

Bulk Rate
U.S. Postage
PAID
Laconia, NH 03246
Permit No. 188

THE WEIRS TIMES

AND TOURISTS' GAZETTE

"How blithely might the bugle horn
Chide, 'n the lake, the lingering morn!
How sweet at eve, the lover's lute
Oh me, when the groves were still and mute."
—Lady of the Lake.

"Their wigwags that clustered o'er the vale,
Have fled away like withered leaves
Before the Autumn gale;
But the memory liveth on your hills,
Their baptism on your shore."—*Sigourney*.

DEVOTED TO THE INTERESTS OF LAKE WINNIPESAUKEE & VICINITY.

VOLUME 4, NO. 27

THE WEIRS, LAKE WINNIPESAUKEE, N.H., THURSDAY, JULY 6, 1995

COMPLIMENTARY



47' Little Mount is dwarfed by the 235' Mount Washington. The 1/5-scale model has a 7 foot beam, weighs 10 tons and carries 10 people. Builder Jack Miller emphasizes that it is a "toy" and has no commercial application. "It was built as a labor of love and tribute to the big motorship." PHOTO COURTESY OF WINNIPESAUKEE FLAGSHIP CORPORATION

Weirs Methodist Church to Hold Summer Fair

The Weirs United Methodist Church on Tower Street at Weirs Beach will hold its annual Summer Fair on Saturday, July 8th from 9:00 AM to 3:00 PM. This popular fair features handcrafted items of all kinds, from country crafts to clever decorating accessories. The fair also offers jewelry and homemade baked goods. There will be coffee and doughnuts available in the morning and a light luncheon at noon.

"The UMW (United Methodist Women) has been working hard to create a wide assortment of crafts for the home, gifts items, and even gifts for Christmas," said UMW President, Betty Noyes. "Every year we work to come up with new and exciting projects to give our fairs variety and versatility."

A popular table at the fair is the "Cookie Walk." Customers fill coffee cans to overflowing with a wide variety of homebaked cookies. See **FAIR** on page 54.

"HERE COMES THE LITTLE MOUNT!"



... brainchild of Wolfeboro resident Jack Miller



by Lorrie Baird
Staff Writer

She's creating quite a stir among boaters on the lake...a miniature M/S Mount Washington that has left the nautical crowd blinking their eyes in disbelief and asking, "Did the 'Mount' shrink?" The uncanny 1/5th scale "Little Mount" Washington runabout is the brain child of Wolfeboro resident Jack Miller. With the help of his

friend Ed Aleska, it took 7 years to breathe life into Miller's steel-hulled dream to build a miniature Mount. On Tuesday, July 4, Miller's "baby" was christened in a ceremony held in Wolfeboro when the full-sized "Mount" made her afternoon call at the town docks. Attending the ceremony were the Mount's officers and crew, whose cooperation was crucial to the success of Miller's project.

The saga of the "Little Mount" began in 1986 when after four decades of visiting here, Alison and Jack Miller, two self-confessed flatlanders moved from Swampscott MA. to Wolfeboro. The Millers had lived in Swampscott for 40 years, "having a wonderful time and working our heads off running a salty waterfront inn named "Cap'n Jack's" and an insurance business," notes Jack.

Jack immediately set about building a boathouse near the Wolfeboro town docks behind their impressive house and manicured flower gardens on South Main St. "I had to be where I could see the Motorship Mount Washington close up every day as she arrived and departed Wolfeboro," he said. He added, "I just had to build a little Mount Washington and in order to do See **LITTLE MOUNT** on pg. 38

FROM THE PUBLISHER

On pages 48-54 readers will find great taste and variety in our expanded Lakes Region Dining Guide.

24,000 copies of *The Weirs Times* distributed across the state this week

LITTLE MOUNT, from pg. 1 that I needed a boathouse. However, it was a dream Miller had not yet shared with Alison. The boat house project took two years and was completed in the winter of 1988. "When we got to Fort Lauderdale, I thought now I can tell Alison that I'm going to build a little Mt. Washington. She's a good person - she can take a joke. She said 'okay.'"

This was not the first time Miller built a steel boat. In 1971 it took 3 years to build a 50-foot steel boat in his backyard in Swampscott. Eventually the Millers sailed it to Florida where it spent 14 years at their dock in Ft. Lauderdale. After hurricane Andrew blew through, Miller sold the boat to a "nice young couple" who still live on it.

Next, Jack shared his idea with his longtime friend and retired engineer, Ed Aleska.



The two proud boat builders sit in the four seat cockpit. LORRIE BAIRD PHOTO

"I told Ed and his wife Marge about my plans and found out they could take a joke. Ed said, 'Good idea, I'll help you.'"

During the winter of 1988 an 8-foot model of the M/S Mount Washington was built under a tent in Miller's yard down south. "We then figured we could build the superstructure of the 47-foot

model there as well and then haul it home on a trailer, which we did," said Miller. The steel hull was another matter. "The price of steel was so high and the logistics of hauling the 1/4" thick plates were a real problem. I found a man on the Ohio River who said he would weld up a thirty foot section of the hull for me for about

the same price that I would have to pay for the steel. This he did, and I had it trucked to Wolfeboro," explains Miller.

George Johnson from Wolfeboro set the hull in the water of Back Bay and towed it to Miller's boathouse. Now the detail work began. With Ed commuting from Ossipee daily, the team had to construct the additional 17-feet of hull and to build the superstructure, install the machinery, do the wiring, plumbing and hydraulics needed to finish the project. Doug Van Dyke from Ossipee helped them with the welding, as did Paul Stevens who invested countless hours of assistance with the project joined by others from the community who came to the boathouse to apply their special talents to the project.

"I can't say enough for the good people who have helped us," says Jack. "The owners of the big motorship for supplying us with blueprints. The cheerful crews of the ship who have many times held the ship at the Wolfeboro dock while Ed and I dashed around with a tape measure to check dimensions and then divide them by five."

Out of the confusion, there slowly emerged a little likeness of the grand old ship. As a 1/5th scale model of the 235-foot ship, she is 47 feet long with a 7-foot beam. She weighs 10 tons and carries 10 people. The captain and pilot navigate from the wheelhouse. Four passengers sit in a cockpit just ahead of the funnel under the upper deck canopy, and four more passengers sit in the cockpit aft on the fantail of the little ship.

The two main propulsion engines are 350 cubic inch, 235 HP Crusader Marine V-eights. "We don't see the back of many heads," quips Jack. Two 4-bladed 17" X 14" propellers are at the ends of the 16-foot 1 3/8" diameter stainless steel shafts. Two aluminum tanks carry 126 gallons of fuel.

A Kohler marine generator producing 7.5 kilowatts

of electricity and a 28 HP diesel engine drives a hydraulic bow thruster to make her more manageable. "The tiny wheel house is crowded when the captain and pilot crawl into it, but everything is real handy," says Miller. He adds, "The boat gives the appearance of being very normal, but the passenger's heads look five times too big!"

Jack Miller emphasizes that the Little Mount is strictly a "toy" and has no commercial application. "It was built as a labor of love and tribute to the big motorship," he stated. His "toy" has come with a substantial price tag which Miller is not revealing. "Alison knows the cost down to the penny, and she's not talking," he says with a smile.

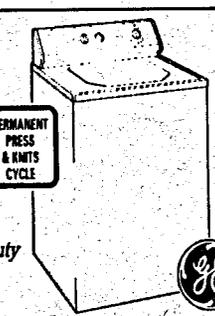
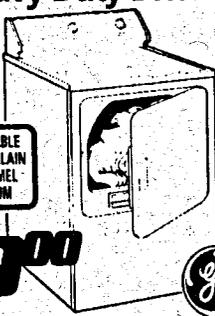
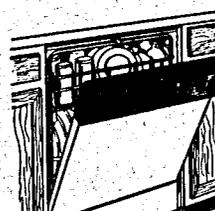
"Imitation is the Sincerest Form of Flattery"

"My love for the Motorship Mt. Washington began way back in the late 1920s when as a kid I would ride with Capt. Leander Lavallo on the old wooden boat out of Alton Bay and around the lake. My great Aunt had a cottage there. Then came the awful fire that wiped her out at Weirs Beach. Bob Fogg lost an airplane or two in that same fire that consumed the railroad station and the docks. Even then I liked airplanes as well as boats and that fire was a real blow to me. The fire didn't get my other loves though. They were stored elsewhere. 'Miss Winnepesaukee', the 'Legionaire' and the 'Yankee Flyer' were still slicing a chromium cut through the lake's waters and giving their passengers the thrill of a high speed ride just as did many other Chris Crafts, Hackers and Gar Woods in those days," Miller recalls. After the old boat burned, Capt. Lavallo went to Lake Champlain and bought the "Chatauguay, cut it into many pieces and moved it to Lakeport by rail. Then came World War II.

"The vacation land dreams See **LITTLE MOUNT** on pg. 39

3 DAY SALE!

Ends Saturday July 8, 1995

<div style="text-align: center;">  <p>EXTRA LARGE CAPACITY WASHER</p> <ul style="list-style-type: none"> • 6-Cycle Heavy Duty • 4 Wash/Rinse Temps • 3 Water Levels <p style="font-size: 2em; font-weight: bold;">\$399⁰⁰</p> <p style="font-size: 0.8em;">WWA6600S</p> </div>	<div style="text-align: center;">  <p>LARGE CAPACITY Heavy Duty DRYER</p> <ul style="list-style-type: none"> • Automatic Dry Control • 2 Cycles • Huge Door Opening • White on White <p style="font-size: 2em; font-weight: bold;">\$279⁰⁰</p> <p style="font-size: 0.8em;">DDE7000S</p> </div>
<div style="text-align: center;">  <p>HOTPOINT BUILT-IN DISHWASHER</p> <ul style="list-style-type: none"> • 4 Cycles, 6 Options • Energy Saver Drying • Built-in Flood Disposer <p style="font-size: 2em; font-weight: bold;">\$229⁰⁰</p> <p style="font-size: 0.8em;">HDA150VBW</p> </div>	<div style="text-align: center;">  <p>18.2 Cu. Ft. No Frost REFRIGERATOR</p> <ul style="list-style-type: none"> • Adjustable Glass Shelves • Snack Pan • Gallon Storage on Refrigerator Door Shelf <p style="font-size: 2em; font-weight: bold;">\$649⁰⁰</p> <p style="font-size: 0.8em;">TBX18JATWH</p> </div>

MAJOR BRANDS

DISCOVER TV • STEREO • APPLIANCE VISA MAJOR BRANDS

Major Brands Plaza
Laconia, NH
603-524-0168
Mon - Thurs 9:30am - 9:30pm
Fri - Sat 9:30am - 9:30pm
In-Store Service Dept.

Lowest Price Or It's Free

Major Brands Plaza
Concord, NH
100 F. B. Plaza, Bradley's Shopping Ctr.
603-224-8526
Mon - Thurs 9:30am - 9:30pm
Fri - Sat 9:30am - 9:30pm

MAIL BOAT, from Page 11
warning residents of the impending bombings, after the Japs refused to surrender.

There also has never been any remorse or blame shown for the massacre at Pearl Harbor or the incredible horrors of world war II, and still we keep apologizing to these barbarians to ending this conflagration of self defense with atomic bombs.

Harry S. Truman was the G.I.'s greatest hero and benefactor for ending our nightmare in the Pacific by dropping the bomb and never apologized for his decision. But for him, thousand of us, wouldn't be here today. What a contrast to the sad example we now are stuck with for a commander in chief.

P.S. In 1948, war crimes trials were held in Yokohama, Japan where 30 defendants from the Kyushu University were tried. Five were sentenced to death and four sentenced to life in prison. As for cannibalism and other lesser charges they claimed could not be proved, received lesser terms. As usual, according to American justice, the death sentence for everyone involved at the University was considered cruel and unusual punishment irregardless of the unimaginable cruelties suffered by the victims.

Lionel Bisson
World War II
Pacific Vet (3 years)

BERGERON, from Page 3
six are four familiar faces from previous summers, and we welcome the complementary chorus that features seven newcomers.

The two acts are comprised of medleys with themes - there are Ragtime Songs, Ziegfield numbers, war time ditties, ballads, and duets. You'll tap your toes to "Alexander's Ragtime Band", wax romantic with "Let's Face The Music" and

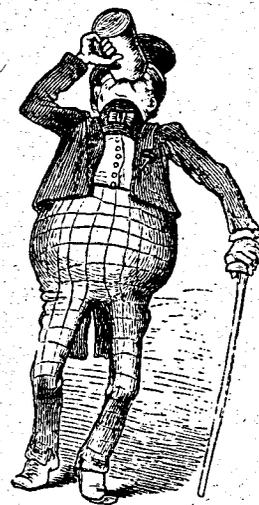
"Dancers" and giggle to "You're Just In Love".

When you've just about reached your limit as frustrated shower singers, a surprising curve is thrown your way for the Sing-A-Long part of the show. You'll get to exercise your tonsils and be part of the Irving Berlin legend while you join the cast in "White Christmas", "Always" and several others.

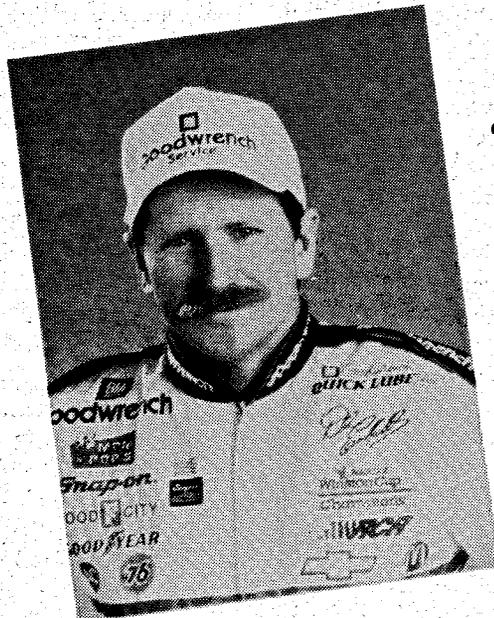
After the Grand Finale brings you to your feet,

you'll be anxious to meet the castmembers on the way out the door and congratulate them on putting together this "feel good" show.

"Say It With Music" is an evening that will lighten your heart and keep you humming. See for yourself at the Inter-Lakes Auditorium in Meredith through July 9th. Ticket information is available for the season's entire line-up by calling 279-9933.



MANTER'S



GM Goodwrench

PRO SHOP

And



Goodwrench
Service
Center

PRESENT

Dale Earnhardt

In Person

Friday July 7 - 5:30 to 7:30 pm*

Come meet the 7 time NASCAR Champion and
GET HIS AUTOGRAPH!

And take advantage of the very special pricing on our huge selection of NASCAR /Winston Cup Racing memorabilia .

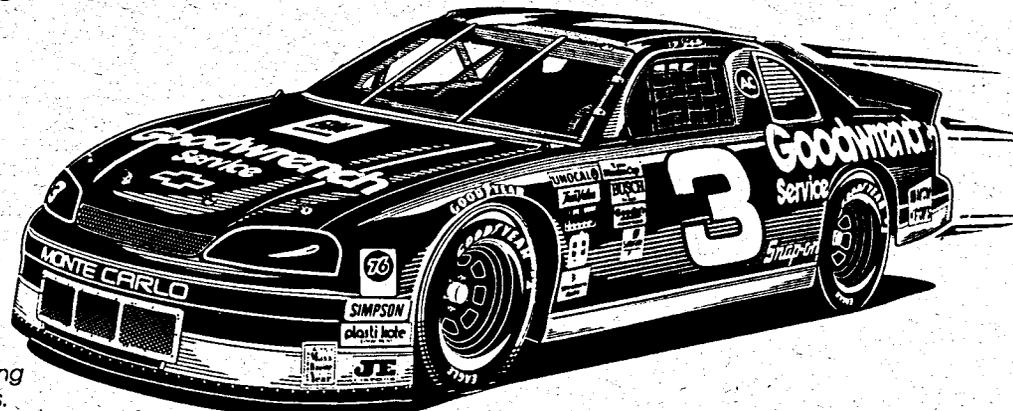
Especially Earnhardt Collectibles!

