

Gc
974.202
L11h
1767960

M. L.

REYNOLDS HISTORICAL
GENEALOGY COLLECTION

ALLEN COUNTY PUBLIC LIBRARY



3 1833 01096 2451

HISTORICAL SKETCHES

OF

LAKEPORT

NEW HAMPSHIRE

FORMERLY LAKE VILLAGE, NOW THE SIXTH
WARD OF LACONIA

THE HISTORICAL COLLECTIONS OF

HORACE G. WHITTIER

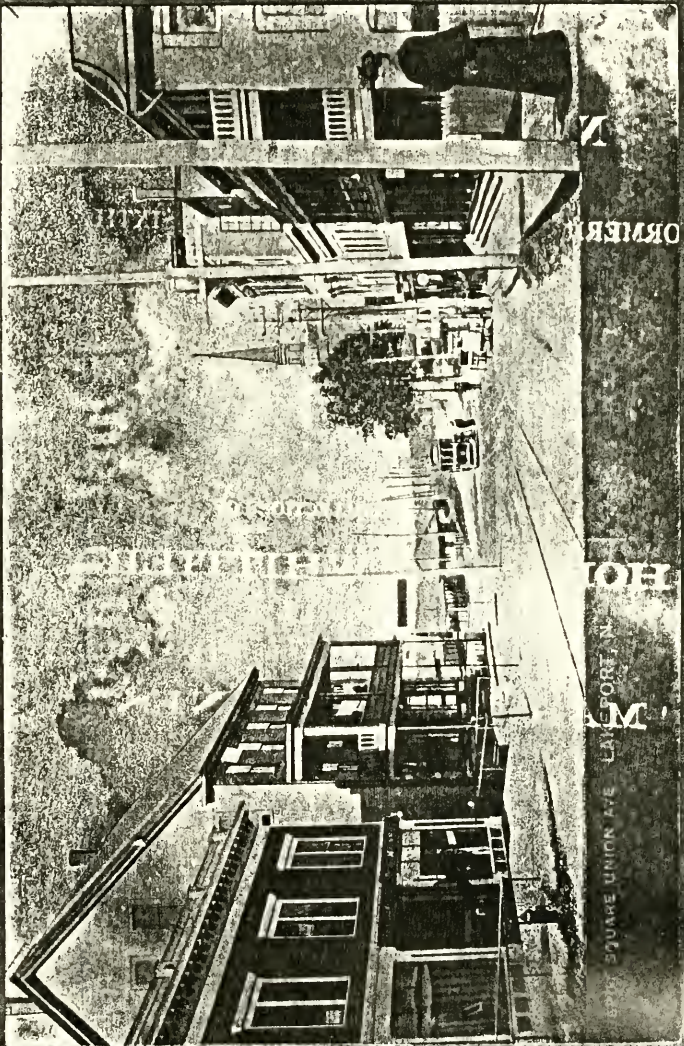
EDITED BY

MARTIN A. HAYNES

LAKEPORT, N. H.

PRIVATE PRINT OF MARTIN A. HAYNES

1 9 1 5



SQUARE UNION AVE. LA CROSSE, WIS.

ORVIERA

JOEL

M

1767960

F Haynes, Martin Alonzo, 1845-
42517 ed.

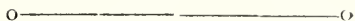
.4 Historical sketches of Lakeport, New Hampshire,
formerly Lake Village, now the sixth ward of
Laconia. The historical collections of Horace G.
Whittier... Lakeport, N.H., 1915. O.

SHELF CARD

309144



NOTES



EDITION FORTY COPIES

THIS IS NO. 37

AND IS PRESENTED TO

Frank J. Wilder

WITH COMPLIMENTS OF

MARTIN A. HAYNES



THE EDITOR'S PREFACE.

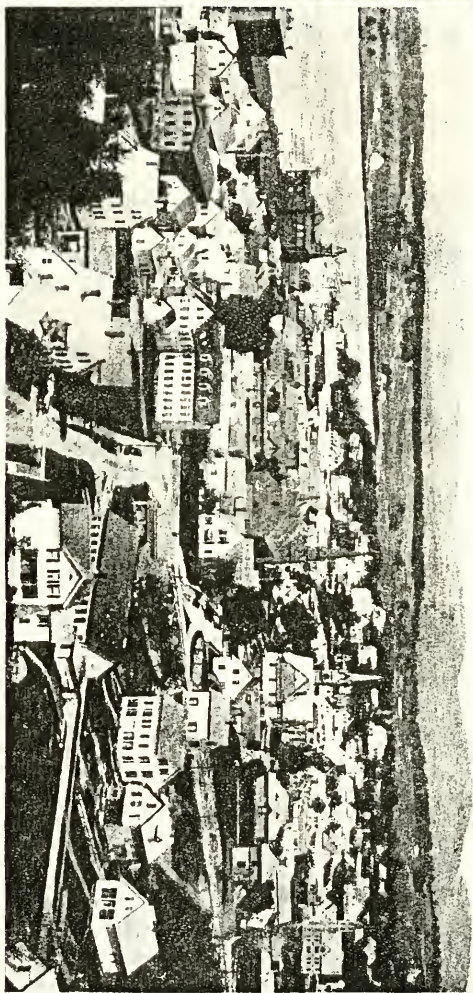
The late Horace G. Whittier left a very valuable collection of data relating to the history of his native village. It preserves many facts and incidents that, but for his interest in the annals of the village, would now be irretrievably lost. It is simply the inevitable course of events that the uninviting-looking old account books in which Mr. Whittier jotted down his "Sketches" will, at some time along in the future, be consigned to the rag-bag or the junk-pile by some thrifty but unappreciative housewife in her spring cleaning. The loss of these records would be in the nature of a public misfortune, and it is to guard against any such possibility that I am printing a limited number of copies, not for general circulation, but to be placed for reference in a few libraries, public and private.

Several chapters, especially those referring to Abraham Folsom and the early days of the settlement, have been entirely re-written and much authentic matter added to Mr. Whittier's meager notes. Three whole chapters here introduced are from the pens of other parties, written in the course of general newspaper work many years ago. The "staff correspondent" who writes so entertainingly of the old Niagara Engine Co. and of the early boating days on Lake Winnetoesaukee, will be recognized by some as none other than Prof. J. Warren Thyng, a native of Lakeport, and an artist with the pen as well as with the pencil.

These Sketches must be read, except in two or three minor details, as of a date not later than 1905. The ten years that have elapsed since then have witnessed many astonishing changes, and not always for the better. Business enterprises then "booming" are now not merely dormant, but dead. And the ranks of those spoken of by Mr. Whittier as in his time the business and social life of the village, have been shockingly depleted by the passing of those who have crossed with him "over the divide." No attempt has been made by the editor to bridge the gap or to bring the record up to date.

M. A. H.

Lakeport, July, 1915.



Published for F. S. Pensley.

Panorama of Lakeport, N. H.

LAKEPORT, NEW HAMPSHIRE.

CHAPTER I.

ITS TOPOGRAPHY AND GENERAL FEATURES.

Lakeport is the present local designation of the area constituting the Sixth Ward of the City of Laconia. A typical section of the "City on the Lakes," its characteristic physical features are its hills and its lakes. Hemming in the southern end of the village, on the east side, is an elevation of 250 feet above the surface of Lake Opeeche, known as "Cole's Hill"—so named for Hon. Benjamin J. Cole, who at one time owned most of the land upon it. "Reservoir Hill" is really a northerly extension of Cole's Hill. Upon its crest is the reservoir of the Laconia and Lake Village Water Works, put in in 1885. By actual survey it has an altitude of 205 feet above the street surface at the Elm street railroad crossing. To the west of Reservoir Hill and separated from it by a narrow valley is "High School Hill," an egg-shaped elevation, evidently a clay-and-boulder relic of the ancient ice sheet. It is crowned by the stately brick building erected in 1886-'87 for the High School of Lakeport. "Belvidere Hill" is the elevation upon the west side, between Lakes Paugus and Opeeche. It was given its name by George S. Young, who in 1844 was a resident on the heights, being suggested to him by a hill of that name in Lowell, Mass.

The Winnepesaukee river flows directly south very nearly through the center of Lakeport. Its source is four miles above, at Weirs, where, as the outlet of Lake Winnepesaukee, it runs a course of only about thirty rods into Lake Paugus. Again, at the southerly end of Paugus, it flows another thirty rods in a comparatively narrow channel into Lake Opeeche. In its stretch at Lakeport the water has a fall of between twelve and thirteen feet, furnishing one of the best water powers in the state.

LAKEPORT, NEW HAMPSHIRE.

Lakeport has one brook—"Black Brook"—the outlet of Lily Pond in Gilford, and emptying into Lake Paugus. It is a small stream, and, running most of its course through alluvial bottoms, its waters take on the dark tinge which would inevitably suggest its appropriate name. In fact, it is a poor town that does not have a Black Brook somewhere within its borders.

Lake Paugus, the northerly water boundary of Lakeport, is four miles long and one mile wide. Anciently, and until about 1871, it was known only as Long Bay, but at that time it was renamed by Martin A. Haynes, publisher of the *Lake Village Times* newspaper. He and Prof. J. Warren Thyng, in one of their frequent sanctum smoke-talks, decided that "Long Bay" and "Round Bay" were not worthy names for such beautiful sheets of water, and they proceeded to re-christen them, each choosing a name. Haynes selected Paugus as a suitable substitute for Long Bay, in honor of the old Indian chieftain who once ranged this region and the country to the north of it. In the local newspaper, thereafter, these lakes were always alluded to as Paugus and Opeeche, and the names met popular approval and have become firmly established.

Opeeche is a smaller body of water than Paugus, and its old designation of Round Bay was manifestly suggested by its shape. But why an independent lake, both fed and emptied by a rapid stream, should be designated as a "bay" is hard to tell. Relative to the name Opeeche, Prof. Thyng wrote to the author: "The robins used to be very numerous in the vicinity of 'the Bay,' and meeting the word 'opeeche' (the robin) in Longfellow's 'Hiawatha,' I thought it would be an appropriate name for that little body of water."

EUPHONIOUS NAMES.

As in all towns and villages, various localities in Lakeport have their by-names. Some of these have been derisively applied, although most of them have been conventionally used simply for convenience in designating some particular section of the village, and generally with more or less appropriateness in one way or another.

That part of the village on the west side bordering on Opeeche is called "Kittery," while the portion of Lakeport on the east side of

the river was called "Portsmouth." At the present time the latter by-name is very rarely heard, but "Kittery" sticks. The names, of course, were suggested by the two towns at the mouth of the Piscataqua river, although the relative compass positions in one are the exact reverse of those in the other.

"Black Brook" is the general designation of the neighborhood on the shore of Paugus near the mouth of the brook.

Barely out of the village proper, on the west side and adjoining the railroad, is a settlement once generally known as "Cassville," but having, at different times, various other designations. It was so called from Wesley B. Cass, who until a few years ago was the only one living there. It is also called "Odellville," from Joseph L. Odell, who owned a tract of land on the west side of the railroad, which he laid out into house lots, many of which have been built upon. It has also been known as "Murryville," from Martin Murry, the first to erect a house upon land bought of Odell. Later, the name "Italy" has been applied to it, from the fact that gangs of Italians, from time to time employed in grading the railroad, were quartered in cars upon sidetracks there. Also, one Charles Maffrey, an Italian, bought a house there which became a rendezvous for parties of his countrymen.

"Cass's Point" is the point of land in Paugus just across the railroad from Cassville. It was once owned and occupied by Wesley B. Cass, and prior to his occupancy was owned by Enoch George and was known as "George's Point."

"The Island" is that section of Lakeport lying between the Boston and Maine Railroad and Lake Opeche. It is in a measure cut off from easy communication with the rest of the village by the depressed roadbed of the railroad, and is accessible for teams only by way of an elevated bridge over the railroad. The first house upon The Island was built by William Pitt Moulton, at the south end of Moulton street.

That portion of Fairmount street lying between Elm street on the west and Belvidere street on the east is known as "Cat Alley." A barn once stood there on the lot now owned by Horace G. Whittie. The building was commonly known as the "Company barn," having been at one time the property of the Lake Company. It was the

club house for all the cats in the neighborhood, whose midnight concerts sometimes made life in that part of the town hardly worth the living.

“Highland Park” is located in the northerly part of Lakeport, extending from Elm street eastward to the railroad. Originally a part of the John Gray farm, it was purchased by a speculative syndicate, which had it surveyed, laid out into house lots and disposed of with theatrical and spectacular accompaniments to the sale. A number of buildings have already been erected and the city has laid out streets.

CHAPTER II.

NAMES, FROM "LOWER WEIRS" TO "LAKEPORT."

From Rev. J. P. Watson's painstaking and valuable history of Gilford we glean that in the earliest days this locality was known as the "Lower Weirs." It is reasonable to assume, both from the similarity of river conditions and from the above designation, that this was a great fishing place for the Indians, as well as the Weirs, four miles above. Tradition, also, has preserved the memory of W-shaped stone weirs that criss-crossed the river when the earliest settlers came.

The earliest settler within the present limits of Lakeport was unquestionably Abraham Folsom.* His activities were upon the New Salem (later Meredith) side of the river. As early as September 29, 1766, a proprietors' committee appointed to "view the settlement of New Salem" reported: "1. Abram Folsom has a house built, & 10 acres of land fell, & 3 acres clear, & his son there." On the incorporation of the town under the name of Meredith, in 1768, Abraham Folsom's name appeared several times in the records of the first town meeting, held March 26, 1769. Again, when the names of all the legal voters in Meredith were entered on the town records, March 29, 1777, the last name recorded was Abraham Folsom's. Now, interlocking as to dates with this name on Meredith records, there appears the name of Abraham Folsom in the Gilmanton records. Abraham Folsom signed the Association Test in Gilmanton August 28, 1776, and the name appears in Lancaster's history as one of the new settlers in Gilmanton in 1781. It is quite probable, and not inconsistent with conditions at that time, that the two were identical, Folsom having interests in both towns.

Abraham Folsom's improvements and building of a mill on the Meredith side of the river were really in the interest of the northerly (or Gilford) section of Gilmanton, and that town took measures to encourage and assist him. May 10, 1780 the proprietors voted that

*Mrs. Sally Forrest, a daughter of Abraham Folsom, died at Tilton December 15, 1893, at the advanced age of 86 years. She was born at Lakeport October 9, 1807.

Lots Numbers 4 and 6 in the eighth range, except five acres at the *Wears*, reserved for a mill privilege, be sold and the money obtained for them be laid out for building Gilmanton's part of the bridge over the river at *the Wears* * * and that the mill privilege be given to the people of that part of the town forever. This was the genesis of the present Gold street bridge. The bridge was built in 1780; and that Folsom built his grist mill in 1781 is established by a vote of Gilmanton at the annual town meeting held on the 14th of March, 1782, in relation to the two lots ordered sold to build their half of the bridge "above Folsom's mills." Folsom first built a grist mill on the site continuously occupied for a grist mill down to the day of the great fire, May 26, 1903—after which it was not rebuilt. He soon added a saw mill to his equipment, located upon the present site of the Electric Company's power house, which was in active operation until 1861, when it was torn down.

Historian Watson thinks it probable that Folsom built his house subsequently, probably in 1783. But the Meredith records herein-before quoted are conclusive that as early as 1766 Folsom had a house built and "ten acres fell." Certain it is that his house—the first within the limits of Lakeport—was located near the present Aaron C. Badger house, on Sheridan street. The well and cellar were distinctly visible until within a few years.

For a time before the mills were put up the locality was known as "Folsom's Falls," which was now changed to "Folsom's Mills" and so continued for many years, until, with a change of ownership, a change of name naturally followed.

With the building of the bridge and the utilization of the water power by Mr. Folsom, other settlers were attracted hither, houses were built and little industries sprang up. After many years of business activity and usefulness, Mr. Folsom died. In 1825 Nathan Batchelder acquired the Folsom property, and the little ville there-upon took on the name of its new captain of industry and became "Batchelder's Mills." Mr. Batchelder was the progenitor of descendants who became influential in the business and political affairs of state and nation. A son, Richard N., was Quartermaster General of the United States Army, and a daughter became the wife of Benjamin J. Cole, for a long term of years the leading business man of the community.

"Batchelder's Mills" had become a trade and business center of considerable importance. Business enterprises of various kinds had been established, several mills and shops were operating, and there was an air of progress, with a rapid but healthy increase of population. As early as 1829 the people who had foregathered here came to the conclusion that the place had outgrown its old name of rather constricted significance, and accordingly chose the name of "Win-nipesaukee Lake Village." In the earlier days the full title was very often used, but in the interest of brevity the cumbersome name was decapitated, the first word soon fell into absolute disuse, and as "Lake Village," pure and simple, it was known for more than fifty years.

But once more the place outgrew its name. In 1891 many of its progressive residents had imbibed the idea that a community of nearly three thousand inhabitants was altogether too big to be labeled merely a "village." The subject of a change of name was agitated, culminating in a largely attended public meeting which by a decisive majority voted to change the name to "Lakeport." The acquiescence of the Post Office Department in renaming the post office, and of the railroad as to the station name, followed as a matter of course; and even when, in 1893, Lakeport united with Laconia as Ward Six of the new municipality, its local designation was retained, and, from its peculiar appropriateness, will doubtless continue indefinitely.

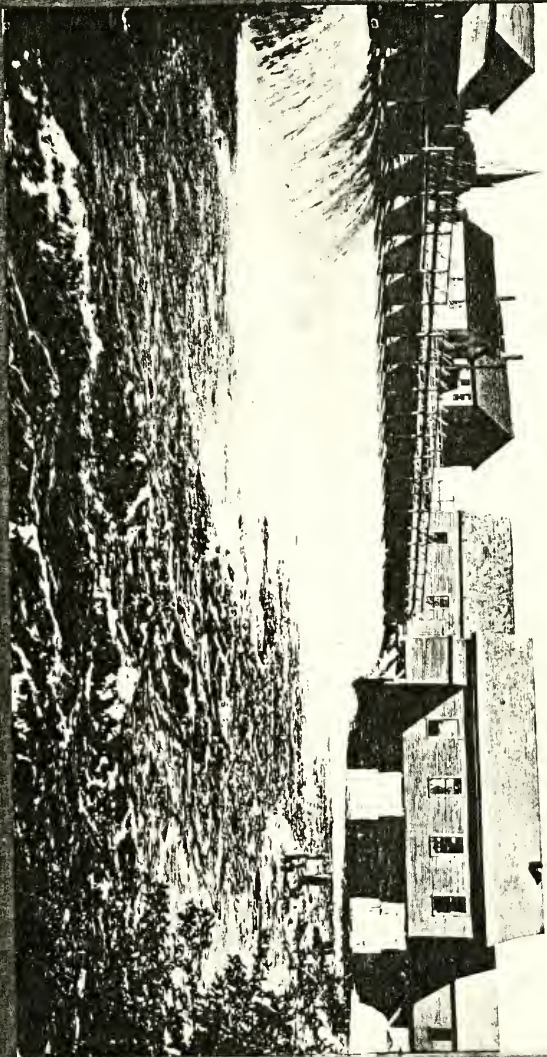
It is to be noted that Lakeport was never a distinct political entity until, in 1893, it became a ward in Laconia city. Until 1876 it was a part of two towns, the dividing line being upon the river and lakes. Until 1855 it was about equally divided between Gilford and Meredith, but in that year, by act of the legislature, the town of Meredith was divided and its southerly section, including the Lakeport district, incorporated as the town of Laconia. This action was undoubtedly hastened by an appalling tragedy on town meeting day, March 13, 1855, when the floor of the crowded town house at Meredith Village gave way and four persons lost their lives—James W. Durgin, Washington Smith, Benjamin D. Robinson and Nathaniel Nichols.

There was now the peculiar condition of two large and flourishing villages, within a mile of each other, each divided about equally

between the towns of Gilford and Laconia—Lakeport, at the head of Opeeche, and Meredith Bridge at its foot—the latter, however, taking on at once the name of the new town, Laconia.

This unnatural division continued nearly twenty years. But in 1874, by legislative enactment, the Gilford portion of Laconia village was annexed to the town of Laconia, and two years later the legislature of 1876 took the west side of Lakeport from Laconia town and gave it to Gilford. This “swapping off” between the two towns was very much to the convenience and benefit of the two villages in the matter of schools and public improvements, until, in 1893, they came together under a city charter.

The Dam, Lakeport, N. H.



CHAPTER III.

EARLY INDUSTRIES AND BUILDING OPERATIONS.

It is altogether probable that Abraham Folsom's first house, which was a matter of record as early as 1766, was a pioneer's log cabin. Subsequently—probably about 1783—he built a second house, doubtless a framed building with lumber from his own mill, on the elevation at the rear of the present Benaiah S. George residence, on Elm street. The old cellar was in evidence until a very recent time. Sometime after the building of this house Folsom built the house on Franklin Square recently owned and occupied by Albert H. Davis. Soon after Nathan Batchelder bought the Folsom property here he remodeled this house to his liking and occupied it as his residence, and our older residents even now may sometimes be heard to speak of this place as “the Batchelder house.”

To get power for his grist and saw mills, Folsom constructed a dam across the river, with a wing running northerly. The remains of a part of this old dam can be seen to the present day, running north-easterly from the Gold street bridge to the Gale Point, so called, at the rear of Henry J. Odell's residence and dry goods store. Before the new dam was built, in 1851, during the period of low water one could walk nearly the whole length of the old dam without wetting the soles of his boots.

Mr. Folsom died, and Joseph Libbey administered upon the estate. On the farm was a large lot of standing timber of the finest quality—the old primeval growth—and before the farm was sold to Batchelder, Libbey cleared a part of the land, drawing the logs to the saw mill here. Some of the lumber was used in erecting new buildings here, while a part of it was drawn to Laconia—then known as Meredith Bridge. The frame of the original bank building in Bank Square, now the Eagle Hotel, was from trees cut on the Folsom farm.


Nathan Batchelder came here from Loudon, to work, in the fall of 1823. In 1825 he bought the Abraham Folsom farm and appurtenances, but did not permanently establish his home here until

1827. He was enterprising and did very much towards building up the village. He built the old Wilder store, on Franklin Square, now occupied by George H. Dame as a stove and tin shop. Also two houses to the rear of this building, both of which were destroyed in the great fire of May 26, 1903. At or near the same time he built another and smaller house farther down the street, in front of the mill lately occupied by Horace H. Wood & Co. This was taken down about forty years ago.

Besides building these several dwelling houses, he erected the "old woolen mill," which was destroyed by fire February 16, 1885. This mill stood west of the grist mill upon the site now covered by the Boullia-Gorrill plant. This was early known as the "old Pulcifer mill," and when burned was occupied by P. Bartlett & Son as a hosiery mill.

"The old cotton mill," as it was familiarly known, as well as the one known as "the lower mill," and later as the "Belknap Mill," were built by Mr. Batchelder. The latter was nearly doubled in size after passing from his ownership. These mills were both occupied by Horace Wood & Co. for the manufacture of hosiery when burned in the great fire of 1903.

Notwithstanding Mr. Batchelder's activity and enterprise and all he accomplished here, it was not very many years before he sold all his interests to David Pingree and Nathaniel Davis. Davis at that time owned what is now known as Governor's Island, but which was then called Davis Island and is still so designated by some of our older citizens. It is not improbable that in this purchase Pingree and Davis were acting as the agents of the Winnepissiogee Lake Cotton and Woolen Manufacturing Company. This corporation had been chartered by the New Hampshire legislature in 1831, and the control of the outlet of the lake was absolutely essential for the carrying out of its purposes.

 In 1851 the Lake Company put in the present substantial stone dam. The old Folsom dam was becoming decayed and unsafe; and in addition, the company doubtless desired to increase its reservoir capacity by a higher dam. Thomas Ham, then in the employ of the Lake Company as their engineer, did the surveying and made the plans, and the work was under the general supervision of James

Bell, at that time agent of the company. The overseer on the construction work was John Clark, familiarly known as "Boston John," from his unvarying habit of saying, whenever a piece of work was completed, "*That's Boston.*"

In 1861 the wing that extends southerly from the main dam to the plant of the Electric Lighting Co. was built under the supervision of Josiah B. French, then agent of the company. Mr. French was succeeded by Jotham P. Hutchinson; and in 1895 Harry W. Daniell of Franklin took charge as local agent, and still fills the position.

