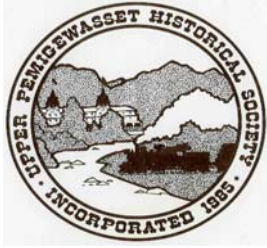


UPSTREAM UPPER PEMIGEWASSET HISTORICAL SOCIETY



LINCOLN, NEW HAMPSHIRE, WINTER, 2007

**VISIT OUR WEBSITE:
LoggingInLincoln.com**

KIOSK ON MAIN STREET

If you've driven on Main Street recently you've noticed the new kiosk adjacent to the Gazebo. The three historical panels were designed for a kiosk by the Forest Service as part of their Kancamagus Interpretive project but the kiosk had not been constructed. During the summer, with the help of Ted Sutton, we learned that the panels were in the Forest Service's Holderness office. We asked the Forest Service for, and were given, the three panels and sample plans for constructing a suitable structure.

We had the panels but the actual kiosk could not have been built without the cooperation of a number of people, and we thank them. Materials and labor were donated by several local firms, and with assistance from the town, the project was completed. Dennis Ducharme, InnSeason Resorts, provided the materials which included beams from the woodshed (now Fratello's) and the concrete pad and walkway. Mike Sabourin, Saber Mountain Builders, provided the craftsmen for the actual construction and. Jim Gagnon, Construction Manager for InnSeason, drew the plans and supervised the project. Tom Saborn did the electrical work and Stamped Concrete did the finishing of the pad, giving it an old fashioned look. Conn Brothers Construction assisted with gravel and Jim Boyle operated the backhoe for the actual digging. Ted Sutton and Carol Riley got together and agreed on placing it next to the Gazebo. The first of many such cooperative projects.

GALE RIVER LOGGING RAILROAD

By Rick Russack

Very little has been written about the second logging railroad to be built in the White Mountains. The Gale River Lumber Company ran its logging railroad from 1874 to 1878. (The Brown Brothers of Whitefield built the John's River Railroad in 1870-that road is considered the first in the region.)

According to an article by Ben Crouch, in the Summer, 1976 Bulletin of the Boston and Maine Historical Society, The Gale River Lumber Co. did not move its lumber to a sawmill. It cut large spruce south of Pierce's Bridge, in Bethlehem along the Gale River. The logging railroad ran about three miles towards Franconia from the south bank of the Ammonoosuc River, at Pierce's Bridge. On the north side of the river, at Pierce's Bridge, ran the tracks of the Boston, Concord & Montreal. There was no physical connection between the logging railroad and the BC&M. Necessary logging equipment was brought to the north side of the bridge, moved across the bridge by oxen, and loaded onto the logging railroad. Logs cut were brought out the same way. The lumber company owned two standard gauge locomotives, of unknown type, a small number of flat cars, about 40 log trucks, a snow plow and a supply car. More than likely, these were all purchased from the BC&M. The business of the company, according to Crouch, was to fill orders for masts and spars for the sailing ships. Only those trees suitable for this purpose were used. By the end of 1878, the suitable trees had all been cut and the logging railroad had served its purpose.

OUR MUSEUM IS CLOSED FOR THE WINTER

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

Within the last year, a number of researchers have been exploring the area where this railroad was believed to have been. Little has been found, but there are cellar holes and evidence of roadbeds. When the logging ended, other interests had ideas about the rail line. Richard Taft and Charles Greenleaf, owners of the Profile House in Franconia Notch wanted a railroad from Bethlehem to their hotel so their patrons would not have to travel by stage coach. They, along with others, formed a corporation in 1878 and received a charter from the state to build the Profile and Franconia Notch Railroad. They built a bridge over the Ammonoosuc, at Pierce's Bridge, to connect the new railroad with the Boston, Concord and Montreal tracks on the north side of the river. They acquired the land needed for their roadbed down to the Profile House. The first three miles of the new railroad used the existing track of the Gale River Railroad. The logging railroad was standard gauge but it was decided that the P&FN RR would be narrow gauge. Instead of removing the older, standard gauge tracks, in true Yankee fashion, the new owners simply added a rail between the existing rails for the first three miles and then continued laying narrow gauge track to the Profile House.



