

# UPSTREAM UPPER PEMIGEWASSET HISTORICAL SOCIETY



LINCOLN, NEW HAMPSHIRE, SPRING, 2008

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## Hunton Lead Mine

By Rick Russack



The Hunton Lead Mine was just off Route 3 near the Mt. Cilley Road. Thus far, little is known about the mine and this is the first and only photo to turn up. It was in the Hallworth Collection, recently loaned to us for scanning. (See note on this collection later in this newsletter.)

The company was apparently formed in Binghamton, New York, according to documents in the Woodstock Town Hall and began operating in Woodstock in the fall of 1905. Its Secretary/Treasurer was A.G. Hall. (We'll come back to this name elsewhere in this newsletter.) An article in the Feb. 17, 1906 Plymouth Record provides some details.

According to the article, the company had a capital of \$500,000. It was on the land of the B.F. Smith estate. At the time, the company was building a 75' X 100' building to house ore crushers and separating apparatus. It was claimed that the ore was worth about \$28.00 per ton. The company "furnished a large amount of work for a large number of men. The sides of old Mt. Cilley fairly shake from 7am to 6pm from the heavy explosives used to induce the value that lies hidden to come forth."

On April 17, 1906 the company purchased from the Ingersoll Rand Co. an air compressor and a vertical air receiver for \$2,400. This equipment was to be paid for in two equal payments of \$1,200. However, it may be that the company had trouble making these two payments because in Feb. 1907 they signed a note, bearing interest at 6%, to pay the outstanding balance of \$1,750.

On Oct. 13, 1906 they purchased a steam hoisting engine and boiler from the J.E. Henry & Sons. Co.

The Plymouth Record makes no further mention of the company and in 1912, when commenting on businesses in Woodstock, it does not mention the mine, or Hunton.

There's no information yet on production, profitability or number of employees. For the moment, our story ends here.

**OUR MUSEUM IS CLOSED FOR THE WINTER**

**VISIT OUR LARGE DISPLAY IN THE VILLAGE SHOPS MALL ON MAIN STREET**



Work on the kiosk on Main Street is just about complete. It has three large 40 inch by 40 inch panels, created by the Forest Service, with vintage photographs and a brief history of Lincoln and the mills. As we noted in the last newsletter, many companies and individuals contributed to the project. A panel thanking them will be added to the fourth side of the kiosk.

### OUR COLLECTIONS GROW

Charlie Harrington gave us a number of photographs that were in his barber shop in North Woodstock. He also gave us barbering tools used in the shop over the years, and made a good looking wooden case for them.

Roger Harrington allowed us to copy over 200 photographs from his collection. He took many of the photos himself as the mill buildings were being dismantled in the early and mid 1980s. We spent some time with Roger and he provided accurate captions for each of the photos. These photos are quite important, as they document a period in the mill's history that is, otherwise, surprisingly undocumented. The collection also includes a number of photos of the interior of the paper mill while it was operating, and these have also been accurately captioned.

One of the active Woodstock photographers in the early years of the 20<sup>th</sup> century was William Hallworth. He was originally from Malden, Mass. and summered in the North

Woodstock area. He produced many post cards, including one of own studio, with advertising on the reverse.



Fortunately, many of the Hallworth negatives and lantern slides survive and are now owned by Jeff Woodward. Jeff has let us go through the collection and scan the many images of interest. The photo of the interior of the Hunton Mine, on page 1, is from this collection. While mining for various minerals was fairly widespread in the White Mountains, there are very few photos taken inside the mines. The Hallworth collection also included many early lantern slides of Plymouth and these are now being scanned by Plymouth State University and will, hopefully, be available on line. Many thanks are due Jeff.

We've started to scan post cards from Roland Bourassa's collection. Between his cards, and those from the Arnold Ham collection, we'll be able to show the many changes in the Pemi valley during the early 20<sup>th</sup> century.