~~It is~~ Mr. Whittier's record in relation to dams is incomplete and misleading. He makes no mention at all of the old "Lyford" or "Batchelder and Lyford" dam, which was built in 1828 upon practically the site of the present Lake Company dam. This was a loose boulder and rubble construction, and obviously must have ended the value and importance of the Folsom dam, a few rods above. The wing of the Folsom dam, by the way, must have run southerly from the western end of the main dam, instead of northerly as incorrectly noted by Mr. Whittier, in order to direct the water to the Meredith side for Mr. Folsom's use. And it is probable that Mr. Whittier's statement that at low water, until 1851, one could walk dry shod nearly the whole length of the "old dam," refers to the Lyford—not the Folsom—dam.

Associated with Nathan Batchelder in his enterprises here, were William Batchelder and John Chase. They got an act of incorporation in 1831, under the name of "Winnepissiogee Lake Cotton and Woolen Manufacturing Company," the "whereas" of which sets up that "being owners of the farm, mill, and mill privileges, commonly called Folsom's Mills, in Meredith, upon which the proprietors have erected, and are about to put in operation, two factories for the manufacture of cotton and woolen cloths, and for the manufacture of machinery, at their said mills, for the greater convenience in carrying on said business, have petitioned—" &c.

It was not until 1846, however, that the Lake Company as it has been known to us for nearly three quarters of a century, really came into existence. In that year the legislature passed an act in addition to the act of 1831, by which an extension of capital stock was authorized to not exceeding one million dollars, and individuals and corporations owning mills or mill privileges were authorized to subscribe for and hold stock. Under this authority the stock was all held by the Essex Company of Lawrence and the Locks and Canal Company of Lowell, who, whatever may have been claimed to the contrary, were mainly interested to hold the headwaters of New Hampshire streams for reservoirs.

The old, leaky Lyford dam would not serve the purposes of such a company; hence the substantial stone dam put in in 1851, as recorded by Mr. Whittier. The top of the new dam was but a trifle higher than the old, but being tight, and stopping the leakage, the surface of the lake was raised very materially.—EDITOR.

Among the early settlers of Lakeport was Moses Sargent. For a time he was engaged in the manufacture of woolen yarn. His business was limited, as he ran what is known as a one-sett mill—that is, one sett of woolen cards.

The two saw mills then in operation turned out a good deal of

lumber. One of these, on the east side of the river, is still standing [since burned], being the mill owned by George D. Merrill. These mills both used the old up-and-down saws, the "board mill," so called, not being then invented.

Another business enterprise, destined to be of very great importance to the village, was the establishment of an iron foundry by Isaac Cole, the father of Benjamin J. Cole. He started this business in a very primitive way. For years he did all his smelting in a potash kettle, using a common blacksmith's bellows for a blast, and charcoal for fuel. The foundry business continued to increase, and the great business of the Cole Manufacturing Company ultimately grew out of it. Horace O. Bugbee, writing to the *Bellknop Republican* under date April 20, 1900, states that the first iron foundry in Lake Village was operated by his father, Horace, and uncle, Benjamin J. Cole, in 1837. All the records we have consulted show that Isaac Cole was the first to have a foundry here. They show that in 1836 Isaac sold the foundry plant to his three sons—Benjamin J., Isaac, and John A. (father of Capt. Stephen B.), and they engaged in business for themselves under the firm name of "Cole & Co." It is possible that about this time Mr. Bugbee might have had an interest as stated by Horace O., and the firm name might for a short time have been, as stated, Cole & Bugbee. But I do not find this firm name on any record.*

Cole & Co. carried on an extensive business for some ten years, when they took into partnership John Davis 2d (father of Professor Nathaniel S. Davis of Brown University), and the firm name was changed to Cole, Davis & Co. The principal articles of manufacture by this firm were stoves and plows, and many of the stoves made by them are still in use.

This partnership continued for about ten years, when Mr. Davis, Isaac and John Cole retired from the firm, leaving Benjamin J. Cole the sole proprietor. He continued in business alone until 1873,

*Mr. Bugbee's statement was that the first iron foundry in Lake Village was operated by his father and his uncle B. J. Cole under the style of Cole & Bugbee. They also ran a batting mill. An iron fireplace, mentioned by Horace O. as still in use and bearing the manufacturer's name, "Cole & Bugbee," on the front of it, should be pretty good documentary evidence that there was a partnership of some sort, probably limited and of short duration, but quite certainly not the first foundry in Lake Village unless we throw out Isaac Cole's claims.—EDITOR.

when the Cole Manufacturing Company was incorporated, with a capital of \$60,000, and has since done an extensive business, not only in foundry work, but in manufacturing and repair of all kinds of wood and iron work. Mr. Cole had the entire management of the business until 1883, when he retired from the more active duties, and his son-in-law, Henry B. Quinby, was chosen superintendent, and has held the position continuously until the present time.

CHAPTER IV.

IRON MINING IN GILFORD.

In 1828 a man by the name of Harlow came to Gilford to prospect for iron, having heard that the metal was to be found in great abundance on Belknap Mountain. He located at Lake Village and spent much time testing the value of the ore and the feasibility of a mining project. After he had investigated to his own satisfaction and had gotten the opinion of experienced miners—all of whom expressed the conviction of a splendid prospect—he commenced operations. Being a man of considerable means, he began on an extensive scale. As he required the services of a large number of men, and there were at that time accommodations for but a few families in Lake Village—there being less than a dozen houses, all told, in the vicinity—he concluded to build, and erected a large house on the site of the present hotel, which was occupied as a boarding house by his employees.

He set a gang of men to work on the mountain, and another to the building of a large smelting furnace at Lake Village. The furnace was begun on the site of the present foundry. After putting in a foundation, a wall of stone was laid four feet thick, the inside radius being twenty feet. Just what the builder's idea of the whole structure was will never be known, as it was not completed. The prospects at the mine grew so discouraging that operations at the mine were suspended for a time and never resumed. The best looking vein was worked for about two rods without getting a wagon load of ore worth smelting. This was abandoned and another vein taken up, but this also continued so discouraging that it was about to be given up for another, when a terrible accident occurred that so frightened the survivors of the crew that operations were wholly suspended. By the premature discharge of a blast, one man was killed outright and two others seriously injured. Mr. Harlow had now sunk about twenty-five thousand dollars and had not realized a dollar in return. The ore obtained was of excellent quality, but was small in quantity. A horseshoe nail was made directly from the ore. Ruined financially, Mr. Harlow lost his reason and soon died.

CHAPTER V.

"GUNDALOWS" AND HORSE BOATS.

[*Staff Correspondent of Manchester Union.*]

"I used to think it was a fine sight when a boy," said Rufus Smith, "to climb up on a hill and see the great white sails on the gundalows, when three or four of those queer-looking crafts flew along before the wind."

"Do you mean there were gundalows used on Lake Winnipiseogee in olden times?"

"Yes, sir, I remember them well; it was the only means of lake transportation when I was a young man; that is to say, before horse boats came along."

"About how long ago should you think it was that they began running gundalows on the lake?"

"O, I can't tell just when the first ones were put on; but I remember hearing them tell, when I was a young chap, that they had them before the war of 1312."

"What did they use them for—to carry passengers and freight?"

"Not many passengers; they didn't like to carry passengers, but if anybody wanted to get up to Lake Village from Alton Bay badly enough to pay fifty cents, the captain would take the passenger aboard."

"How much of a crew did it take to run a gundalow?"

"Two—two captains"—

"Two captains!—how was that?"

"Why, one man would be skipper and the other fellow the crew one trip, and on the next voyage they would just reverse it; the fellow that was the crew the day before would be captain, and the skipper of the previous trip would be the crew, and so on; so they never got jealous."

"What points did they touch on the lake?"

"They ran regular trips between Lake Village, Meredith Village and Alton Bay, and also touched at Moultonborough. About 1837-8 Nathaniel Vaughn Shannon, of East Moultonborough, built a large

gundalow—it was probably sixty feet long—and used it to boat boards and shoo*k*. This, I think, was the last gundalow ever run on our lake. All the boats carried merchandize from Alton to Meredith and Lake Village. Paul Peavy ran several fine six-horse teams between Alton Bay, Dover and Portsmouth, in connection with the boats. An invoice of a gundalow's regular cargo when she got ready to hoist sail for her upward trip was as interesting as it was varied. There were cotton bales for the mills at Lake Village, and for everybody they had flour, salt fish, New Eng"—

“No, not”—

“Yes, they had to have it for haying and raisings. The gundalows had two sails and also a jib; also they were provided with two long oars or sweeps, which, when the craft was becalmed, would be used to propel the boat. This was slow and tedious work, and to lighten the labor the crew resorted to an ingenious stratagem. Some one would drive a hoop, just a little, on one of the most interesting looking barrels, and, after cautiously boring a gimlet hole, they would extract a nipper and then drive the hoop back into place again. Likewise, when discouraged by heavy head winds, 't is said they were wont to cheer their hearts in like manner. Now, a day seldom passed when, near a point about six miles out of Alton Bay, there was not either a dead calm or a stiff nor'-wester blowing straight in their teeth—so up went the hoops; therefore the shore became known as “Gin Point.” About a mile farther on is another point of land where there were either buffeting winds or no winds at all. Then the hoops of another promising-looking barrel would be raised and courage and speed renewed; therefore the land at this point went into the boatman's chart as “Rum Point.”

The chart maker of later days, laying down the currents and shoals of our beautiful lake, has, either purposely or inadvertently, omitted these suggestive names.

The old-time gundalow was a picturesque craft and most decidedly practical; it did its work in its day well and faithfully. None were lost by accident or wreck and no person was drowned or injured in the service. Strangely enough, the gundalow is well nigh forgotten. It has escaped the page of history both by picture and description. Its phantom shape has not flitted through the dream of the lake country poet, nor does its white sail, shining afar among the green islands, touch up the painter's canvas with its gleam.

"The model of the gundalow varied somewhat," continued Mr. Smith. "Some of them were built quite round at the bows, by putting together blocks of timber with pins and afterwards hewing into shape. All the boats were flat-bottomed and oftentimes planked with hewn timber to make them strong and proof against accidents if they ran onto rocks. There was usually a railing around. In a good wind they would sail six or eight miles an hour, and make the trip from Meredith to Alton Bay and back in two or three days."

"When did the gundalows cease to be used?"

"Somewhere about 1840 the horseboats drove them out. The very first horseboat was built in 1837-38 by a Mr. Patten of Manchester. He got the timber on Governor's Island and put the boat together at Meredith Village. It was a sort of scow, about seventy feet long. Afterward, 'Squire John V. Barron of Lake Village and a man named Parsons, who lived on Long Island, bought the boat. Parsons was ingenious and got up some machinery to be operated by horse power. This machinery was put into the boat and two horses used to turn it; a little later arrangement was made for three horses, but this plan was soon abandoned. In 1841 Barron and Parsons sold the boat to a company composed of Paul Peavy and Capt. Daniel Smith, a wealthy mill owner of Meredith. This was the very first horseboat on Winnipiseogee."

In the year 1840 Smith, with Stephen Wentworth (now living at Center Harbor), built a horseboat on Moultonborough Neck, on the same shore where Dr. Greene's poultry-farm landing now is. Rufus Smith, a skillful and trustworthy boatman, took charge of the new boat, which plied between Lee's Mills, Alton Bay, Meredith and Lake Village, and sometimes touched at other points. This boat brought the first load of wood to Lake Village. In the season of 1840 they glutted the market at that place, so that they were obliged to sell their wood—the very best of hard wood—at \$1.25 a cord, and to take their pay out of the store at that. The boat had a capacity of twenty cords of green hard wood.

In those early boating-days it was not always sunshine, nor did favoring winds always prevail. But those skillful navigators knew well the devious courses winding among the islands; and they also knew the shoals and sunken rocks that offered constant menace and peril. By night as well as by day their keen eyes and clear judg-

ment brought them safely into port. Indeed, all this can be said of the pilots and officers of all the boats that ever plowed the waters of the Winnipiseogee (with the exception of the ill-fated Belknap) from the first known days of its navigation clear down to the present day.

The horse boat was always a prey to contrary winds; and when heavily loaded and progress slow it required much good judgment to keep things trim. Mr. Smith had, in 1841, an exciting experience in a cyclone off Carr's Point. His horse boat was very heavily loaded, the cargo consisting of fifteen tons of bar iron, forty barrels of flour, fifteen bales of cotton, besides a quantity of dye stuff.

The morning of the day of the tempest was somewhat peculiar. A light breeze, blowing with a circular motion, died away at sunrise, while the shores of the main land and of all the islands were lifted by a strange mirage until they seemed hung in space. This phenomena was succeeded by a hot, thick atmosphere and brassy sky and accompanied by a startling stillness. As the morning advanced a glassy calm, awful in its clearness and prophetic silence, spread wide over the deep. At noon clouds gathered and rapidly overspread the sky about Red Hill, and followed around toward Governor's Island, casting a twilight gloom over the scene. At this time the boat was well off the shore and had plenty of sea room, a most fortunate circumstance, for the wind suddenly rose and swept a wide path over the lake. The shores all around appeared shadowed by a pall of thick darkness. Lightning was constant and the roar of thunder loud and deep. Close to the water the wind swept with a terrible hissing sound, while the air seemed filled with a feathery whiteness where the tempest tore the tops of the waves into foam.

By great effort the boat was kept out of the trough, but she was blown shoreward and half filled with water. The cotton bales were washed overboard and floated to land. The blow was of short duration, and when the waves had subsided the boat was beached on the Gilford shore and pumped out. The cotton was hauled to Lake Village and spread out to dry in a field near the upper end of Belvidere street, where it looked like snow shining white in the sun.

The horseboat has followed the gundalow into the lake's past history. It is doubtful if one is in existence today. Indeed, the boatman himself, always bright and companionable in his day, has, with two or three exceptions, passed away.

CHAPTER VI.

STEAMBOATS.

The first steamboat on Lake Winnepesaukee was the "Belknap," which was built at Lake Village in the fall of 1832 and spring of 1833. The venture was financed by a stock company, in which Stephen Lyford and James Jewett were largely interested. The ship yard where the boat was built was upon the hill at a point nearly in front of where the Ham house now stands, on Park street. It was 96 feet long, the hull 17 feet beam, and 33 feet over all. Its construction was begun under the superintendence of Charles F. Bell, of New York, who was accidentally drowned by falling from the dam into the river, June 12, 1832. This was the first drowning accident of which we have any account in Lakeport. The work was continued by Messrs. Clock and Lupton, of New York. The boat was launched in November, but was not finished until the following spring.

July 9, 1833 was a gala day in Lake Village. The boat was to make its trial trip, and a general invitation to a free ride had been extended. In the large party upon the boat were many ladies. The engines were started, and the first performance of the new craft was to "buck." She backed viciously into a jam of logs; but the difficulty was soon remedied, and the boat moved, right end to, up Paugus, on the first trip of the first steamboat on Winnepesaukee. The "Belknap" did a fair freight and passenger business until wrecked on Steamboat Island in October, 1841.

The steamer "Jenny Lind" is now only a faint memory to a few of our oldest residents. She was one of the last of the horseboats, converted into a sort of steamboat. Langdon Thyng purchased a discarded locomotive that had been used to haul gravel trains during the construction of the railroad. This diminutive locomotive had several nicknames. It was first known as the "Cork Leg," but how it came by that name has been forgotten. Afterwards it was called the "Widow Dustin," shortened by the boys into "Widder." Mr. Thyng installed her boiler and engine on his horseboat, and gave

the new contraption a name just at that time used to juggle with on everything from chewing gum to steamboats—"Jenny Lind." She could make about five miles an hour, and her asthmatic puffing and blowing could be heard at an almost incredible distance.

The original steamer "Lady of the Lake" was built in 1848-'49 on the ground now marked by the junction of the Lake Shore and Boston & Maine Railroads. William Walker and Benjamin J. Cole were the prime movers in the building of this famous boat, and Mr. Walker was its first captain. She began running in June, 1849, and was used continuously, for both freight and passenger business, until September 14, 1893, when she made her last trip from Wolfeborough to Weirs. The following is a list of her last crew: John S. Wadleigh, captain; A. P. Hughes, clerk; John M. Lovett, pilot; Lorenzo W. Lovett, engineer; J. Fred Lovett, fireman; James Wilkins and Frank Hurlbert, deck hands; James Hawkins, kitchen colonel; H. C. Wentworth, cook. The next Tuesday, September 17th, she made a short trip out into the broads of the lake, which was the final trip of her long and useful career. She was towed to Lake Village, the place of her birth, and stripped of her machinery. The dismantled hulk was then taken to Glendale, where it was utilized as a boarding house for workmen engaged in building Kimball's castle. Finally, she was towed out into the lake and sunk in its deep waters—a fitting sepulcher for the long-time queen of the Winnepesaukee. The figure head—Scott's immortal Scotch lassie, with the paddle in her hand—now adorns the boat house of Charles H. Cummings, near Spindle Point.

In 1856 the steamer "Red Hill" was built. This boat was something after the style of the old "Belknap." It did service for a few years, when it was dismantled and the machinery sent to Foo Chow, China, in charge of Rufus Clark, a skillful machinist and well known resident of Lake Village at that time.

Frank W. Johnson commenced business here as a boat builder in 1886. He has built a number of steam yachts with a carrying capacity of from fifteen to fifty passengers each—pleasure boats—several of them for other waters than Winnepesaukee.

Besides the larger steamers built here for freight and passenger traffic, several others have been built at various places on the northern shores of Winnepesaukee, and more particularly at Long Island.

In the season of 1866-'67 the "James Bell" was built at Center Harbor, by Wentworth and Sweatt. It was, for many seasons, used as an excursion boat, and sometimes did extra work for the "Lady of the Lake." It was a staunch, safe and popular craft. The cabin was until recently standing on the shore of Paugus, near the mouth of Black Brook, having been moved there and fitted up for a dwelling when the boat was torn to pieces. The pilot house is a feature in the yard of Winthrop H. Smith, on Union Avenue. The "Bell" was the last of the side-wheel steamers.

The "Dover"—renamed the "Chocorua"—was built at Alton Bay in 1851. Neither this boat nor the "Mount Washington," which succeeded it, were ever connected in any way with Lakeport.

The "Maid of the Isles"—originally named the "Gazelle"—was built at Wolfeborough, by D. Haley, in 1877. After doing service several years, it was partially sunk at Wolfeborough, remaining in this condition a considerable time. It was raised and rebuilt by Herbert A. Blackstone, in 1887. In 1893 it was condemned and torn to pieces.

The "Lamprey" was built at Long Island, in 1882, by Alanson and Robert Lamprey, and was burned at its moorings on Moultonborough shore in 1892.

The "Belle of the Wave" was built in 1882, by Arthur Lamprey, at Long Island, and burned at the back side of Long Island, in 1887.

The "Cyclone" was built at Long Island in 1887, by Arthur Lamprey, and did service as a passenger and freight boat for several years. The machinery was taken from the "Belle of the Wave," after that boat was burned, and used in the "Cyclone."

The "Mineola" was built at Newburg, New York, in 1877, for a company composed of George H. Robie, Charles D. Robie and Charles F. Brown. It was shipped here by rail, arriving in Lakeport July 5, 1877. Probably no boat on the lake ever brought in as large dividends to its owners as has the "Mineola." She was the first steamer on the lake, large enough for freight and passenger business, to be fitted with a screw propeller, and is still doing a good business under the management of her present owner, Elmer Davis.

The "Eagle" was built at Lakeport in 1886, by Herbert A. Blackstone, for Charles F. Brown and Alfred G. Wentworth. They did a

good business, both passenger and freight, finally selling the boat to Dr. J. A. Greene. It was accidentally burned, at Long Island, in 1903.

The "Roxmont" was built in New York and shipped to Lakeport in 1889. At the time of her arrival she was named the "Carroll," but Dr. J. A. Greene bought the craft in 1891 and changed the name to "Roxmont." It is now known as the "Belle of the Isles."

In 1891 various parties conceived the idea of a house-boat and the "Wangan," built at Lakeport, was the result. The owners were Romanzo B. Priest, Dr. George H. Saltmarsh, Frank M. Eastman and George B. Ayer, of Lakeport; Benjamin F. Hoyt, of Gilford; Ralph O. Brown, of Long Island; L. C. Paine and L. F. Fitzhenry, of Boston. The "Wangan" was a flat-bottom craft, that could run up to the shores in the shoalest of water, and was fitted with two propeller wheels. It is used exclusively for hunting and fishing purposes, and is fitted with all the paraphernalia for housekeeping.

So far as sailing craft are concerned, they have almost entirely disappeared; but one is worthy of special mention. The "White Wing" was built in 1868 by John S. Crane, and launched in August of that year. She was one of the handsomest sail boats on any water, and is well remembered by many of our citizens. One day, soon after her launching, she sailed eleven miles in one hour, as reported in the *Lake Village Times*.

All these public service boats, wherever built, had much to do with the business of Lakeport' and most of them made this place their virtual headquarters. And besides these public boats, already named, scores of steam and gasoline yachts have been built by individuals for their own private use and pleasure.

CHAPTER VII.

LAKE VILLAGE IN 1844.

[*Laconia News and Critic*, January 6, 1905.]

There can be but few persons now living who have a distinct recollection of what Lakeport was sixty years ago. The following items of information on that point are contributed by one who has resided here since 1844, and who has been cognizant of the changes occurring here since that time.

What is now known as Lakeport, the Sixth Ward of the City of Laconia—except that part of it lying north of Black Brook—contained just seventy dwelling houses, by actual enumeration, in 1844. Only eight or ten of these were of two stories, the others being mostly plain cottages; and several of them were hardly more than shanties of two rooms, only half-finished at that, and would not be considered comfortable dwellings in this latitude in the winter season.

On the west side of the river, in what was then a part of the town of Meredith, there were just thirty houses, situated mostly on Elm and Belvidere streets. The great fire of May 26, 1903 destroyed all of these except the Batchelder house, on Franklin Square, and three or four small ones at the north end of Elm street, out of range of the fire.

On the east side of the river, then a part of Gilford, were only forty houses, a few of which have been torn down or removed, without being replaced, while most of the others have been rebuilt, enlarged, or remodeled, so that they would hardly be recognized at the present time by their former owners.

The whole territory of the village, which two or three years later was formed into a fire precinct, comprised less than two square miles, or about one thousand acres, nearly equally divided between the two sides of the river. The streets on the Gilford side were Union Avenue, as it is now called, running the whole length of the village, one and one-half miles; an unnamed street which is now the east end of Elm street, connecting with Union Avenue near the

passenger station and running north-westerly to the river; thence turning sharply to the right along the bank of the river to the old bridge; thence easterly to Union Avenue again near the northerly end of the passenger station; Laurel street, running easterly from Union Avenue a few rods to what is now Mechanic street; a highway called "the new road" (now Stark street), leading to Gilford. There was no part of Mechanic street laid out till 1846, but there was a private way leading from Laurel street to Hillside Cemetery.

The dwelling houses on the east side, commencing at the south end of the village on the west side of the street, were:

1. Enoch Merrill's, situated just north of the junction of Messer street and Union Avenue. This house was demolished many years afterwards and a two-story double-tenement house erected in its place.

2. The next house to the north was the W. P. Moulton house. This was removed nearly fifty years ago, now stands on Fore street, and is owned by Ara Sargent. It has been enlarged by a second story and a brick basement. Levi Stevens erected a house on the old site, which is now owned by Dr. J. C. Moore.

3. House occupied by Ira F. Folsom, who died there a few years after. Jacob M. Cook came into possession of it later, and it is now owned by his widow, Mrs. B. F. Brown. The house has been enlarged and one story added.