1884 P&FN Rail Road Timetable

Information about who actually owned the Gale River Lumber Co. is hard to come by. Records in the NH State Archives provide some clues. Several names prominent in lumbering in the region may have been involved. The P&FN had to acquire land between Bethlehem and the Profile House. The first three miles, south from Bethlehem, was built on land owned by the Waumbek Lumber Co. As stated above, the logging railroad was three miles long, so perhaps that answers the question. Names of other lumbermen owning land along the P&FN were: John Sinclair, Isaac Croft, and J.G. Easton. Some additional research is needed but the details are beginning to come to light.

Other than Ben Crouch's article mentioned above, the only other reference to the Gale River Railroad, that I'm aware of, appears in "Log and Lumber Railroads of New England" written by Douglas Rice and published in 1982. (Interestingly, this small, hard to find book has dates and some details for about 30 lumber railroads in New Hampshire.)

WE'RE BUILDING A LUMBERING CAMP

Perhaps "we" isn't exactly the right word. It would be more accurate to say that Dan Bourassa, Dave Thompson, and friends, are building a replica of a lumber camp in our Museum. Plans haven't been finalized, but it will be quite a good size and kids and adults will be able to get a feel for what life in the woods was like a hundred years ago.

WE NEED YOUR HELP. We need objects that were used in the camps and this would include old woolen clothes worn by loggers, hats, gloves, long johns, blankets used on the beds, tools such as axes, wedges, pulp hooks, cant dogs, saws, peaveys, chains, blacksmith tools, cooking and food service items, horse tack, etc. Donations would be appreciated as would be loans. Does anyone have pictures of the interiors of logging camps?

IMPORTANT DONATIONS

We received some important donations in the last couple of months, along with some interesting ones. A major addition to our Sherman Adams collection was donated by Alvin Lee. It's an oil painting of the old Woodstock covered bridge which was near the site of the Woodstock Lumber Co. on Rt. 175. It was painted by Rachel Adams and given by her to Alvin's mother. Mrs. Lee had tried to raise funds for re-building the bridge after it burned and Rachel Adams gave her the painting in connection with those fund raising efforts. Apparently Rachel Adams was a prolific, enthusiastic and talented painter. We're delighted to have an example in our collection.

Roger Nice, from Middleboro Mass. donated a photo album of Lincoln and Woodstock scenes from about 1901. The album contains several historically important photos: 2 of the narrow gauge railroad used by J.E. Henry in the Lincoln Woods, as well as photos of Camp 8. There are also several photos of the Alpine House. This album has the name William B. Fearing on its title page. Does anyone know who he was and what his connection with Lincoln and Woodstock may have been?

In addition, we've received donations of ceramics used at the Lincoln Hotel from Meryl Richards.

Trained bear at unidentified hotel.



The junction of the Narrow Gauge and Standard gauge lines.

ANNUAL MEETING

Our Annual Meeting was held on Wednesday, Nov. 14, with about 50 in attendance. Carol Riley was re-elected President, Dave and Donna Thompson were re-elected Co-Vice President, Judy Boyle was re-elected Secretary, Janet Peltier, was re-elected Treasurer and Quent Boyle was re-elected to the Board of Directors. In addition, two important changes were approved by the members. Two additional board members were authorized and Brian Baker and Jim Fadden were elected to fill those new positions. We're delighted to have their assistance and input. Members also authorized increases in Membership dues, which are discussed below.

Steve and Sue Wingate presented an excellent program on "The History of Logging". It was illustrated by several dozen vintage photos and supplemented by a wide assortment of logging tools from their personal collections. Tom Whalen was present with his new book, "Logs to Lumber, A History of People and Rule Making in New England", and he sold several copies. A copy was donated to the Historical Society. (Society Co-Vice President Dave Thompson is the last log rule maker in New England.)

