

UPSTREAM

UPPER PEMIGEWASSET HISTORICAL SOCIETY NEWSLETTER SUMMER, 2007

The Logging Railroad Through the Mad River Notch

By **Rick Russack**

A logging railroad through Mad River Notch? But there wasn't any you say? You're right of course. And there-in lies a story.

In 1925 The International Paper Company wanted to sell about 22,000 acres of timberland in the Waterville area. Included in this land were the Mad River Notch and the area around the Greeley Ponds. Much of it had not been logged and it was considered prime land. The potential customers for this property were the Federal Government, for inclusion in the White Mountain National Forest, and the Parker Young Company. Lobbying strongly for the National Forest option was the Society for Protection of New Hampshire Forests, led by its President, Allen Hollis, and its Chief Forester, Philip Ayres. A major concern of the Forest Society, and like-minded groups, was that Parker Young had made it clear that the most economical method for them to log the area was to build a logging railroad through the Mad River Notch which would connect to their track along Hancock Brook. This thought brought up memories of the devastating forest fires of the previous years, which resulted from the logging methods and steam engines making their way through the logged areas. The logging railroad had to be stopped.

International Paper valued the land at slightly over \$1,000,000 and Martin Brown, for Parker Young, was willing to pay the price. The



Mad River Log Drive, 1928

Federal Government apparently was not. It had already acquired 462,000 acres for the WMNF, at an average cost of \$6.83 per acre, most of which was cut-over land. The Waterville purchase would have cost about \$44.00 per acre. Archibald Graustein, President of International Paper Company, was not opposed to the conservation interests and Hollis and Ayres arranged a meeting between Forest Service supervisors and Mr. Graustein in early 1925.

The Forest Service had been interested in adding this land to the National Forest for several years, and had inventoried the quantity and value of the standing timber. Evan Kelley, of the Forest Service met with International Paper, and proposed that the Forest Service purchase the entire tract, and sell the timber to Parker Young, but with restrictions on how the logging was to be conducted. His proposal included adjusting the prices to be charged Parker Young based on the restrictions that were contemplated. Martin Brown was cool to the idea, as the railroad was his first choice for transporting the logs. The alternative to the logging railroad was to drive the logs down the

Mad River to Campton and then pay the B&M to haul the logs to Lincoln. This alternative was more expensive: more labor was required and the freight costs paid to the B&M had to be included.

Apparently the conflicting desires could not be reconciled and on Oct. 3, 1925, International Paper confirmed that it had sold the land to Parker Young. The price was \$1,000,000. Conservationist efforts then concentrated on persuading Martin Brown to forgo the logging railroad and the Society for Protection of New Hampshire Forests went into high gear. They were still in favor of the Forest Service purchasing the land and selling the lumber back to Parker Young, with restrictions. They mounted an extensive publicity campaign, with circulars and editorials in major newspapers including the New York Times. Martin Brown was willing to consider the proposal: selling the government the land would eliminate over \$100,000 per year in taxes and interest, and if he could negotiate a favorable price for the lumber he wanted, he would be satisfied. Martin Brown offered to sell the land for what he had paid for it plus the taxes interest to the date of the sale-a total of \$1,150,000. The publicity campaign eventually resulted in hearings in Washington. A bill was introduced to provide the funds for this purchase. Brown agreed to hold off building his logging railroad while negotiations were ongoing. Things moved slowly and on April 14, 1927 Brown lost patience and wrote a letter to Philip Ayers indicating that he was getting ready to do what his business required-proceed to log the area in the most profitable way. Shortly thereafter, the whole deal came together, and Parker Young sold the entire tract to the Forest Service, having worked out the terms under which Parker Young would cut and what they would pay for the logs. From the Forest Service point of view, this was good deal. Selling the lumber to Parker Young, over a period of several years would repay the purchase price, preserve the areas around the Mad River Notch and Greeley Ponds, and keep

a logging railroad out of the Notch.

The agreement on logging practices was quite detailed. It specified that in certain parts of the tract no new roads could be built. It specified the size of trees that could be harvested. It required that the company clear all flammable material within 400 feet of the cutting mills it would use; it required that slabs and sawdust be stored separately and burned only when authorized by the Forest Officer. Spark arrestors were required between April 1 and December 1. And, most importantly, the agreement stated: "...no railroad shall be constructed and no steam machinery or steam log hauler shall be operated on any portion of the land conveyed to the United States."

The photographs that accompany this article show log drives on the Mad River in 1928.. The logs were cut into 4 foot sections at cutting mills in the woods, and driven down the Mad River to the large pond in Campton and transported from there to the mill in Lincoln. The information in this article is taken from files in the Forest Service offices in Laconia. We have copies in our files.