On display from approximately 12 Noon - Dale Earnhardt's Winston Cup Race Car, NHIS Pace Car • Joe Bessey's BGN Race Car • Billy Pike's "Red Dog" Race Car.

MANTER OLDS-PONTIAC • BISSON AVE • LACONIA

Refreshments Will Be Available. All Proceeds to Benefit Shriner's Charities

GM
Goodwrench
Service
Racing



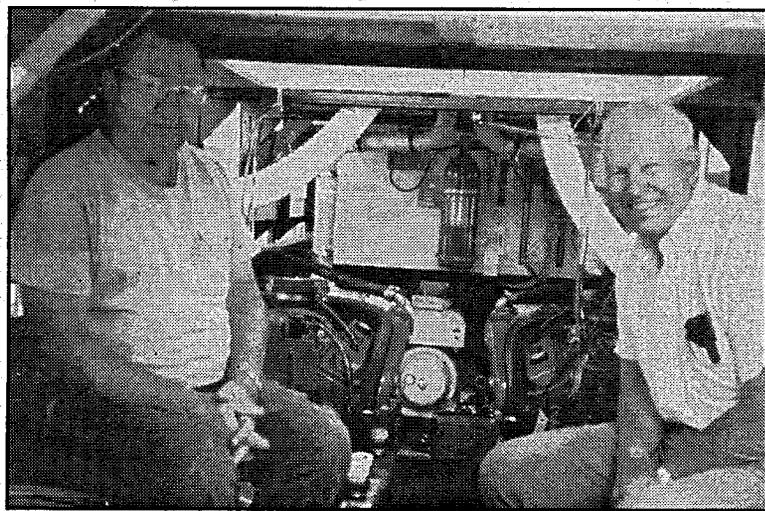
*Time approximate depending on completion of time trials.

**ADVERTISE
YOUR BUSINESS
IN THE
WEIRS TIMES**
It works...
just ask
Brad Franklin
of Brad Franklin
Painting,
Meredith

LITTLE MOUNT, from pg. 38 of a boy, evaporated," states Miller. "The new Mount was forgotten as it sat idle and the war consumed men and materials. Airplanes were important now. The 30s were gone, the 40s were here. During the war I flew with the Air Transport Command in the European and African theaters of operation. In 1946 Alison agreed to marry me, not even suspecting the life she would lead. I could think of the damndest ideas, and she would work like crazy helping to make them materialize and most importantly keeping track of the money and the details of the complicated messes that I could create."

In the summertime the Millers would drive to Alton Bay to enjoy the lake. The new "Mount Washington" was now on the lake. "She was quite different than she is today. The whole storm deck was open. We could sit back there and be out in the sunshine on the first deck. The large rudder post protruded through the deck and the top end of it was square. A large steel tiller was close at hand in the event of cable failure. She was much smaller than she is now," Miller recalls.

Jack Miller smiles and quotes the old adage, "Imitation is the sincerest form of flattery," when referring to his motivation for building the Little Mount. There are, however, some subtle differences between the two boats. "Building a boat requires compromises if she is to be a practical means of transportation. Our little ship is meant to look like the big ship, but at the same time she is built to carry nor-



"Little Mount" powered by twin 350 cubic inch 235 hp Crusader Marine V-8s. LORRIE BAIRD PHOTO

mal size people in some kind of comfort. In a way, it is like trying to put thirty-foot people on the big 'Mount Washington.' In order to do this, the ship would have to make considerable changes." Miller adds that the Little Mount is not meant to be put under glass as an exact small scale replica, but instead she was built to have an uncanny resemblance to the big ship and at the same time be a practical runabout with cockpits seating 10 people.

Sitting in the 4-person center cockpit under the upper deck canopy, there is no feeling of claustrophobia. The view from the open sides along the railing is ample and the cockpit remains airy. For passenger comfort, there are built-in speakers to enjoy music during scenic rides and to communicate with the wheelhouse. Miller and Aleska have yet to put the spit and polish on the finishing touches of the Little Mount, but even in its unfinished state, she is an impressive ship and at 47-feet, there is not much "little" about her.

When asked what the big-

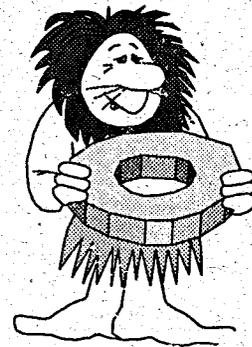
gest obstacle was that the friends faced during the Little Mount project, Jack grins, points to his partner and jokes "Ed!" To which Aleska points to Miller and volley's back "Jack!"

After such a monumental project one would think that Jack might take a break, but not so. Jack, who is a self-confessed pack rat of a collector, has a 1954 Bass King Fisher he's looking to restore and among his collection of classic cars is an old amphibious Jeep he's had for 30 years that will be another restoration project.

As for Jack Miller's latest endeavor, cries around the lake of "Here comes the Mount!" will now be followed by "Here comes the Little Mount!"



Pog Heaven



347 Lakeside Ave.
Weirs Beach
Laconia, NH.
366-2965



**5 FREE POGS
WITH THIS
COUPON!**

The Best Pog Store in N.E.
Open Daily

Think Fast

Hit the water with the wave-making power of the Polaris SL750—and hold on for the ride of your life.

- 3-cylinder, reed-inducted engine with three 38mm carbs
- Thumb-activated Quick Trim with indicator gauge
- Polaris Multi-Function Display provides stats at the touch of a button

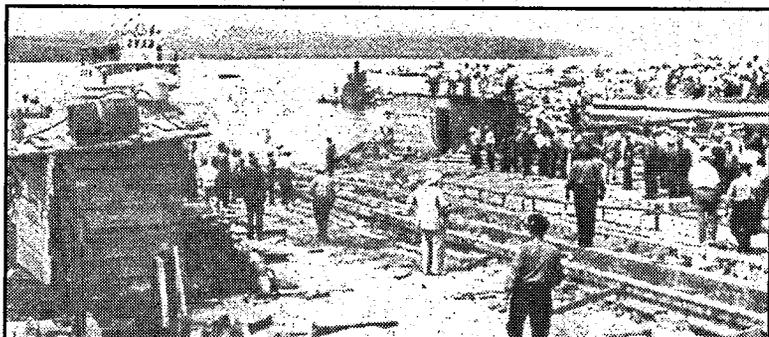


POLARIS Believe it.
**New Polaris Water Vehicles
Starting at \$4995**

"Where Service Makes the Difference"

**KAWASAKI-YAMAHA
of LACONIA**

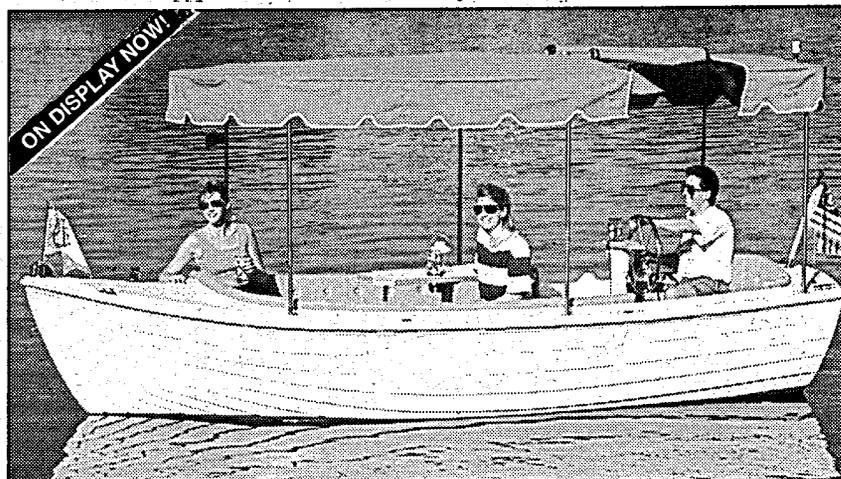
1197 Union Ave. Laconia, NH. (603) 524-0100



Launching of "Mount Washington II," Lakeport, N.H. 1940. PHOTO FROM "FOLLOW THE MOUNT" BY BRUCE D. HEALD

THURSTON'S MARINA

Presents **The BAYCRUISER 16**
"For Adventures beyond the shore"



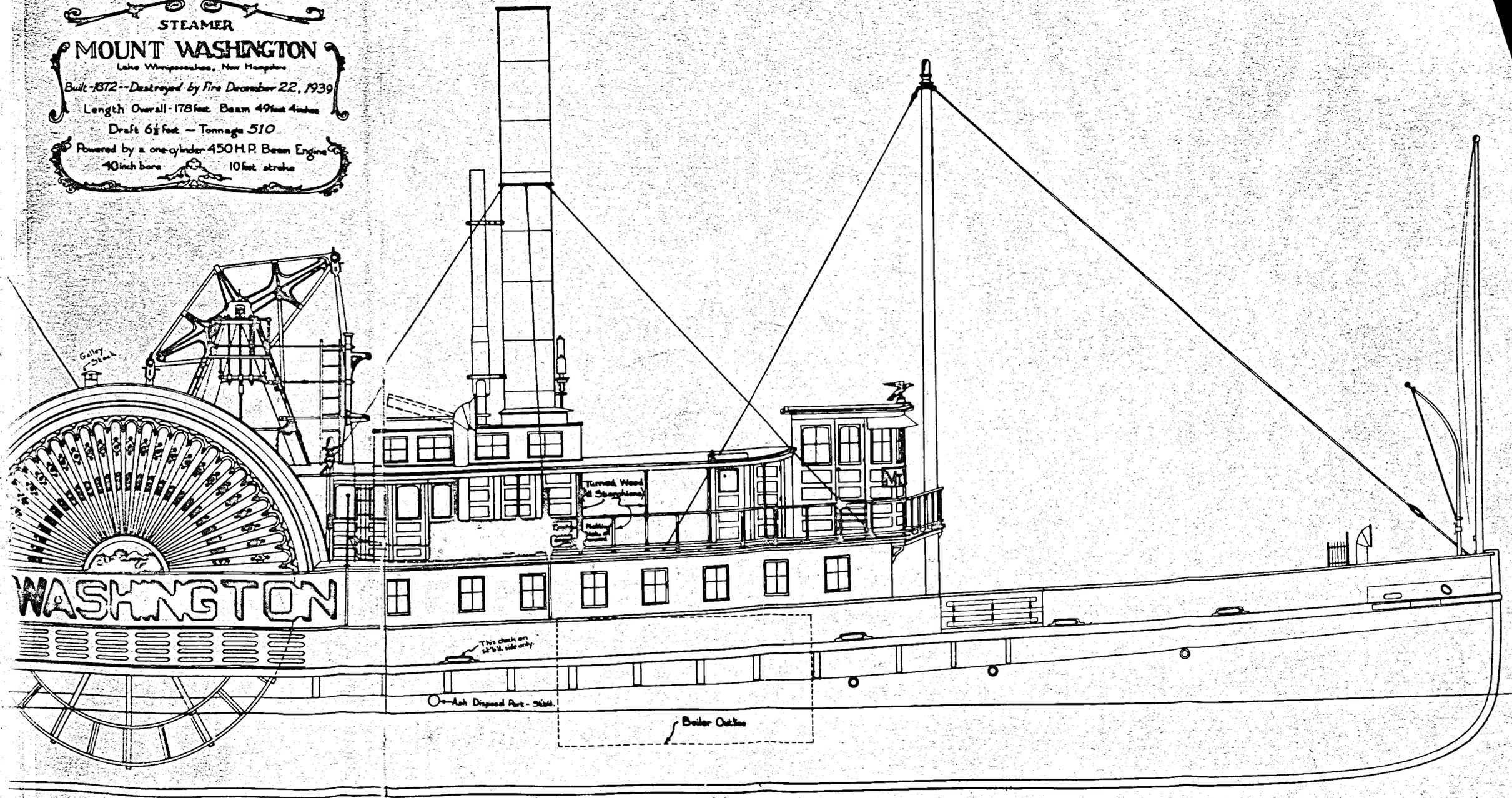
Electra Craft has been building electric powered boats from 16 to 21 feet for over 21 years! Enjoy the pleasure of noiseless, maintenance free boating.

THURSTON'S
EST 1972

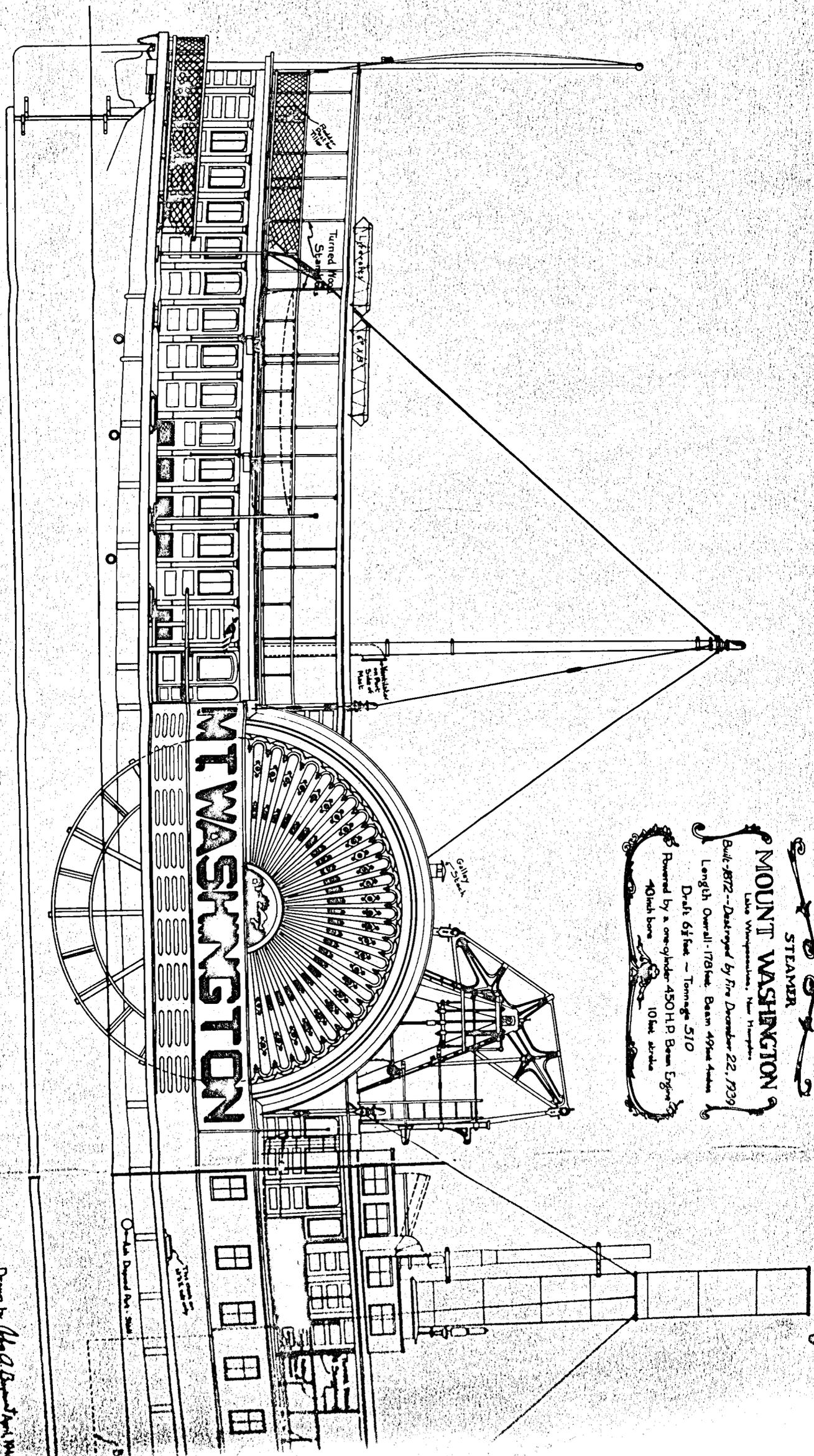
366-4811

Route 3
Weirs Beach, N.H.