MEMBERSHIP RENEWALS

Your Membership renewal envelope is enclosed with this newsletter. As noted on the envelopes, **Individual** memberships are \$20.00 per year; **Family** memberships are \$25.00; **Business and Professional Memberships** are \$50.00; **Sustaining Memberships** are \$100. and **Life Memberships** are \$200.00. We've also added **Gift Memberships** at \$15.00. Gift memberships are a good way to keep distant family members informed about our local history. Please include your email address so that we may send program reminders.

Your annual dues help support our programs, displays, website, and newsletter. We're averaging a program a month, our newsletter is now being published 4 times a year and averages 8 pages, and our website has attracted about 10,000 viewers. Our display in the Village Shops has drawn hundreds of favorable comments from visitors and allows us to share some of our history 7 days a week, year round.

If you enjoy our newsletter, and/or our programs, please send in your membership dues.

ADDITIONAL SUPPORT

You've probably noticed that we don't continually ask for contributions. At this time of the year we are asking for additional support. There are some specific projects that we'd like to undertake and there are some ongoing expenses that we need help with.

1. Our newsletter now costs about \$300 per issue. We're having them professionally printed to improve the quality of the photos. Sponsorship of one, or more issues, would be greatly appreciated.
2. Before the Museum re-opens in the spring we're having platforms built along

the walls to offset the slope of the floor. This will allow us to utilize space along the walls for additional displays. This project will cost \$700.

3. We'd like to create a fund for adding to our collections, as material may become available. We'd like to start this fund with \$1,000.

4. We're continuing to follow recommended procedures for archival storage and care of our collections. We have a 20 year accumulation of material that needs attention and we've budgeted \$750.00 this year for this purpose. Contributions towards proper storage would be most welcome.

5. Supplies for printing our collection of scanned images will cost about \$1,500 this year. The displays in the Village Shops, and elsewhere in the area, use copies of original photos so that the originals are not at risk. In addition, printing of the scanned images will make the material available to visitors and researchers. Your assistance will help us continue this work. Prints can be purchased.

6. Your additional donations, other than those specified above, would be used to offset curatorial expenses, program costs, display panels and exhibit costs, and other operational expenses. Your support will substantially aid our work.



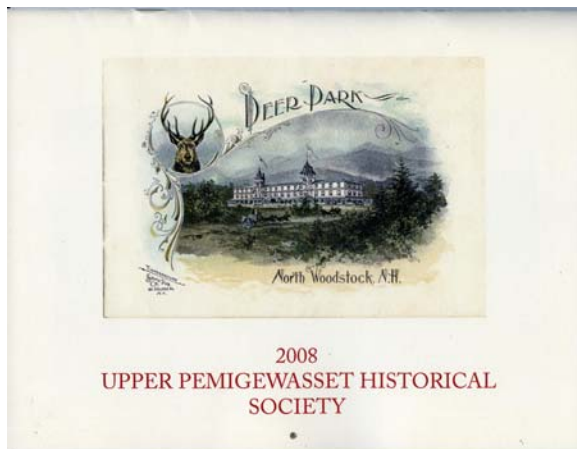
1870s Log Drive on the Pemi at Franklin



The Boston & Maine Station in Lincoln,
circa 1929

2008 UPHS CALENDAR

Our 2008 calendar is now available. It features early hotels in Woodstock, Lincoln and Franconia Notch. In addition to photos of the hotels, the calendar includes the dates these hotels were built and when they were destroyed, most often by fire. The cost is \$12.00 and they can be bought at the libraries in Woodstock and Lincoln. Only 100 copies have been printed.



UPCOMING PROGRAMS

We have a number programs scheduled this winter. InnSeason Resorts allows us to use meeting rooms in the Village Shops for these programs. All start at 7:00pm. and all are free.