The file also has detailed, and very interesting figures on the costs of logging by railroad, motor truck, and river driving. These figures include the number of men needed, the wages for different jobs, the cost of locomotives, building camps, etc. This information will be passed along in the next issue of our newsletter.



Parker Young Log Drive, Mad River, 1928

Photo Collection Growing

Our collection of scanned vintage photographs and maps continues to grow and we're starting to print copies that will be available to all at our museum. We copied over 200 local post cards from the Arnold Ham Collection. That collection is particularly strong in local area hotels, tourist cabins and tourist attractions. Many document the '30s and '40s- a time period not at all well represented in the society collection. Did you know there were bison and armadillos in the neighborhood? Must have been-they're on some post cards.

Mrs. Andrea Philbrook has very kindly allowed us to scan over 400 images from her late husband's collection. Douglas Philbrook owned the Auto Road on Mt. Washington, the Glen House and his collection of White Mountain material is considered one of the best. Naturally, Doug was very interested in the region's hotels-large and small. His collection of stereo views documents the growth of many of the hotels over time. There are several views taken during construction of the hotels, including the third Summit House, the Mt. Washington and the Flume House. There's a scarce group of photos of the ruins at the summit of Mt Washington, after the fire of 1908. And several views of stage coaches, mountain wagons, and area railroads and stations. There's more to come from this outstanding collection.

Adam Apt, of Cambridge, is the major expert and collector of White Mountain maps. He was the curator of last year's exhibit of White Mountain maps at Harvard. Adam allowed us to scan several of the earliest AMC maps-these are quite scarce and they're an important addition to our map collection. They show early hiking trails, many no longer in existence, along with roads, railroads, logging camps, and other features long gone.

as I said, we're beginning to print copies of these photos and post cards. And we're doing this on the archival printer mentioned in the last issue of our newsletter! Kindly provided by our members! Many thanks.



Construction of the Second Flume House, 1872
Douglas Philbrook Collection

Our Summer Displays

We have a large collection of Woodstock and Lincoln school photos, yearbooks, etc. There are several of the boys and girl's sports teams-most of the kids are identified and the won/loss records are also noted. (I hesitate to say this-but the boys' teams did better than the girl's teams. See for yourself.) This collection is on display in the Museum through the Summer. My favorite photo in this group shows a group of young boys-perhaps 7th or 8th graders. They're standing on the front steps of the school. Each has a rifle. Times have changed. I've been told that absences on the opening day of the deer season were not considered serious-especially if the hunt was successful.

About 150 photos have been added to the displays in our space at the Village Shops and the display has been much improved-again due to the support of our members. Added photos include a group on the Grand Hotels, images of Lincoln, and more. Stop in for a look when you can.

Upcoming and Recent Programs

We've added a program on New Hampshire and the Civil War. On **Thursday, August 2**, Alan Fraser, author of "Keep Up Good Courage, A Yankee Family and the Civil War" will talk to us about life in that time. He's presented this program elsewhere with excellent reviews, so plan on joining us-7:00pm at the Museum.

Weds. July 25 is the Christopher Johnson program on the environmental history of the White Mountains. He'll be signing copies of his book, "This Grand and Magnificent Place: The Wilderness Heritage of the White Mountains". 7:00pm at the Museum.

Our April program on the Bomber crash was attended by over 100 people. Victoria Bunker did an excellent presentation-much appreciated.

Saturday August 4th is the Antiques Appraisal Day.

Helaine Fendelman and Joe Rosson will be with us for the day. They write the weekly column in the Union Leader "Treasures in Your Attic" and they also have a program on PBS, now in it's 6th year, of the same name. There'll be a 10:30 program on collecting and appraisals starting at 1:00pm. \$3.00 per item will be the charge and will all go to the Society. Between them, they have over 50 years appraising antiques and they've written several books on the subject. We're expecting a good turn out. And perhaps some treasures will come out of our attics. (Our appraisers have asked that you not bring fine jewelry, Native American items, or weapons.) Lunch will be available.

We'll also have a Silent Auction running during the day. Donations from local businesses would be greatly appreciated: dinners at restaurants, stays at hotels, ski packages, ski equipment, art work, antiques, passes to tourist attractions, gift certificates, etc. Donors will be noted in the next newsletter. We really need your help to make this a success. If you have a friend or

neighbor in a position to donate something of value, please ask them for their support. (This event is our major Summer fund raiser. Please call Carol Riley, 745-8159, to discuss donations.)



Woodstock Lumber Co. Shay #2 Gove Coll.