4. House owned by John L. Carr, now owned by Uzziel Hayward. The house has been rebuilt and one story added.

5. House owned by Richard Martin, now owned by Casper Bunker. This also has been rebuilt and one story added.

6. House owned by Deacon Samuel Gilman. Now owned by Libbeus E. Hayward, who has built another residence on part of the lot and added one story to the old house.

7. House occupied by Amos Bugbee, and since owned and occupied for many years by Franklin Davis. Now owned by Mrs. Maria Adams.

8. House built by Thomas M. Lang, and soon afterwards bought by J. S. Jewett, who removed to Warren about fifty years ago, where he still resides. The house is now owned by George A. Ferguson, and has been lately remodeled.

9. House built by Henry H. Sleeper and occupied by him many years. Now owned and occupied by William H. Watson.
10. House built by Asa Cole and occupied by him till 1846. Since then owned by different persons, later remodeled, and now owned by Dr. George H. Saltmarsh.
11. House built by Nathaniel Sanborn, who resided there many years; now owned by his daughter, Mrs. George B. Randall, and occupied by W. E. Woodworth.
12. House now owned by Mrs. Mary Elkins, widow of Moses R. Elkins, who resided there from about 1850 until his death. Who owned or occupied it in 1844 is not known to the author; but it has been rebuilt since that time.
13. House standing by the railroad track near the corner of Elm street and Union Avenue, occupied by Burleigh Moulton. It was used as a passenger station when the railroad first came to the place and afterwards was moved to Gold street, just north of the Free Baptist church.
14. A small house occupying the site of George H. Robie's residence on Park street. It was moved to Laconia more than forty years ago and is now on Orange Court. Josiah F. Robie built a two-story house in its place, which George H. Robie has lately remodeled and occupied as his residence.
15. A one-story house, just north of the Robie house, occupied by John Goss. It was bought by Thomas Ham, in 1850, and was his home for nearly half a century.
16. A one-story house owned by the Lake Company and occupied by Warner Adams. It stood on the south side of Elm street at the present eastern end of the new bridge. The ell part was moved to Gold street and fitted into a tenement house. The main part was greatly enlarged, one story added, and made into two tenements. This was thirty years ago.
17. A small one-story house on Gold street, near the store of Henry J. Odell, occupied by Widow Gale. This is said to be the first house built in the place on this side of the river. It has not changed the least in appearance in sixty years.
18. Building known as the Inglee store, at the corner of Gold and Fore streets, the ell part of which was finished and occupied by a tenant. An addition has since been made and finished into several tenements.

19. A small house near the present pumping station, occupied by Noah Smith, a soldier of the war of 1812. This house has long since disappeared.

20. A one-story house on the site of the late Samuel C. Clark's residence. It was moved to the opposite side of the street near the north end of the village, was owned by the late John G. Donovan, and is the present residence of his widow.

21. House built by John A. Cole about 1836, and was his place of residence until his decease, about thirty years later. The estate has remained in the family till the present time and is now owned by his son, Capt. Stephen B. Cole, who has lately remodeled it into two tenements.

22. House built about 1830 by Capt. John V. Barron, a soldier of the war of 1812. Now owned by John S. Crane, and has not been materially changed.

23. A one-story house and basement, owned and occupied by Miles Buzzell; now owned by E. D. Ward. It was not been much changed since first built.

24. House owned and occupied by John Blaisdell; now owned by Charles T. Richardson. There has been but little change here in sixty years.

25. A small house occupied by Samuel Davis, just north of the brown church, a little back from the main street on what is now Harrison street. This house has disappeared from the place, and was probably moved to the Black Brook colony.

26. Known as the Harlow House, occupying the site of the present Mount Belknap House. Was built, about 1830, by a man named Harlow, who commenced to build a blast furnace here for the smelting of iron ore which he expected to obtain on one of the Gilford mountains. The stone stack for the furnace was partly built, standing where the private way now is that leads to the Bay-side Mill. The project was a failure, and the remains of the stone stack was a prominent object for twenty-five years. The house was used as a hotel till about 1866, when it was burned. The present Mount Belknap House is much larger than the Harlow House.

27. House built by Otis M. Moulton about 1830, occupied by John C. Moulton for several years. Afterwards owned by Thomas

Willet, who sold it to Horace Adams about 1850. Now the residence of Ralph Adams.

28. House built by Isaac Cole in 1827. It stood just north of the residence of Col. H. B. Quinby. It has been moved to Mechanic street nearly opposite its former site, and is now owned by Mrs. Smith.

29. House built by Benjamin J. Cole in 1838, and was his residence for more than sixty years. The buildings and grounds have been enlarged and remodeled. Now the residence of Henry B. Quinby, whose wife is the only surviving heir of Mr. Cole's estate.

30. House at the corner of Union Avenue and Laurel street, built by Isaac Cole about 1830 and sold to Dr. T. M. Sanborn, who resided there till his decease. It came into the possession of E. D. Ward several years ago, and has been enlarged and remodeled by him.

31. House at junction of Laurel and Mechanic streets, was built by Isaac Cole, Jr., who lived there till 1844. It has since been owned by several different persons, the last of whom made additions to the same.

32. House now owned and occupied by John P. Lane, and previously owned for many years by his father, John Lane. Oren Bugbee resided there in 1844, but when and by whom the house was built is unknown. It has not been materially changed.

33. House at the corner of Laurel and Mechanic streets, built by David Sanborn about seventy years ago and was his residence for many years. Mrs. Muzzey and the heirs of Dr. Daniel Elkins now own it.

34. House on Mechanic street, opposite Hillside Cemetery, occupied by Samuel Sanborn. An addition has since been made to it, and it is now occupied by Samuel Rose.

35. House on the corner of Laurel street and Union Avenue, built by Horace Bugbee and was his residence for about forty years, until his decease. Considerable additions have been made to the buildings, and the place is now owned by Charles A. Sleeper.

36. House built by Hiram Gilman, where he lived for about forty years. Charles F. Brown afterwards bought the place, removed the house to opposite the pumping station, and erected a two-story double-tenement house in its place.

37. A one-story dwelling, built by Joseph Thyng more than seventy years ago and occupied by him and his family more than half a century. It is now occupied by Dr. J. G. Quimby, and has been slightly remodeled, but not much changed.

38. House built by Samuel C. Gilman about 1840, and he lived there many years. Some thirty years ago it was purchased by Wm. H. Pepper and remodeled throughout. His widow and granddaughter still reside there.

39. House built by the Baptist society for a parsonage, in the early history of the village, and used for that purpose many years. A few years ago it became the property of George A. Collins, who remodeled and fitted it up for his own residence.

40. House built by Tenney Hibbard about 1840, where he resided a few years and then built a brick house a few yards farther south. The house is now occupied by Waldo H. Jones and his mother and has been changed but very little in outward appearance.

This completes the list of the forty dwellings on the Gilford side of the river in 1844. More than half of this territory had never been cleared of its original forest, and much of it belonged to non-residents or the estates of persons long since deceased, and was not available for building purposes. Since 1844 these lands have been sold and become the sites of many dwellings and industrial buildings, increasing many fold the business and population of the village. One of these unimproved lots, containing about thirty-five acres, situated in the center of the east side and known as the Tucker lot, was sold at auction in August, 1845, and was bid off by B. J. Cole. The deed is dated August 2, 1845, and was signed by George Y. Sawyer and H. L. Hazelton, administrators.

Not long after this purchase Mr. Cole sold one-half interest in it to John Davis 2d, a former agent of the Lake Company, and they commenced at once to cut off the wood and timber. They leased the Lake Company's saw mill and commenced the lumber business under the firm of Cole & Davis, which was continued about ten years.

Early in the spring of 1846 they commenced clearing the western part of the lot, and Eleazer Young, a surveyor from Meredith, was employed to lay out streets and building lots on that part of it. A

portion of Mechanic, Clinton, Pear, Hill and Willow streets were located, and before the close of the season several dwelling houses had been erected and quite a number of lots sold.

Since that time there have been erected on this lot sixty-four dwelling houses, comprising nearly one hundred separate tenements, furnishing homes for nearly five hundred people—probably more than the population of the whole village in 1844. In addition to these dwellings, the following industries and business interests have been established on that part of the lot sold by Mr. Cole: Machine shops, blacksmith and axle shops with connecting buildings, with the yard, lumber sheds and storehouses now owned and occupied by the Cole Manufacturing Company; the Morgan building, so called; the Quinby Block, Odd Fellows Opera Block, Wardwell Needle Company, Crane Manufacturing Company, Rublee carriage and blacksmith shops, livery stable on Clinton street, wood, coal and ice business, the old Pear street school house and carriage sheds of the Laconia street department. The assessed valuation of the property on this lot for the year 1904, not including any polls, was \$158,000. Previous to 1845 it had not been assessed for over one thousand dollars.

Besides the buildings enumerated in the foregoing, there were the following on the east side of the river: The old Lyford saw mill, with two upright saws—no other machinery, unless, possibly, a shingle machine, and no addition to original building. A mill for manufacturing cardboard from straw, where the present Bayside hosiery mill stands; this was burned in the spring of 1845. Small frame building with a brick basement underneath, which is still standing, being the iron foundry of Cole & Co., stove and pattern shop; a plow shop, now the office of the Cole Manufacturing Co. And scattered around were one or two small shoemakers' shops, a small blacksmith shop, two cooper shops, a storehouse on the shore of Long Bay, the Free Baptist chapel, the school house.

On the west, or Meredith side of the river were a saw mill and a grist mill, a small woolen mill, a carding and fulling mill, a small cotton factory, and a larger mill not yet equipped with machinery—all owned by the Lake Company. This company also owned several of the thirty dwelling houses on this side of the river, as well as a large part of the other real estate, most of which was covered with forest.

The saw mill was torn down many years ago. All the other buildings mentioned, with twenty-six of the thirty original dwellings, were destroyed in the great fire of May 26, 1903. The old Batchelder boarding house, the Pitman and Barron store and three small houses near the north end of Elm street are all that remain of buildings on that side of the river in 1844.

The families of the following persons were resident here in 1844, with perhaps half a dozen others who cannot now be recalled :

Capt. Hugh Blaisdell, a soldier of the war of 1812 ; David Blaisdell, Daniel Davis, John Davis, familiarly known as "Neighbor Davis" ; John Davis 2d, a former agent of the Lake Company ; John O. Davis, Mary Ann Doe, William Dockham, Lyman B. Fellows, James Foss, Joseph T. Gilman, Deacon James Gordon, Deacon Jas. Johnson, Stephen Leavitt, Jeremiah Marston, Joseph E. Mudgett, William M. Odell, Andrew Pickering, Dudley Prescott, Lyman B. Pulsifer, Moses Sargent, Joshua Sargent, William T. Sargent, Sherborn Shaw, John Webster, B. Harvey Whittier, Jacob Willey, Geo. W. Young.

Of the heads of all these families living here in 1844, only one survives, Mrs. George W. Young, and she is now one hundred and one years old. Her house was burned in the great conflagration, with all her household goods.

CHAPTER VIII.

LATER CORPORATIONS AND MANUFACTURES.

Formerly, when two or more persons engaged in business, as a rule they simply formed a business partnership. They could operate as a corporation only under a special charter from the legislature. At a comparatively recent date, however, a law was enacted permitting any five persons to organize as a corporation without previous legislative sanction. Several Lakeport firms have availed themselves of this privilege, although others have gone to the legislature for their charter.

The Cole Manufacturing Company, of which some account has already been given, was organized as a corporation July 3, 1872. Benjamin J. Cole was chosen treasurer and held the position until a short time before his death, January 15, 1899, at the ripe old age of 84 years. In 1883 Henry B. Quinby was chosen superintendent, and still fills that position. The company does a large iron and brass founding business, manufacture both iron and wood working machinery, and also forge car axles, at times working both day and night shifts. They give employment to about seventy-five men.

The Cox Needle Company was organized June 4, 1880, with a capital stock of \$10,000, divided into shares of \$100 each. Joseph C. Moore, Daniel W. Cox (for whom the company was named), Abram O. Arey, Frank M. Rollins and David F. Moore were the incorporators. This company engaged in the manufacture of knitting machine needles until July, 1887, when the needle business was discontinued and the company reorganized under the name of the Halifax Mills Company. The new company purchased the hosiery manufacturing business of Thomas Clow & Co. (Thomas Clow and Henry B. Quinby) and reorganized with Dr. Henry Tucker as superintendent, who held the position until 1891. In that year the company secured a legislative charter. It gave employment to about three hundred hands and continued in the manufacture of hosiery a number of years, when it shared in the business troubles which overtook Dr. Moore, work was discontinued, and the machinery sold to different parties.

The Crane Manufacturing Company had its inception in 1870, when John S. Crane and Benjamin F. Peaslee commenced the manufacture of knitting machinery under the firm name of Crane & Peaslee. In November, 1878, Mr. Peaslee retired from the firm, and on January 1, 1879, Benjamin F. Drake acquired an interest, and until the organization of the Crane Manufacturing Company the firm name was J. S. Crane & Company. The corporation was organized in 1890 with John S. Crane as president, Mazellah Crane as secretary, and Benjamin F. Drake as treasurer. The company's shop, on Mechanic street, was built in 1889.

The Pepper Manufacturing Company was organized as a corporation in 1890, and was engaged in the manufacture of knitting machinery. The corporation was a development of the business commenced in 1863 by W. H. Pepper & Company (William H. and his brother John, who died September 2, 1876). In June, 1887, Albert T. L. Davis and George A. Sanders became associated with William H. Pepper in the business. At the organization of the corporation Mr. Pepper was chosen president, Mr. Sanders secretary, and Mr. Davis treasurer. The entire plant has lately been purchased by the Crane Manufacturing Company.

The Bayside Mills Corporation was organized at the office of Frank Holt & Company, July 26, 1886, and engaged in the manufacture of hosiery in the mill now occupied by William Clow & Son. Its capital stock was \$75,000, in shares of \$100 each. The stockholders were John Lee, Frank Holt, William P. Holt, Arthur E. Reed and Joseph A. Burleigh. They ceased business in 1891.

The American Machine Company was organized October 10, 1888, with a capital of \$50,000, in shares of \$100 each. The company consisted of Horace H. Wood, David S. Lovejoy, John F. Prescott, Joseph A. Burleigh and B. L. Cass. They did business only a short time, manufacturing and selling machinery, in the annex at the west end of the mill lately occupied by Horace H. Wood & Company.

In 1883 surveys were made and estimates given which resulted in the establishment of the Laconia and Lake Village Water Works, and through the efforts of Woodbury L. Melcher of Laconia and B. F. Drake of Lake Village, a charter was granted September 7, 1883, and amended in 1884. The original capital stock was \$60,000,

subsequently increased to \$75,000, and again to \$142,000. The incorporators were Samuel C. Clark, John S. Crane, Benjamin F. Drake, Henry B. Quinby and Elijah H. Blaisdell of Lake Village, John C. Moulton, Albert G. Folsom, Perley Putnam, Gardner Cook, Samuel W. Sanders, Ellery A. Hibbard, Charles A. Busiel, James M. Tilton, Woodbury L. Melcher, Charles F. Stone and Edwin C. Lewis of Laconia. The pumping station is upon the shore of Paugus, just out of the business section of the village. The reservoir, on an eminence to the east, has an elevation of 205 feet, a dimension of 190 by 135 feet across the top, a depth of 21 feet, and a storage capacity of two and three-fourths millions gallons. The capacity of the pumps at the station is three million gallons daily, and the water is forced to the reservoir through a fourteen-inch pipe. Up to 1895 the company had laid over twenty-five miles of pipe. Water is supplied to over ninety hydrants for fire purposes. Benjamin F. Drake was the first superintendent, and on his resignation Edwin L. Cheney was in charge until the appointment of the present superintendent, Frank P. Webster.

HOSIERY MANUFACTURERS.

Thomas Appleton may fairly be called the father of the hosiery business in Lakeport. He came here in 1857, from Franklin, where he had been engaged in the hosiery business, and began operations in a section of the mill then occupied by Moses Sargent as a yarn mill, Sargent supplying him with yarn. Appleton was enterprising, and his business gradually expanded until it became *the* business of the village. In 1865 he purchased "the steam mill," so called, on Union Avenue, near the railroad bridge, which prior to this had been used as a lumber mill. He equipped the mill with machinery for the manufacture of cotton hosiery, purchasing his yarn from out of town, wherever he might. The mill was burned January 20, 1870, supposed to be the work of an incendiary. The lone tall chimney towered as a landmark for many years afterwards before being taken down. His son Robert M. engaged in the same line of manufacture for a number of years, but met with business reverses and moved out of town.

In 1865 or '66 Crane, Peaslee & Joyce began making hosiery in

the old Pulcifer mill, continuing in business about two years, when they sold out to Robert M. Bailey, who soon after transferred the business to John Pepper. Mr. Pepper subsequently moved into the old "cotton mill," where he continued in business until 1875. Mr. Pepper made many valuable inventions of knitting machinery, which later on were improved upon by the Pepper Manufacturing Co.

Moses Sargent manufactured hosiery from 1861 to 1865, when he removed to Belmont.

In 1870 Sam Hodgson and Richard Appleyard commenced the manufacture of hosiery in a building just west of the Cole Manufacturing Company's plant, and continued until 1878, when they closed out and Frank Holt commenced manufacture, but occupying only part of the mill. The mill was burned February 12, 1879. At the same time an adjoining building, in which Horace H. Wood was manufacturing shoddy, was destroyed.

Mr. Holt was offered temporary accommodations at Laconia by Frank P. Holt and remained there until the Bayside Mill was built, in 1879 and 1880, when he returned to Lakeport, forming a partnership with John Lee under the firm name of Frank Holt & Co., and occupying one-half of the new mill until 1891.

The other half of the Bayside Mill was occupied by James F. Minchin, who in 1881 sold his interest to Brown, Wood & Kingman, who continued in business until 1882, when they moved their machinery to Springfield, Mass.

Henry J. Odell and Daniel L. Davis were manufacturers of hosiery in 1879, were burned out at the same time as Holt and Wood, and did not resume business.

Horace H. Wood commenced the hosiery business in the "old cotton mill" soon after being burned out in the shoddy business as heretofore noted. He continued until the great fire in 1903. At the same time he was running the Halifax Mill, where he is still doing business.

Henry Clow began the manufacture of children's hose in 1876, preserving his father's name in the business under the style of William Clow & Son. In 1890 the business was removed to Candia for a short time. William Clow & Son are now occupying the Bayside Mill and are doing a large business under the management of Henry B. Clow.

In 1886 Thomas Clow commenced business in the old building of the Wardwell Needle Company, between the railroad track and the Cole Company's yard. Soon after, Henry B. Quinby became associated with him, under the firm name of Quinby, Clow & Company. The Cole Company built the Halifax Mill, into which they moved in January, 1887, occupying some over half of the building. They continued the manufacture of hosiery until January 16, 1888, when the Halifax Mill Company bought them out.

In January, 1887, the Cox Needle Company, having disposed of their needle business, began manufacturing hosiery with ten seamless machines, under the name of the Halifax Mill Company. They enlarged their business rapidly, and in 1891 were chartered as a corporation. The business had passed into the hands of Horace H. Wood prior to the great fire of 1903.

In 1898 Bert S. Wadleigh was knitting hosiery in a building at the west end of the Gold street bridge, but was burned out February 25, 1899, and did not resume business. He is at the present time superintendent for Horace H. Wood & Co.

Persons Bartlett & Son occupied the old Pulcifer mill as a hosiery factory in 1883 and '84 and until the mill was burned, February 16, 1885, after which they went into business at Milford, N. H.

Besides the above, mention may be made of a number who have manufactured hosiery here on a more limited scale, among whom were A. Ross Burpee, a Mr. Bragg, Archie Burke, Joseph Morin, James and Christopher Leavitt, Swain Brothers, and a man by the name of Hall, who manufactured lumbermen's socks.

SOME MISCELLANEOUS INDUSTRIES.

Cotton cloth was manufactured in the "old cotton mill" as long ago as when the village was a mere hamlet, and later cotton warps were manufactured here to be shipped elsewhere.

For quite a number of years the Belknap Mills Company did an extensive business in the manufacture of cloth.

A Mr. Frye made batting for a short time in the old cotton mill.

For about ten years, along in the '70s and '80s, the Union Lace Company manufactured shoe lacings and dress braids, and when they went out of business most of their machinery was thrown onto the junk pile.

Stephen C. Lyford, a native of Brookfield, this state, once owned a large tract of land on the east side of the river, and at the same time ran the saw mill east of the Lake Company's gate house, that was burned February 16, 1905. Many of the older residents still persist in calling this "the Lyford saw mill." In April or May, 1856, Henry H. Sleeper and Josiah F. Robie leased the mill for a term of years and commenced making packing cases for the hosiery mills, besides doing a general business sawing lumber. In 1880 Theodore Dodge leased the mill and continued the business, employing from four to eight men, until the mill was purchased by George D. Merrill, who operated it until it was burned.

Julius Boulia and Company (Julius Boulia, Charles C. Davis and George E. Hull) commenced the manufacture of sash, blinds, doors and interior finish, in 1892, and some years later Horace Gorrell was taken into the company. Their shop was built for their special use by Charles E. Buzzell, contractor and builder. The plant was destroyed by fire May 26, 1903, and for a season they were despondent; but some of the citizens came to their relief and the plant was rebuilt on the old location, but on a more extensive scale and with quite an addition purchased from the Lake Company. The plant is equipped with the latest improved machinery, and they are doing an extensive business.

John and James Rutter, under the firm name of Rutter Brothers, came here in 1897 to manufacture woolen yarns. They occupied a part of the Bayside Mill. After a time, William Clow & Son, the lessees of the mill, required the whole building for their business, and the Rutters removed to Lawrence, Mass.

In 1887 Hezekiah Bickford, a native of Meredith, came here from Cincinnati, Ohio, where he had been in business, and built the shop now occupied by him for the manufacture of heavy iron-working machinery. It is 60 by 36 feet in dimensions, two stories high, with a basement. It originally stood nearly on the site of the old Appleton steam mill, near the junction of the Lake Shore and Boston & Maine railroads. The building was later moved bodily to its present site on Union Avenue near the pumping station, being loaded upon barges and towed up the lake without mishap. After this removal Mr. Bickford took William Nelson into partnership. They use electric power from their own dynamo.

Some old records that we have examined show that the Howard Manufacturing Company was engaged for a number of years, in the old cotton mill, in the manufacture of meal bags, wrapping twine and wicking.

Blaisdell & Pratt (Elijah H. Blaisdell and Nelson H. Pratt) commenced the manufacture of cigars in Brawn's Block in February, 1887. On the burning of the block, November 25, 1889, they carried on business in the Morgan Block, and later on Elm street, until 1904, when, Mr. Pratt having died, the business was closed. Their annual product was about 250,000 cigars.

Ephraim W. Emerson and son Arthur began the manufacture of cigars in October, 1900, at the Emerson residence on Valley street. The partnership continued about two years, when the son moved to California and E. W. has continued the business alone. He is at the present time the only manufacturer of cigars in the city. His annual product averages about 30,000 cigars of different grades.

In 1893 Henry H. Buzzell put up a small building on Bell street, in which to carry on the business of brass founding; but he soon abandoned it.

August 3, 1902, William J. McDuff purchased the Edwin L. Cram block, on Gold street, and fitted it up for a machine shop, where he builds gasoline engines. He also does repair work, using one of his own gasoline engines for motive power.

CARRIAGE MANUFACTURING.

For over half a century the building of carriages and wagons has been an industry in Lakeport, though but few persons have been engaged in it.

Hiram Gilman commenced to manufacture wagons here in 1847, doing the work in two or three different buildings. He was the first man to introduce the trip hammer for pounding his iron into shape. He would manufacture a stock and then start off on the road to dispose of them. Once a year he went up into Vermont, where he had a selling agent. After doing a good business quite a number of years he dropped carriage building and worked at his trade as blacksmith.