STEAMER
MOUNT WASHINGTON
 Lake Winnepesaukee, New Hampshire
 Built 1872--Destroyed by fire December 22, 1939
 Length Overall 178 feet Beam 49 feet 4 inches
 Draft 6 1/2 feet -- Tonnage 510
 Powered by a one-cylinder 450 H.P. Bean Engine
 40 inch bore 10 feet stroke



Drawn by John A. Boyant April, 1948



STEAMER

MOUNT WASHINGTON

Like Washington, N. H.

Built 1872 -- Destroyed by Fire December 22, 1939

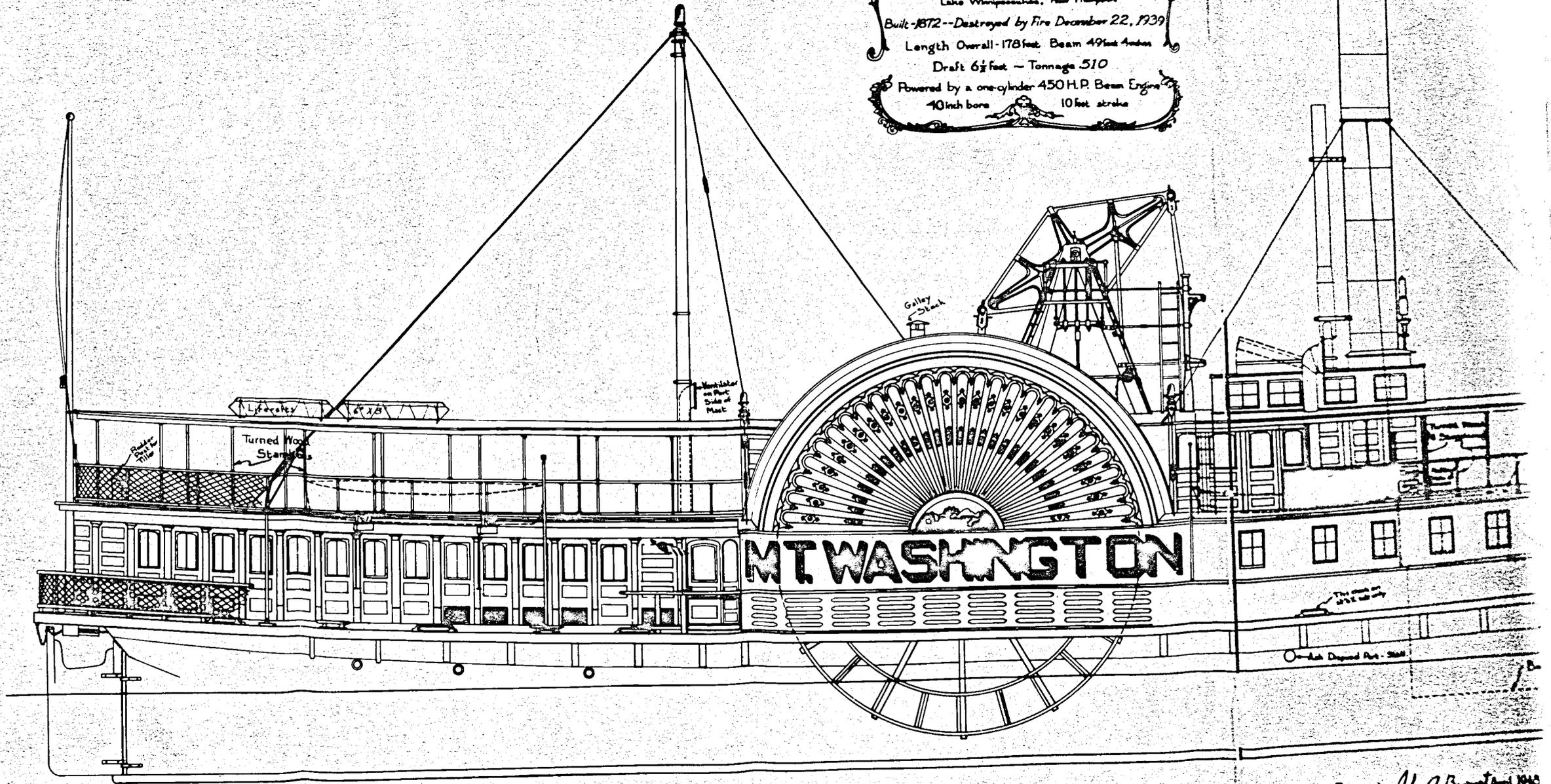
Length Overall 176 feet. Beam 49 feet 4 inches

Draft 6 1/2 feet -- Tonnage 510

Powered by a one-cylinder 450 H.P. Beam Engine
40 inch bore 10 feet stroke

Drawn by John A. Bayne April 1938

STEAMER
MOUNT WASHINGTON
 Lake Winnepesaukee, New Hampshire
 Built 1872--Destroyed by Fire December 22, 1939
 Length Overall-178 feet. Beam 49 feet 4 inches
 Draft 6 1/2 feet - Tonnage 510
 Powered by a one-cylinder 450 H.P. Beam Engine
 10 inch bore 10 feet stroke



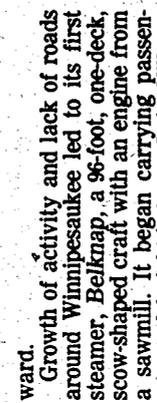
Drawn by John A. Bayne April 1940

U.S. N.H. History

Making waves: A brief history of New Hampshire steamships

Often from your decks, fair steamer
—Songs and laughter may be heard
As you're flitting o'er the water,
Light and fleet as any bird.
— From *Laconia*, Democrat, 19th Century

Stephen Winship
**At The Bend
In The River**



These lines in a poem celebrating the premier passenger steamboat of its day on Lake Winnepesaukee, *The Lady of the Lake*, are just as appropriate today, as thousands continue to cruise with relish on a worthy successor. She isn't a steamer, but *Mt. Washington II*, a great lady which owned the lake, her walking beam above the decks rocking up and down with perfect deliberation, giving the rhythm as she glided with trailing smoke, paddlewheels churning white wakes. After 67 years she was succeeded by *Mount II*, a twin-propeller boat that developed a following among younger generations enjoying a waterborne treat amid sparkling scenery.

No one can say when the first craft to carry people, on a dugout log, perhaps or raft, ventured on to the lake — to see and sense its immense sheet of water, and observe its crouching islands and profiles of *Mts. Belknap, Moosilauke* and *Chocorua*. Indians canoed the lake for countless years, Paul Blaisdell of Concord noted in his book, *Three Centuries on Winnepesaukee*. They named it *Winnepesaukee*, meaning "Beautiful Water in a High Place," the translation he felt is the most authentic.

The first known English paddled up from Massachusetts in 1652, to nail down Gov. John Endicott's claim to the Merrimack River Valley. His inscription survives on Endicott Rock, a historic site by Weirs Beach and traders, the

latter seeking furs from the Indians, boated or canoed up via the river route. A settlers' and traders' trail, then a road, was hewn between Portsmouth and Alton Bay, the first lake settlement (1710); Royal Gov. John Wentworth found the setting appealing, built a road in the 1760s and a vacation home near Wolfeboro; the town prides itself as "the first summer resort in America."

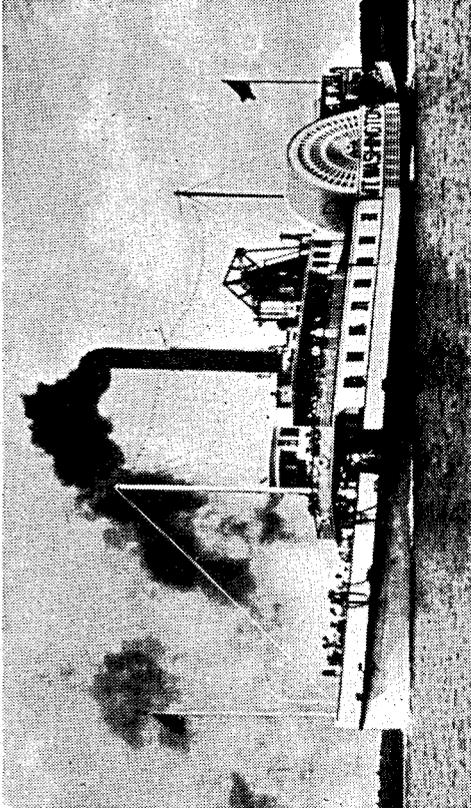
As trade flourished in furs and lumber as well as cloth, flour, fish and rum for a growing area population, gundalows, 60-foot wood scows powered by sails and sculling sweeps appeared. Mainly for cargoes, serving Alton Bay, Meredith and Lake Village (Lakeport), they carried passengers for 50 cents. A 25-mile sail might take three days. This was too slow, and Capt. David Parsons along with one Patten from Manchester devised the horseboat. In this piece of Yankee ingenuity from around the start of the 1800s two horses walked a treadmill turning paddle wheels to propel a gundalow hull. These soon replaced sail-and-sweep power, hauling wood into the 1800s.

There were others about, from the 1700s, the men of steam, from England's Thomas Newcomen and James Watt to the Americans Samuel Morey, of Orford, John Fitch, James Rumsey, John Stevens and Robert Fulton. The latter's Clermont (1807) attracted the most attention; sidewheeler steamers multiplied as America expanded west-

ward. Growth of activity and lack of roads around Winnepesaukee led to its first steamer, *Belknap*, a 96-foot, one-deck, scow-shaped craft with an engine from a sawmill. It began carrying passengers and freight between Lake Village, Meredith, Center Harbor and Alton Bay in 1834. She could make 5-6 miles an hour on a calm day, according to *Steamboats in Motion*, by Bruce Heald; a noisy creature whose exhaust sounds carried for miles. James Jewett was the captain, the first in a vivid lineage on the lake; the pilot was a state coach driver.

The second boat was scow-shaped *Jenny Lind*, powered by an old steam locomotive engine variously called *Cork Leg*, *Widow Dustin*, or *The Widder*. "It attained a 5 m-p-h speed," Blaisdell said, "and was exceptionally noisy, like all early steamers...it puffed and blew in a halting way that could be heard for many miles." *Long Island*, serving a summer hotel on the isle, *Mayflower*, *Dolly Dutton* and *Seneca* were other early scow-hulled steamboats. *Belknap* was lost when grounded on Steamboat Island in 1841.

Regular passenger service ceased until William Walker Jr., Concord, partner in an express business and spurred by the railroad tracks advancing northward from Boston, led a new firm to build *The Lady of the Lake* in 1849. Far grander than the scow-boats, she was a white sidewheeler, 121' long, 35' beam; two spacious decks topped by a walking beam and tall pencil of a stack. A kitchen colonel and cook served meals and refreshments. Among popular sails were excursions to the Victorian resort on Diamond Island, when she might carry 1,200 passengers to the hotel, res-



The S.S. Mt. Washington in its glory days

taurant and dance hall. Walker was the first captain, selling the *Lady* to the Boston, Concord & Montreal Railroad after it reached the lake. After a heyday of 44 years, she was dismantled and sunk in 1893. Her figurehead, a gold and white lady, is at the state Historical Society.

The competing Boston & Maine RR built the *Dover* (1851), enlarged later to 120' length and renamed *Chocorua*. One night in 1866 she sank at the Meredith dock — no matter, "A diver was summoned from Boston, repairs were made, and with the hand-tub borrowed from the fire dept., the boat was pumped out and raised," Blaisdell wrote. It soon resumed operations. Steamer tragedies ran from the *Somerset* to the ludicrous: *Red Hill* exploded, injuring crewmen seriously, in 1855; in the late 1920s, the 100' *Gov. En-*

bought it in 1922. A trip in the 30s included wondrous sights and sounds for a subteen: the hiss of steam, the steady chucka-chucka of her engines, the throb and tremble of steam power felt when one touched the black covers for the horizontal sidewheel shafts; swells in straw hats and Palm Beach Suits, ladies in hairnets, carrying parasols; the captain in blue, supreme like the Greek God Jupiter in the pilot house; with one hand on the immense wheel, he pulled the whistle ring, sounding a long blast while approaching Wolfeboro.

Besides Endicott, there were other interesting steamers in memory, including *Uncle Sam*, 60', *Marshall Foch*, 69'; *Swallow* and *Rowena*, somewhat smaller; *Staurus*, 33' and *O.D. York*, 47'. The first mailboat, *Robert & Arthur*, began in 1892.

The Mount was lost to fire in 1939. A quest soon began for a successor. Old sidewheeler *Chateaugay* was cut up and railroaded over from Lake Champlain. Reassembled at Lakeport, 205' long, 35' beam, 500 tons, with a new steel superstructure and twin propellers, it was launched to the cheers of 20,000 people and tools from 500 boats at Lakeport in August, 1940. After bankruptcy and layup during World War II, the new *Mount* was revived and operated as the only lake passenger boat in the Northeast, save for the Champlain ferries, by Byron Hedblom-Lake trips were out of fashion. Helping re-establish that, N. Scott Brackett came to the lake, bought *The Mount*, promoted it, refurbished and enlarged it, and launched a new era of what any self-respecting, or potentially self-respecting, friend of ships would surely call steam-boating.

dicott had to anchor to wait out a fog — "as there was an orchestra on board, the young people danced and sang the whole night through, exhausted the ship's larder and never complained of their fate," Blaisdell said. "About 7:30 the next morning she whistled into the Weirs."

James Bell was a comfortable and popular 350-passenger B & M sidewheeler, while *Nellie* (1872), 30', now at Mystic, Ct. Seaport, was the lake's first propeller steamer. With competition ever hotter, the B&M built *Mount Washington* in 1872, 178' long, 510 tons, chubby for comfort with a 49' beam, speedy at 18 m-p-h, a white three-decker with posh public rooms, restaurant, grand staircase and plenty of Victorian gold leaf. Fondly known as *The Mount*, she soon dominated the lake fleet. Capt. Leander Lavallee, 40 years on the lake,

On Board The Mount

by Randolph Flather
Illustrated by Austin Stevens

We call this piece fiction because the young hero and some of the other personalities are the author's pure inventions — but the rest of it is true enough. The race against the Maid of the Isles, the hurricane, the grounding in the fog are all just as real and as much a part of history as Lake Winnepesaukee and the old paddlewheeler herself

In the fall of 1974, while rummaging through an old trunk that had belonged to my deceased Great-uncle Matilda Pettengill, I came across two packets of letters, one tied with a yellow ribbon and the other with a blue, all faded with age. The yellow-ribbon letters were from Aunt Matilda and her husband Harold S. Pettengill to their son Walter K. Pettengill. Tied with the blue ribbon were letters from Walter, whom we of the younger generation called "Cousin Walter," to his parents.

The letters spanned the summer Cousin Walter was employed as carpenter on board the steamer Mt. Washington — the first one, that is, the boat with paddlewheels — on Lake Winnepesaukee in New Hampshire.

I am not sure just which summer that was, but it must have been in the very early 1900s, when steamboating on the lake was at its height. In 1897 a road was built from Laconia through Lakeport to The Weirs, and in 1899 the first electric cars made the trip on tracks paralleling the dirt road. A few years later there came the paved road with ever-increasing numbers of automobiles, and the heyday of the steamboats as a

Next, a group picked up
their leader, called the
"Grand Dragon," and threw
him overboard

A. Stevens



The bow had gone

means of getting from place to place on Lake Winnepesaukee was over.

At the time the letters were written, Cousin Walter was a long, lean young man, hard as a slab of New Hampshire granite, in appearance resembling Abraham Lincoln. He had graduated from Dartmouth College in Hanover and had become principal of the grammar school in Gilford Falls, New Hampshire, which position he held for nine years. During this time he worked also as a part-time carpenter and built, then sold, several houses in the village.

I was fascinated by the letters, and as I read them it occurred to me that here was a first-hand history of a period long gone, never to return. It also seemed to me that the story should be made public so that more people could enjoy and contemplate the account of this comparatively trouble-free time in American life.