## EUGENE JONES, PHOTOGRAPHER

While we're on the subject of photographs, you may remember that in our Fall, 2007 newsletter, we mentioned that Gloria Kimball had let us scan some exceptional photos from her father's collection. At the time, we were unable to identify the photographer and we asked the New Hampshire Historical Society for help. Donna-Belle Garvin, their Director of Publications and editor of "Historical New Hampshire" did some digging and she came up with a likely name. By comparing our photos with theirs, she was able to find some identical images in both batches. Their collection identifies the photographer as Eugene Jones, who was the first official photographer for the Boston and Maine Railroad. Our attempts to learn more about Mr. Jones have not yet been successful but hopefully more information will surface.

## BOMBER CRASH MEMORIAL

The Forest Service has just about completed work on the large illustrated and descriptive panel that will be placed on Rt.112, near the base of Mt. Watnomee. It will tell the story of the B-18A crash and rescue and direct those interested to us for additional information. Charlie Harrington provided a photo of Woodrow Kantner (the plane's co-pilot) taken when he and Mr. Kantner visited the crash site in 1981.

## SNOW TRAINS

The photo below shows a Snow Train arriving in Lincoln in Feb. of 1932.



The Boston and Maine Railroad started running Snow Trains to the White Mountains for skiers in 1931. As this 1946 piece of sheet music indicates, these trains were part of a major effort by the B&M to attract winter traffic to the mountains. The sheet music indicates that it was given away free by the railroad.

The first "Sunday Winter Sports Train" ran on Jan. 11, 1931 from Boston to Warner and it carried 196 passengers. The largest crowd during the first year, 1744 passengers, was on Feb. 22, on a train from Boston to Wilton. As the popularity of the Snow Trains increased, several additional New Hampshire towns were added and service was available from Massachusetts stations other than Boston.

North Conway became a popular destination and trains were run from Worcester and Gloucester, as well as Boston. Trains also ran to Laconia, Plymouth, Fabyan's, and obviously to Lincoln. Each train had a Dining Car (with meals priced at \$1.00) and

an Armstrong Company Service car, which sold and rented boots, skis and poles. The trains left Boston, or other cities, at 8:00 am and started back at 5:00 pm. Round trip tickets to North Conway cost \$2.75.

The last Snow Train ran to North Conway on Feb. 20, 1971. The service had run for 40 years.

Additional information on the Snow Trains can be found in the December, 1973 issue of the B&M Bulletin, published by the Boston and Maine Historical Society. The article, written by John C. Alden, is the source of most of the information used here.

### **MISSING PHOTOS**

Some photographs that one would think should exist haven't turned up yet. For example, we haven't seen a photo of the Beard Opera House in N. Woodstock. It existed about 10 years. The building burned in Feb. 1908. And speaking of that fire, there don't seem to be any pictures taken in the aftermath. In addition to the Opera House, the Hotel Fairfield was destroyed along with several stores on Main St. And across the street from the burned buildings was the Sanborn photo studio. We'd really like to see any photos you may have.

### **THESE GUYS RELATED?**

Is this a coincidence? Or is there a relationship that we haven't learned about yet? There were three large companies operating in Woodstock around 1905-10. Each had senior officer with the last name of Hall. Fred S. Hall was an officer of the Woodstock Lumber Co; William A. Hall was an officer of Publisher's Paper Co; and A.G. Hall was an incorporator of The Hunton Mining Co. It would seem unlikely that these men were not related. But if they are, we haven't found any connection. And there don't seem to be any Halls in Woodstock or Lincoln today. If you can solve this riddle, please contact us.

### **An Old Fashioned Winter-and you**



**thought we had a lot of snow this year.**

### **PROGRAMS 7pm in the Village Shops**

Our next program, on **March 25**, will feature Jeff Warner and the program will be: "Songs of Old New Hampshire". Traditional singer Lena Bourne Fish will entertain and educate us with songs from the lumber camps, decks of sailing ships, textile mills, daily life, and much more. Jeff is one of the most popular presenters in the state.