Enoch B. Prescott moved here in 1844 from the old homestead farm on the White Oaks road. He was a blacksmith and worked

at his trade in a building situated where the Tetley box shop now stands. In 1849 he commenced to manufacture carriages, the work being done in a building he erected on the corner of the lot facing Franklin Square, now owned by John Lee. This building was burned December 24, 1851.* Mr. Prescott soon afterwards put up the building at the west end of the Gold street bridge, heretofore mentioned as the hosiery mill of Bert S. Wadleigh. Here the wood work of his wagons was done, principally by Ebenezer P. Osgood and John Randall.

Henry F. Rublee came here in 1852 from Laconia, where he had lived about a year. He at once commenced the manufacture of vehicles at the shop on Mechanic street. His work covered the whole range, from the heavy lumber and farm wagons to the lightest and most stylish pleasure carriages. He died February 2, 1900, and his son, Alson F., succeeds him in general blacksmith work.

KNITTING MACHINE NEEDLES.

The manufacturing of knitting machinery is now a Lakeport industry of no small proportions. The late John Pepper was the pioneer of the business, beginning in 1856. From his small beginning has sprung the large and lucrative business of the Crane Manufacturing Company, the Pepper Manufacturing Company, and the short-lived business of Burleigh & McDaniels.

Millions of knitting machine needles are made in Lakeport every year. The first man to make a regular business of manufacturing them here was John F. Daniels. This was in 1865. Other parties had made a few some five years earlier, but not as a business. Daniels carried on the manufacture in a shop situated where the Halifax Mill now stands, and which was burned August 4, 1869. He made latch needles only, and the first were to fill an order from John Pepper.

The first attempt at making spring needles here was by John S. Crane, in 1859. On the first trial he made two hundred—enough to fill one knitting machine—for the Appleton mill. They were all

*This was the first fire at which the old Niagara 1 was used. The old hand tub is now in a good state of preservation, having a good home on Gold street, in a house built expressly for her. She is highly prized—we might say almost worshipped—by the Veteran Firemen of Lakeport. She did excellent service at the big fire in 1903.

made by hand and were completed and in the machine the day they were commenced. Afterwards, machinery was procured, and a portion of the needles used in this mill were manufactured in the forging room of the mill by Elbridge E. Webster.

A few years after these trial operations, Charles P. S. Wardwell, an inventive genius, designed automatic machinery for milling, punching and polishing needles and built up a good business, filling orders from the New England states, New York, and Philadelphia. His factory was destroyed by fire in 1867, but in a few months he was again in successful operation in the building upon the Cole Company's premises lately occupied by Augustus R. Burpee as a hosiery mill, and still later by the *Belknap Republican* as a printing office. In the same shop, under Mr. Wardwell's management, but as a distinct business, was commenced about this time the manufacture of latch needles for the Wardwell Needle Company, under the Peaslee patent. Benjamin F. Peaslee had obtained letters patent for an improvement in latch needles, and had sold the patent to C. P. S. Wardwell, Benjamin J. Cole and John Aldrich. The Wardwell Needle Company organized as a corporation at a meeting held at the residence of B. J. Cole, June 13, 1871. Its capital stock was \$15,000, in shares of \$50 each. Officers chosen: directors, Benj. J. Cole, John B. Hendley, Henry B. Quinby; secretary, John Aldrich; superintendent of manufacture, C. P. S. Wardwell. This dual business was continued until 1878, when Mr. Wardwell removed to Boston, taking the spring needle business with him. He died the following year and his machinery was brought back to Lakeport and the business united with the latch needle business, under the management of John Aldrich of the Wardwell Needle Company. The business soon outgrew its old quarters, and in 1884 the factory on Mechanic street was built. The factory at that time gave employment to from seventy-five to one hundred hands.

In 1885 a part of the business was sold to William Corey of Manchester, and four years later he purchased the full interest, and has since conducted it under the old name, with Julius E. Wilson as manager. This establishment has paid out to its employees more than half a million dollars in wages, a large proportion of it going to female employees.

CHAPTER IX.

CHURCHES.

[*Laconia News and Critic, January 11 and 18, 1905.*]

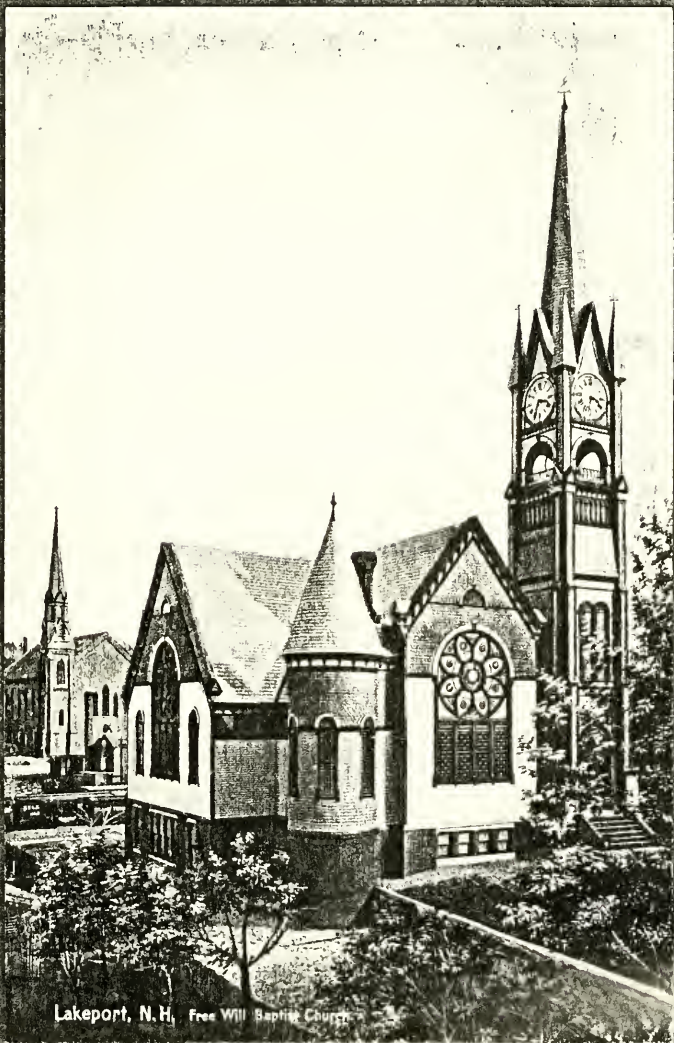
To write a history of a church or churches is a very serious matter, and somewhat of a task to get all the facts connected therewith, and especially if a portion of the records have been lost and cannot be found. Where was the first religious meeting held in Lakeport? Who preached the first sermon? The memory of them is buried in the silent grave along with the generation that attended the early meetings, for we have found no one who could answer the questions.

BAPTIST.

The first sect to organize a church in Lakeport was the Baptist. This church became a distinct and independent one on May 4th, 1811—nearly one hundred years ago—since which time it has been recognized by the Baptist denomination as a regular organized gospel church. A church organization having been effected, it is probable that services were held at intervals on the Lord's day, sometimes at private houses and at others at the schoolhouse, from 1806 to the time of the organization of the church in 1811.

The church, in the spring of 1806, formed themselves into a branch of the Gilmanton church, and Elder Walter Powers served them as their preacher from this time until 1808. Prior to this, Uriah Morrison, a licentiate from Maine, had settled here and united with the church, occasionally preaching for them. In the spring of 1808 an ecclesiastical council was called and he was ordained as an evangelist. He remained with them until the close of his ministry, about the spring of 1814. It was during his ministry that the church was organized with eighteen members—five males and thirteen females—and Andrew Gilman was chosen as the first deacon.

Rev. William Taylor was their spiritual adviser in 1820. Just how long he continued with this people is not known, as the records covering this period cannot be found.



Lakeport, N. H., Free Will Baptist Church.

In the spring of 1830 Jairus E. Strong, then preaching in Maine as a licentiate, came to this people and was called by them to the ministry. Accordingly he was ordained as a Christian minister on April 27, 1831, and remained with them until 1834. It was during his pastorate that the first church was built, in 1832 and '33. It occupied the same site as the present church, on Union Avenue. The manner in which the land was obtained and the funds raised appears in the following, from the proprietors' records, March 19, 1832 :

“At a meeting of the inhabitants of Gilford and Upper Gilmanton [now Belmont] convened at Batchelder's store in his counting room for the purpose of making arrangements respecting the erection of a meeting house in Gilford near Batchelder's factory—

“First chose Capt. Hugh Blaisdell for moderator. Second chose Thomas Wikler for clerk. Third voted to accept the following articles, viz :

“Article 1. A lot of land shall be obtained for the house to be erected upon suitable for the same ; which land shall be deeded to the Baptist society in Gilford.

“Article 2. The house to be built on said land shall be of wood, forty feet by fifty feet on the ground, one story in height, which story shall be eighteen feet.

“Article 3. The estimated cost of said house and land shall be divided into shares of twenty-five dollars each ; the shareholders shall be the proprietors of the house, and each share shall be entitled to one vote only.

“Article 4. When shares of the amount of five hundred dollars shall be sold and the land deeded as above, the holders of shares shall choose a committee of three, who shall then and there be authorized to collect the amount of shares then and afterwards sold and proceed to the erection of the house in any way most cheap and convenient, not inconsistent with these articles.

“Article 5. The said committee shall not exceed in their expenditures the amount of shares actually sold unless directed so to do by the vote of the proprietors at a meeting legally holden, and no

meeting of the proprietors shall be legal without five days' public notice in writing, signed by the Clerk of the Baptist society of Gilford and Upper Gilmanton.

"Article 6. When the house shall be built or finished, or before if so directed by the vote of the legal proprietors at a legal meeting, the committee, after appraising the pews, shall sell them at auction, and give deeds of the same on behalf of the proprietors, which deed shall embrace the following seventh article verbatim, and be in no respect inconsistent therewith, which article shall never be altered.

Article 7. The use and occupancy of this house shall forever be under the control of a committee of three, chosen by the Baptist Society of Gilford and Upper Gilmanton, at their annual meeting, two of whom shall be members of good standing in the Baptist church in Gilford, and whose duty it shall be to proceed to the employment of a minister, and to attend to all the affairs relating to the interests of the society.

"Fourth, chose Eliphalet Blaisdell, William T. Sargent and Enoch Boyd for a building committee. Fifth, voted that the said committee be authorized to lay out the money to their best abilities. Sixth, voted that the committee call a meeting when they shall think proper. Thomas Wilder, Clerk."

Daniel E. Jewett, a native of Gilford, was ordained to the work of an evangelist on December 25, 1834, and officiated as elder of this church for about two years.

From about the first of the year 1835 to the winter of 1836 the pulpit was supplied by students from the New Hampton Institution.

Hiram D. Hodge preached regularly at this church from February, 1836, until June 7 of the same year, when he was ordained. After this, he remained about six months.

Aurora M. Swain, a New Hampton student, supplied the pulpit half of the time for nearly a year, commencing February 15, 1837. He was ordained July 11, 1838, and remained as pastor for five years, when he resigned.

Rev. B. Condon was ordained and remained about two years, when he resigned. He was followed by Rev. William N. Slason in 1848, Rev. Amasa Brown in 1849, and Rev. J. Brooks Damon in 1851. Shortly after, Rev. King S. Hall was ordained and remained with

them until 1859. He was followed by Rev. Jesse M. Coburn, who filled the pulpit from February 6, 1859 to November 27 of the same year. From this time they had no settled pastor until April 8, 1860, when Rev. Lyman Chase became their minister until called to another field of labor, June 7, 1864. Succeeding him, Rev. John M. Chick was over the church until October 29, 1867. Upon his resignation Rev. King S. Hall began his second pastorate, and continued with the church until failing health compelled him to resign, in 1880.

It was during the last pastorate of Mr. Hall that the old meeting house was torn down and the new one erected. Work was commenced in 1868, but the work was not finished until 1871. During this time meetings were held in a hall. Noah W. Brown was the contractor, and the framing and raising of the building was done by Samuel M. Tuck. The dedicatory exercises were held Wednesday, August 23, 1871, the pastor, Rev. K. S. Hall, preaching the dedicatory sermon. The hymns sung on this occasion were composed by Mrs. Ann E. Hall, wife of the pastor.

Mr. Hall died April 9, 1888. Before his letter of resignation was read (in 1880) the church committee had engaged the services of Rev. Robert S. Mitchell, who succeeded Mr. Hall and was ordained July 4, 1880. He resigned in 1883, and was followed in succession by Rev. A. R. Wilson, about one year; Rev. W. N. Murdock, who supplied the pulpit for a little over a year; Rev. L. L. Fitts, a little over two years, commencing October 5, 1885; Rev. Edwin P. Hoyt, from July 1, 1888 until October 1, 1890; Rev. Daniel C. Easton, October 1, 1890 to July 1, 1896; John P. Carter, a licentiate, supplied from October, 1896 to August, 1897; Rev. George F. Babbitt, who supplied a part of the month of September, 1897, and became settled pastor October 1 of the same year, finishing his labors July 13, 1902; Rev. O. S. Wallace, from January 4, 1903 until the fall of 1904, when he resigned to accept the call from a church in Cambridge, Mass.; Rev. Lewis J. Bamberg, from November 1, 1904 to the present writing.

In the season of 1904 extensive repairs on the interior of the house were made at an expense of a little rising two thousand dollars. This includes the expense of partitioning about fifteen feet off from the audience room, making a large vestibule, over which is

a gallery. The old seats were removed and upholstered chairs substituted in their place—a vast improvement indeed.

FREEWILL BAPTIST.

The doctrine of the Freewill Baptists was first preached at Newcastle, N. H., about 1777, by Benjamin Randall. The first church was organized at New Durham, June 30, 1780. The Freewill Baptist church of Lakeport was organized at the house of Isaac Cole, July 13, 1838, with nine members, all of whom are now deceased. From the organization of the church until May 16, 1840, the meetings were held in private houses and in the school house. At this time a room was fitted up in what was called the lower mill, and meetings were held there until a chapel was built on Union Avenue. This chapel building is now occupied as a dwelling, No. 874 Union Avenue. It was used for church purposes until 1852, in which year a church was built on Park street. This meeting house was used continuously by the church until December 15, 1890, when it was totally destroyed by fire.

Immediately after the devouring elements had done their work, and almost as soon as the embers ceased to burn, active steps were taken toward the erection of a new edifice. A meeting of the proprietors was held and a committee chosen to proceed with the work. So rapidly did they push their work that it was just one year to a day from the time the bell of the old church pealed forth its last knell, until that on the new house of worship was rung to summons the people to the house of God, there to offer up prayers of praise and thanksgiving. The dedicatory exercises were as follows:

The congregation rising and singing "Praise God from whom all blessings flow"—the pastor, Rev. William H. Getchell, acting as master of ceremonies.

Invocation, by Rev. J. Morrison of the Unitarian church of Laconia.

Reading of the Scriptures, by Rev. F. L. Wiley of Laconia.

Reading Hymn 74, by Rev. L. R. Danforth, pastor of the Methodist church at Lakeport, and sung by a choir consisting of the following persons: Mrs. Walter D. Heath and Miss Mabel Hill, soprano; Mrs. Daniel Elkins, Mrs. Abbie Folsom and Miss Bertha

Gray, alto; Benjamin F. Hill and Daniel E. Webster, tenor; Norris L. Taylor and Benjamin Smith, bass; Miss E. E. Pike, organist.

Scripture reading, by Rev. E. W. Ricker, II. Chronicles, v.

Prayer, by Rev. J. B. Davis of the Freewill Baptist church at Belmont.

Reading Hymn 769, by Rev. George Munsey of Gilmanton Iron Works, and singing by the choir.

Sermon, Rev. Carter E. Cate of Portland, Me. Theme, "The Greatness of the Lord." Text, Luke 1:32—"Ye shall be great."

Dedicatory prayer, by Rev. Lewis Malvern of Laconia, at the close of which the congregation united in repeating the Lord's Prayer.

Reading of the clerk's report; also of the treasurer of the committee, A. M. Cogswell.

Presentation of keys by the chairman of the building committee, Henry B. Quinby, to the executive committee, declaring the society to be free from debt.

Singing of Hymn 750.

Remarks by former pastors, Rev. M. C. Henderson and Rev. E. W. Ricker; also by Rev. J. B. Morrison, Rev. Lewis Malvern, and others.

Benediction, by Rev. Woodman Bradbury of the Baptist church at Laconia.

At the dedication there were present three of the former pastors of this church—Rev. M. C. Henderson, Rev. E. W. Ricker and Rev. Carter E. Cate.

In the evening a sacred concert was given and the church was densely packed with a most appreciative audience.

This church has had nineteen settled pastors. Rev. Nahum Brooks supplied from 1838 to 1840; John Pettengale, 1840 to 1841; William Johnson, 1841 to 1843; Uriah Chase, 1843 to 1844; William A. Waldron, 1844 to 1846; Smith Fairfield, 1846 to 1847; Kinsman R. Davis, 1847 to 1848; John L. Sinclair, 1848 to 1850; Ezekiel True, 1851 to 1854; Joseph A. Knowles, 1854 to 1861; Samuel D. Church, 1861 to 1863; Hosea Quinby, 1863 to 1866; Cyrus B. Dockham, 1866 to 1868; Moses C. Henderson, 1868 to 1871; Henry S. Kimball, 1872 to 1875; John W. Scribner, 1875 to 1879; Carter S. Cate, 1879 to 1882; Ephraim W. Ricker, 1882 to 1884; Ethan W. Porter, 1884 to 1887; William H.

Getchell, who commenced his pastorate in 1887 and is still in charge.

The clerks of this society have been as follows; Daniel Davis, from the organization, in 1838, to 1844; Benjamin J. Cole, from 1844 to 1856; John Q. A. Colby, 1856 to 1857; Joseph L. Odell, from 1858 till the time of his death, May 13, 1897; Charles H. Perkins, from 1897 to the present time.

From the organization of the church, in 1838, up to the present time (June 1, 1905) there have been entered upon the church roll of membership 639 names.

Since Mr. Getchell's pastorate began, October 1, 1887, he has received to church membership 192 persons, has attended 576 funerals, and solemnized 242 marriages.

ADVENTIST.

Although the doctrine of adventism has been preached more or less for many years, it is only at a comparatively recent date that its followers became sufficiently numerous to unite into church societies and become a distinct sect. Like all other places where the doctrine had been preached, converts began to appear in Lake Village. After a time they became sufficiently numerous to warrant their holding meetings. As there are no records and nearly all the older members have gone to their reward, much of interest relating to the early history of the church has been irredeemably lost.

In 1851 arrangements were made for the building of a chapel, which was erected in 1852 upon the spot now occupied by William G. Cram's grain store on Gold street. Samuel K. Baldwin of Laco-
nia and Franklin Davis of Lakeport were the principal owners. Elder John Knowles was the first minister of this church. He was not a regular settled minister, but supplied a large portion of the time. In 1860 Rev. I. D. Shipman was settled over the church as its regular pastor. He remained with the church until 1863, when Rev. Horace Bundy became their pastor.

Mr. Bundy was a powerful and convincing preacher. Soon after he was settled over the church his congregation began to grow rapidly in numbers. In fact, in a year's time his congregation was so large that the chapel would not hold all who desired to hear him expound the word of God according to the Advent faith. Some-

thing must be done to accommodate them. Accordingly the chapel was enlarged in 1864, nearly doubling the seating capacity.

Elder Bundy remained with the church a few years. After he closed his labors and moved away, many of those who had been constant attendants at the meetings lost their interest, and after a while the church dwindled down to such an extent that it ceased to exist as an organization. The old chapel was destroyed by fire, supposed to be incendiary, Sunday, March 27, 1898.

The North Church, at the corner of School and North streets, was the ancient meeting house of Meredith, and was originally located a little north of what is known as "The Parade," about four miles north of Lakeport, on the road leading to Meredith Village. This building was taken down and moved to this place in 1865. The prime movers were Darius G. Drake, Andrew Pickering and Augustine Piper. Rev. James Pike was the first settled pastor they had after beginning to worship in the North Church. He was succeeded by Rev. Asaph J. Wheeler, who at that time was called "the boy preacher." In 1889 Rev. William J. Tenney became the pastor. Under his pastorate the church enjoyed a very good degree of prosperity. Elder Tenney illustrated many of his sermons with black-board and crayon and gave many smoke talks. He remained about two years. July 5, 1896 Rev. Charles W. Shattuck began labors with them, remaining until October 16, 1898. After he went away meetings were held only occasionally, the pulpit being supplied by various Advent ministers.

Since the fire on that memorable day, May 26, 1903, they have held no meetings, as their church was burned, and all their interest in a church building appears to have been lost. Occasionally some—what few there are left—hold meetings in the hall over George H. Smith's dry goods store, on Elm street.

METHODIST.

Somewhere along in the Forties—the precise date cannot be ascertained—a few people of the Methodist faith formed themselves into a church organization, prominent among these being Hiram Gilman, Benjamin H. Whittier and Lyman B. Pulcifer, and proceeded to erect a chapel, which was situated on Fairmount street nearly to the brow of the hill that goes down to Belvidere street. There it re-

mained for a few years, the Methodist people holding meetings therein nearly every Sunday. James Jones was the pastor. After a time they ceased to exist as a church organization, and attended meetings elsewhere as the spirit moved them. The church building was purchased by Hiram Gilman, was moved to the corner of Elm and Fairmount streets and fitted up as a tenement house, and was burned in the great fire of 1903.

In the winter of 1870-71 this people again took courage and held meetings at intervals in different places. In 1872 Rev. W. C. Bartlett supplied the pulpit, and Rev. C. W. Tibbetts in 1873, after which they had no settled preacher, and finally the church became disorganized.

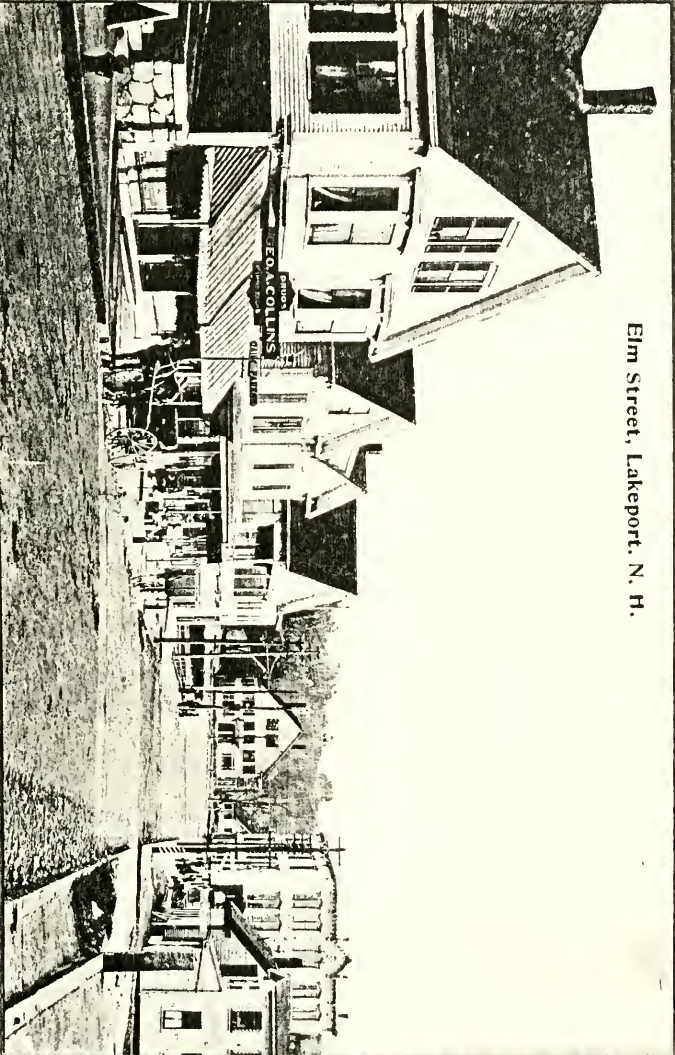
The church was reorganized in 1879, and Rev. Elijah R. Wilkins of Laconia became their spiritual adviser until 1881, when the M. E. Conference appointed Rev. N. C. Alger to the place, he remaining here until the spring of 1883. Rev. A. C. Hardy supplied in 1883. Rev. J. H. Trow settled here in 1884, and was followed by Rev. William Woods for the years 1885, '86 and '87.