Special Thanks to Several Members

In the last issue of our newsletter, we asked for your support for a number of special needs. Your response was outstanding-we were able to purchase the archival printer, upgrade our display in the Village Shops, purchase archival supplies, and we had enough to purchase an LCD projector and screen. We no longer have to borrow these from the school each time. Those who attended Bill Gove's June 14 program saw these items.

So, thanks to the following (in alphabetical order):

Eva Brown
Conn Brothers Construction Co.
Murray and Barbara Clark
Jim and Suzanne Fadden
Virginia Henry Maxwell
Jeffrey Mayhew

And thanks to Maureen Clark who donated a fine painting of Ottilie Sanborn with the Mt. View Inn and the Baptist Church in the background. The Sanborn family owned the Inn. The painting was done by G.G. Von Wallmenich in 1912.

David Clark and Leon Noel allowed members of the Society of Industrial Archeology, and several of our members, to visit Clark's on Sat. June 2 and they uncovered the steam driven Lombard log hauler and opened the engine house in which the Woodstock Lumber Co. Shay locomotive, and the Heisler engine, are stored. It was an opportunity to see some of the heavy equipment used in logging. Alan Thomas was our tour guide while at Clark's and answered dozens of questions about the locomotives and the Lombard. Thanks, Allen. We're fortunate that the three different types of geared logging locomotives are at Clark's. There's no place else in New England that you can see examples of each of these engines.



Franconia Notch Stage, 1933 Ham Collection

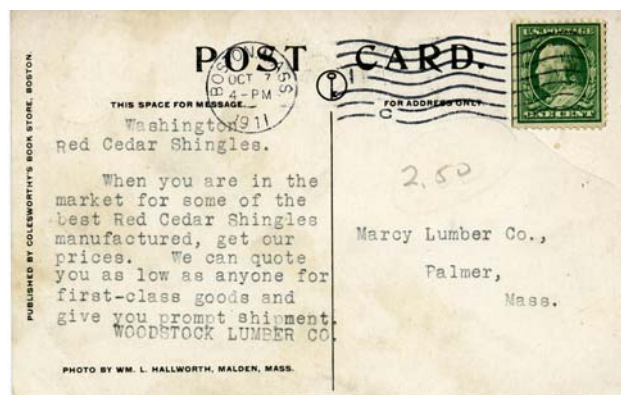
LoggingInLincoln.com

We continue to add pages and images to our website. And we continue to get more visitors to the site. Over 1,700 people have visited the site since our last newsletter. We've added a page on the Bomber crash and uploaded several photographs taken at the crash site the day after the crash. These photos are part of the Society collection and have not been published. The only place to see them is on our website. We recently had a nice email from Gayle Chubb De Felice, whose father-Richard Chubb-was one of the survivors of the crash. And while we're on the subject of the Bomber crash: the Forest Service plans to install the commemorative kiosk this summer. Unfortunately, Woodrow

Kantner, Co-pilot of the plane, who was responsible for the archeological study and kiosk, died earlier this year.

Logging Stuff

Our collections are strong and growing in printed material, maps, and photographs. We're not so strong when it comes to things-especially things that were used in the woods. Objects that the men used, and lived with, should be part of the story we are telling. We'd like to expand our exhibits that document how men worked, and lived in the woods. Photos of men at work, along with examples of their tools, would create interesting and educational exhibits. If you have such items, perhaps you'd consider donating them or lending them to us so that we may incorporate them into our exhibits.



Advertising Post card, Woodstock Lumber Co. Arnold Ham Collection

Curator's Corner

I've been taking photographs of the demolition work being done on the Mill buildings. It won't be long before most evidence that there ever was a large mill complex in Lincoln will be gone. Demolition of the remaining structures is tentatively scheduled for next year. 115 years of history will be gone and casual visitors will

know nothing of what once was. Perhaps we should begin to discuss ways of preserving what we can and letting visitors know about our past.

Fortunately, some pieces of the past remain. Jim Boyle recently showed me the four dam sites along the East Branch, from Loon Mountain Ski area down into town. There are some very impressive remnants of some of these dams, including a stone and concrete wall nearly 100 feet long on the south side of the river where the gravity dam once stood. The story of these dams is interesting and not easy to piece together. Perhaps we can do that in a future newsletter. Some of the surviving remnants of these structures are on land that will soon be developed. Hopefully, the developers will find ways to preserve what's left.

The site of The Woodstock Lumber Company remains today much as it was immediately after the mill burned in Nov. 1912. It's on private property.

Other pieces of our past are on Forest Service land and more likely to remain untouched. There's the abandoned town of Thornton Gore, the Livermore Tripoli Mill site, the Matson Flooring Company site and the several logging camps. Undoubtedly, there are more interesting remnants. We're learning as much as we can about these places and will share what we learn as time goes on.

Rick