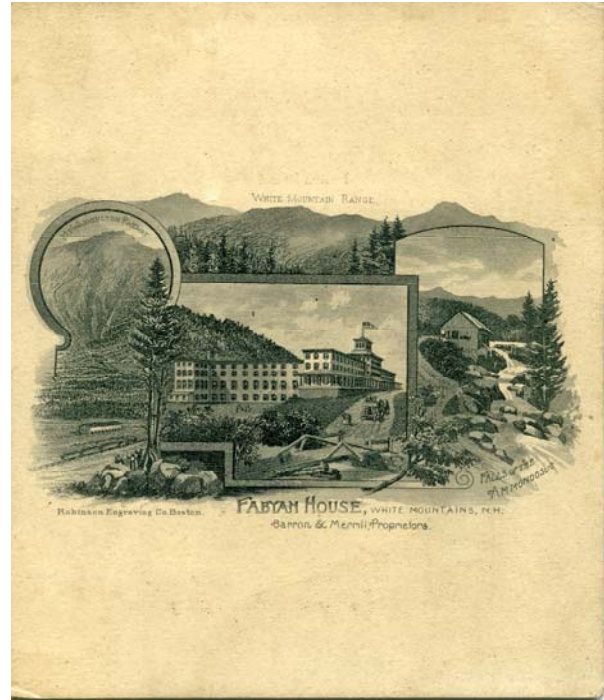
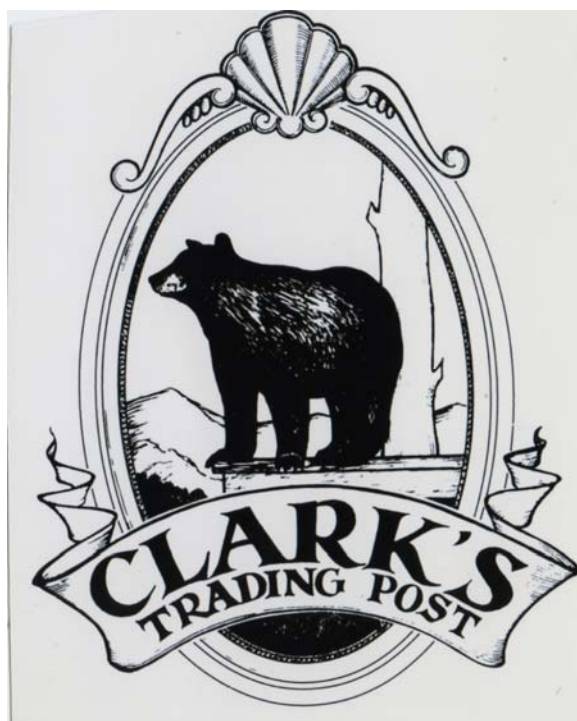
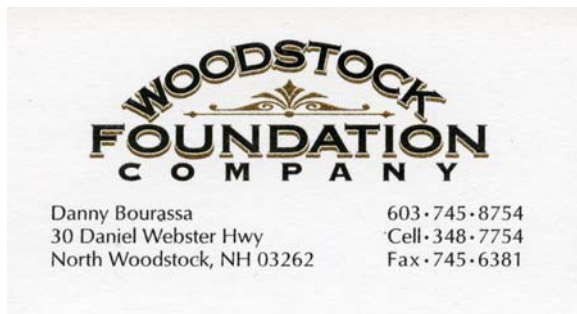
On **Thurs. April 24** we'll have another of our programs on the Mid East. Glen W. Swanson will present "Middle Eastern Voices: The Tower of Babel?" He'll tell us about Middle East contributions to the arts and humanities.

On **Tuesday, May 6**, we'll present a slightly different kind of program. As I'm sure you know, in September, 1961 Barney and Betty Hill were abducted by aliens in Lincoln. It was the first "well documented" encounter with alien beings and James Earl Jones starred in a TV movie about the well publicized incident. Two books were written on the subject-one of them just recently: "Captured: The Betty and Barney Hill UFO Experience". One of the authors, Kathleen Marden, Betty Hill's niece, will be with us to discuss the event. Plymouth State University is co-sponsoring this program with us.

**Our Programs are listed on our website, [LoggingInLincoln.com](http://LoggingInLincoln.com)**

## SUPPORTERS

These companies are supporting the U.P.H.S. Many thanks! Please contact us if you'd like have your business appear here.



An early, undated, advertising piece from Fabyan's. Note that the mill on the right side of the cut shows J. E. Henry's first mill, at the Lower Falls of the Ammonoosuc, not far from the hotel.