Rev. Daniel W. Downs was pastor from 1888 to 1890. It was during his pastorate that the church building on Belvidere street was built. Charles E. Buzzell was the contractor and builder. This neat and commodious church was dedicated Tuesday, February 16, 1892, during the incumbency of Rev. Leslie R. Danforth as pastor. He was followed by Rev. W. J. Wilkins, son of "Good Old Elijah," 1893 to 1895. Rev. G. W. Farmer began his labors in April, 1896 and served the church as their leader until April 18, 1897; Rev. J. Ray Dinsmore, from April 23, 1899 to April, 1901; Rev. C. H. Corliss, April, 1901 to April 12, 1903.

In a little over a month after Mr. Corliss closed his labors the church was utterly destroyed in the great fire, at a time when its debts had been removed and the society was congratulating itself that it was out of debt and with a nice church in which they might take sweet communion together.

From the close of Mr. Corliss's pastorate they have been supplied by the pastor of the M. E. church at Laconia—at the present writing Rev. G. K. Goodrich. In the fall of 1903 and spring of 1904 a new church was built on the site of the one burned, Orvis T. Muzey being the contractor.

Elm Street, Lakeport, N. H.



CHAPTER X.

RAILROADS.

March 1, 1848 the Boston, Concord & Montreal Railroad was opened from Concord to Sanbornton Bridge (now Tilton). August 1st of the same year it was formally opened to Meredith Bridge (now Laconia), the great event being duly celebrated by a free ride to Sanbornton Bridge and return. The free ride, however, did not materialize for all who were loaded upon the train. The conductor gave the signal to go ahead, the engineer put on steam, and away went the first few cars. The rear section of the train had been uncoupled, and hundreds (including the writer of these sketches) lost their free ride. October 18 of the same year communication by rail was opened between this place and the outside world. We reproduce the first time table of the B. C. & M. R. R. announcing the opening of the road to Lake Village :

BOSTON, CONCORD AND MONTREAL RAILROAD

OPENED TO

L A K E V I L L A G E .

FALL AND WINTER ARRANGEMENT.

On and after Monday, October 2nd, 1848, the passenger cars will run in connection with the Lowell, Nashua and Concord Railroads as follows, viz :

Leave Boston for Sanbornton, Meredith and Lake Village at 7 A. M. and 12 M.

Leave Lake Village for Boston at 8 1-2 A. M. and 2 1-2 P. M.

Leave Concord for Meredith and Lake Village at 10 1-4 A. M. and 3 1-2 P. M. or on the arrival of the cars from Boston.

Fare from Lake Village to Boston,	\$2.30
Fare from Lake Village to Lowell,	1.80
Fare from Lake Village to Nashua,	1.50
Fare from Lake Village to Manchester,	1.15
Fare from Lake Village to Concord,	.80

Stages will leave Meredith every day on the arrival of the first train of passenger cars from Boston at 11 1-2 A. M., for the Plymouth, Haverhill, Franconia and Littleton routes, connecting with stages running into all the principal towns in northern New Hampshire, Vermont and Canadas. Also stages will leave at the same time over the Centre Harbor and Conway route, connecting with daily lines running into all the towns in north-eastern New Hampshire and the northern section of Maine. Stages will leave Gilmanton Corner at 6 1-2 A. M. and arriving at Union Bridge in time for the first down train at 8 3-4 A. M., and will leave the same place for Gilmanton on the arrival of the first train from Boston at 11 A. M.

Merchandise cars will run daily, in connection with the above named road, as follows, viz: Leave Boston for Meredith and Lake Village at 1 1-2 P. M. Leave Lake Village for Boston at 12 M.

JAMES N. ELKINS, *Agent B. C. & M. R. R.*

Before the opening of the railroad to this place, Benjamin J. Cole did the freighting for the village, with teams of from two to six horses each. From 1842 to 1846 several of these teams were kept busy upon the road between this place and Concord. From 1846 to 1848 his freight line was from Franklin; and after March, 1848, from Tilton. On the completion of the railroad to Lakeport there was no further use for these teams and they were withdrawn altogether.

Years ago, when the road was the old Boston, Concord & Montreal, all the repairs, both iron and wood, were made in the shops located here. But when the Concord Road obtained control the larger part of the work was carried to Concord. Although a part of the work was left here for a time, it was only a fraction of what the shops in Railroad Square were capable of turning out, and the removal was a serious blow to the industries of this village.

The first passenger depot here was in a dwelling house situated a little to the east of the site of the J. S. Crane hose house, on Elm street. A man named Burleigh Moulton occupied the building—only one front room being used for railroad purposes. This house was subsequently moved to the corner of Gold and Park streets, being the dwelling now known as the Joseph Tilton house.

During these fifty-seven years there have been only four railroad station agents, viz: Miles Taylor in 1848, William M. Leonard in 1880, William S. Taylor in 1881, and Libbeus E. Hayward, the present incumbent, in 1889.

The new passenger depot, built in 1839-1900, was opened to the public Wednesday, February 7, 1900, at 3 o'clock p. m. The first inward train was from Laconia, en route for Alton Bay, and drew into the depot at 3.21 p. m. Dr. Ossian W. Goss purchased the first ticket—for Meredith. The second was bought by Allie V. Locke—for Laconia. John H. Canavan was the first passenger conductor to register in the new depot.

THE LAKE SHORE RAILROAD

Was built in 1889-1890, and was formally opened to the public for travel June 17 of the latter year. It was made the occasion for quite a demonstration here. From two thousand to three thousand people assembled in Railroad Square and listened to speaking by several notable men, including Hon. David A. Taggart, then "Acting Governor" of the state.

THE ELECTRIC ROAD

Is a development of the Laconia and Lake Village Horse Railroad, which was chartered in 1881, the grantees being Albert G. Folsom, Jotham P. Hutchinson, James H. Tilton and Richard Gove, with a capital stock of \$15,000. Bela S. Kenniston was the first superintendent. The first car drawn by horses was run August 18, 1882. The terminals then were near the Willard Hotel in Laconia and the steamboat wharves in Lakeport.

In 1889 Dr. Joseph C. Moore had the controlling interest, retaining the same until 1896, when Albert G. Folsom and associates resumed control and held it until the summer of 1898. At that time Harry L. Pierce and Charles F. Foster, of Leominster, Mass., and George H. Cook, of Athol, Mass., purchased the controlling interest and at once took steps for installing electricity as the motive power.

The first electric car run over the road from Laconia to Lakeport was a trial trip on Saturday evening, September 2, 1898. The next day—Sunday—the regular trips commenced; and if our memory serves us right, Frank Chase was the first conductor and collected

the first fare from Ross Sanborn, and Harry L. Pierce had the handling of the motor.

August 1, 1898 the Boulevard road was commenced, between Lakeport and Weirs. Upon its completion, the following spring, the company extended their tracks to Weirs. At present there is not patronage enough to warrant a winter service to Weirs ; but in the summer thousands enjoy a ride which cannot be excelled for scenic beauty by any four miles in the whole of this wide world.

The track was originally narrow gauge, but was changed to standard gauge in 1902.

CHAPTER XI.

SCHOOLS.

With the true New England spirit, the education of their children became a matter of prime importance as soon as a sufficient number of families had settled to warrant the employment of a teacher. At first, there being but a small number of scholars in the village, the sessions were held in rooms of private houses. But in time the number of scholars had increased until more commodious quarters were an absolute necessity, and it was decided to build a school house. The exact date of this building cannot be given. Many years ago we interviewed some of our older residents as to the date, but they were unable to enlighten us. It must have been in the early '30s, as when the writer attended school in this house, in the early '40s, it carried many of the earmarks of an ancient building, not the least of these being the disfigurement of desks and seats made by the jackknives of the scholars. The central feature of this school room was a broad aisle extending through the center from the door in front to the teacher's desk at the rear, this open aisle being used for recitation purposes. The seats, on each side, faced the center, and were on an incline from the aisle to the sides of the house, with side aisles between the sections of seats. This first school house stood where the Lougee residence is now located. It now does duty as a dwelling house, having been remodeled and moved across Gold street to a point nearly opposite its original site. In addition to its primary purpose, the old schoolroom was used for many semi-public functions, and in it were held prayer meetings, school meetings, caucuses, temperance meetings, &c.

By 1843-'44 the village had grown to such proportions that one house could not accommodate all the scholars. Up to this time the district had been a union one (Gilford and Meredith). But in 1843 the district was divided on the town and river line, and while the new school house for the west side was being built on School street, a school was held in the west end of the Fred Adams store, on Elnu street. The building was afterwards moved down into the mill yard, so called, was last used by Horace Wood & Co. as a room for bard-

ing stockings, and, with many other buildings, was burned in the great fire. Only one or two terms of school were held in this building, and the writer only remembers the name of one teacher—Gilbert Wood, whose spare moments were spent in taking daguerreotypes. One of these, of the writer and two brothers, was taken sixty years ago.

The School street house, built in 1844, was used for school purposes until February 2, 1903, when the school moved into the new house, just completed, on Washington street. It had, thereafter, a life of but three months as the hose house for Hose Company No. 6, when it went up in the great fire of May 26. There were saddened hearts when this building—the *alma mater* of many hundreds of Lake Villagers—ceased to exist. The writer of these sketches, at that time a small lad, attended at the opening of the first school in this building; and at the closing of the last session, then a man advanced in years, he was there as a workman to assist in removing the old desks and seats. On arriving there, in company with John Mooney Sanborn, for the purpose of doing this work, they found that the teacher, Miss Alice M. Stratton, had received no notice to vacate. She called the school to order as usual, and was proceeding to hear the pupils in their lessons, when the Superintendent of Schools arrived and notified her of the intended change. Mr. Sanborn, proverbially bashful, refused to enter; but the writer, having been at the burning, thought proper that he should also be in at the death. He entered the room, removed his hat just as he had sixty years before, and witnessed the adieu of the scholars to the old building that was never more to be used for school purposes. The first teacher in this house was John Fogg, in the winter of 1844-'45. The last was Miss Alice M. Stratton, now the wife of Dr. Alpha Harriman of Laconia.

The Pear street school house was built in the summer and fall of 1846, and was vacated February 27, 1903. It is now used by the city as a stable and store house.

The Mechanic street house was built in 1886-'87, by Charles E. Buzzell, contractor. It is a model house, with good sanitary arrangements. It is arranged to accommodate four grades, and is well provided with recitation and cloak rooms.

The Washington street house was built in 1902 by Guay & Wallace, contractors. It is an imposing structure and an ornament to the city. Like the Mechanic street house, it has rooms for four grades, with recitation and closet rooms.

Quite a large number of our children attend the high school on Academy street at Laconia, the city furnishing conveyance for the scholars from Lakeport, and from the Weirs also.

At the last school census taken by H. E. Rowen, 144 boys and 167 girls—a total of 311—were found to be attending school in Ward Six. This does not include the forty or thereabouts that attend the high school at Laconia.

CHAPTER XII.

THE POST OFFICE.

[*Laconia News and Critic*, December 28, 1904.]

The first Post Office was opened here in 1844. It was located at the west end of the Gold street bridge, in a small building that was later moved down to the lower mill, so called, and was used by William Clow & Son as a dry room for their hosiery mill. This building was burned at the time of the big fire in 1903. We may note incidentally that the postage on a letter at this time was ten cents. Before the establishment of an office at this place the mail matter for Lake Village was received at and sent from Meredith Bridge, now Laconia.

The first Postmaster was Brackett Palmer, who moved here from Meredith Bridge, where he had been publishing a small paper, which for want of support was discontinued. He was the father of John B. Palmer, who edited the *Democratic Standard* newspaper at Concord in the time of the civil war. Mr. Palmer was succeeded by William Odell, who moved the office to his shoe shop, located where Flanders & Kelley are now in trade on Franklin Square. Odell was one of Palmer's bondsmen, and the latter having failed in some requirement of the Post Office Department, Odell had to pay quite a sum on the bond and took over the business in the interest of the bondsmen. Mr. Palmer was much disliked by the citizens, and the boys used to play many tricks upon him. At one time one of these boys locked him into his office and threw the key into the river. Of course no one ever knew who perpetrated the deed.

At the expiration of the term of office, John Blaisdell, Jr., was appointed, and had the office in his store on Franklin Square, now occupied by Claude Dame, tin and coppersmith. The "New Hampshire Registers" show that he was filling the office in 1846-7-8-9.

In 1850 Horace Bugbee was appointed, and the office was removed to his store at the corner of Fore and Gold streets. He served from 1850 to 1854.

In 1855 John Blaisdell, Jr. was again appointed. He moved the

office into the store now owned by Ara L. Sargent, on Fore street. Mr. Blaisdell filled the position until the appointment of George W. Weeks by President Lincoln, in August, 1861.

Mr. Weeks was succeeded by Elijah H. Blaisdell, who was appointed in 1871 and held the commission sixteen years—the longest term any one has served since the establishment of the office in 1844.

Mr. Blaisdell succumbed to a political overturn, and on April 1, 1887, True E. Prescott took charge and filled the position until nearly the expiration of his four years' term.

Wallace E. Woodworth donned the title in July, 1891, and served until the appointment of Waldo H. Jones.

Mr. Jones relieved Postmaster Woodworth February 1, 1896, and served exactly four years, until February 1, 1900. There never was but one complaint to be made of Waldo—he would persist in getting into his office at 4 o'clock a. m. and go to stamping the letters, thereby disturbing the slumbers of some of his neighbors.

Charles E. Buzzell, the present incumbent, was nominated by the President January 10, 1900, was confirmed by the Senate January 17, and entered upon his duties February 1, when he flung "Old Glory" to the breeze over his office.

An important epoch in the history of this office was the inauguration of the Rural Free Delivery system. The two rural mail carriers started from the Post Office, at the corner of Union Avenue and Clinton street, on their first trip, at 9.25 a. m., February 15, 1902, their departure being witnessed by a large concourse of citizens. Orrin H. Lewis was the carrier for route No. 1, through Gilford, and Thomas H. Lachance for route No. 2, toward Meredith, returning by way of Weirs and over what is called the White Oaks road. Lachance resigned, to take effect July 1, 1903, and Joe Bert Sanborn was his successor.

Route No. 3 is what is termed by the Government a Marine Route, and was instituted June 2, 1902. Dr. George H. Saltmarsh received the appointment as carrier, with Archie L. Lewis as sub-carrier. The doctor resigned May 15, 1903, and Lewis took over the route as carrier, with Arthur Lewis as assistant. During the month of June, 1902, one trip a day, Sundays excepted, was made ;

in July and August, two trips a day, Sundays excepted; and during September and October they were required to make only one trip a day. Besides carrying the mail, quite a business was done carrying passengers and freight, with an extensive express business.

The route, as laid out by the Post Office Department, was as follows: Lakeport to Weirs, Pitchwood Island, Tuttle's Landing, Mansfield's Landing, Lovejoy's Landing, Bryant's Landing, Pine Island, Bear Island, Three-Mile Island, Long Island, Sandy Island, Cow Island, Birch Island, Quimby's Island, Jolly Island, Goodrich's Landing, Timber Island, Eagle Island, Weirs, returning to Lakeport. Since the establishment of this route the business has more than quadrupled under the efficient management of Postmaster Buzzell.

During Elijah H. Blaisdell's term of service, on the evening of March 9, 1881, the Post Office, in the Weeks Block, Railroad Sq., was burned out. The contents were saved, and the fixtures and outfit removed to the Clark block, on Elm street, where the office remained over twenty years—until October 1, 1891, when it was moved to the Odd Fellows Block, its present location.

CHAPTER XIII.

OLD NIAGARA ENGINE, NO. 1.

[*Staff Correspondent of Manchester Union.*]

LAKEPORT, December 6, 1884.—The citizen of this section of the city of Laconia whose memory reaches back a half a century recalls a picturesque little hamlet of some twenty-five or thirty houses scattered at wide intervals along half a dozen nameless streets. He also remembers that the village, though small enough then, was big with promise of the future. If it has lost its grasp on magnificent opportunities, still it has figured pretty well in the growth and prosperity of good old Belknap County. Sadly few today are they who are left to tell the story of the early days of the village, and tradition even is dim and vague.

The settlement had got a pretty fair start along in the early 'Forties, and somewhere about '46 or '47 there happened to be a small fire over on "the other side," not far from miller Leavitt's house. This chance fire, though hardly worth noticing, did something more than end in smoke. Along in the spring of '48 some neighbors dropped into Bugbee's store to play checkers (and to get beaten if they played with the old man). The subject of fires came up, and the upshot was that the citizens met and decided to buy a first-rate fire engine.

A committee was selected, and Benjamin J. Cole and James Bell were chosen to go to Boston and get an engine built. These gentlemen accordingly visited Boston and engaged the famous Hunneman to build a machine and to do his level best. Early in the summer of '49 the little hand engine, which was destined to become famous through all the country around, was completed and received at Lake Village with rejoicing and justifiable pride. It is probable that the name, "Niagara," was suggested by Mr. Cole, as he had taken an active part in the whole matter of securing the apparatus. As was said at the outset, there were only about thirty houses in the village, and \$300, the cost of the engine, was considerable money to raise. However, it was promptly secured and the bill paid.

The first fire that broke out after the department had fairly gotten into shape was at Prescott's wheelright shop, a wooden building that stood where the residence of John Lee now is. Local tradition is somewhat blurred as to this fire; all that is remembered is that the building was burned. No fires of any importance occurred for a number of years. One or two started, but they were promptly put out by the aid of the engine.

The records of the company are lost up to about the year 1860, and it is not possible to discover who the officers were before that time. That John Blaisdell was the first foreman there is but little doubt.

The house built to keep the engine in stood on the hill where the building occupied by the *Belknap Republican* and George H. Smith now is. It was a small wooden structure, just large enough to hold company meetings in if they crowded the engine a little.

The company—which, by the way, was composed of the best men in the village—did not have to wait long for opportunities to show that Niagara was built for business and a good deal of it. At tournaments and fairs the little giant threw its shining spray high above the mark of competitors. At fires which a little later on threatened neighboring villages it did its faithful work with unrivaled bravery. At Tilton it did good service when the Northfield Seminary burned. Who of the older citizens has forgotten that terrible night in January when the repair shops were destroyed by fire? The thermometer dropped to thirty degrees below zero. The air was as awfully still as it was cold; even smoke from chimnies seemed stiffened into columns that rose to the stars, while solid masses of flame were lifted perpendicularly above the burning buildings. The freezing pumps of the little Niagara were kept partially thawed, as they were worked by men whose fingers and ears froze as they stood at the brakes. The engine came out of that eventful night with more glory than paint. The Niagara was repainted by Charles H. Locke, the prince of ornamental painters of his time.

In 1857 occurred the famous trip to Portsmouth. Thomas Ham had the supervision of the expedition, and James M. Foss was foreman. The company numbered some sixty men. The party went by way of Dover, where it was given a reception by the firemen of that city. A couple of packets had been chartered to take the Ni-

agara boys from Dover to Portsmouth. The wind was blowing a gale when they started; the first boat got ahead very comfortably, but the second was struck by a squall which split the craft open amidships. The men walked back to Dover and took the cars to Portsmouth. The party was accompanied by the Manchester Band and genial Natt Head.

At Portsmouth a royal reception awaited the boys. The Mayor welcomed them; the local firemen and citizens made a perfect ovation. Charles Clement of the Lake Village men, handsome and eloquent, made a speech that the Portsmouth papers said was the best they ever heard. That night there was a ball, and a feast was spread; beauty and wit lent grace to the occasion.

The following year a complimentary ball and banquet was tendered the Portsmouth firemen by the Niagara Company at Lake Village.

All but three of the original company are gone now. These three are Benjamin J. Cole, Joseph S. Thyng and Aaron C. Badger. Although no longer really needed for actual service, Niagara is as carefully kept as in other days.

CHAPTER XIV.

HOTELS AND LANDLORDS.

The first hotel—or tavern, as it was then called—was a one-and-a-half story building on Elm street, where now stands the building occupied by George Rollins and L. Eugene Pickering. Some thirty years ago the ell was removed to Gold street and finished into a tenement house; while the main house, after being swung around sideways to the street, was enlarged by the addition of a story and finished into the present double-tenement house. This was one of the early-built houses in Lakeport. Warren Adams, a brother of Ralph Adams, was the landlord.

In 1848 William T. Sargent fitted up and furnished the old Harlow residence as a hotel and did a good business for quite a number of years. The house was built about 1830 by a man named Harlow, in a measure for the accommodation of employees in his ill-fated iron mining venture on Gilford Mountain, an account of which is given in another chapter.

After "Uncle Bill Sarge," Sylvester A. Sargent was landlord for some three years.

The house was burned February 18, 1866, and in 1866-'67 Charles P. Stevens built the Mount Belknap House on its site. In 1868 George W. Weeks, acting for a syndicate, bought the house, paying \$11,800. Mr. Stevens ran the house about two years, and was followed by William Adams in 1870; David B. Story in December, 1872; Levi B. Brown in 1876; Frank S. Plummer October 1, 1882; Plummer & Whiting in 1885; A. C. Evans in 1886.

In 1886 Mrs. George R. Cushing made a purchase of the property and still retains the ownership. Frank N. Stevens took charge April 7, 1887; Levi B. Brown, for the second time, in 1888; A. C. Evans, his second time, in 1889; Smith & Shannon in 1891-'92; Patsey Maloney, January 23, 1893; Day & Carey, January 1, 1901; Willard N. Whiting, July 1, 1901; Noah W. Goss, April 22, 1902; Mrs. George R. Cushing, September 8, 1904, who ran the house about three months, and then closed up.

CHAPTER XV.

FIRES.

The first fire in this village, as recorded in Lancaster's History of Gilmanton, was the burning of Abraham Folsom's mills—"both for grain and lumber"—in 1788.

The next fire of any size was the burning of the "paper mill," so called, in the spring of 1845. The writer of these sketches distinctly remembers seeing this fire, which, as it was the first burning building he ever saw, made a lasting impression on his mind. This mill stood on the ground now occupied by the Bayside Mill. The first floor was occupied by George Hoyt for the manufacture of straw-board. He removed his business to Holderness (now Ashland). The second story was occupied by Ira Folsom as a cabinet shop.

The burning of this mill was quite a serious blow to the interests of the little village, and the citizens were brought to realize that the hand buckets with which each house was supposed to be provided were hardly an adequate fire protection. It was not until 1848, however, that the agitation for better fire-fighting machinery took definite form. Sometime in that year a citizens' meeting was called, at which various tax payers pledged themselves each to support and pay a tax levied for the purchase of a fire engine at an expense of not more than six hundred dollars. In 1849 Niagara Engine No. 1 was received, bright and new, from the manufacturers, Hunneman & Co., of Boston. A company was organized with John Blaisdell, Jr., as foreman and Thomas Ham as clerk.

The new machine was first brought into action at the burning of Enoch B. Prescott's wheelright shop, December 24, 1851. The building was situated on the premises now owned by John Lee, on the rise of ground at the north side of Franklin Square. The machine was stationed near the west end of the present Elm street bridge, and forcing water up the hill to the burning building, the flames were quickly subdued and the adjacent buildings saved.

On the morning of January 31, 1857 the railroad shops were

burned. It was one of the coldest days ever experienced here, the thermometer recording thirty degrees below zero, and the firemen suffered severely, many of them being frostbitten.

February 18, 1866, the hotel, formerly the Harlow house, was burned. It stood on the site of the present Mount Belknap House.

Charles H. Flanders's house, on High street, was burned December 28, 1868.

August 24, 1869, John Pepper's mill, near the present site of the Halifax Mill, was burned. It was occupied at the time by Sam Hodgson, dyer, and Robert M. Appleton, hosiery manufacturer.