Tuesday, December 4th. Peter Randall has written several books on New Hampshire

history and several books of New Hampshire photographs. His most recent book is: "New Hampshire Then and Now". It's comprised of 80 vintage images of New Hampshire along with photos of the same place or street or building today. Peter will talk about the difficulties he encountered during this project and describe some of the places he visited.

Thursday, January 10th. Ben English, Jr. and his sister, Jane, will discuss their recently published second volume of "Our Mountain Trips, 1909-1926". The book is based on diaries and maps of hikes in the White Mountains, in the early part of the last century. They were with us about 2 years ago when they published the first volume.

Thursday, January 17th. Allen Koop spent several years researching the Prisoner of War Camp in Stark. He wrote "Stark Decency" and will discuss the German prisoners in Stark, and will also talk about other German P.O.W.S. in this country.

Thursday, February 14th. Jeff Leitch, Director of the Ski Museum in Franconia will talk to us about the 10th Mountain Division in WW II. This was the division trained for winter warfare, and many fine skiers were trained. Jeff has recently uncovered information about Lincoln's part in this effort.



Parker's Mill, Woodstock

BUILDING THE SULPHITE MILL

This news item appeared on the front page of the April 20, 1900 issue of the North Woodstock Times. Courtesy of Joe Boyle. “The firm of J.E. Henry & Sons, the lumber kings of New Hampshire, and located at Lincoln, is about to add a very large and new establishment to the already extensive plant. They will build a sulphite mill the coming summer. They already have some experience in the pulp business, as they have been operating a new pulp mill this winter at Livermore Falls, where they grind out many tons of pulp every twenty four hours. The new sulphite mill will be located on the site of the kindling wood factory, which will be torn down. The building will be 225’ x 125 feet long. It will contain two digesters, 14’ x 40 feet, with a capacity of twenty tons of pulp each day. To furnish steam for the plant there will be installed eight 125 horse power boilers, the steam from which will be used by the digesters and 500 horse power in engines. It will take 80 cords of spruce each day to supply the digesters and the usual class of small trees will form the bulk of the wood that will go to the digesters although slabs will be used to some extent.”

The North Woodstock Times was only published for a short time, from August 4, 1899 to August 3, 1900. It’s on microfilm at the library of the New Hampshire Historical Society. It was absorbed by the Haverhill Record and the New Hampshire State Library has issues through 1908 on microfilm. Both libraries are in Concord.



The Kindling Wood factory, c1898. Replaced by the new Sulphite Mill.

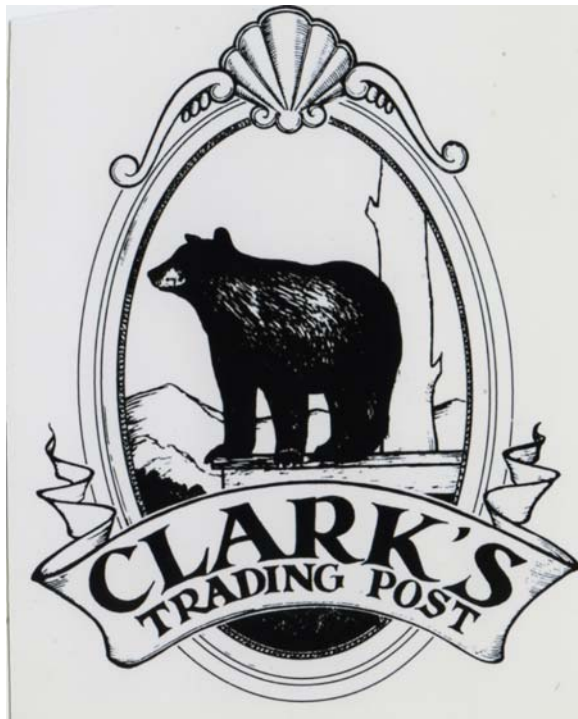
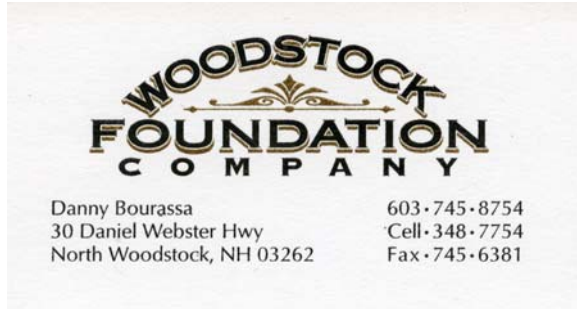
J. E. HENRY IN TINTAH, MINN