So here are the letters, with the names of the characters changed but otherwise almost verbatim. I hope others will experience a little of the pleasure that I did from the readings.

Gilford Falls, New Hampshire
June 15

Dear Mother:

School closed last Friday and I am glad to tell you I have a new job for

the summer. I am to be ship's carpenter on the side-wheel steamer *Mt. Washington* on Lake Winnepesaukee. Tomorrow, Saturday, I am going over to The Weirs so as to be on board for the first run of the season Sunday morning starting at eight o'clock.

My friend George Perkins was to have had the job but the dumb duck fell down the companionway ladder (that's nautical, stairs to you) from the upper to the lower deck and broke his right arm. George is a nice fellow and a good carpenter but he's not very bright.

I will tell you about life on board soon but meantime if you want to write to me address your letters care of steamer *Mt. Washington*, The Weirs, New Hampshire.

Your loving son,
Walter

Tilton, New Hampshire
June 22

Dear Walter:

Glad you got the job on *The Mount* but am sorry for poor Mr. Perkins. Hope his arm isn't broken too badly.

I recall you brought him home once and I thought he was a fine young man. He pumped water for me for my Monday washing. You weren't very polite about his accident — what

down so deeply the rudder on the stern was lifted clear out of the water

he did could happen to anyone, even to you, so be careful.

You weren't even born then but I can remember when *The Mount*, as most everyone calls her, was launched at Alton Bay in the spring of 1872. There was great excitement with flags, bands and speeches. She was then, and I guess still is, the biggest boat on Lake Winnepesaukee. Even now I can hear her long, low whistle as she came steaming across between Eagle and Governors Islands for her landing at The Weirs. I wish I could get up there for a trip this summer but my rheumatism has been poorly lately and it is hard for me to move around.

I remember your captain, Lionel N. Gardiner, too. My, he was a bad little boy but it seems as though he had turned out all right.

Pa sends his love as do I,
Mother

On board the *Mt. Washington*
June 30

Dear Mom:

Well, my shipboard life has started and I am enjoying it. Right now I am making some settees for the passengers and when I get that done Captain Gardiner wants me to put an extension on the pilot-house. The crew have given me the nickname "Chips," which is what they call carpenters on ships or boats.

You may not care but maybe Pa will so I'll give you some facts about the boat. *The Mount* is 178 feet long, has a beam of 49 feet 4 inches, a draft of 6½ feet, and a tonnage of 510. She has a low-pressure boiler 33 feet

long and a single cylinder engine. The bore is 42 inches, the stroke 10 feet and with steam pressure of 30 to 35 the horsepower is 450.

Last winter when the lake was frozen a gang went out on skates and, using a hundred-foot tape and a pocket compass, laid out a measured mile. It runs from a big boulder on the west shore of Sandy Island in a straight line to the white birches near South Point on Long Island. A few weeks ago, before I came aboard, Captain Gardiner took *The Mount* on a trial run over the measured mile and found her top speed was 14½ miles per hour. I told the captain I thought she should go faster than that and said I was sure I could fix it but he just said, "Bosh, what does a backwoods hick like you from Gilford Falls know about a steamboat?"

So let him poke along at 14½ miles an hour.

Next Wednesday is the Fourth of July and we expect a big crowd on board. The Boston and Maine Railroad is running an excursion train from Boston which will pick up passengers at Lowell, Nashua, Manchester, and Concord.

Love,
Walt

On board what is left of *The Mount*
July 5

Dear Ma:

Well, the Fourth of July has come and gone and it was quite a day. The morning trip was crowded with passengers but they were peaceful enough — mostly families with children and

The waves were as high as houses

box lunches. But the afternoon trip was something else again. A men's lodge called "The Sons of St. Cyr" (whoever he was?) from Manchester came aboard. They were about 50 strong and were they loaded for bear! As soon as they crossed the gang-plank they headed for the bar and some of them stayed there the whole trip.

At first the other passengers thought the lodge members were funny but then the Sons got noisier and began to fight among themselves. After we left Alton Bay and were heading back for The Weirs, Captain Gardiner ordered the bar closed. That made the Sons mad and they began breaking up the new settee I had made. But then "Bull" Harrigan, he's the mate and a huge man, let out a roar, "Let me at the rascals!" (only he didn't say "rascals"), and he waded in, knocked the heads of some of the Sons together and threw them around in every direction. That slowed them down, but just before we got to The Weirs one of the Sons broke the glass in a frame, grabbed a fire axe and chopped down a section of the upper deck railing. Next a group picked up their leader, called the "Grand Dragon," and threw him overboard. Men shouted, "Man overboard!" and women screamed. However, the Dragon wasn't in any danger because some men in a launch nearby caught him with a boat hook and towed him ashore where they emptied the water out of him. He sure didn't look like much of a dragon after that.

So then we docked and the Sons of St. Cyr staggered off. We in the crew sat down to rest, but not for long. As soon as the passengers were off, the captain called up all hands and said, "Come on, now, clean up this mess. We've got to get ready for the fireworks show tonight."

There was some grumbling around but we did what he said. On this ship

people do what the captain orders, fast and without argument.

At 2, bells (that's nautical, 9:00 o'clock to you) we steamed out about half a mile, off Pendleton's Beach, and the black gang (the stokers) set off the fireworks. It was a real pretty show. Boats and launches decorated with lights were all around us and after each set piece they would blow whistles and the people on board would cheer.

That ended the Fourth of July and now I've got enough carpentry work to keep me busy quite awhile.

Love to Pa and yourself,
Walter

Tilton, New Hampshire
July 9

Dear Walter:

What a terrible Fourth of July! I don't think you ought to be around such rough characters as are on that boat. Why don't you go back to Gifford Falls where you belong?

Don't you let them call you "Chips." Your name is Walter.

Love,
Mother

The Mount
July 16

Dear Ma:

I can't quit now, I'm much too busy. Anyway, you forget I'm a big boy now and can hold my own pretty well against anybody except maybe Bull Harrigan. Also, I don't want to stop. The pay is good and so is my setup. I have my own stateroom on the lower deck and live aboard. My carpenter shop is just abaft (that's nautical and means in back of) my room. Then there are the meals! They sure are different from those I get myself on my wood stove in Gifford Falls. I heard one passenger say he'd never had better food anywhere, not even at Delmonico's in New York or Antoine's in New Orleans. Some of our passengers are pretty big people

owning large estates on the shores and islands and are used to high living.

The crew, including the captain, eats at a long table on the starboard (that's nautical, "right" to you) side of the galley (kitchen). From there it's easy to go back for seconds, which Mate Harrigan usually does and I do sometimes. On account of the kitchen help doesn't have time to cook separate meals we get the same food as the passengers.

The kitchen is run by "Ma" Taylor and when I say "run" I mean she's the boss! Not even the captain can give orders around there. Not only can she cook (there are also two assistant cooks) but also she has a flair for showmanship. All the waitresses are dressed in "sailor" dresses and hats and look cute. Fred Thurston, he's an A. B. (able-bodied seaman), is also a good artist and he sketched some fine pictures of The Mount on the menus. Then Ma got "Frenchy," the bartender (his real name is Henri Georges Courtrois), to make up French names for some of her dishes and here are a few of them:

Bouillabaisse des Palourdes de Normandie à la Crème (New England clam chowder. Ma Taylor has the clams sent up from Portsmouth. Of course, she herself is no more French than Bull Harrigan. She came from Franklin, about 20 miles south of here).
Trotte de Loire Diable sous Cendre, Sauce d'Enfer (Barbecued lake trout with sauce).
Poulet de Bresse, Terre Marie (Fried chicken Maryland).
Pomme de Terres de Sénégal Douce Sucie (Candied sweet potatoes).
Gâteau de Courge (Good old pumpkin pie).

The menus are so handsome some of the passengers ask to buy them, which they can do for 50¢ each.

There is a bar on board just off the dining room (or "salle à manger," as Ma Taylor likes it to be called) where all kinds of fancy wines and liqueurs

are served but this is off limits for the crew, except for Frenchy, and he doesn't drink. Neither do I, as you know.

So don't worry about me, Mom. I am having a fine summer and am making good money.

Love to you and Pa,
Walt

Tilton, N.H.
July 23

Dear Son:

You don't have to explain those nautical terms to me. I wasn't born yesterday. And how did you get so "nautical" all of a sudden? Up to a month ago you had never been on a boat.

I am glad the bar is closed to the crew. Living with such rough men as your Bull Harrigan you might yield to temptation.

A fox got into the hen-house last night and killed all eight of our Rhode Island Red hens as well as the rooster. Pa is going to sit down there tonight with a shotgun but probably the fox won't come back.

Love from Pa and me,
Mother

The Mount
July 30

Dear Mom:

Well, yesterday was the day of the great race against *The Maid of the Isles*. The Maid was rebuilt last winter to make her go faster and there has been a lot of talk about whether now she is faster than The Mount but nobody really knew.

Yesterday afternoon we were cruising along north of Pine Island toward Center Harbor when from the other side of Bear Island, near Bear Island Wharf, came The Maid, also heading for Center Harbor.

"Here comes The Maid!" someone shouted. Captain Gardiner saw her at the same time and told Fred Thurston to wigwag across, "Race." Captain Shaw of The Maid answered with two

(continued on page 142)

ON BOARD THE MOUNT (continued from page 59)

toots on his whistle, meaning "All right." By this time we were north of Beaver Island and we slowed down until The Maid was alongside, then our skipper gave a long blast on our whistle and the race was on. Captain Gardiner signalled Full Speed Ahead, and shouted down the speaking tube to the engine room, "Give her everything you've got, boys!"—and they did too.

With great clouds of black smoke pouring from the smokestacks both boats went tearing past Becky's Garden for Center Harbor. First we gained a little, then The Maid pulled ahead, but right after that we came back even. But then The Maid began to gain on us and there was nothing we could do to catch her. Captain Gardiner got madder and madder, and when the band on The Maid commenced playing, "The Girl I Left Be-

hind Me." I thought he'd jump out of his britches. I judged I'd be better off below and so made myself scarce.

Well, The Mount never did catch up and The Maid beat us to Center Harbor by a little over a minute. Captain Shaw was real nice about it. He came over and shook Captain Gardiner's hand saying, "Lionel, don't take it hard. Next time it'll be your turn."

But it won't be, I know. The Maid could beat us any day in the week the way we're rigged now. I could speed The Mount up but I'm not going to say so again because I've been sort of mad at the skipper ever since he called me a backwoods hick from Gilford Falls.

Did Pa ever shoot the fox?

Love,
Walter

(continued)

YANKEE TINNABULATIONS

WATERVILLE, MAINE (AP) PIANIST LORIN HOLLANDER PLAYED HIS CONCERT AT COLBY COLLEGE FLANKED BY FOUR STUDENTS WITH FLASHLIGHTS, WHEN THE POWER FAILED AND THE LIGHTS WENT OUT, STUDENTS HELD FLASHLIGHTS ON THE KEYBOARD SO THAT HOLLANDER COULD SEE WHAT HE WAS DOING...

NEWS ITEM: LIN ROBERTS
BANGOR, MAINE

by Eno Nash



SWIM SNEAKS

ALL RUBBER BATHING & SHOWER SHOES



Outdoors and indoors, you'll want high quality Italian imported rubber bathing shoes...with thick treaded bottoms and built-in inner soles. Sure-footed protection on shoreline rocks, pool or boat decks, and shower floors. Eliminate sore feet on sharp rocks, shells, or hot sand. Styled for comfort and good looks. Flexible, lightweight, easy on and off. Great in and out of water. Available in white, yellow, blue and red. Complete range of men's, women's and children's sizes. Specify shoe size and width. \$6.95 per pair. Add 50¢ per pair for postage & handling. Add add'l 25¢ for rush service. Tel. (201) 967-0373.

Dorsey 240 Kinderkamack Rd.
Dept. RB27 Oradell, N.J. 07649



1000 RETURN ADDRESS LABELS \$1.00

Quick and easy way to put your name and return address on letters, checks, books, records, etc. ANY name, address and zip code up to 4 lines beautifully printed in black on crisp white gummed label paper. 1 3/4" long. Free decorative box for purse or desk. Set of 1000 labels, just \$1 ppd. Money back if not pleased. Don't know your zip code? We'll look it up for you.

Walter Drake 3406 Drake Building
Colorado Springs, Colo. 80940

Be up to the Minute... Man!

ACTUAL SIZE
This gold plated, red, white and blue enameled pin can put you in the spirit. Available as a ladies' pin or man's tie tack. ONLY \$2.00 POSTPAID Sent Anywhere! Box 1111, Dept. 98C, Customcraft Creations, P.O. Box, R.I. 02901

Your future is in your hands.



Undergraduate degrees and certificate of mastery.

- Major studios in:
- Metal Working
 - Wood & Furniture Design
 - Ceramics
 - Weaving

- And new studios in:
- Jewelry
 - String Musical Instruments
 - Textile Printing & Dyeing
 - Wood Turning & Carving

Boston University's Program in Artisanry offers a curriculum of concentrated studio work together with required courses in design, art history and business. Admission requires previous experience and portfolio review. For further information, write: Boston University, Office of Admissions, Program in Artisanry, Dept. YA, 121 Bay State Road, Boston, Massachusetts 02215. Or call (617) 353-2300.

Affiliated with
Franklin Institute of Boston
Boston University

Follow The Mount



Lake Winnepesaukee

New Hampshire

Gilford Public Library
Gilford, New Hampshire



Presented by,

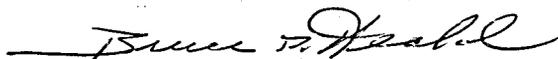
Edawrd H. Abbe & Family
in memory of
William P. Abbe

974.2 Hea
C.2

NH
974.2
Hea

5/96

Follow The Mount



Bruce D. Heald

Meredith

New Hampshire

1968

\$3.50

“Follow The Mount”

Contents

Foreword
The Lake's Physical Features
Legends and Early Settlers
The Steamers' Past
The S. S. Mount Washington II
The Weirs
The Port Towns
Winnepesaukee Fleet
Travelogue
Acknowledgments

DEDICATION

This volume is respectfully dedicated to Carl and Byron Hedblom who have made the Mount Washington a living experience and legend throughout the Lakes Region.

All rights reserved - Winnepesaukee Steamship Company, Weirs and Center Harbor, New Hampshire: 1968.

To my wife Helen

Foreword

Recently a young and talented friend of mine, who is the Director of Music and Fine Arts in the Interlakes High School, appeared at my door and requested me to furnish a foreword to his forthcoming volume **Follow the Mount**, a brief history of Boats and Boating on what we call the Big Lake just to distinguish it from the many other fine lakes in the vicinity. I was naturally flattered to have my arm so painlessly twisted by a specialist in his line as the High School's wrestling coach.

I have read many articles in the old papers and journals which we Yankees are patiently yellowing in our attics, on the practice of Boating by various skippers, but never have I scanned such a thoroughly documented and informative account of this subject. Many fine old photos also speak silently of past and present. As the number of crafts and their skippers increases annually, this book should become a welcome guide and handbook for those who only know the Lake as an irregular patch of blue on the State's map, with a habitable island for nearly every day in the year.

The author has laboriously compiled information from many historic sources available, and gives us a collection of stories and legends of the Lake's past and present, including information on the early builders down to the present owner of the Mount Washington II, Mr. Hedblom of General Ship and Engine Works of East Boston. It has material on both the two largest steamers named for the peak visible from Lake waters, their ports of call, and the story of all the members of the Winnepesaukee Fleet, including the audio travelogues given the passengers, with information on all the spots of interest, even a poem on horse-boating as it was practised over 100 years ago.

Carl Converse Colby
A. B., M. A.