January 20, 1871, the "steam mill" was burned. It stood near the old freight depot, just above the junction of the Boston & Maine and Lake Shore railroads. The building was built in 1860 by Henry H. Sleeper and Josiah F. Robie, and they ran it as a steam saw mill about four years. It was then purchased by Thomas Appleton, who added two stories to it and occupied it for a short time as a hosiery mill.

John H. Daniels's residence, on Mechanic street, was burned March 14, 1871.

John H. Dow's building and John F. Prescott's blacksmith shop, on Franklin Square, were both burned March 8, 1872.

The barn of the Belknap boarding house, on Franklin Square, was burned April 20, 1872.

Slaughter house of James H. Plummer, at Black Brook, burned April 9, 1873.

Simeon Whiting's house, near Valley street, burned May 14, 1873.

Inside of Henry Blaisdell's store, on Elm street, burned June 3, 1873.

Joseph Pickering's house, on North street, burned April — 1876.

Charles E. Dockham's house, at Black Brook, burned April 9, 1876.

Mrs. Charles Rollins's house, on Franklin street, burned April 16, 1876.

Two barns, one of Benjamin H. Whittier, the other of Samuel B. Smith, both on Elm street, burned April 14, 1878. Supposed to be incendiary,

Peaslee H. Folsom's house, at Black Brook, burned September 2, 1878.

February 12, 1879, two buildings west of the Cole Manufacturing Co.'s works were burned. One was occupied by Horace H. Wood as a shoddy mill, with G. E. Cook, hosiery manufacturer, and Daniel W. Cox, needle manufacturer, on the second floor. The other building, owned by William H. Pepper, was occupied by himself as a machine shop, and Frank Holt, manufacturer of hosiery.

April 2, 1879, Thomas Carroll's house, on Franklin Square, was burned.

A waste house of the Union Lace Company burned Aug. 23, 1879.

Tenement house on Belvidere street, known as "the long block," burned December 17, 1879.

March 9, 1881, at 11 o'clock in the evening, the Weeks Block, corner of Union Avenue and Clinton street, was destroyed by fire. The first floor was occupied by the Post Office, James M. Ward, dealer in fancy goods, and Albert D. Plummer, grocer. The second floor, offices of Drs. David F. and Joseph C. Moore, and barber shop of George Nixon. Third floor occupied entirely by the Odd Fellows, who lost everything but their charter. The Post Office fixtures and all the mail matter were saved and removed to Clark's Block, on Elm street, where the office remained until October 1, 1901, when it was removed to its present location, corner of Union Avenue and Clinton street.

A storehouse of the Lake Company burned May 14, 1881.

An attempt to burn the North Church was made July 1, 1881.

The only fire where there was any loss of life was the burning of a house on Fairmount street, at 11.45 p. m., July 4, 1881. The house was owned by widow Mary Blaisdell. The ell was occupied by a colored family named Moodey. Moodey, his wife—to whom he had been married about three months—and an infant, all escaped; but Moodey's three children by his first wife—one girl and two boys, aged respectively nine, six and three years—all perished. Their skulls were crushed, which might have been caused by falling timbers; but there were many other circumstances that raised a very strong suspicion of foul play. Public sentiment demanded an inquest, and one was held in Mount Belknap Hall, on Friday, June 8, with David C. Batchelder as Coroner; Charles C. Rogers, Solicitor; Moses R. Elkins, William S. Taylor and Arthur Tucker, Jury. The jury did not consider the evidence presented strong enough to hold

Moodey and his wife, and they were discharged. [In Mr. Whittier's book is preserved a very complete report of the evidence presented, which, however, is not of sufficient historical value to warrant reproduction here.—EDITOR.]

Henry E. Brawn's tinshop, on Railroad Avenue, burned November 21, 1882.

February 16, 1885 the old Pulcifer mill was burned. It was occupied at the time by P. Bartlett & Son, hosiery manufacturers.

William Clow & Son's hosiery mill burned December 1, 1892.

E. L. Cram's block and William G. Cram's grain store, on Gold street, burned March 27, 1898.

Bouliia, Gorrill & Co.'s sash and blind factory burned December 3, 1898.

From this to the time of the great conflagration there were several minor fires and several unsuccessful attempts at incendiarism, of which we make no record.

THE GREAT FIRE OF 1903.

On Tuesday, May 26, 1903 Lakeport was swept by one of the most disastrous conflagrations in the history of the state. Between the hours of one and two p. m. the fire alarm was sounded, and almost immediately there came a second, and then the dreaded third alarm, calling the entire fire department of the city. And never did firemen respond more promptly than on this occasion.

The fire originated in the hosiery mill of Horace Wood & Co.—the old mill built about the year 1827. With everything dry as tinder from a protracted drought, and a wild gale blowing up from the south, it soon became evident that assistance from out of town would be required, and the Engineers telegraphed for help to Dover, Concord, Franklin, and Meredith. The response was prompt, but nothing could stay the onward march of the fire fiend, and the west side was swept clean from Lake Opeche north to the village limits, there remaining only a scattered fringe of houses upon either side. 108 dwelling houses, two mills, one building material establishment, electric light plant, two blacksmith shops, two churches, with various other buildings, were totally destroyed. There were no cinders left from this fire—only incombustible brick, stone and iron—although the gale carried burning shingles and wood fragments in such pro-

fusion that at Weirs, four miles distant, precautionary measures were taken, such as wetting down roofs; and in Sandwich, twenty miles away, quantities of charred wood were picked up.

The scene during the fire was a terrible one, and there were many pathetic scenes. "I have lost all but what I have on my back," was a not infrequent exclamation. Several women, lying in bed with sickness, were carried away on mattresses to places of refuge. Our oldest resident, Mrs. George W. Young—who lacked only four days of being one hundred years old—was carried to safety by her son, John C. Young. Several persons, men and women, were burned about their faces and hands in attempting to save their household goods, which in many instances were consumed after being carried to places of seeming safety. There were instances where parties carrying clothing and bedding through the streets found them in flames in their arms and were forced to drop them by the way.

From the time when the first alarm was given to the time when nearly one-half of the village was destroyed was only two and one-half hours.

CHAPTER XVI.

CASUALTIES—DROWNINGS.

Situated as Lakeport is, partially surrounded by attractive bodies of water, where hundreds find enjoyment, summer and winter, in boating, fishing, bathing, and skating, it is inevitable that there should be an occasional drowning accident. It is not probable that the following is a complete list, but it is all we have been able to find a record or tradition of.

The first drowning of which we have any record was that of Chas. F. Bell, from New York, who was here to direct the building of the steamer "Belknap." On the very day of his arrival here, June 12, 1832, he fell from the dam, in attempting to assist some workmen putting in planks to stay the water. Not being used to this work, the force of the current against the plank threw him into the rapids. It was not till eight or ten days that his body was found.

In 1840 Susan Cole, daughter of Isaac Cole, and Miss Susan Foss (afterwards Mrs. Oakes), while skating across just west of where the railroad bridge now is, broke through the ice, and while Miss Foss was rescued, Miss Cole was drowned.

Laura Sewell, Jane Weeks and Catherine Smith were drowned near Black Brook in 1850. Samuel C. Clark recovered their bodies. When found, all three were standing erect and holding each other by the hand.

George and Charles Bessie, brothers, broke through the ice and were drowned while skating on Paugus, in January, 1852.

Natie Veasey was drowned near the old dam in 1859.

George W. Knights was drowned in Paugus in September, 1862.

Charles Wesley Sanborn was drowned in Opeeche October 29, 1862. His body was not recovered until February 2, 1863.

George B. Lane was drowned in Opeeche August 6, 1867.

George W. Lane, father of the above, was drowned in Winnipe-saukee June 9, 1868, at a point between Diamond Island and the Gilford shore. He was the engineer on the steamer "James Bell," and fell overboard while drawing a bucket of water over the side.

His body was recovered the next day, the same boat being used as in the recovery of his son's body the year before.

Daniel Smith was drowned in Paugus, near the Quimby ledges, above Big Island, September 12, 1870.

Walter L., son of John Y. Sanborn, 5 years old, was drowned in a covered reservoir on Belvidere street, September 2, 1871.

Ira S. Bryar was drowned in the canal at Laconia November 2, 1872.

Russell Hutchinson, 10 years old, fell from a raft on which he was playing on Opeeche, and was drowned, June 9, 1873.

George and Charles Whitehead, brothers, drowned at west end of Gold street bridge, May 30, 1874.

Charles Dockham drowned in Opeeche March 9, 1881.

Ivan Genie Swain was drowned in Paugus, near the steamboat wharves, July 4, 1882.

George B. Renou, his son Bertie, and Almon Veasey, skating in company near the westerly shore of Opeeche, broke through the ice and were all drowned, on Christmas day, December 25, 1880.

George Laflamme drowned in Opeeche, in the cove behind the Cole Company's foundry, June 25, 1899.

Charles J. F. Black was drowned near Frank Johnson's shop, on Gold street, June 9, 1892.

Edwin D. Wilson was drowned while at play in the water near Gold street, August 6, 1902.

Leroy M. Gould, editor of the *Belknap Republican*, was drowned near Melvin Village, Thursday, October 9, 1902.

George A. Sanders was drowned at Glendale, December 24 or 25, 1903. He was at his camp on a fishing trip, and his body was found in the water near the edge of the shore ice, from which he had evidently slipped or been blown by the wind.

OTHER THAN DROWNING.

Leonard Shackford was killed at the lower end of the railroad yard, by a train of cars, in the fall of 1852.

Sarah E. Baxter was burned by the breaking of a fluid lamp, living two or three days after the accident, and dying March 22, 1858.

In October, 1863, Alonzo Taylor was stabbed by James Filgate, in an affray in the store on Fore street now owned by Ara L. Sargent, and died a few hours afterward.

Gilman Rowe died from the effects of a blow received from a saw bench while at work in Cole's shops, in February, 1851.

George Veasey accidentally shot himself, near Sheridan street, May, 1864.

Rev. Joseph B. Damon fell from a building at Tilton, dying two or three days after, March 3, 1865.

John Langdon Swain was killed on the railroad bridge near Messer crossing, December 25, 1866.

Daniel B. Rogers was killed June 3, 1868, while uncoupling cars. He was standing on the bridge across the private way just below the depot and leading to the Cole shops, when the train started before the uncoupling was effected. Rogers was terribly crushed, and, as soon as the wheels released him, fell through the unplanked bridge to the ground below, a distance of about ten feet. He lived less than two hours.

August 28, 1870, a four-year-old son of George S. Perkins was killed at the railroad crossing below this village. He attempted to cross in front of a moving freight train, when a foot got wedged between the rail and the planking, and the entire train passed over him. Both legs were severed, and he died within an hour.

Amanda, widow of William Odell, was killed at the fateful Messer crossing, September 19, 1870. In a fit of mental abstraction, apparently, she stepped in front of an approaching down train, and was struck by the engine and hurled a considerable distance, killing her instantly.

Charles T. Homan was run over by cars at the Gold street railroad crossing, February 21, 1871, living only six hours.

January 18, 1875 James Rowen was injured on the railroad snow plough, and died January 25.

September 29, 1871, Andrew Beard, while oiling shafting in the railroad shops, had his clothing caught by a set-screw and was carried over the shafting, sustaining injuries of lifelong duration.

Jeremiah Homan, employed in the Pepper hosiery mill, had his right arm torn off near the elbow by a broken shaft and pulley, August 26, 1873.

August —, 1874, Alvah Dockham, Albert Lassey and Edwin A. Philbrick, while driving over the Gold street crossing in a wagon, were struck by a locomotive. The horse was killed, and Philbrick

was run over by the train, necessitating the amputation of one leg. The other two were not seriously injured.

October 23, 1877, at Lisbon, Clarence Adams, an engineer, in attempting to climb upon his moving engine, slipped and fell, the wheels passing over and necessitating the amputation of the greater part of one foot.

June 5, 1880, Charles W. Vance, a brakeman, was thrown from the top of a car in the Concord yard, receiving shocking injuries, from which he died at his home in Lake Village four days later.

George H. Stone, freight conductor, was killed in a railroad accident at Haverhill, N. H., April 26, 1881.

Fred Londerra was killed by cars at Messer crossing, May 21, 1883.

Leon Brown was killed by a team, in Railroad Sq., June 27, 1884.

Mrs. Alanson Young was killed by cars at the Messer crossing in September, 1886.

Smith E. Dockham was run over and killed by the shifting engine in railroad yard, February 18, 1889.

John L. Quimby, while coupling cars at Lawrence, Mass., Sept. 22, 1892, was so severely injured that he died the following day.

Edgar A. Holbrook, a railroad employee, was run over by an engine at Jefferson, December 10, 1892, and died from his injuries.

Wilbur Piper was thrown from a wagon, near junction of Union Avenue and Messer street, October 27, 1893, dying the next day.

Charles L. Patten, watchman at the railroad yard, was run over by an engine a short distance north of the Elm street crossing, while on duty, December 22, 1893.

Samuel Lougee, of Ashland, aged 16 years, was killed in jumping from a railroad train just north of the Gold street crossing, March 7, 1895.

Albert Mudgett, while on duty as a railroad conductor, was struck by a train of cars on the sidetrack at Ashland, July 9, 1887, and died from his injuries July 25.

Joseph Dockham fell from an ice-slip, at Black Brook, January 27, 1897, and broke his neck.

Frank Stevens, a railroad engineer, and George S. Merrill, his fireman, were both killed in an accident about one mile south of Plymouth, August 8, 1895.

Bert Mason was run over by cars at the lower end of the railroad yard, September 24, 1898, causing the amputation of one leg.

Martin Murry was killed in the railroad yard, while coupling cars, December 27, 1901.

Fred Hall, a locomotive engineer, was killed at Tilton, December 11, 1903, in attempting to board a moving train.

Philip Rheaum was struck by a passing locomotive at the Elm street crossing, January 25, 1904, and died February 6.

SUCIDES.

Samuel Bartlett cut his throat in the woods near his house, September 13, 1849.

Mrs. Samuel Gilman, it is supposed, drowned herself in Opeeche about the year 1850. Attempts to find her body were without success.

December 11, 1851, James Johnson cut his throat in his house on Belvidere street. The other members of the family were attending the funeral of Charles, son of Rev. Smith Fairfield, a Free Will Baptist minister here in 1846-'47.

Mrs. Catherine Sanborn hung herself with a skein of yarn from a door in house on Gold street, Sunday morning, November 21, 1875.

Ralph McMurphy hung himself at Black Brook, March 4, 1876.

William H. Sanborn hung himself, July 26, 1876, in woods on the outskirts of the village.

Emma Lizzart drowned herself in the river, between the two bridges, January 12, 1884.

Millie Lizzart, sister of the above, drowned herself at the same place April 24, 1886.

Susan Rowe hung herself, May 10, 1890, at her home on Prospect street.

Amos Veasey hung himself at the residence of his son, Wilbur E. Veasey, on North street, June 27, 1890.

John B. Hendley cut his throat and wrists, in the rear of his barn, on Mechanic street, July 14, 1890.

Joseph M. Lougee hung himself at his residence on Gold street, December 6, 1891.

Stillman A. Arnold hung himself, August 23, 1892, in the grove near his residence on Union Avenue.

John Dame hung himself in the lobby at Laconia, June 17, 1894.

Abby Odell hung herself with a skein of yarn placed over a door, March 4, 1895.

Thomas Morris, suicidal drowning, July 17, 1895; body found, July 20, near railroad bridge.

Frank Sidney Arnold shot himself at his residence, 509 Union Avenue, May 4, 1899.

CHAPTER XVII.

BUSINESS BLOCKS AND BUILDINGS.

The history of some of the more prominent business buildings of the village may be worth preserving in this record.

The Morgan Block, on Union Avenue, was built in 1849 by Langdon G. Morgan. In 1868 it was raised up and an additional story put under it by its then owners—James H. Plummer and George W. Sanders. In the hall on the top floor the *Lake Village Times* was first printed by Ben: F. Stanton and M. A. Haynes; and later Drake Post, G. A. R., was instituted there and occupied the hall for a considerable time as a post room. The ground floor was used for a time as the railroad waiting room.

The machine and wood shop of the Cole Manufacturing Company was built in 1852, since which time it has been enlarged to a considerable extent. After the railroad shops were burned, in 1857, the railroad company occupied the second story as a machine shop until their own shops were built in 1858. Since that time this room has been used by different parties, most of the time as a shop for iron work. In this building the Crane Manufacturing Co. did their work, occupying the place until they built their present shops on Mechanic street, in 1889.

Sleeper and Ames Block, corner of Elm street and Railroad Ave., was built in the fall of 1852 by Daniel Webster and John Aldrich, and they were in the grocery trade there for some time.

The Mount Belknap House was built in 1866-'67 by Charles P. Stevens.

The Piper Block, on Fore street, was built in 1868-'69 by S. Augustine Piper. June 5, 1869, while the carpenters were at work on this building, some of the floor supports gave way and the whole upper story fell in, carrying with it the third floor and five workmen. No one was much hurt.

Clark's Block was built in 1870 by Samuel C. Clark.

The Bayside Mill was built by Samuel M. Tuck for the Lake Co. in 1879. Thursday evening, January 29, 1880, a dedicatory con-

cert and ball was given in the building, under the direction of a committee of arrangements as follows: Samuel C. Clark, Benjamin F. Drake, James E. Stone, Albert D. Plummer, Edwin D. Ward, Thomas Ham, James T. Minchin and John S. Crane. Col. Natt Shackford was floor director, and music was furnished by Eastman's Orchestra of Concord, with Bela S. Kenniston as prompter. Quite a sum was realized, which it was proposed should go toward the purchase of a bell to hang in the tower of the mill. This project fell through, and on the organization of the public library of Lakeport, in 1890, the committee applied the money to the purchase of books for that institution.

The Wardwell Needle Co.'s shop, on Mechanic street, was built in 1884.

The Opera House Block was built in 1885 by David F. and Joseph C. Moore. They sold it to an association of Odd Fellows in 1893.

Hezekiah Bickford's machine shop was built in 1887. It originally stood near the junction of the Lake Shore and B. & M. R. R., from which it was removed to its present site on Union Avenue.

The Crane Manufacturing Co.'s shops, on Mechanic street, were built in 1889.

The new freight depot was completed November 15, 1889, and occupied the next day.

The new passenger depot was built in 1899 and 1900 and first occupied Wednesday, February 7, 1900.

The McDuff Block, on Gold street, was built by Edwin L. Cram in 1900, as a grocery store, and bought by William J. McDuff in July, 1902.

The power house of the Electric Co. was built in 1903.

The lumber works shops of the Boullia-Gorrill Company were built in 1903.

Quinby's Block, on Union Avenue, was built in 1904.

CHAPTER XVIII.

SECRET SOCIETIES—GOOD TEMPLARS.

The first secret society ever organized in the village was the Good Templars. Early in the year 1862, Reuben C. Sanborn, at that time a member of the order in Massachusetts, secured the names of ten persons to an application for a charter for a lodge in Lake Village. The petitioners for the charter were: Reuben C. Sanborn, Martha A. Sanborn, Joseph L. Odell, Abby S. Odell, John Aldrich, Mary E. Aldrich, Susie M. Cole, W. Scott Weeks, Frank I. Patch, Ellen M. Cole.

On Thursday evening, February 28, 1862, Hosea Jewell, of Cambridge, Mass., assisted by Theodore L. Sanderson, of Fitchburg, Mass., instituted Granite State Lodge, No. 1, I. O. of G. T., in the hall over the store now occupied by Charles F. Locke. All the above-named charter members were present, except Ellen A. Cole, who was initiated two weeks later. On the evening of March 6 nine persons were initiated, only one of whom retains membership at the present time.

For three years this was the only Good Templars lodge in the state, and it was under the jurisdiction of the Right Worthy Grand Lodge of the World, with Rev. George F. Clark, of Stoneham, Mass., as the Deputy. October 11, 1865, the representatives from thirteen lodges in the state assembled in the hall of Granite State Lodge, when Deputy Clark, assisted by William Alcott, of Nashua, and Alonzo O. Dillingham, of Manchester, who were former members of the Grand Lodge of Massachusetts, instituted the Grand Lodge of New Hampshire, which was incorporated July 11, 1879.

ODD FELLOWS.

The next in order of organization was Chocorua Lodge, No. 51, I. O. of O. F., with five charter members—Charles J. Pike, Eben F. Woodman, Edward L. Hunkins, William O. White and Charles L. Tupper. The lodge was instituted May 27, 1869, by Charles H. Brown, of Hillsborough Lodge, Manchester, in the hall over Charles

F. Locke's store, on Elm street. They occupied this hall until the completion of a new hall in the Piper block, on Fore street, which was occupied by them about two years in conjunction with the Good Templars.

On the completion of the Weeks block, on Railroad Square, corner of Clinton street and Union Avenue, they secured a suite of rooms in the new block better adapted to their wants. In the destruction of Weeks Block by fire, March 9, 1881, they lost all their furniture and paraphernalia, save only the charter, which was saved through the strenuous efforts of William H. Watson, who, although not a member of the order, plunged through water, fire and smoke, and brought out the precious document.

After this fire temporary quarters were obtained in the Morgan block, on Union Avenue, until the building of Moore's Opera House block, on the site of their old hall. In this building a hall was finished with necessary ante-rooms especially designed for their convenience, into which they moved. In October, 1893 a syndicate of Odd Fellows purchased the block, thereby making the lodge secure in a permanent home of its own. The lodge now has an active membership of over two hundred.

THE REBEKAHS.

In connection with Chocorua Lodge is a lodge of Rebekahs, which was organized January 15, 1891, by John Bourlette, of Concord, as Hannah Frances Lodge, No. 41, in honor of a deceased sister of Dr. Joseph C. Moore. In acknowledgment of his gratification, Dr. Moore presented the lodge with a complete outfit of working paraphernalia. They have a degree team for initiatory work which has a reputation second to none in the state, and which is in great demand with other lodges for exhibiting the degree work.

GRAND ARMY OF THE REPUBLIC.

Darius A. Drake Post, No. 36, G. A. R., was named for one of the noble sons of Lakeport. Darius A. Drake was a member of Company D, Fourth New Hampshire regiment. He was mustered into the United States service September 18, 1861, and died of wounds at Morris Island, South Carolina, August 22, 1863.

The Post was instituted October 17, 1877, by Department Com-

mander Charles J. Richards, assisted by S. A. Oliver, J. W. Laskey, Josiah Gove and George H. Hough of Pittsfield, and Timothy W. Challis of Manchester. The charter bore the names of twenty-five men who had honorably served their country in the civil war, viz: Nathaniel Shackford, Francis H. Davis, Charles W. Pickering, James D. Sanborn, Levi Ward, Ebenezer M. Buzzell, Henry M. Whiteman, Charles S. Tyler, Comford Merrill, Charles H. Davis, John H. Dow, Albert A. Corliss, George W. Hicks, Joseph J. Whitten, Charles E. Buzzell, Martin A. Haynes, John M. Sanborn, John B. Hendley, Elbridge E. Webster, Wallace E. Woodworth, John P. Lane, Winthrop H. Smith, Henry E. Emery, Hanson Gray, Albert H. Davis.

For a time the Post meetings were held in the hall comprising the upper story of the Morgan building. Upon the completion of the Brawn Block the Post leased the hall therein, which they occupied until that Sunday night—November 25, 1889—when the block was gutted by fire and they lost about everything but their charter, and case of war relics of very great value and interest. The Post occupied for a time a hall in the Opera House block, jointly with the Good Templars, until they moved into their present [1915] palatial quarters. This building was the old engine house of Niagara 1, formerly standing at the east end of the Gold street bridge, which was given to the Post by the city, was removed to the west side across the bridge, and was remodeled, fitted and furnished at an expense of nearly three thousand dollars.

The Post has two prosperous auxiliary organizations. Darius A. Drake Corps, No. 14, W. R. C., was organized August 16, 1895, with Mrs. Hannah M. Abbott as its first President. Martin A. Haynes Camp, No. 34, Sons of Veterans, was organized in 1908.