### IT WAS DANGEROUS WORK

The Plymouth Record shows that life in the mills and the woods was dangerous. Several men died each year, and their deaths received little notice beyond one or two lines in the paper. If the victim was a "foreigner" there was even less note taken. And more than one committed suicide.

April 29, 1911: "A man was killed in the Johnson Mill at Lost River last Saturday by being caught in the belting. He leaves a wife and child."

Feb. 12, 1910: "Patrick Hayden, 38 years of age, was killed instantly Monday in the woods at Waterville. ....Over the road there had lodged a large tree limb and just as Hayden went under, it fell and killed him instantly."

April, 6, 1912: “A Polander who had been working for J.E. Henry & Sons and had been missing since last Thursday was found to have committed suicide by hanging himself to a tree near that part of the railroad called the Y. The remains were sent to East Boston and there cremated and then sent to Russia.”

January 27, 1912: “Two Fatalities. Monday Jan. 21, a man named Craig, working for the Woodstock Lumber Co, went to the yards and put on his load and started down the mountain; after going a few rods, he either slipped or fell under the load, the rear sled passing over which killed him instantly.”

And: “The sad death that came home to us in Woodstock was the death of Charles Butler of North Woodstock, who was killed in the Lincoln railroad yard. He was one of our best young men”.

October 26, 1912: “John Barnabe was drowned near the Woodstock Lumber Co.’s mill pond. Large crowds gathered; among them were the distracted wife and children”.

These were not isolated incidents-violent, accidental death was far more common than we might think.



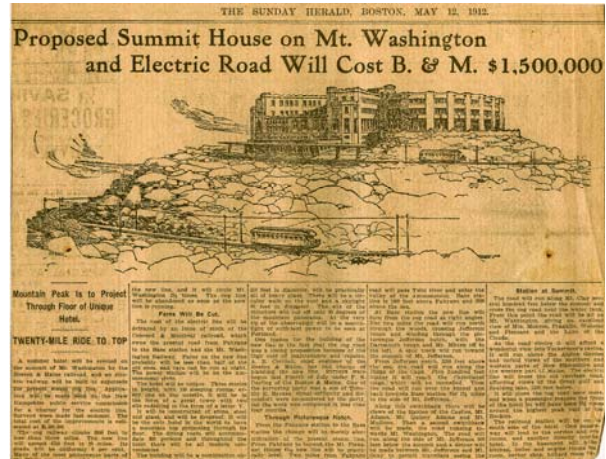
Not all valley residents were farmers!

## REPLACING THE COG RAILROAD?

By Rick Russack

In 1911 and 1912 the Boston and Maine Railroad had ambitious plans to replace the

Cog Railroad and build a truly grand hotel on the summit of Mt. Washington. The scheme was quite advanced and the railroad appears to have been quite close to undertaking this project.



Boston Sunday Herald May 12, 1912

It was proposed to build a 16 mile electric railroad, presumably similar to trolley cars of the day, that would replace the Cog and circle Mt. Washington 2 ½ times while climbing to the summit. It was planned so that the new route would have a uniform grade of 6% and many more scenic vistas would be visible. By circling the mountain, as it climbed, passengers would have views of Jefferson Notch, The Great Gulf, Tuckerman’s Ravine, the Alpine Garden, Mt. Madison, Mt. Adams, Mt. Jefferson, and more. There was to be a spur to the summit of Mt. Jefferson and a tunnel through the Castellated Ridge. It was said that the new railroad could be run at night and it was to be lighted along the entire path. It was also stated that the new railroad would have significantly lower fares than the existing Cog Railway. The projected cost of building the new railroad was \$65,000 per mile (Plymouth Record, 7/1/11).

The plan included building a new Summit House to replace the one that burned in 1908. It was to have 100 rooms, be in the form of a “great tower, with two ells radiating in the form of a V.” It was to be constructed of stone, steel and glass and all rooms were to be

on the outside, with a frontage of 400 feet. "It will be the only hotel in the world to have a mountain peak projecting through its floor."

The B&M had made other plans before settling on this somewhat grandiose scheme.