Graduate of:

Dartmouth College A. B. 1918
Harvard University M. A. 1921

Taught: Romance Languages

Dartmouth College 1921-22
Bowdoin College 1922-25
Harvard U. 1925-26
Rochester U. 1927-29
Mt. Allison U. 1929-37
Chicago U. 1937-39
U. S. Coast Guard Academy 1939-50

Publications:

"Latchkey Lines" 1967

1940
1941
1942
1943
1944

1945
1946
1947
1948
1949

1950
1951
1952
1953
1954

About the Author

Bruce D. Heald A. A., B. S.

Graduate of:

Lowell State College
Boston University

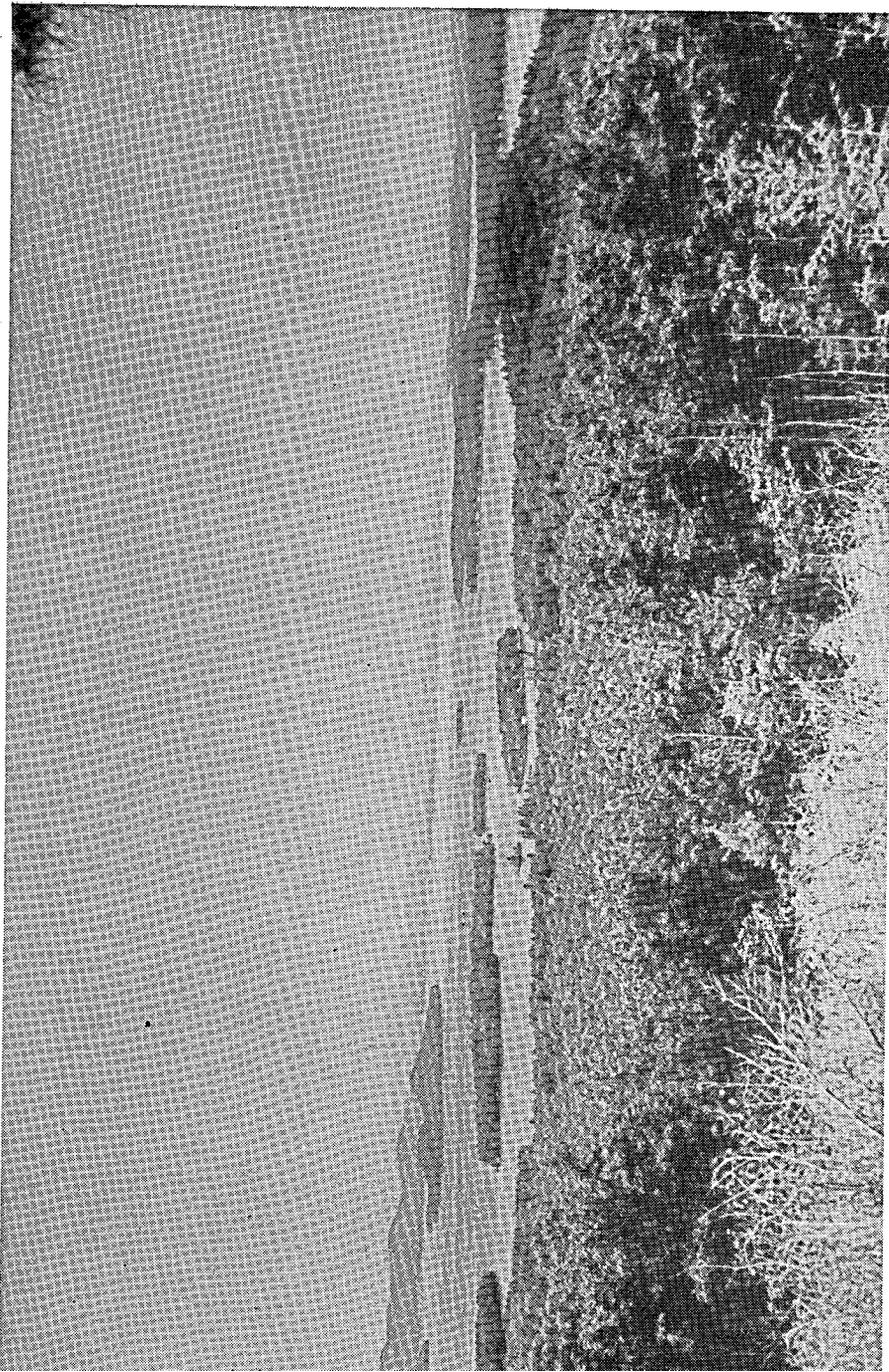
Taught:

Music Education
Supervisory Union #2
Ashland, Meredith & Sandwich, N. H.
Lecturer of Fine Arts
Belknap College
Director of Music
Inter-Lakes School District
Meredith, N. H.

Member of:

National Education Association
New Hampshire Educators Association
New Hampshire Summer Symphony
International Platform Association

Resides in Meredith, New Hampshire



*Photo Courtesy of Mildred Beach, Lakes Region Association, Wolfeboro, N. H.
Snatial View of Lake Winnepesaukee*

Chapter One

The Lake's Physical Features

Physical Features

Nestling among the foothills of the White Mountains lies one of the most beautiful bodies of water in the world, Lake Winnepesaukee, "The Beautiful Water in a High Place." This lake of seventy-two square miles contains two hundred and seventy-two habitable islands and is situated in the central portion of New Hampshire. Within the small bays and coves may be found the quaint little villages which make the Lakes Region so famous. Standing upon any elevation of the region, we may command a magnificent view, a vista from a God-given veranda, and from the many cottage sites we may experience the enhancement of heavily wooded hillsides, ancient forest growth, and ragged situations of wilderness which are common natural presentations on the shoreline.

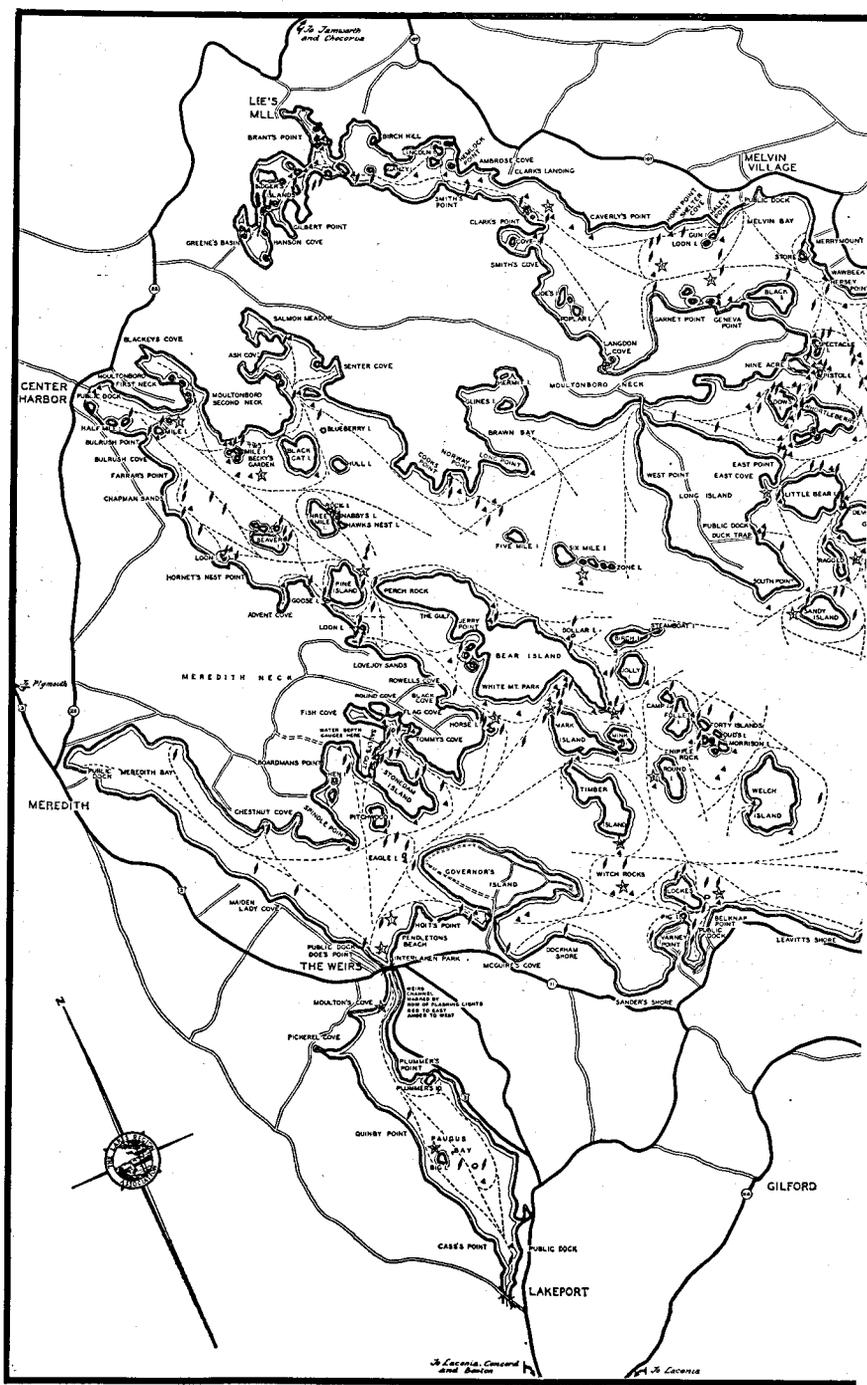
Hundreds upon thousands of tourists from all over the world make seasonal visits to this recreational haven each year, with the confidence of relaxing the spirit, for which it was utilized by the Indians hundreds of years ago.

The lake is 504 feet above sea level, 21 miles long, and from one to fifteen miles wide. It was named by the Indians as "The Smile of the Great Spirit," indicating that even the untutored aborigines recognized that Omnipotence had placed the seal of its crowning glory upon this sparkling lake.

It is safe to say that Winnepesaukee is one of the three largest fresh water lakes in the continental United States which lie wholly within the borders of one state, with a mainline shoreline of 182.89 miles.

When looking at these mirroring waters, we gather the impressions of great depths; however, the general depth of the lake is from thirty-five to ninety feet. There are, of course, many exceptions to this rule with soundings from over three hundred feet, southeast of Rattlesnake Island; depths of one hundred and five feet southeast of Steamboat Island and one hundred feet is common depth of Mark Island toward Governor's Island.

May we, in these following chapters, elaborate upon the natural beauties and mysteries which so enhance this wonderland of nature's glacial lake, Winnepesaukee, the Mountain Lake.

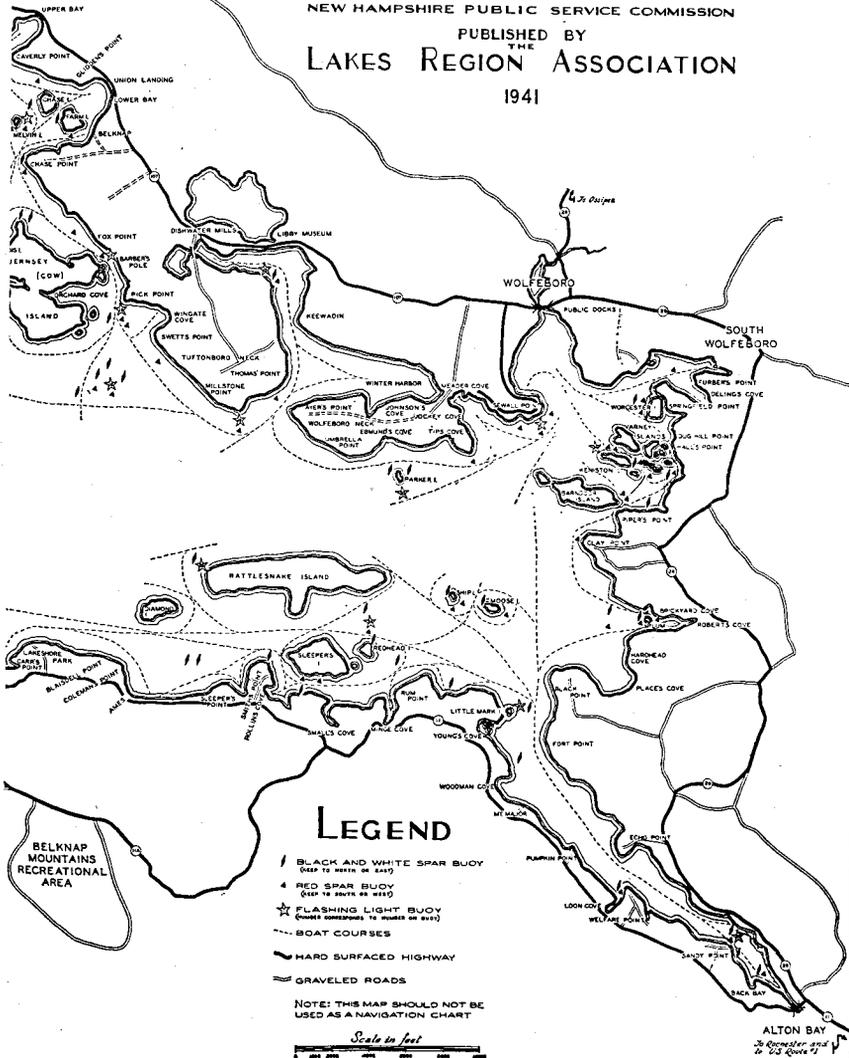


Map of LAKE WINNIPESAUKEE AND SURROUNDING COMMUNITIES

PREPARED BY — THE NEW HAMPSHIRE
STATE PLANNING AND DEVELOPMENT COMMISSION
NAMES OF ISLANDS, COVES, POINTS, BAYS, SHORES, BUOYS AND BOAT COURSES
PROVIDED BY
NEW HAMPSHIRE PUBLIC SERVICE COMMISSION

PUBLISHED BY
THE
LAKES REGION ASSOCIATION

1941



Courtesy Mildred Beach, Exec. Secretary Lakes Region Association

Chapter Two

Legends and Early Settlers

Early Legends

Many tales have originated and whipped over our countryside, the most popular concerning the legends of the Indians and early settlers in this region.

The name Winnepesaukee itself has caused much controversy among authorities. There are many meanings of this name, but the two most popular definitions are "The Smile of the Great Spirit" and "Beautiful Water in a High Place." In Abnaki language, Ogee means the great spirit and Winni means smiling. Winnepesogee has an English translation meaning the smile of the great spirit. Another translation is, Auke meaning a high place; thus, we have Winnepesaukee translated into "Smiling Water Between Hills."

This lake is steeped with Indian lore, and during the summer months, hardly a week goes by that something hasn't been reported about the Indians' camping and hunting grounds.

The greatest activity of the Indians took place on the west shore at the Weirs and Meredith, where Aquadoctan, the largest of the settlements, was located.

Aquadoctan is a Sokoki name meaning "the Weirs." The Weirs derived its name from an Indian fishing weir which is a triangular enclosure of rocks and logs used for trapping fish. This weir permitted the water to flow freely down the channel but trapped the shad in this enclosure of triangular networks. It is said that this fishing weir, located near Endicott Rock, may still be seen today in those deep waters.

Native fishermen tell us that the shad make their rushing at the Weirs about June 1st and that this run lasts for about two weeks. By use of this weir and nets, tons of fish were acquired by the Aquadoctans. These tribes had many camping and hunting grounds throughout the lakes region, some of them being at the Pemigewasset Lakes, Waukewan, Moultonboro, Wolfeboro, Alton Bay, Lake Wicwas, and many of the small ponds.

Of all the tales about the Indians, this seems to gather more attention than most, and comes from the small village of New Salem, presently known as Meredith, the hunting grounds of the Winnepesaukee tribes.

It was Ahanton, who was known for his warlike courage in his tribe, who had a daughter by the name of Ellacoya. She was a fair maiden known far and wide, who was unable to have a suitor because of her father's dislike for them. It was because of these rumors that the young chieftain south of the lake, by the name of Kona (the Eagle), decided to test his skill and win the hand and heart of this fair maiden. Dressed in full costume, the young brave arrived at the encampment and is said to have immediately won the heart of Ellacoya. Unbeknown to her father, who had travelled from the camp for a few days, the young brave wooed the young maiden for several days, but upon her father's return, strong anger was displayed to all present. With a sharp cry, he made an attack on the young brave Kona for daring to woo his daughter and knowingly

taking advantage of his absence. Ellacoya, possessed with great love for Kona, thrust herself between the angry men and pleaded for the life of Kona, telling her father of his display of courage when he fearlessly entered the village. Ahanton, being an admirer of courage and bravery, admitted his haste, whereupon Kona asked for the maiden's hand and was proudly granted the request by the great warrior. Many celebrations were held through the region and many feasts were had.