Through the generosity of Dr. Joseph C. Moore, this Post is the possessor of a large burial lot at Bayside Cemetery. Upon it is the modest monument erected by the town of Gilford to the memory of its soldiers in the civil war. The town appropriated five hundred dollars for this purpose, and the Post expended two hundred dollars for grading and curbing the lot. The monument was formally dedicated Monday, July 5, 1880, in the presence of an immense concourse of people. It was unveiled by Post 37, of Laconia, and the dedicatory services were conducted by the Department officers. Col. George Bowers, of Nashua, was Department Commander. The

parade from the village to the cemetery was far-and-away the most imposing ever seen in these parts, the following organizations, besides bands and drum corps, being in the line: Belknap Rifles, of Laconia; Nesmith Rifles, of Franklin; Winnepesaukee Stars, of Center Harbor; Fire Engine Companies of Laconia and Lakeport; Grand Army Posts of Lakeport, Laconia, Dover, Pittsfield, Ashland, Franklin Falls, Bristol, Plymouth and Alton.

KNIGHTS OF PYTHIAS.

Endicott Rock Lodge, No. 23, Knights of Pythias, was organized March 13, 1883, with eighteen charter members—George M. M. Smith, John H. Elkins, William I. Burnham, Charles F. Locke, Charles E. Buzzell 2d, Fred O. Smith, O. Frank Griffin, Albert C. Moore, Lucian M. Folsom, F. Bert Bartlett, Milan O. Shute, O. Merton Merrill, Samuel Holt, Fred C. Sanborn, Thomas White, O. R. Hatch, Edwin H. Bean, Robert Roberts. Alonzo T. Pinkham, of Dover, was the installing officer, assisted by Frank J. Pillsbury, of Concord, and members of Belknap Lodge, No. 20, of Laconia. The order is now in a flourishing condition, having a membership of upwards of 125. Charles F. Locke was the first Chancellor Commander, has represented this lodge in the Grand Lodge, and was honored by being elected Grand Chancellor in 1890.

Connected with this lodge is Endicott Rock Assembly Pythian Sisterhood, which was instituted May 12, 1895, with Mrs. Hannah M. Liley as Chancellor Commander.

OTHER SECRET SOCIETIES.

Besides the above, there have been some ten or a dozen other organizations here, of which, owing to the reticence of the members, we can give no extended account. We can only give the names of each, with date of organization and name of first presiding officer.

Paugus Lodge, No. 1628, Knights of Honor. Instituted July 22, 1879. Dr. Joseph C. Moore.

Lakeside Lodge, No. 452, Knights and Ladies of Honor. Sept. 1, 1881. B. Frank Drake.

Winnepesaukee Colony, No. 36, Pilgrim Fathers. February 27, 1882. John Lee.

Belknap Lodge, No. 48, New England Order of Protection. Aug. 17, 1888. Edwin Whitehouse.

General Miles Council, No. 26, United Order American Mechanics. April 30, 1895. Sidney F. Judd.

Lakeside Council, No. 6, Daughters of Liberty. September 27, 1895. Emma J. Simmonds.

J. A. Green Company, No. 12, Uniform Rank Knights of Pythias. December 17, 1897. Charles E. Buzzell.

Winnepesaukee Temple, No. 4, Juvenile Templars. November 13, 1897. J. Bert Sanborn.

Garfield Council, No. 33, Junior Order American Mechanics. November 18, 1897. Charles J. Pike.

Mount Belknap Tent, No. 20, Macabees. May, 1901. Rev. John R. Meader, Commander.

CHAPTER XIX.

CAPTAIN JOSEPH L. FOLSOM, U. S. ARMY.

[Hon. George Gilman Fogg was a notable figure in New Hampshire political life in the mid-period of the Nineteenth Century. In the strenuous years of the slavery agitation leading up to the Civil War, he edited and published the *Independent Democrat*, at Concord, the leading anti-slavery paper of the state; and later he was our Minister to Switzerland by appointment of President Lincoln. Mr. Fogg was a native of Meredith, and what is of particular interest in this connection, he knew and was associated with the early Folsoms, and was the boyhood comrade and friend of one, at least, of the sons of Abraham Folsom, the pioneer. He has left on record a touching tribute to this friend of his youth—one of Lakeport's most gifted sons. Yet how many are there among those now peopling this place of his birth and home of his youth who know even that such a man as Captain Joseph L. Folsom ever lived? We copy the following from the issue of the *Lake Village Times* dated May 20, 1871.—EDITOR.]

Hon. George G. Fogg, now on a visit to the Pacific coast, is giving the results of his travels and observations in a series of letters to the *Independent Democrat*. In his account of a visit to the Lone Mountain Cemetery, near San Francisco, where sleep Broderick, and Baker, and many others whose names are illustrious in our history, he pays the following tribute to one who was doubtless well known to many of our readers :

“In the same cemetery lie the remains of still another, whose too early death drew tears ‘from eyes unused to weep.’ We well remember that it drew tears from our eyes, as it did from many others in New Hampshire. We allude to Captain Joseph L. Folsom, a native of Meredith, and the son of Abraham Folsom, proprietor of what was known, forty years ago, as Folsom's Mills, at what is now Lake Village. Captain Folsom was the youngest, or the youngest but one, of his father's sons. After nearly fitting for college at New Hampton Institution, he was appointed a cadet at West Point, where he graduated, at the head of his class, in (we think) the year 1840. He was soon after appointed a teacher in that institution—a position he filled so acceptably that the government would not allow him to leave, even to take part, as he desired to do, in the Mexican war. At the close of the war, however, in about 1847, he was, on his earnest request, ordered to California, where he remained until his death, and where, by his energy, his sagacity, and his force of character, he became the leading man in the new territory and state.

His was the mind to suggest, and his the honor to push forward every public and private enterprise demanded by the crowding future of a country whose greatness he foresaw with, perhaps, more clearness than any other man. But he was cut down in the early noon of his life. He died the first citizen, and was believed at the time, the wealthiest man in California. His death (from heart disease) occurred at the Mission of San Jose, near this city, on the 19th day of July, 1855, leaving an estate valued at between one and two millions of dollars, all of which was given by will to his mother, sister, and nephew in New Hampshire—not a dollar of which, if we are rightly informed, did they ever receive.

“It is doubtful if there is a darker page in the early history of San Francisco and California than is to be read in the story of ‘the ways that are dark’ by which Captain Folsom’s great property was diverted from all the purposes of his will, and from those he most loved. General Halleck, with two others, were named in the will as executors of the estate. They proved executors, indeed! With the aid and connivance of corrupt officials, the estate melted away and was stolen, or eaten up, by fraudulent bills of costs and fraudulent judgments, until it was rendered bankrupt. Much of it ultimately passed into the possession of General Halleck and his associates, where it is, to-day, worth ten times its estimated value at the time of Capt. Folsom’s death. We do not believe any of its present honorable possessors ever give a thought to that mother and sister in New Hampshire (we know not if they are now living) to whom that property rightfully belongs.

“No marble monument tells the stranger where sleeps Folsom. But one of the most flourishing towns in California bears his name, as does one of the principal streets of San Francisco, where many of the early pioneers remember him as a friend and brother. As such *we* remember him, when we were boys and school-fellows together. The manly man began life, as all such must, by being a manly boy. Who of our New Hampshire readers will not pardon us for tarrying to pay this tribute, and drop a tear upon the grave of the friend and comrade of our boyhood days?”

CHAPTER XX.

LAKEPORT IN THE REBELLION.

Lakeport's part in the Civil War was a creditable one. Mr. Whittier left as his record a bare list of names of the Lake Villagers who participated in the struggle. This was very valuable as a pointer, and the editor has elaborated by giving in brief the individual record of each soldier as gleaned from Adjutant-General Ayling's monumental work and from other sources of information.

Second Regiment.

William E. Carlton, Co. B, was mustered in July 2, 1861, was discharged on account of wounds received at Gettysburg, but re-enlisted nine months later and served till the muster-out of the regiment, December 19, 1865. He died at Lake Village, March 27, 1880.

Henry A. Flint, Co. F, was mustered in June 4, 1861; wounded at Second Bull Run and also at Cold Harbor; was promoted to Sergeant and to First Lieutenant, and cashiered Feb. 4, 1865. He subsequently served as a Sergeant in the First N. H. Cavalry. He died at Island Pond, Vermont.

Rufus L. Bean, Co. K, was mustered in as Corporal June 8, 1861, was promoted to Sergeant and Second Lieutenant, and dismissed May 4, 1864. He died at Weirs, April 22, 1894.

Third Regiment.

George W. M. Bean, Co. A, was mustered in August 22, 1861, and died of disease at Gilford, February 20, 1864.

Fourth Regiment.

Darius A. Drake, Co. D, was mustered in as Sergeant, September 18, 1861, and died of wounds August 22, 1863, at Morris Island, South Carolina.

Francis H. Davis, Co. D, was mustered in as Sergeant September 16, 1861, was wounded at Drewry's Bluff, Va.; promoted to First Sergeant and Second Lieutenant; to First Lieutenant, but not mus-

tered; discharged November 12, 1864. He died at Laconia, May 12, 1895.

Charles P. Hobbs, Co. D, was mustered in September 18, 1861, and re-enlisted January 1, 1864; was wounded June 30, 1864, near Petersburg, Va., from which he died October 19, 1864, at Fortress Monroe, Va.

George W. Ladd, Co. D, served from September 18, 1861, to September 27, 1864. Died at Providence, R. I., May 14, 1875.

Albert S. Randall, Co. D, served from September 18, 1861, to August 23, 1865, and was promoted to Corporal and Sergeant.

Fifth Regiment.

Patrick Rowen, Co. E, was mustered in October 16, 1861, was wounded June 1, 1862, at Fair Oaks, Va., and discharged for disability July 19, 1862. Deceased.

Eighth Regiment.

George A. Flanders, Co. F, was mustered as Captain December 20, 1861, was wounded at Port Hudson, La., May 27 and June 14, 1863; appointed Lieutenant-Colonel; mustered out January 18, 1865. Died at East Saginaw, Michigan, August 26, 1885.

Loammi Bean, Co. F, was mustered in December 20, 1861, and was killed at Labadieville, La., October 27, 1862.

Charles E. Buzzell, Co. F, served from December 1, 1861 to December 30, 1864, and was wounded at Port Hudson, La. He died at Lakeport, April 1, 1914.

George O. Carleton, Co. F, mustered in as Sergeant December 20, 1861, re-enlisted January 4, 1864, and appointed First Sergeant. Was captured May 16, 1864, at Moreauville, La., and paroled Oct. 16, 1864. No further record.

John O'Donnell, Co. F, served from December 20, 1861 to Jan. 20, 1865; promoted to Corporal; captured at Labadierville, Oct. 27, 1862, and remained a prisoner till May 18, 1863.

Butterfield V. Coburn, Co. C, was mustered in Dec. 21, 1861, was promoted to Corporal and Sergeant, and discharged for disability November 21, 1863.

Josiah C. Gilman, Co. F, was mustered in December 20, 1861, as Corporal and was promoted to Sergeant; re-enlisted, and wounded

at Sabine Cross Roads, La., April 8, 1864. Died of disease Oct. 14, 1864, at New Orleans, La.

Charles B. Hall, Co. F, was mustered in December 20, 1861, and discharged for disability August 26, 1863.

Augustus Morrill, Co. F, was mustered in December 26, 1861, and discharged for disability March 20, 1864.

Joseph N. Moulton, Co. F, was mustered in as a Sergeant, Dec. 21, 1861; discharged November 11, 1862, to accept commission as First Lieutenant Co. H, Second Louisiana Infantry; was wounded May 27, 1863, at Port Hudson, La., and died of wounds at New Orleans, June 4, 1863.

John M. Sanborn, Co. F, mustered in December 31, 1861; promoted to corporal; re-enlisted Jan. 4, 1864, and discharged Jan. 1, 1865, at Natchez, Miss., by reason of having been rendered supernumerary non-commissioned officer.

Sylvester Smith, Co. F, was mustered in December 20, 1861; promoted to Corporal and Sergeant; re-enlisted January 4, 1864; was wounded May 1, 1864, near Alexandria, La., and discharged on account of wounds Oct. 10, 1864. He died June 27, 1882.

Elijah H. Blaisdell, Co. G, mustered in August 27, 1864, as private, appointed First Lieutenant Sept. 29, 1864, and mustered out January 18, 1865. Died in Lakeport, February 3, 1906.

Marshall L. Culver, Co. G, was mustered in Dec. 31, 1861, was promoted to Corporal, and discharged Jan. 29, 1863, on account of wounds received at Labadieville, La., October 27, 1862.

Ninth Regiment.

Charles C. Davis, Co. B, was mustered in July 18, 1862; promoted to Sergeant; wounded May 12, 1864, at Spottsylvania, Va.; discharged for disability June 2, 1865.

Jeremiah Harrington, Co. B, was mustered in July 18, 1862; was wounded severely at Fredericksburg, Va., Dec. 13, 1862; promoted to Corporal; missing Sept. 30, 1864, at Poplar Springs Church, Va.; gained from missing, and mustered out June 10, 1865.

Rufus W. Swain, Co. B, mustered in July 18, 1862; wounded Sept. 17, 1862, at Antietam, Md.; discharged to date June 10, 1865. Died March 19, 1888, at Laconia.

Edward Willey, Co. H, was mustered in August 21, 1862, and discharged for disability February 14, 1863.

John B. Hoit, Co. E, enlisted into the unattached company of New Hampshire volunteers raised to garrison Fort Constitution, Portsmouth harbor, being mustered in March 5, 1862. With all but five or six of the company, on August 6, 1862 he was transferred to the Ninth Regiment. He was appointed Corporal, and served to the end of his term, May 14, 1865.

Twelfth Regiment.

Joseph K. Whittier, Co. G, was mustered in Sept 9, 1862 as Sergeant, was promoted to First Lieutenant, and was killed at Cold Harbor, Va., June 3, 1864.

William H. Clinton, Co. G, was mustered in Sept. 9, 1862, and discharged for disability March 11, 1863.

Charles W. Davis, Co. G, served from September 9, 1862 to June 21, 1865.

Marshall C. Dexter, Co. G, was mustered in as Corporal Sept 9, 1862, and discharged for disability January 20, 1863. He died in Brooklyn, N. Y., March 22, 1914; body brought to Laconia for burial.

George W. Dearborn, Co. G, was mustered in Sept. 9, 1862, was appointed Corporal, and discharged May 19, 1865. He died at Pitchwood Island, Lake Winnepesaukee, July 22, 1885.

John H. Dow, Co. F, was mustered in September 5, 1862, was appointed Corporal, and mustered out June 21, 1865.

Charles W. Dolloff, Co. G, mustered in Sept. 9, 1862; wounded at Chancellorville, Va., May 3, 1863; discharged for disability Aug. 31, 1863.

Hanson Gray, Co. H, mustered in September 9, 1862; wounded at Chancellorville May 3, 1863, and severely at Cold Harbor June 3, 1864. Discharged to date June 21, 1865.

Albert W. Hayford, Co. G, was mustered in September 9; 1862; missing at Chancellorville, and gained from missing; mustered out June 21, 1865.

George W. Hicks, Co. G, served from September 9, 1862 to June 21, 1865. He died at Lake Village, March 6, 1886.

William L. Johnson, Co. G, was mustered in Sept. 9, 1862; was wounded twice, severely, at Gettysburg, July 2, 1863, and was discharged on account of wounds, August 1, 1864. He died at Concord, September 28, 1895.

John Knights, Co. G, was mustered in Sept. 9, 1862, wounded at Cold Harbor, June 3, 1864, and mustered out June 21, 1865. He died at Lake Village, November 14, 1890.

John P. Lane, Co. G, was mustered in Sept. 11, 1862, as Corporal, was First Sergeant in 1863, and First Lieutenant in 1864. He was wounded at Cold Harbor June 3, 1864; Petersburg, July, 1864; Bermuda Hundred, severely, November 17, 1864. Resigned April 28, 1865.

Robert W. McMurphy, Co. G, was mustered in Sept. 9, 1862; he was reported missing at Chancellorsville, but gained from missing, and was discharged to date June 21, 1865. He died at Concord, June 19, 1890.

Arthur StClair Smith was mustered in Sept. 9, 1862, as First Sergt. of Co. G. He was successively promoted to Second Lieut., to First Lieut., and to Captain of Co. K in July, 1864. He was severely wounded at Chancellorsville, and wounded twice at Cold Harbor. Mustered out June 21, 1865. Died at Cedar Rapids, Iowa, December 19, 1895.

Henry J. Smith, Co. G, was mustered in as Corporal September 9, 1862; was wounded at Gettysburg, July 2, 1863, and died of wounds at York, Pa., August 22, 1863.

Paul Stevens, Co. G, was mustered in September 9, 1862, and discharged for disability, at Falmouth, Va., January 18, 1863. He died at Laconia, March 15, 1883.

Alvah H. Small, Co. G, was mustered in Sept. 9, 1862; wounded at Chancellorsville, and transferred to Veteran Reserve Corps, from which he was discharged, at Washington, D. C., June 26, 1865.

Hiram S. Twombly, Co. G, was mustered in Sept. 19, 1862, promoted to Corporal, and discharged June 8, 1865. He died at Gilmanston, June 7, 1874.

Daniel H. Webber, Co. G, was mustered in Sept. 9, 1862; appointed Corporal; wounded August 15, 1864, near Petersburg, Va., and died of wounds, August 16, at Point of Rocks, Va.

Eben S. Welch, Co. G, mustered in Sept. 9, 1862, was wounded severely at Chancellorsville, May 3, 1863, and discharged for disability, at Point Lookout, Md., October 1, 1863.

John Lehiff, Co. H, was mustered in September 9, 1862, and was killed at Cold Harbor, Va., June 3, 1864.

Henry P. Randall, Co. H, was mustered in September 10, 1862, as Corporal, was appointed Sergeant June 1, 1863, First Sergeant Feb. 22, 1864, Second Lieutenant May 18, 1865, but not mustered. Mustered out June 21, 1865.

Edward C. Ryan, Co. H, mustered in Sept. 9, 1862; wounded at Chancellorsville and transferred to Veteran Reserve Corps; disch. for disability October 10, 1864, at Beaufort, S. C. He died Dec. 11, 1897, at Ellsworth, Minn.

Fourteenth Regiment.

Ebenezer M. Buzzell, Co. K, enlisted and mustered in January 5, 1864; wounded September 19, 1864, Opequan, Va.; discharged June 14, 1865. Died at Meredith Center, November 11, 1908.

Ransom D. Buzzell, Co. K, enlisted and mustered in January 5, 1864; wounded September 22, 1864, at Fisher's Hill, Va.; must. out July 8, 1865.

Fifteenth Regiment.

John Aldrich, Co. A, enlisted September 16, 1862, as private; appointed Captain Nov. 3, 1862; mustered in to date October 20, 1862, as Captain; appointed Major April 8, 1863; mustered out August 13, 1863.

Barnet H. Ames, Co. A, mustered in October 6, 1862; mustered out August 13, 1863.

Aaron C. Badger, Co. A, mustered in October 6, 1862; mustered out August 13, 1863. Died at Lakeport, June 7, 1910.

Edwin A. Badger, Co. A, mustered in October 6, 1862; mustered out August 13, 1863.

Lewis D. Badger, Co. A, mustered in as Corporal October 6, 1862; mustered out August 13, 1863. Died at Concord, Dec. 28, 1901.

John C. Blake, Co. A, mustered in October 6, 1862, as Corporal; mustered out August 13, 1863. Died at Concord, Sept. 18, 1909.

Levi Blake, Co. A, mustered in Oct. 6, 1862; discharged August 7, 1863, at New Orleans, La.

James W. Blake, Co. A, mustered in October 6, 1862; mustered out August 13, 1863.

Royal Boynton, Co. A, was mustered in November 4, 1862, and died of disease, August 10, 1863, at Lake Village.

Albert S. Buzzell, Co. A, mustered in October 20, 1862 ; appointed Corporal April 8, 1863 ; mustered out August 13, 1863. Died at Lake Village, June 27, 1889.

De Witt Clinton, Co. A, mustered in October 6, 1862. Died of disease, at Gilford, August 13, 1863.

Charles P. Davis, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863.

Thomas S. Davis, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863.

Isaac L. Foss, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863. Died at Somerville, Mass., June —, 1898.

James F. Gordon, Co. A, mustered in October 6, 1862, as Sergt. ; appointed First Sergeant April 8, 1863 ; mustered out August 13, 1863. Died at Concord, May 30, 1912.

Ezekiel Gilman, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863. Died at Lakeport, January 31, 1899.

Otis W. Gilman, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863.

George T. Jackson, Co. A, mustered in October 6, 1862. Died of disease, August 6, 1863, at Mound City, Ill.

Edwin M. Lee, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863. Died September 27, 1914.

David G. Lee, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863.

Augustus Merrill, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863. Died at Canterbury, May 20, 1878.

Comford Merrill, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863.

Joseph D. Moulton, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863.

Moses Page, Co. A, mustered in October 6, 1862 ; mustered out August 13, 1863.

Charles W. Pickering, Co. A, mustered in October 6, 1862, as First Sergeant ; appointed Second Lieutenant April 8, 1863 ; mustered out August 13, 1863. Died at Lakeport, September 2, 1895.

Josiah S. Piper, Co. A, mustered in October 6, 1862, as Corporal ; appointed Sergeant July 29, 1863 ; mustered out August 13, 1863. Died at Lakeport, March 26, 1893.

Adam Pomfrey, Co. F, mustered in October 6, 1862; transferred to Co. A October 12, 1862; mustered out August 13, 1863. Died at Lakeport, March 10, 1901.

Charles F. Swain, Co. A, mustered in October 6, 1862 as Corp.; discharged to date August 13, 1863. Died at Gilford, September 13, 1863.

Alonzo Taylor, Co. A, mustered in October 6, 1862; mustered out August 13, 1863.

Andrew P. Wadleigh, Co. A, mustered in October 6, 1862; mustered out August 13, 1863.

Orrin F. Wheeler, Co. A, mustered in October 6, 1862. Died of disease, at Gilford, November 2, 1862.

Noah M. Weeks, Co. A, mustered in October 6, 1862. Killed at Port Hudson, La., June 3, 1863.

Simeon Stevens, Co. A, mustered in October 6, 1862; mustered out August 13, 1863. Died at Laconia, October 30, 1905.

Eighteenth Regiment.

Lucian H. Davis, Co. H, mustered in Feb. 21, 1865; discharged June 3, 1865. Died at Lakeport, October 14, 1906.

James A. Leavitt, Co. D, mustered in Sept. 21, 1864; mustered out June 10, 1865. Died at Lakeport, July 24, 1905.

Orrin F. Sanborn, Co. H, mustered in February 21, 1865; discharged July 1, 1865. Died at Lake Village, August 16, 1865.

First New Hampshire Cavalry.

Otis W. Gilman, Co. D, mustered in April 30, 1864; wounded March 2, 1865, at Waynesborough, Va.; discharged May 20, 1865, at Frederick, Md. Previously served a term in Fifteenth N. H.

George W. Lane, Co. D, mustered in February 21, 1865; must. out July 15, 1865. Drowned in Lake Winnepesaukee, June 9, 1868.

Elbridge E. Webster, Co. D, mustered in Feb, 21, 1865; must. out July 15, 1865. Died April 19, 1878, at Lake Village.

Orison H. Gardner, Co. A, mustered in March 15, 1864, as Bugler; appointed Company Q.-M. Sergeant May 1, 1865; mustered out July 15, 1865.

Albert H. Alexander, Co. G, mustered in March 2, 1865; must. out July 15, 1865.

First N. H. Heavy Artillery.

Andrew J. Buzzell, Co. A, was mustered into the First Company N. H. Heavy Artillery, May 26, 1863. On or about September 15, 1864, this company became Co. A of the First N. H. Heavy Artillery; he was mustered out September 11, 1865.

Charles A. B. Davis, Co. G, was mustered in September 6, 1864; mustered out June 15, 1865. Died at Lakeport, August 12, 1909.