We’re learning more about J.E. Henry’s farming venture in Tintah, Minn. His great, great grandson, Richard Davison, recently sent us some details. The land, purchased in 1881 was about 7,000 acres. It was given to his daughter, Ida, and her husband, Parker Putnam, in 1888. Parker Putnam and his family successfully farmed the land for several generations, and still are. A boarding house and store was built for the help (sound familiar?). A large herd of beef cows was raised, along with corn, oats and flax.

We hope to have more information in time for the next newsletter.

SUPPORTERS

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



LINCOLN IN 1899

The Plymouth Record, in a column dated Aug. 31, provides interesting details about the J.E. Henry and Sons operations at that time. The title of the article is "Lumber King Retires" and it describes the scope of the business. The pulp mill at Livermore Falls was under construction and the paper predicted that "the output will be something enormous".

The article goes on to say that "without question, the lumbering plants are the largest in this state. Their timber tracts cover a territory of 115,000 acres. The concern employs throughout the winter from 500-600 men. At Henryville, they operate two very large sawmills, one with a capacity of 100,000 and the other with a capacity of 50,000 feet of manufactured lumber per day and the markets of Massachusetts, Rhode Island, Connecticut and southern New Hampshire are supplied from these mills. Although for very little outlay, water in abundance could be had, steam is used altogether for their motive power."

The article then describes the village of "Henryville" and the markets it serves. "It has 40 tenement houses, a large general merchandise store, three boarding houses, blacksmith shop, machine shop, grist mill, town hall, and post office. In politics it is decidedly republican.

"The capacity of the Henry plant per day is 10 cars of manufactured lumber, 5 cars of waste and edgings and from 8-10 cars of pulp. The pulp is marketed at the paper mills down the Merrimack at Tilton, Franklin, Manchester and other points.

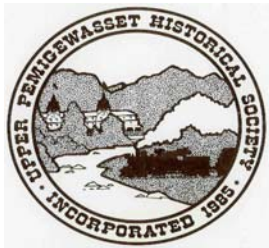
"The total investment of this plant, exclusive of the new pulp mill nearly completed at Livermore Falls, is \$1,500,000 and the amount of timber cut per year will reach the enormous figure of 30,000,000 feet, mostly spruce".

In Lincoln, as in Zealand before, charcoal was a major product. The article gives the first mention of quantity produced and to whom it was shipped. "In addition to the manufactured lumber, the concern markets about 200,000 bushels of charcoal, which goes to the American Steel Wire concern at Worcester. This, too, is on the increase."

Details on the work force and the size of the railroad are included. "During the winter season, the Henry's keep 160 horses busy, and operate 12 miles of railroad. They use three locomotives, 123 logging cars, and 17 flat cars. In the woods, 400 men are employed whose sole business is cutting down trees. Nothing is wasted.

"The average day's work for the men is from 8½ to 9 hours a day and the average monthly payroll amounts to \$10,000. The men are all well treated, have comfortable lodging camps, plenty to eat and wear, and when sick or injured, are taken to the cottage hospital in the village, an institution maintained by the men at the rate of 50 cents per month for each one. This amount insures them all the best of medical treatment and good nursing. The hospital is in the charge of Dr. Bell of North Woodstock"

The article concludes with biographical details of J.E. Henry's early life and a brief discussion of earlier business interests.



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