A few days after the wedding a canoe party accompanied the couple halfway across the lake.

It is said that while traveling across this mirror lake, a dark cloud concealed the rays of the sun and a threatening storm began to turn the water black. Just at that moment when the party was ready to turn back for safety, the sun shone through, guiding the two lovers safely to the other side of the lake.

"Here," cried Ahanton, "is the smile of the Great Spirit."

Acknowledgments:

Solon Colby, "Indian History"

Eva A. Speare, New Hampshire Folk Tales

Courier Press

Littleton, New Hampshire 1960

Early Settlers

Man reached the New World as long ago as 50,000 B. C. in the laborious motion of geological time. Of the countless generations that lived and died before Columbus, almost nothing is known, for it is all part of the past.

Walt Whitman sang:

Singing my days,
Singing the great achievements of the present.
But first to sound and ever sound
The cry with thee, oh souls,
The past, the past, the past, the past,
The dark, unfathomed retrospect,
The teaming gulf,
The sleepers and the shadows.
The past, the infinite greatness of the past.
For what is the present,
After all, but a growth of the past.

According to the sacred records of Columbus on October 12th, 1492, the following took place:

This land was first sighted by a sailor under my care. It was, however, so obscure that he would not affirm that it was land.

Two hours after midnight, land appeared. At a distance of about two leagues, they took in all sails remaining with the mainsail and kept jogging, waiting for days. A Friday, in which they reached a small island, the Admiral called the others, said that they should bear witness and testimony, how he, before them all, took possession of the island, as in fact he did, for the King and the Queen, his sovereign.

It was Governor Bradford, first Governor of the Colonial settlement, who most eloquently said:

The place they fought, son, was some of these vast and unpeopled countries of America. There they should be liable to famine, the nakedness of the want of all things. The change of air, diet and drinking of water would infect their bodies with sour sickness and grievous diseases; and also those which would escape and overcome these difficulties should get thee into continuous danger of the savage people, who are cruel, barbarous and most treacherous. All brave and honorable actions are accompanied with great difficulties and must be both enterprised and overcome with answerable courage.

Many legends of the past have cast strong impressions. Here is such a letter written by Ann Bradstreet to her husband, a Puritan official, during the middle years of the 17th century:

If ever two were one, then surely we.
If ever man were loved by wife, then thee.
If ever wife was happy in man,
Compare with me, you women, if you can.
Thy love is such, I can no way repay;
The heavens reward thee manifold, I pray.
Then while we live, in love let so persevere,
That when we live no more, we may live ever.

It was August 1, 1652, thirty-two years after the Pilgrims landed on Plymouth Rock, that a party of surveyors, sent by the Massachusetts Bay Colony, under the direction of Governor Endicott, to ascertain the northern boundary of the Bay Colony, arrived at the head of the Merrimack River, being three miles north of that which was to be the northern boundary as specified in their charter from the King of England.

After selecting this given point, at the mouth of the channel, the following was chiseled upon the boulder present: Governor Endicott of the Massachusetts Bay Colony and the initials of two of the leaders of the official delegation: Edward Johnson and Symon Willard.

According to the Massachusetts State Records, the latitude of this given mark was stated: 43 degrees, 40 minutes, 12 seconds, "besides three miles more north which runneth into the lake."

Many years passed, and it was not until 1833 that another delegation appeared upon the scene and made some effort to preserve this monument, better known today as the **ENDICOTT ROCK MONUMENT**.

The State of New Hampshire did not, however, until 1892, make this monument completely protective. Today we find a structure of granite enclosing this monument. In the fall of that year, excerpts from the dedication by the Hon. E. P. Jewell of Laconia read as follows: Memorial Address of Endicott Rock: 1892, E. P. Jewell of Laconia:

As we look back more than 250 years, it seems a long time, but how insignificant when compared with the measureless years of solitude through which this gray old sentinel silently guarded the outlet of the lake, and the more distant aeons of time when Winnepesaukee turned its waters into the sea by another channel, and there was no "head of the Merrimack" here; or with the glacial wanderings of this voiceless stone from its cradle bed in the infinite past, when there was no "Beautiful Water of the Highlands," and "the Smile of the Great Spirit" had not rested among the hills.

Wonderful, indeed, has been the unrecorded history of this now exalted wanderer. More wonderful yet are the vicissitudes which await it. It beheld nature's tumultuous uproar previous to and during the breaking up of the great ice-cap and the withdrawal of its waters, and beheld other awful conditions prior to the appearance of man.

Several of the principal nobility of England obtained from King James all the land in America between the degrees of 40 and 48 north latitude, by the name of New England. John Mason obtained from this corporation several grants, bearing date March 9, 1621; August 10, 1622; November 7, 1629, and April 22, 1633. He was instated in fee in a vast tract of land known as New Hampshire. November 27, 1629, Mason and Fernando Gorges procured a grant of territory by the name of Laconia. Mason transported settlers, built houses, forts and magazines, and furnished arms, including artillery and all necessary materials for establishing a plantation at very great expense.

In 1628 the Governor and Company of the Massachusetts Bay of New England secured from the Council of New England a grant of land therein described. A royal charter was obtained March 4, 1629. The boundaries and descriptions of all these grants were imperfect and strangely confused. The interior had never been explored, and difficulties of the most perplexing nature arose as soon as settlements were undertaken upon territory which seemed to be included in both grants, to Mason and to the Bay Company. A section of the Massachusetts charter, referring to the northern boundary, was as follows: "and also all and singular lands and hereditaments whatsoever which lie and be within the space of three English miles to the northward of said river, call Monomack, alias Merrimack, or to the northward of any and every part thereof."

Mason's New Hampshire grant of November 7, 1629 embraced all that part of the main land in New England lying upon the sea-

coast, beginning from the middle part of the Merrimack River, and thence northward along the seacoast to the Piscataqua River, and "so forwards up within the said river, and to the furthest head thereof, and from thence northwestward until three-score miles be finished from the first entrance of Piscataqua River; also from the Merrimack through the said river and to the furthest head thereof, and so forwards up into the lands westward until three-score miles be finished," etc.

In 1652 the Massachusetts Colony resolved upon an exploring expedition, to determine and fix the northern boundaries of their patents. Prior to this time, conflicting views upon the construction of the peculiar description in their charter had been entertained, and now, upon a careful perusal of the instrument, it was determined that a point three miles northward of the head of the Merrimack River was the northern limit of their territory, and this notable expedition was organized to go up the river to find the head thereof and to establish the bounds. At this time probably no white man had ever approached the lake nearer than a point three miles north of the "forks" of the river at Franklin. The difficulty of navigating the river and small lakes to Winnepesaukee at that time is evident from their estimate of the distance from Franklin to the Weirs. That a sailboat was used appears from the commissioner's account. Whether or not a sailboat reached the lake at that time must forever remain a matter of conjecture. The Indians navigated the river and lakes from Aquadoctan (The Weirs) to the sea with very large canoes, and had "carrying-places," as they were called, where the canoes were taken out and carried past the falls. It is not improbable that the trouble of getting up the river from Franklin was on account of the difficulties incident to the sailboat.

Upon their arrival at the lake a well-shaped boulder was found, exactly at the head of the river, seemingly inviting attention, upon which it was decided to carve the inscription making an enduring record of the visit, forming a mecca for unborn generations who will come along from the crowded cities for rest and comfort and to enjoy the pure air and unsurpassed scenery of central and northern New Hampshire.

Here was an Indian village, then, and many of the children had never seen a pale-face. We are unable to state when the Indians left their village at Aquadoctan, but it is well known that Isaac Bradley and Joseph Whittaker were taken captive by the Indians at Haverhill, Massachusetts, in the fall of 1695, and were held at the lake all winter. They escaped the following spring, and after nine days in the woods arrived safely at Saco, on the seashore. Since discovery, the waters of the lake have been controlled by the dam at Lakeport, so that the surface of the rock has been covered a great portion of the time. It was found that the water and ice were rapidly obliterating the inscription. In October, 1880, casts were made by two Italian artists of Boston, Signori Lunchini and Caporoni, one of which is preserved in the rooms

of the New Hampshire Historical Society, in Concord; one was given to the Massachusetts Historical Society, and a third to the Proprietors of the Locks and Canals of the Merrimack River, whose office is in Lowell, Massachusetts. Several others are said to be in existence. But while the inscription was quite well defined, and to prevent further destruction, the Legislature of New Hampshire, September 7, 1883, and August 23, 1885, made appropriations and the State appointed commissioners to insure the preservation of the rock.

In the building of the Endicott Memorial structure, the merely ornamental was sacrificed in attempt to make the work appropriate, massive and permanent. The engravings upon the old rock and the substantial structure enclosing it are intended to perpetuate the record of an important event in colonial history.

Two hundred and forty years ago the "Beautiful Water of the Highlands" was probably discovered by civilized man. There is no stone, August 1, 1652, and upon that day cut the inscription upon reasonable doubt that the explorers stood upon this historic stone, August 1, 1652, and upon that day cut the inscription on its granite face. There is something sacred about this remarkable record, which marks a period only thirty-two years from the first settlement of Plymouth, Massachusetts. The stone is the oldest public monument in New England. Its age alone would command respect.

In Mr. Jewell's memorial speech, the suffering imposed upon the early settlers throughout the colonial state was made vivid. Such an experience is related in the following letter:

Maryland: September 22, 1756

Honored Father,

My being forever banished from your side will, I hope, pardon the boldness I now take of troubling you. Oh dear father, believe what I'm going to relate; the truth and sincerity, and balance my former bad conduct, my sufferings here, and then I am sure you'll pity your distressed daughter.

What we unfortunate English people suffer here is beyond the probability of you in England to conceive. Let it suffice, that I, one of the unhappy number, am toiling almost day and night, and very often in the horses drudgery, with only this comfort, that you bid you do not half enough and then tied up and whipped to that degree you not serve an animal.

The early settlers were never sure about the Indians, for they were often generous and most hospitable, yet they were quite cruel and cleverly cunning, and enjoyed unmerciful war.

A young wife of a Massachusetts settler who was captured by the Indians, gives the following account:

At late they came and beset our own house. Some in our house

were fighting for our own lives; others wallowing in their blood. The house on fire over our heads, and the bloody heathen ready to knock us on the head if we stirred out. But out we must go, the fire increasing and coming along behind us roaring. The Indians gaping before us with their guns peered and ready to devour us. Of the thirty-seven persons who were in this one house, none escaped either present death, or a bitter captivity, save only one, who might say, as did Job, "and I only" am escaped to tell the news.

There was one, with a voice of reason, named William Penn, who addressed the following letter to the American Indians:

Now I will have you well observe that I am very sensible to the unkindness and injustice that hath been too much exercised towards you by the people of these parts of the world, who sought themselves and to make great advantages by you. I am not such a man, as is well known in my own country. I have great love and regard towards you, and I desire to win and gain your love and friendship by a kind, just, and peaceable life.

William Penn

INDIAN TRAILS

by
CHESTER B. PRICE

1956

© 1957 by The Ohio State



LEGEND

CAMPERS KNOWN TO DATE:

- 1. Merrill's Hill
- 2. Merrill's Hill
- 3. Merrimack Falls
- 4. Cold Brook Camp, Merrimack Falls
- 5. Putney Falls, Merrimack Falls
- 6. Camp Sycamore, Tollandville Hill
- 7. Putney Falls
- 8. Merrimack Falls School Camp, Putney Falls
- 9. Camp Sycamore, Clay Falls
- 10. Merrimack Falls
- 11. Cold Brook Falls
- 12. Merrimack Falls
- 13. Merrimack Falls
- 14. Merrimack Falls
- 15. Merrimack Falls
- 16. Merrimack Falls
- 17. Merrimack Falls
- 18. Merrimack Falls

INDIAN VILLAGES:

- I. Merrimack
- II. Merrimack (The White)
- III. Merrimack (Merrimack Hill)
- IV. Merrimack
- V. Merrimack (Merrimack Falls)
- VI. Merrimack (The White)
- VII. Merrimack (The White)

FORTS:

- A. English Fort opposite the Lake, Indian, built by Col. Thomas Ashton
- B. English Fort at Merrimack Falls, built by Ashton

THE LAKES REGION OF NEW HAMPSHIRE

PREPARED BY THE STATE PLANNING AND DEVELOPMENT COMMISSION
IN COOPERATION WITH THE LAKES REGION ASSOCIATION

Courtesy of Mildred Beach, Executive Secretary of the Lakes Region Association

Chapter Three

The Steamers' Past

The Steamers' Past

It was old Harvey who always told the story, in his country twang, about the lake, islands, and steamboats which dominated these mirror waters of New Hampshire. He would recall, to any who would listen, the legends of the Indians, the Weirs, the old mail boats making their daily stops at the many islands, and the "Lady of the Lake" racing the "Mount" down the straits to Center Harbor.

"Now I can remember," old Harvey would say, "the old crafts that sailed these waters. You don't remember, but it was back in 1830 that we had our first means of lake navigation called a horse-boat. These old scows were about 60 to 70 feet long and would travel nearly two miles an hour by means of a treadmill in the stern of the boat operated by one or two horses. This treadmill turned side paddle wheels and that made the boat go."

Miss Betsy Landik tells us that in 1887 there was a little boy who didn't like farming and who didn't like school. But he loved the great lake the Indians called "Winnepesaukee," with its blue waters, its shores lined with hemlock and birches, and its border of mountains running back against the sky.

Most of all, he was fascinated by the boat for which he watched every day. No ordinary boat was this, for it was driven by horses!

It was a scow affair; Squire Barron of Lake Village and a man named Parsons had built a treadmill in the stern and it was operated by two horses. The poor dobbins were like twin Flying Dutchmen and they kept plugging all day long and never got anywhere!

It's evident to see why a youngster would be fascinated, and so he went to work on the scow at the age of 11, and before long he owned it.

These old horse-boats went out in 1890, but we hear many a native talk about them.

Rufus Smith tells the story that he, with Stephen Wentworth, brought the first boatload of wood to Lake Village with about 20 cord of the best hard wood and sold it for \$1.25 per cord and was required to take his pay out of the store!

The following is taken from the *Meredith News Supplement*, September 17 and October 8, 1929.

It may be interesting to some to introduce here an account of an excursion on a horse-boat in 1858, as written by the late Mrs. Emma P. Whittier:

In looking back upon the past years,
So many things to us appear,
'Tis hard to tell which one to choose,
As we invoke the rhyming muse.
Some things to us might seem replete
With memories dear and complete,

While others might think it very stale,
And no interest in the tale.
But we will do the best we can
To carry out the committer's plan,
And in a novel kind of verse,
This incident we will rehearse.
Once upon a time, some years ago,
On an excursion we did go;
No little steamer then did ply
Upon the lake in those days gone by;
So we embarked one summer morn
Upon a horse-boat — 'twas very warm.
We think our party numbered eighty,
And some of them were pretty weighty.
The boat was full and somewhat crowded
And still it was not overloaded.
Those on board comprised all classes
From gray-haired men to rosy lasses.
And oh, the different styles of dresses —
We were surprised we must confess
For some were there with meeting clothes
From stove-pipe hats to silken hose,
And bonnets trimmed right up in fashion
Which were not fitting the occasion.
As we passed upwards, through the "Wares,"
Our hearts were light and free from cares,
And young and old were full of life,
And laid aside were toil and strife.
At Long Island we soon did land,
Among the rocks and through the sand
Until we reached the shady trees
And rested in the balmy breeze.
The lunch hour came, and not too soon,
For all were hungry, every one,
And how good the food did taste!
And not a crumb was left to waste;
Baskets and boxes soon were empty
But everyone had had a-plenty.
After dinner the time was spent
Each in their own way, but all content;
Some hied away to the strawberry fields
And gathered the fruit that nature yields,
While others tried their luck at fishing,
But none were caught by simply wishing.
Others who were not inclined to roam
Waited for the boat to start for home.
At last we heard the signal call,
And we hurried down, both one and all
To the wharf where the little boat —
And soon we were once more afloat.
Thru the day the sun shone brightly

And the wind blew very slightly;
But to our grief we now discovered
The sky o'erhead with clouds was covered
And soon we saw the lightning flash
And heard the rolling thunder crash.
The timid ones grew very pale
As we scud along before the gale.
And as the rain came pouring down
Some were afraid that we should drown.
But soon the tempest o'er us passed,
And the sky grew clear at last.
But O, the plight that we were in,
For all were drenched unto the skin.
And those who were so finely dressed
Now looked no better than the rest.
Our spirits rose as the sun did shine
And all our years we did resign.
The merry laugh was heard once more
And all were happy as before,
And as we then came down the bay,
At the close of this eventful day,
All were agreed and with one mind
That it would be quite hard to find
A happier party in the state
Than this excursion of fifty-eight.