Shortly after the 1908 fire they announced that plans were being drawn for a new building "to be erected at once" (Plymouth Record, 7/4/1908) but nothing was done. In 1910, they let it be known that only a station and restaurant would be built-no hotel. Again, nothing was done.

By 1911, the B&M apparently had decided to go ahead with the new electric railroad and large, new Summit House. During that summer, survey teams were at work and by the end of the summer, the new route was laid out. Over \$17,000 was spent on the survey. The total cost of the project, electric railroad and hotel, was variously said to be between \$1,500,000 and \$2,000,000.

In August of 1911 "Among the Clouds" reported: "The engineers (surveyors) have their headquarters at the base and for their accommodating a commodious building has been erected with eight sleeping rooms, a large drafting room, toilets and bath. It has been christened the 'Scenic Hotel'. A special train is used to carry the engineers to the summit early every morning and bring them back at night."

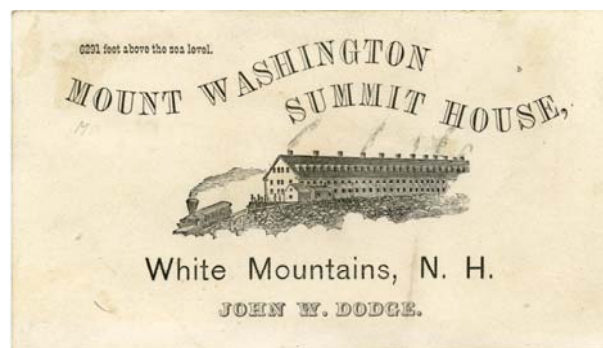
During 1912, the newspapers carried several stories about the progress the B&M was making moving through the regulatory and approval process. In June, stockholders approved the plan. In July, the Public Service Commission approved the plan. The Commission had some reservations about the financing of the project. They would not authorize the railroad to increase their capital stock by \$1,500,000, as requested. Instead, they required the railroad to request permission for the issuance of additional

stock as the work proceeded. Their order stated that such permission would be granted. In August, 1912 the newspaper stated that "agents of the Boston and Maine are engaged in purchasing the land for the right of way for the scenic railway"

Little information appears in the Plymouth Record to tell us why this project was never built. There are, however, two articles that may provide clues. In the Oct. 12 issue is a comment concerning a plan of the railroad (which had merged with the New Haven system) to build a large hotel in Bar Harbor, at a cost of \$1,000,000. "It was feared that this might effect to postpone the Mt. Washington project. But it appears that the two will be prosecuted simultaneously."

The last mention comes on May 17, 1913. "A big reduction in the work force of the Boston and Maine was ordered Friday and many men are out of work in consequence. The force has been reduced to winter levels. In the department of bridges and building, 47 men have been discharged. Five engineers were laid off in Concord and another 12 in Nashua."

So it would seem that financial problems ended the plans to replace the Cog. F. Allen Burt, in "The Story of Mount Washington" says that "opposition of various groups (unnamed) and the embarrassed financial condition of the B&M caused the plan to be dropped." Speaking personally, I'm very glad the idea died.



**ODDS AND ENDS FROM A  
DIFFERENT DAY AND TIME**

Newspapers of the day provide numerous insights to a different way of life. The quotations below are from the Plymouth Record

11/12/12: In the Woodstock column: “George Cook, the skunk hunter, has had very good luck lately, having shot four within ten days.”

12/21/12: “The innovation of having ice cream in packages on sale by Putnam, the Druggist, Saturdays and Sundays is meeting with great success.”

11/16/12: “A.L. Baily of Littleton has opened a piano store in the Fox and Putnam block (of N. Woodstock). Howard Forbes is the manager.

We take automobiles for granted today but such was not always the case. In the early years of the 20<sup>th</sup> century, there are frequent mentions of folks buying a new car, and several mentions of folks taking a trip to visit neighbors in their new cars. These events were news.

8/17/12: The paper had an article, “Popularity for Summer Touring the Mountains” that described the impact motor cars were having in the mountains. “In the month of July, 2,922 guests registered at the Mt. Washington and Mt. Pleasant Hotels, of whom 1,803 came by automobile in 512 cars. These figures, startling as they are in their indication that over three quarters of the business of the large hotels is derived from automobiles, are not exceptional.”