Henry C. Hill, Co. G, mustered in September 6, 1864; mustered out June 15, 1865. Died May 14, 1881, at Laconia.

Elbridge Jacobs, Co. G, mustered in Sept. 6, 1864, as Sergeant; mustered out June 15, 1865. Prior service in 12th N. H., from Moultonborough, where he was born.

John S. Lee, Co. G, mustered in September 6, 1864, as Sergeant; mustered out June 15, 1865.

Oscar R. Moulton, Co. G, mustered in September 6, 1864, as Corporal; mustered out June 15, 1865.

Moses Pickering, Co. G, mustered in September 4, 1864; must. out June 15, 1865.

George E. Sanborn, Co. G, mustered in Sept. 6, 1864; mustered out June 15, 1864.

Winthrop H. Smith, Co. G, mustered in Sept. 6, 1864; mustered out June 15, 1865. Prior service of one month in Fourth N. H., from Sanbornton, being discharged for disability; also served full term of 9 months in Fifteenth N. H., from Laconia. He died at Sanbornton, Nov. 4, 1905, and his body was brought to Lakeport for burial.

Edwin A. Badger, Co. G, mustered in Sept. 6, 1864, as Corporal; mustered out June 15, 1865. Had served term in Fifteenth N. H.

Alfred T. Webber, Co. G, mustered in October 17, 1864; must. out June 15, 1865.

Levi F. Whiting, Co. G, mustered in Sept. 6, 1864, as Private; appointed First Lieutenant Sept. 8, 1864; discharged for disability January 20, 1865. Had served sixteen months in Twelfth N. H., from Tamworth, until discharged for disability.

U. S. Sharpshooters.

Edwin J. Peaslee was mustered into Co. E, First U. S. Sharpshooters, September 9, 1861; was wounded at Chancellorsville, May

4, 1863 ; captured May 7, 1864, at the Wilderness ; released Nov. 24, 1864 ; transferred to Co. G, Second U. S. S. S., Dec. 23, 1864 ; to Co. I, Fifth N. H., Jan. 30, 1865 ; discharged May 29, 1865, at Concord. He died at Lakeport, April 9, 1899.

Massachusetts Regiments.

Simeon S. Oakes served from June 24, 1864, to July 15, 1865, as a Private in the First Massachusetts Heavy Artillery.

Lewis T. Whitten served in Co. B, Fortieth Massachusetts, from August 22, 1862, to August 20, 1863, when he was discharged for disability, having lost a leg at Fort Wagner.

CHAPTER XXI.

PHYSICIANS.

Can any one tell who was the first settled physician in Lakeport? Before there was a regular doctor here, those who had ills, aches or pains were obliged to get into touch with some one of the profession at Meredith Bridge—the most prominent of whom was Dr. Dixie Crosby.

In the spring of 1838 Joseph Knowles hung out his sign as M.D., continuing in practice here till 1848, when he moved down to “the Bridge,” as it was generally called, where he had an extensive practice.

Previous to the settlement of Dr. Knowles here, a man named Eastman came from Vermont state, but stopped only a few weeks. He intended to locate here permanently, but the place was so disgracefully healthy that he had no calls for his professional services, and after a stay of a few weeks he flitted back from whence he came.

Soon after this attempt, Dr. Charles C. Tibbetts located here and remained quite a number of years. He built the house lately occupied by the Drs. Goss, but finally removed to Laconia and was in practice there until his death.

Dr. Thomas Moore Sanborn came here in 1842 and continued in practice until his death, January 23, 1869.

Dr. Oliver Goss came here March 4, 1855, and was in practice until his death, April 12, 1896.

Dr. David F. Moore began practice here in 1857, continuing until a short time before his death in 1888.

Dr. Joseph C. Moore, son of David F., first hung out his sign in 1865, in company with his father, and is still [1905] in practice.

Somewhere in the 'Fifties Dr. David Devans had a limited practice here, but only for a short time.

Dr. Francis M. Richards came in 1869. He soon sold out to Dr. Levi Ward, who was in practice from November, 1870 until his death, February 12, 1896.

Dr. Henry Tucker—who previous to studying medicine had practiced dentistry here—began practice as a physician in 1888, and continued until 1896 or '97, when he removed to Brattleborough, Vt.

Dr. Ossian W. Goss, son of Dr. Oliver, began practice June 22, 1882, and died October 8, 1903.

Dr. J. Grant Quimby opened an office here July 12, 1888, and is still in practice.

Dr. George F. Roby was in practice here from 1879 or '80 until August 28, 1894, when he sold his business to Dr. John A. Wisley, who is still in practice.

Dr. George H. Saltmarsh has been in continuous practice here from 1883 to the present time.

Dr. Edwin P. Hodgdon established himself here in July, 1892, and still continues.

Dr. Joseph E. Dozois commenced practice here August 8, 1885. After two years he removed to Laconia, where he still resides.

Dr. Freeman S. Durkee came here from Wentworth in the fall of 1898. He was burned out in the great fire, when he bought a residence just north of the street railway Co.'s car barn, and is located there at the present time.

Dr. Frank Easton began practice here in 1904.

Besides the above, it may not be generally known that Henry B. Quinby is entitled to write "M. D." after his name, having the requisite sheepskin from the Columbia Medical College, at Washington, D. C.

CHAPTER XXII.

CEMETERIES.

The first village burying ground was just to the rear of the Baptist church on Union Avenue. The early records have been lost, and it is impossible to ascertain when the first burials were made. The yard being very small—more like a family yard out on the farms—it was soon completely filled, so much so that no more lots were to be obtained for burial purposes.

Benjamin J. Cole, then owning a tract of land on Mechanic street, had a new yard laid out and sold lots in what is now known as the Hillside Cemetery. The bodies of those who had been laid to rest in the kirk-yard were removed to the new. It was currently reported at the time that one body could not be found. Hillside Cemetery was laid out in 1843. In 1888-'90 a large sum of money was spent in beautifying the grounds, which had begun to show signs of neglect. The officers of the association are: Stephen B. Cole, President; William O. White, Secretary; Henry McMurphy, Sexton.

The Bayside Cemetery Association was formed under the provisions of the General Statutes April 25, 1869, with the names of twenty-one incorporators, viz: John G. Sanborn, Winborn A. Sanborn, David F. Moore, Joseph C. Moore, Eliphalet Blaisdell, Charles E. Moulton, William S. Taylor, Samuel C. Clark, David Ferguson, Jr., Sylvester A. Sargent, John O. Prescott, Enoch B. Prescott, John Gray, Henry W. Swasey, Horace G. Whittier, Rufus Smith, Joseph Dunavan, Samuel M. Tuck and James H. Plummer. The stock of the association was \$2,000, divided into shares of \$50 each.

The cemetery grounds, at the north end of Union Avenue, were purchased of John G. Sanborn. The survey was made by Thomas Ham. The plan drawn by him was destroyed at the burning of Henry E. Brawn's block, corner of Elm and Park streets, Sunday evening, November 25, 1889. The present officers of the association are: Henry W. Swasey, President; William H. Brawn, Secretary; Scott Wentworth, Sexton.

CHAPTER XXIII.

STRAY NOTES FROM OUR SCRAP BOOK.

Temperance Sentiment of Years Ago.

In the fall of 1837 it became known that a man from outside intended to start a grocery here with a New England rum attachment. The citizens, as a mass, were highly indignant, and every man living in the village signed the following drastic resolutions, with the result that the Grocery never was opened. The writer of these sketches has one of the printed copies, which reads as follows :

SENTIMENTS AND RESOLUTIONS

ADOPTED BY

CITIZENS OF WINNIPISSIOGEE LAKE VILLAGE

IN REFERENCE TO THE ESTABLISHMENT OF A

G R O C E R Y .

Believing that the habitual use of Ardent Spirits tends to degrade man to more than a level with the *Brute Creation*; and that it is the grand primary *Cause* of a great portion of the CRIME AND MISERY in the world; and that the persons who encourage the use of it in community, by distilling or selling the same (except as medicine) exert an influence to promote PAUPERISM, CRIME AND MISERY. *Therefore, Resolved,* That we view with just abhorrence and regret the attempt of any person or persons to keep and sell *Ardent Spirits* in this village.

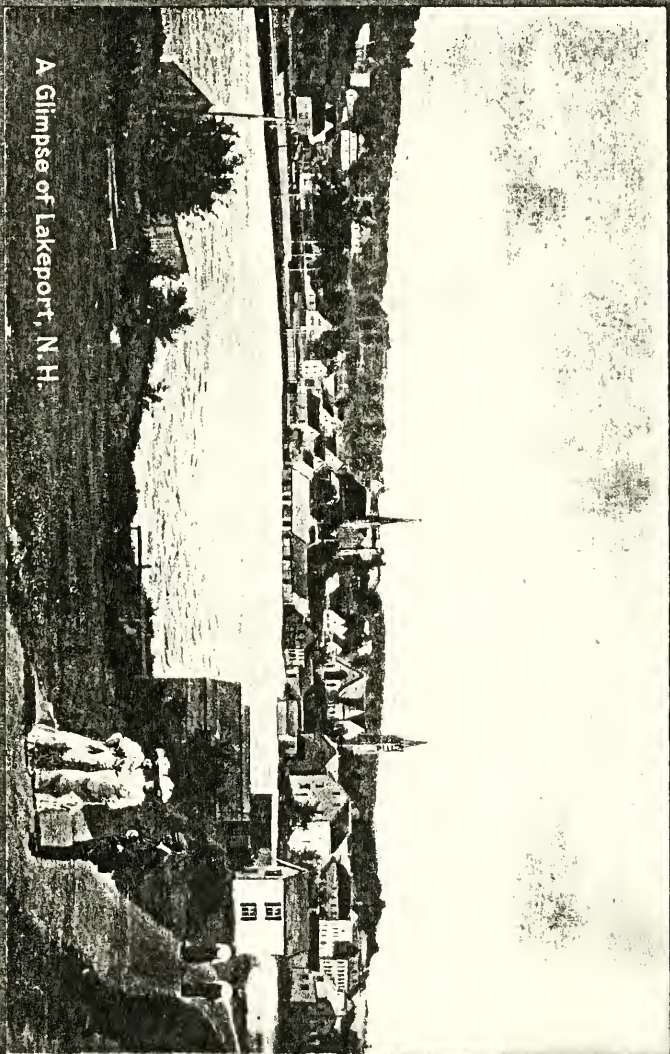
Resolved, That as it is generally understood that a "Grocery" (so called) where spirituous liquors are to be retailed, is soon to be opened in this village; We, therefore, pledge ourselves, each to the other solemnly, that we will use every laudable measure to discourage the same, and that we will not purchase of the person who may open such a place, any article whatever, kept in said Grocery.

(Signed 29th January 1838.)

William Odell
E. G. Gilford

J. V. Barron
J. R. Clarke

Samuel Philbrick
G. P. Nutter



A Glimpse of Lakeport, N.H.

Hugh Blaisdell	J. C. Moulton	Benj. Sanborn
A. Cole	N. S. Clarke	John Davis 2d
Moses Sargent	J. Wells	A. C. Blaisdell
S. M. Clifford	M. W. Blaisdell	George Thompson
J. Thyng	Benj: H. Whittier	Dudley C. Prescott
J. S. Edgerly	E. W. Corliss	William B. Swain
Hiram Gilman	John Weymouth	Horace Bugbee
J. S. Towle	Daniel Davis	Eliph. Blaisdell, Jr.
Samuel Gilman	O. M. Moulton	T. D. Somes
P. O. Blaisdell	J. B. Swain	W. P. Moulton
John Webster	A. T. Parker	William Nutter
Luman Danforth	Richard Martin	S. Gilman, Jr.

Millers.

In looking over old records I find that the old grist mill has had but five millers, viz: Stephen Leavitt, 1835 to 1862; Luman Danforth, 1862 to 1867; — Allen, 1867 to 1868; Albert H. Davis, 1868 to 1887; Simeon Johnson, January 1, 1887, until the mill was burned, May 26, 1903.

Lawyers.

The first lawyer to open an office here was Ira Folsom, followed by Samuel C. Clark, Orestes H. Key, Arthur StClair Smith, Jotham P. Hutchinson, Benjamin C. Dean, Stanton Owen and William H. Flanders. Just at present no lawyer has his shingle out here.

The First Band.

The first Band here was organized in the winter of 1847-'48, under the name of Lake Village Brass Band. George A. Wilder was the Leader, assisted by the following wind jammers: Simeon S. Oakes, Horace Lovett, Lorenzo Lovett, John Aldrich, John C. Blaisdell, Nathaniel Crosby, Arthur W. Bugbee, Joseph Donavan, William T. Batchelder, Horace Batchelder, Dudley Prescott, Lyman B. Pulcifer, Samuel Gilman, Elbridge E. Webster, Albert C. Gilman.

The First Town Clock.

The first town clock was placed in the belfry of the Free Will Baptist church, on Park street, in 1852—the year in which the house was built. It was the gift of John Davis 2d, while the bell was giv-

en by Benjamin J. Cole. The clock continued to do duty until December 15, 1890, when the church was burned. The present clock was procured by a subscription of citizens and an appropriation of \$600 from the town of Gilford. It was from the Howard Clock and Watch Company, of Boston, and was placed in position on the completion of the new church building.

Those Eels.

In 1858 the old grist mill was run by one Stephen Leavitt, who did quite a business on the side by catching eels, which he sold at two cents each, straight. The boys used to trouble the old gentleman exceedingly by hoisting or lowering the gates of his eel-pot, as the success of their mischievous pranks might require. On one occasion a couple of boys thought they would have some fun at his expense and carry off some of his game. At a time when they supposed the miller was at his home, they got down into the pit, with the water shut off, and were so busy gathering the fish into the basket they had brought that they did not notice the approach of any one; but all of a sudden the water flooded the pit—whereupon they made good their escape, leaving their basket and fish behind. The one that had the basket did not dare show himself near those premises for a long time, and never went after his basket. The writer does not feel at liberty to divulge the names of the two young adventurers; but if any one is of an inquiring turn of mind, and the information is absolutely essential to their happiness, they might make inquiries of Col. B. F. Drake or John Mooney Sanborn.

As Neighbors.

Prior to the building of the first bridge spanning the river at this place, so it is stated, a Mrs. Gilman, who lived where Hoyt Davis now resides, in Gilford, used to come over to visit Mrs. Folsom. She would bring her knitting and sit on the bank of the river at Gale Point, at the rear of where Henry J. Odell's store now stands, while Mrs. Folsom would sit on the opposite side of the river. There they would visit, busily plying their needles and keeping up a conversation that was enjoyed by both. After the visit, Mrs. Gilman would return to her home, two miles away.

Rufe Clark's New Drill Order.

In 1859 the old Niagara Engine Company were out, one evening, on parade and drill in Railroad Square. Rufus Clark was the drill master—a business for which he had a great liking and aptitude. He had just snapped out the order, “Company, by the right flank by file left—” and was swelling his chest to finish with the command for execution, when an alarm of fire was given, and he finished his order in a way not laid down in any known drill master’s manual: “*Fire! Run, G—d— you!*” And they did, to a building on Franklin street, where there was only a slight smudge.

A. D.—Anno Domini—Alpheus Dolloff.

The Elm street bridge was built in 1870. Alpheus Dolloff was at that time one of the Selectmen of Laconia and the construction of the west end of the bridge was under his supervision. At the completion of the work he had this inscription, recording the date of the work, cut into one of the stones of the pier: “A. D. NOV. 1870.” One of our citizens who, on political accounts, had no love for Mr. Dolloff, scanned the inscription and sneeringly remarked: “Yes, Alf Dolloff is trying to *gain notoriety* by putting his initials where they can be seen in after years.”

The Best Part of the World.

Col. Martin A. Haynes, on arriving home, one time, from Manilla, where he had been stationed in the employ of the Government, was asked if he was going back, to which he replied in the negative, with the remark: “The United States is good enough for me to live in, and New Hampshire is the best part of the United States, and Lakeport and its vicinity is the best part of New Hampshire; therefore Lakeport is the best part of the world to live in.” Mart ought to know.

Reminiscences of Niagara 1.

Many of the residents of Laconia, and also Lakeport, remember the old tannery building that, away back in the 'Fifties, stood on Mill street nearly opposite the Busiel hosiery mills; and they will also remember the door on the street, about two feet and a half from the ground, where teams backed up to be loaded or unloaded.

Once upon a time, Torrent Engine Company, No. 2, of Laconia, gave a fireman's ball and invited Niagara, No. 5, of Nashua, to pay them a visit. There was a fine parade in nobby uniforms—and then the ball. Along in the wee sma' hours the fire alarm sounded—the old tannery was on fire. The Nashua company had their machine with them, and set in on the mill street bridge, to play on the burning building.

Presently Niagara Company put in an appearance from Lake Village and were stationed in the rear of the burning building, right over the canal. They had hardly got to work before they found they were being wet down by the visiting company, and it was evidently being done on purpose. The Nashua boys had been told the Lake Village machine was "nothing but a pop-squirt," and were evidently inclined to have some fun with the countrymen. Rufus Clark was adjutant of the Niagaras, and Natt Shackford—who, though small, was a terror—was their captain. They put their heads together and arranged a surprise for the down-country company. Natt got everything pointed all right, and at the signal Rufe gave the order something like this: "Up and down, One! Steady! Now, *give it to her, boys!*" At the same time Natt ordered the nozzle switched toward the open door, in which stood the leading hoseman of the Nashua company. He was swept off his feet and sent sprawling half way across the street. Jumping up, he inquired what it was that hit him, and was soon enlightened. The Nashua boys were mad, and, after a consultation, all the men not needed on the brakes were detailed to go over and lick the Lake Villagers. They got a sight of the Lake Villagers and took an inventory. There were such giants as "Boss" George Stevens, "Jarve" Sanborn, "Winch" Blaisdell, "Jim" Foss, and others of almost equal physical proportions. One good look was enough. The expeditionary force fell back in good order and reported: "Say, you'd better keep away from that Lake Village bunch. There's pretty near a hundred of them, and mighty few that weigh less than two hundred pounds." In after years, Lake Village and Nashua firemen had many a hearty laugh over the episode.

Another.

At the time Robert Appleton's mill, at Laconia, was burned, Niagara 1 was on the war path, was always ready for a hand-to-hand

engagement with the fiery elements, and lived up to the Company's motto—"Never Dry." At this fire, as soon as the alarm was sounded, the ropes were manned (they never used horses), and as they passed over the railroad crossing at Lake Village John Pepper drove along, accompanied by a gentleman from Boston. Mr. Pepper took out his watch, noted the time, and remarked: "They will have a stream on the fire in less than twenty-five minutes." As a stream was turned onto the burning building Mr. Pepper consulted his watch again and found it had been only seventeen minutes. The Boston gentleman made the remark: "I'll bet there is not another company in the United States that can accomplish such a feat."

Still Another.

When Perley Putnam's house was burned, at the corner of Church and Messer streets, in Laconia, a member of the old company living on the height of Belvidere street, nearly one-half mile from the engine house, saw the fire on going out of doors in the evening. He ran down the hill, screaming "Fire!" at the top of his voice, was the first to arrive at the engine house, and unlocked the door. By this time other members were arriving, and they ran out the machine, dragged it to Laconia, and actually had a stream on the fire before Torrent No. 2 of Laconia did.

Just One More.

At the time of the great fire in Laconia, November 21, 1860, when the car shops were in imminent danger of being burned, as the little "pop squirt" struck in at the head of Water street, on its way to the shops, the daughter of the late Charles Randlett—who was the head and chief owner of the establishment—was standing on the sidewalk. As the machine went rattling by she began to jump up and down, at the same time exclaiming: "Father's shops are saved! There goes Niagara Company of Lake Village!" Sure enough, they were saved by the heroism of the boys that were there to fight fire. The Chief of the Laconia Department stationed the Niagaras between the shops and the river. After a while, as things were developing, the chief concluded the situation was too perilous and the prudent thing to do was to order the company out. This he did, telling the foreman, James M. Foss, there was danger of the

men losing their lives if the fire should get beyond control and cut off their escape. Foreman Foss told the Chief he would look out for that, as every man in the company was an expert swimmer and would have no trouble in getting across the river if worse came to worst. By tremendous efforts the Niagaras subdued the flames at that point and saved the entire plant. This accomplished, they started for Mill street. This street was a roaring furnace, fierce flames on each side and the roadway choked with the *debris* of burning buildings. When the leaders on the ropes arrived at the present Knight & Huntress corner, they hesitated, hardly daring to proceed. But Foss shouted, sternly: "Take her ahead, boys!" and no second order was necessary. Through the inferno, over fallen timbers the boys plunged and succeeded in getting to the rear of the Belknap Mills, where for the second time that day they showed the crowd how fires are fought by real firemen.

Lake Village Savings Bank.

The Lake Village Savings Bank was incorporated in 1864 and began business October 1 of the same year. Samuel C. Clark was the first person to make a deposit. Benjamin J. Cole was the first President and Thomas Ham the first Treasurer. The members of the corporation were: Benjamin J. Cole, Samuel C. Clark, Josiah F. Robie, Thomas Ham, John S. Wadleigh, Stephen S. Ayer, Joseph Donovan, Stephen B. Cole, Henry F. Rublee, Langdon G. Morgan, Harrison O. Heywood, James M. Ward, John S. Crane, Levi C. Davis, William S. Taylor, Frank J. Robinson, Henry Blaisdell, George W. Sanders, John Aldrich, Oliver Goss, Joseph L. Odell, Augustus J. Owen, Ernest C. Haserick, Elijah H. Blaisdell, Joseph M. Lougee, George Sleeper, Moses H. Mellow, James L. Beede, Geo. L. Sleeper, Benjamin F. Drake.

National Bank of Lakeport.

The National Bank of Lakeport commenced business in May, 1892, with a capital stock of \$50,000. The first President was Henry J. Odell, with Stephen B. Cole as the first Cashier. The signers of the agreement were John S. Crane, George H. Robie, Stephen B. Cole, William H. Pepper, John G. Quimby, Henry Tucker, Albert T. L. Davis, Samuel R. Jones, Charles E. Buzzell, Benj.

F. Drake, Henry J. Odell. Henry J. Odell has continuously held the office of President. Wellington L. Woodworth is the present Cashier.

The Highland Band.

The Highland Band was organized in February, 1879, with seven members. In April, 1880, it was incorporated, having at that time twenty-four members, with the following officers: President, Ebenezer P. Osgood; Secretary, Fred O. Smith; Treasurer and Leader, Daniel E. Webster; Director, Alson F. Rublee. Although they still keep up their organization, the members have become so scattered that they cannot meet for rehearsals and have done no business for the past two or three years, except to furnish music for the New Hampshire Veteran Association at Weirs.

An Old Country Store.

It is not generally known that where the office of the Cole Manufacturing Co. now stands there used to be a country store, run by B. J. Cole and John Davis in connection with their extensive manufacturing plant. Here the help that were employed in the foundry and various shops were supplied with the necessaries of life. Seth Davis, John Aldrich, and Stephen B. Cole, with occasional helpers, were in the habit of "thumbing" the yardstick, as well as weighing out codfish and counting out crackers by the dozen.

Early Traders.

Among the early traders of Lakeport were Joseph Pitman, Nathan Batchelder, John V. Barron, Horace Bugbee, Orin Bugbee, Thomas Wilder, Charles H. Wilder, George A. Wilder, Benjamin J. Cole, John Blaisdell, Jr., John M. Potter, Langdon G. Morgan, Eliphalet Blaisdell, Seth Davis, George W. Weeks, John Aldrich, Daniel Webster. Otis Moulton, brother of John C., in the early 'Thirties kept a store on the corner of Fore and Gold streets, while John V. Barron and Horace Bugbee were in the same business in the old Mill Store on Franklin Square. After a season Mr. Bugbee took possession of the store on the corner of Fore and Gold streets, and Mr. Barron was succeeded by his son, John V., and Joseph Pitman, both of whom were well known in business circles before their deaths.

F 242517.4

5990H