Steamboatin' during the nineteenth century was big business. If we were to compare the old dirt roads that connected the towns and villages of the Lakes Region, it's easy to see that water travel was fast, convenient and an accepted means of transportation for decades. Railroad stations were a common sight on every public dock throughout the Lakes Region, where trains would transfer passengers to one of the railroad-owned steamboats for the next jaunt. All these towns were laced together by boat lines and smaller craft connecting between the island and smaller communities. You could find, on any day, more than a dozen steamboats throwing soot into the air as they carried passengers and freight to all points throughout the Lakes Region.

One of the very first steamboats, measuring some ninety-six feet long and thirty-three feet wide, was the steamboat "BELKNAP." This old vessel was powered by a steam-engine salvaged from an old saw mill. The boat made her launching at Lake Village in 1833. With a few mishaps, she made her maiden voyage on schedule and continued to operate on the lake for eight years, until a cold October day in 1841 when we witnessed the lake's first shipwreck. A nor'easter was making its approach and the "BELKNAP" was sailing out of Center Harbor, towing a raft of logs that apparently slowed the vessel down to a speed of approximately three miles an hour. Now it was somewhere between Six Mile Island and Birch Island that a gale struck the old boat. She was unable to make headway with the heavy load, and the "BELKNAP" swung onto the rocks of a small island, smashing its bow. She sank almost immediately. The machinery was later salvaged, but

their drop in business they gave the go-ahead to build another ship in 1871 that would out-run even the "Lady." The leading boat-builders from the Atlantic coast were consulted.

In 1872 we saw the launching of a new steam sidewheeler at Alton Bay which was christened the "Mount Washington." She was longer, faster, and the most beautiful sidewheeler ever built in the United States. A single piston with a diameter of forty-two inches and a stroke of ten feet drove this vessel at better than twenty miles an hour. The piston drove these sidewheels by means of a walking-beam on top of the super-structure. Picture the tall smokestack belching smoke into the sky, and the walking-beam compressing up and down, up and down, to turn the giant paddle wheels. The horsepower was 450 at full ahead, more than enough to leave the "Lady of the Lake" in her wake.

The following article by Howard F. Greene's **Winnepesaukee Voyage** states: Even though the "Mount" outclassed the "Lady of the Lake," their rivalry continued unabated for eighteen more years. The captain and the crew of the "Lady" pushed themselves even harder in their efforts to regain some of their lost business, until by 1890 the vessel ran three round trips a day from June 4 until October 20. She began her day's work at 5:30 A.M., sailing from Wolfeboro to Long Island, Center Harbor, Bear Island, and the Weirs. Arriving back at Wolfeboro at 10:20 A.M., she sailed immediately on her second trip, which finished at 3 P.M. The third and last trip of the day started at 3:30 and finished at 7:30 P.M. - a fourteen hour day for captain and crew, not counting the time involved in firing up in the morning and cleaning up at night. Even with all the efforts of the great "Lady," she could not withstand the losing battle against the "Mount Washington", and she made her last voyage in September 1893, after which she was destroyed by the owner. The "Mount" was left alone and crowned the Queen of the Lake.

During the days of the "Mount" and the "Lady", another type of steamer which was driven by a screw propeller made its way into the lake. There was no question that it was more efficient than the larger boats even though it could not compete with the big sidewheelers when at full speed. The main purpose for these smaller craft was for tourist business which was becoming very popular in the region.

Launched five years after the "Mount Washington" was the first screw-driven steamer, the "Mineola." The launching took place at Lake Village where hundreds gathered from all over New Hampshire to witness the christening of this first screw-driven vessel that claimed she could reach speeds of ten miles per hour. The skeptics could not swallow this claim, for the screw propeller was still unproven; on her maiden voyage she reached ten and one-half miles an hour.

The most famous of the screw-propelled ships was the "Maid of the Isles," built at Wolfeboro in 1877, at a cost of \$16,000.00. The natives have it that the "Maid" won a race against the "Mount" in one of the many races between the early steamers.

Old Harvey continues, "It was down Three Mile Island heading in towards Center Harbor that the "Maid of the Isles," near Becky's Garden, docked at Center Harbor about a minute before the "Mount." Many claim, however, that the "Mount" was ambushed with the "Maid" carrying a full head of steam while the "Mount" was just coasting at seventeen knots. "Us old-timers still hold that if the "Mount" had her full steam, nobody could beat her."

After many mishaps, the "Maid" saw the end of her career at Center Harbor, when a group of Independence Day pranksters set the old girl afire. This seemed to be the turning point for all boating on the big lake, for in 1893 the Concord and Montreal System ceased; the "Lady of the Lake" made its last voyage, and the Boston and Maine was faced with competition from the automobile. Roads improved, more people were travelling by auto, and the commercial value of the steamers began to cease. By the end of World War I and the signing of the Armistice, the steamers as commercial transportation were on the downward trek.

The Boston and Maine officials finally decided to cease operation of the "Old Mount and Steamship" business; thus, during the 1920's, the "Mount Washington" was sold to Captain Leander Lavallee.

Captain Lavallee just wouldn't give up the ship, so he turned her into a passenger tourist vessel, and made for himself a leisurely business of carrying summer vacationers around the lake, and she continued in this capacity until December 23, 1939. Millions of tourists from all over the world rode the old sidewheeler, and hundreds snapped pictures of the giant wheels and the walking-beam. For 67 years this old vessel made a legend for herself unsurpassed by any other steamer on the lake, until that cold winter day in December when an unexplained fire swept through the train station and docks at the Weirs, and sent the steamer "Mount Washington" to the bottom.

Many thought that this was the end of steamboating on Lake Winnepesaukee and nothing would ever replace the old sidewheeler. It was Captain Lavallee who firmly believed that this was not the end. Thus he set out to travel all over New England in search of another vessel which might replace, in essence, the old "Mount." After much searching, he came across an old sidewheeler named the Chateaugay in Lake Champlain. Was this the boat that might replace the "Mount"? Could the hull of this fine vessel be moved over land to Winnepesaukee? Could we bear the cost of transporting? Was there enough Yankee ingenuity to make this a reality? These and many more were the questions facing Captain Lavallee.

A refreshing story told us by Betsey Landick about Captain Lavallee refers back to when he owned the old sidewheeler.

The cry, "Here comes the 'Mount'," is a familiar one at Winnepesaukee. When it rings down along the shore, ladies leave their knitting on the porch, youngsters run for the pier, bathers stop to watch her steaming by, and canoes and speed boats swing 'round to catch her waves.

Her arrival and departure is an event which always livens the daily scene.

Captain Lavallee has weathered cyclones, storms and panic on Lake Winnepesaukee.

That made us pause. "Cyclones?" we asked. The lake has always looked so calm.

He nodded. "It was when I was running passenger service on the "Marshall Foch," he said. "That was the boat I bought during the war and named after the famous French marshal because my son was interpreter for him.

"Well, it was a lovely summer's afternoon. Everything had been going along grand. We had about 40 aboard - all Grangers from New Hampshire parts. Then, all of a sudden it got dark. It was only about three in the afternoon, but it got black in almost no time at all. Then the wind came, and the rain.

"Well, Ma'm, you never saw anything like it in all your life. The wind took those trees along the banks and tore 'em out by the roots. Of course, we couldn't see it then, it was too dark. But afterwards we could see the damage.

"It tore up half a million feet of timber and it turned a 12-room house around end for end. But it didn't harm a stick of the 'Marshal Foch.'

"Weren't the passengers scared stiff?" we asked. Only one woman, he answered, and she was scared because it was dark!"

Bsides owning these two boats, the "Mount" and the "Marshal Foch" he also owned the "West Wind," a freighter. It is interesting to note that the "Foch" was one of the first U. S. mail boats on the lake and delivered to many of the islands.

"I'm boat poor and boat crazy," said Lavallee. His face, weathered from nearly sixty years of looking out over Winnepesaukee, broke into a smile. He smiles only occasionally, but that smile was meant to say he rather liked his particular form of insanity.

Early Steamers of Winnepesaukee

Belknap - Built about 1833 and launched at Lake Village. Powered by steam engine from an old saw mill.

Red Hill - Built about 1856. Built on the same principle of the Belknap in that her career was comparatively short.

James Bell - Built during the years 1866-67 at Center Harbor (by Wentworth and Sweatt) and named after the late U. S. Senator, Hon. James Bell.

The Maid of the Isles - originally known as the **Gazelle**. Built at Wolfeboro by D. Haley in 1877. After a few years of service she lay sunken at Wolfeboro until the years 1887-88 when she was rebuilt on Long Island by Herbert A. Blackstone. In 1903 she was condemned and torn apart.

The Mineola - Built in 1877 at Newburgh, N.Y., for George H. Robie, Charles D. Robie and Charles Brown. The vessel arrived at Lake Village on July 5, 1877. This was the first steamer large enough for both freight and passenger business, and fitted with a stern propeller. It was later sold and operated by Elmer E. Davis.

The Belle of the Waves - Built in 1882 by Arthur Lamprey, at Long Island, and burnt at the back side of the island in 1887 or '88.

The Lamprey - Built in 1882 at Long Island by Alenson and Robert Lamprey. It was purposely built for freight business and towing logs within different points of the lake. It finally burned at the Moultonboro wharf in 1892.

The Eagle - Built in 1886 at Lake Village by Herbert A. Blackstone. The vessel was originally built for Charles F. Brown and Alfred Wentworth. The vessel was later owned by Dr. J. A. Greene until it burned at the Long Island wharf in 1903.

The Cyclone - Built in 1889 at Melvin Village by Arthur Lamprey and used primarily for freight service.

The Roxmount - Built in 1889 in New York and shipped to Lakeport, N. H., at which time it was originally called the **Carroll**. Dr. J. A. Greene bought the vessel in 1891 and changed its name to the **Roxmount**. Today it is more popularly known as the **Belle of the Isles**.

The Meredith - Built in 1887 at Center Harbor, it was burned at its moorings at Black's wharf. After it was rebuilt, it was named the **Ethel Burnell**.

All other steamer vessels are so listed and described in the chapter concerned with the Steamers' Past.

HORSE BOAT OPERATED ON LAKE WINNEPESAUKEE, N. H. FROM 1878-1890 BY CAPT. LEANDER LEVALLEE

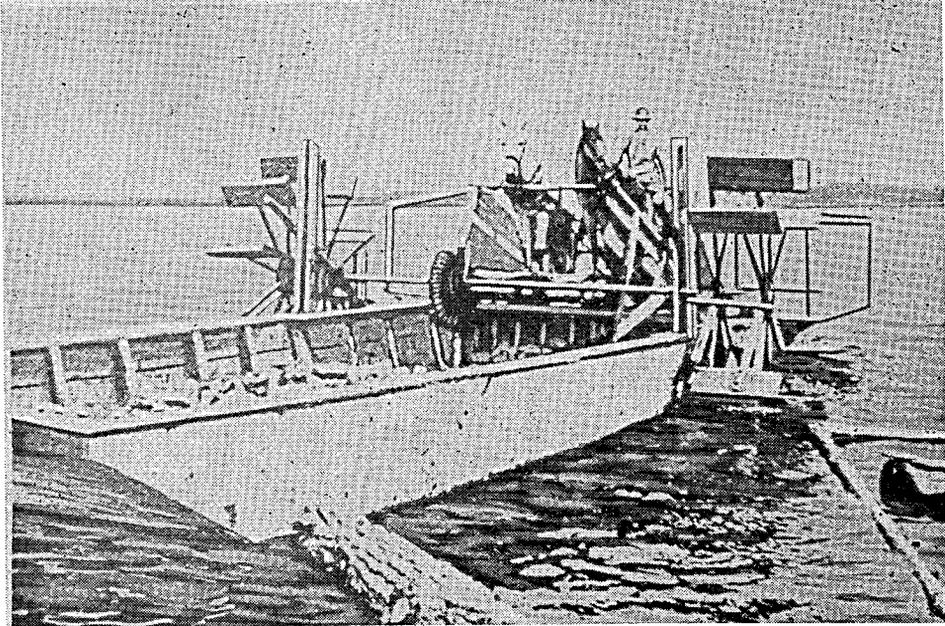


Photo Courtesy of Meredith Historical Society
Lavallee's Horse Boat on Lake Winnepesaukee from 1878-1890

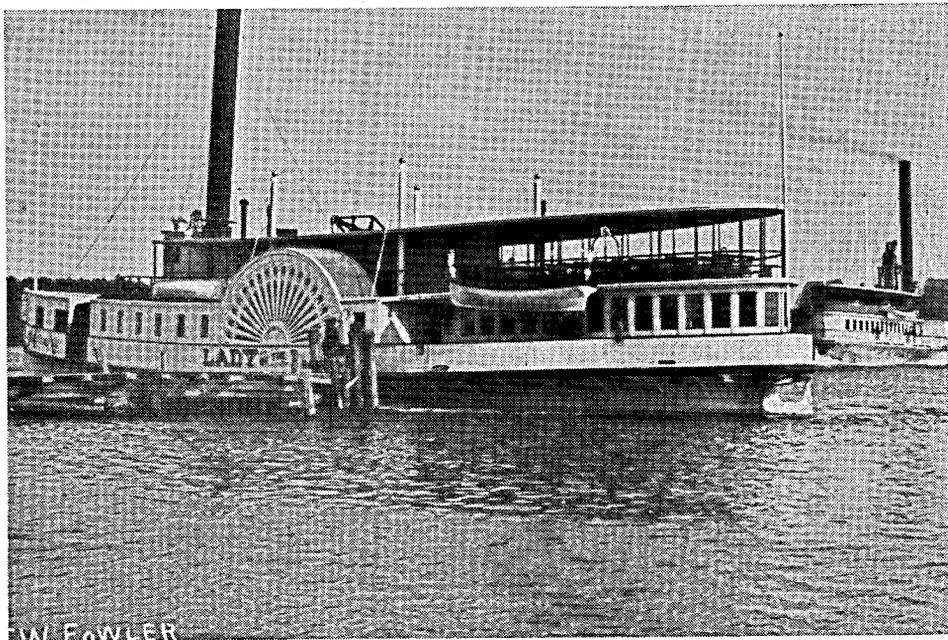


Photo by M. W. Fowler
Courtesy of Bryon K. Avery
"Lady of the Lake" with "Mount Washington" in the distance

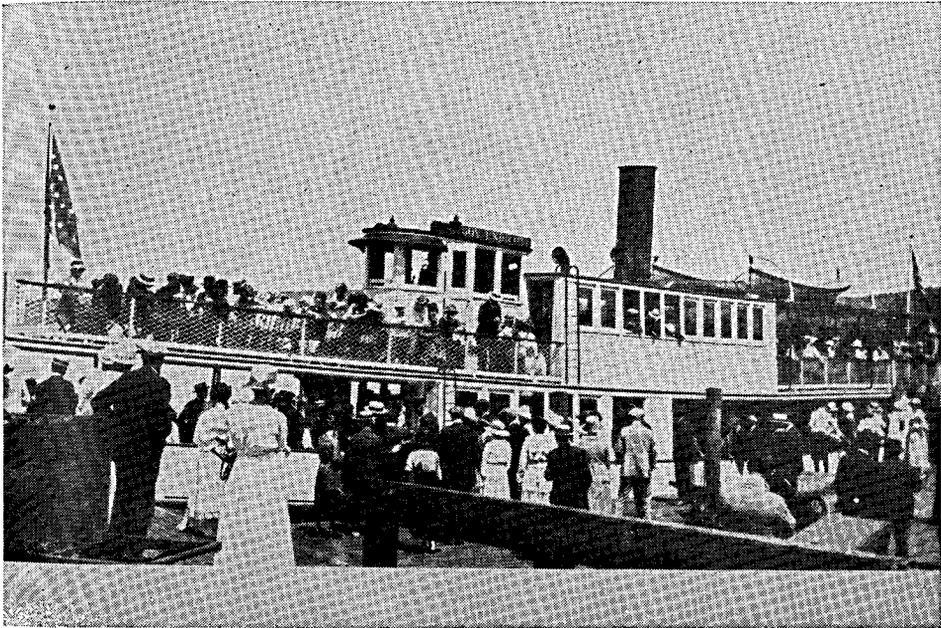


Photo Courtesy of Meredith Historical Society
"Governor Endicott" last big boat of any competition to the
"Mount Washington"

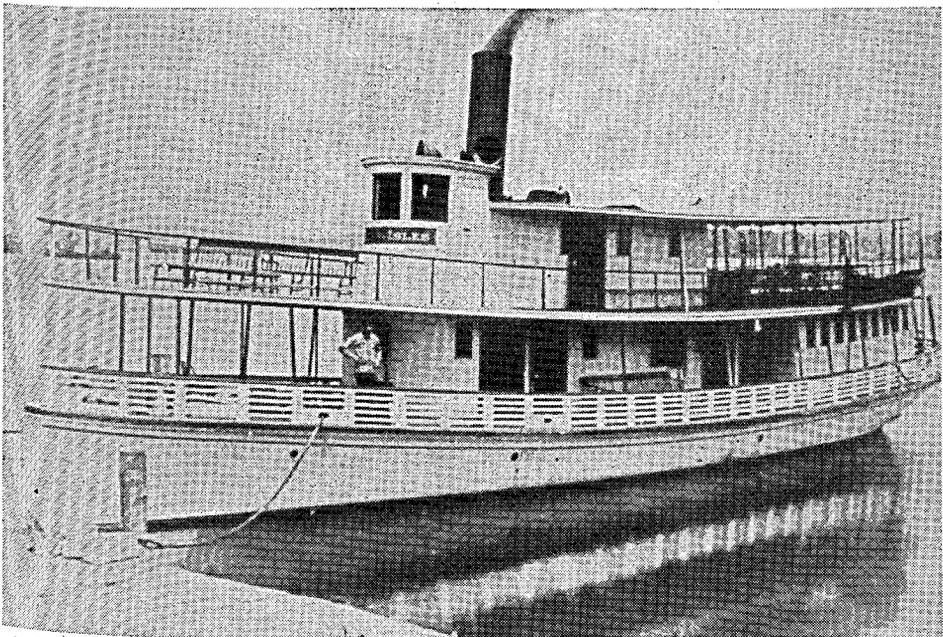


Photo Courtesy of Robert Murphy
"Maid of the Isles"

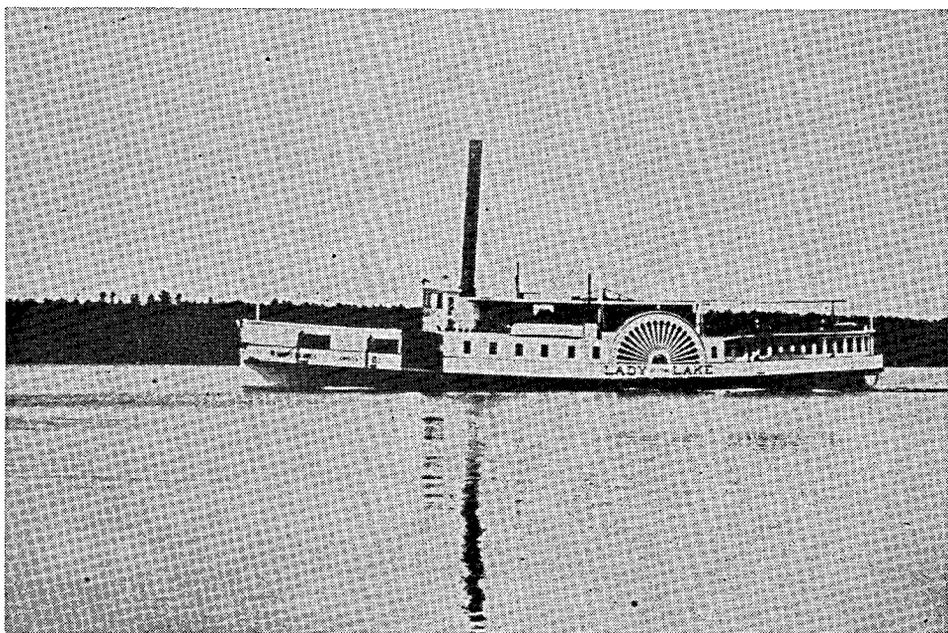


Photo Courtesy of Robert Murphy
"Lady of the Lake"

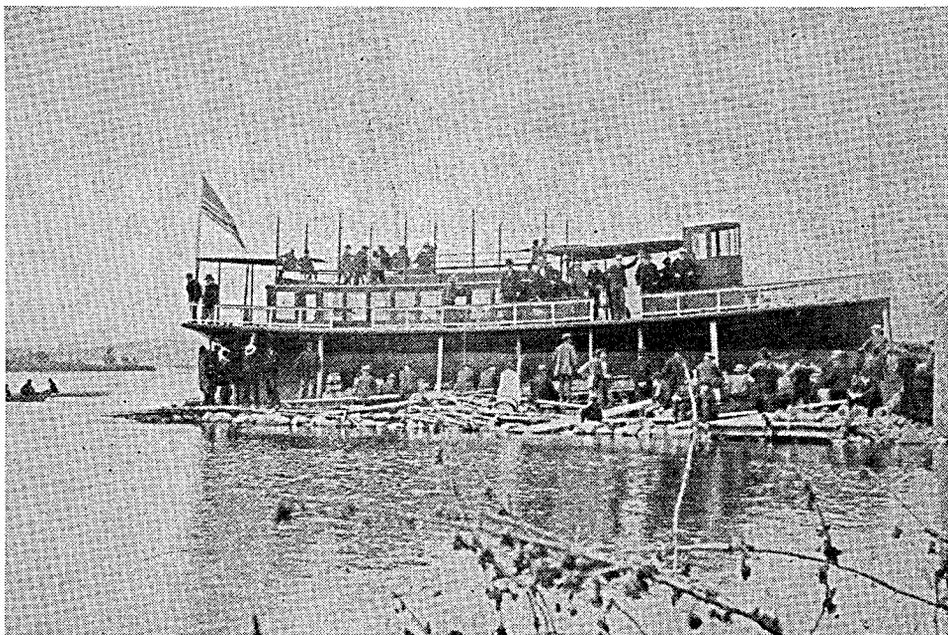


Photo Courtesy of Robert Murphy
"Eagle" just before launching at Lakeport, N. H. in 1866

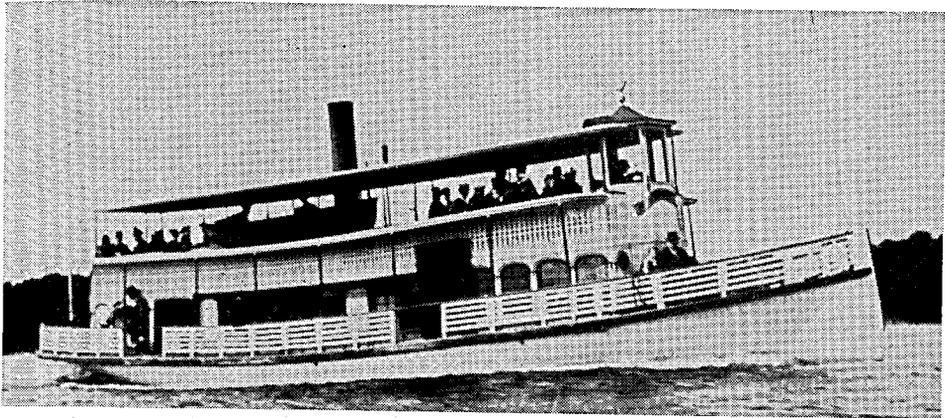
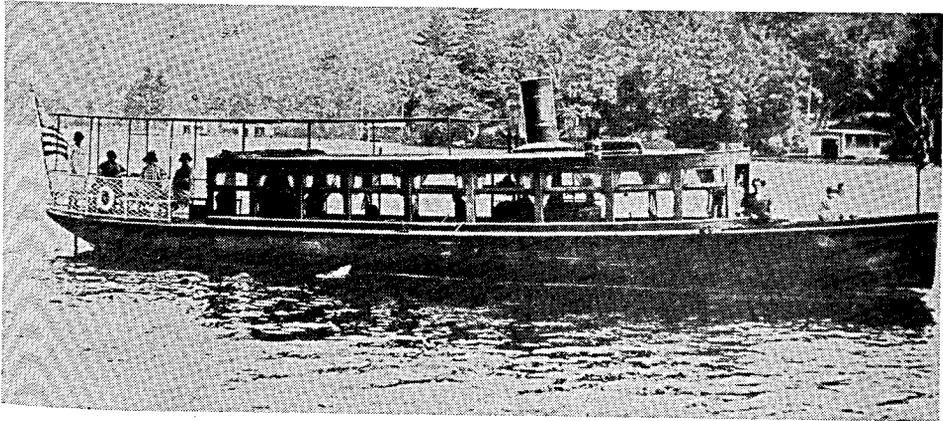


Photo Courtesy of Robert Murphy
"Belle of the Isles"



Picture by C. H. Cummings
"Rowena"

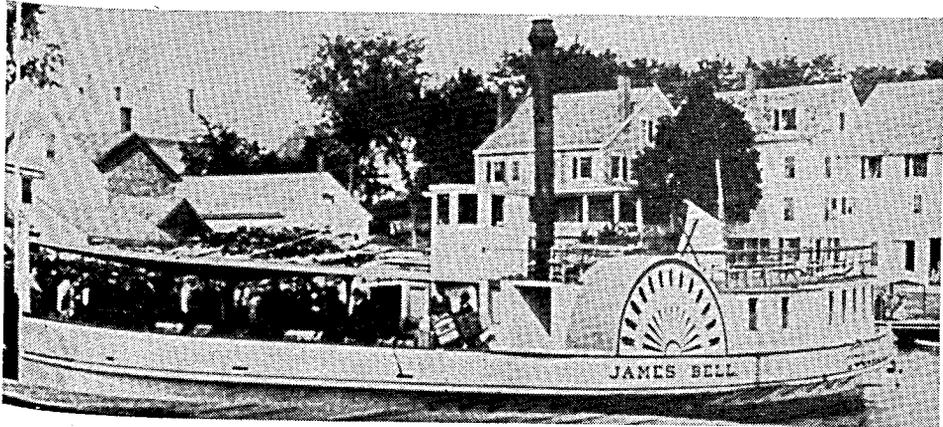


Photo Courtesy of Robert Murphy
"James Bell"

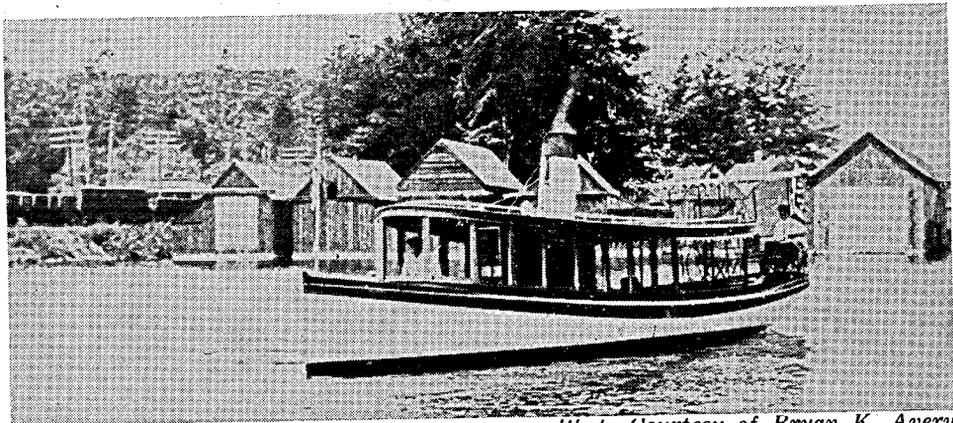


Photo Courtesy of Bryan K. Avery
U. S. Mail Steamer "Dolphin"

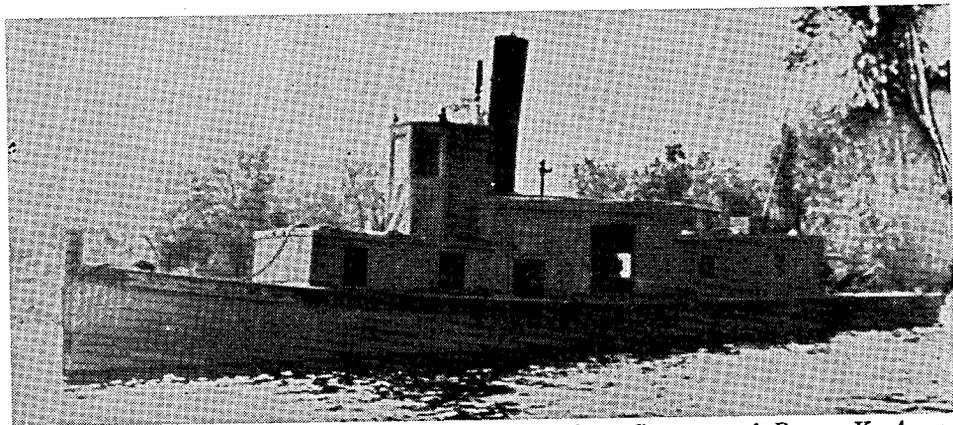


Photo Courtesy of Bryan K. Avery
Steamer "Center Harbor" at Lee's Mills, Moultonboro, N. H.

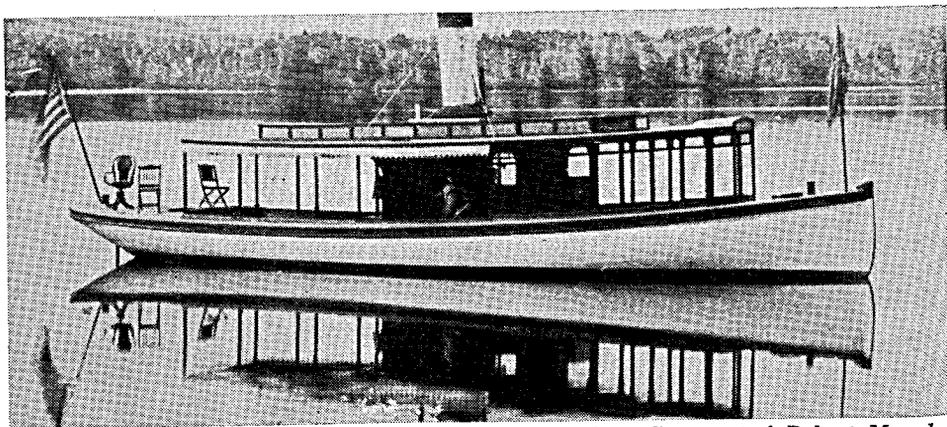
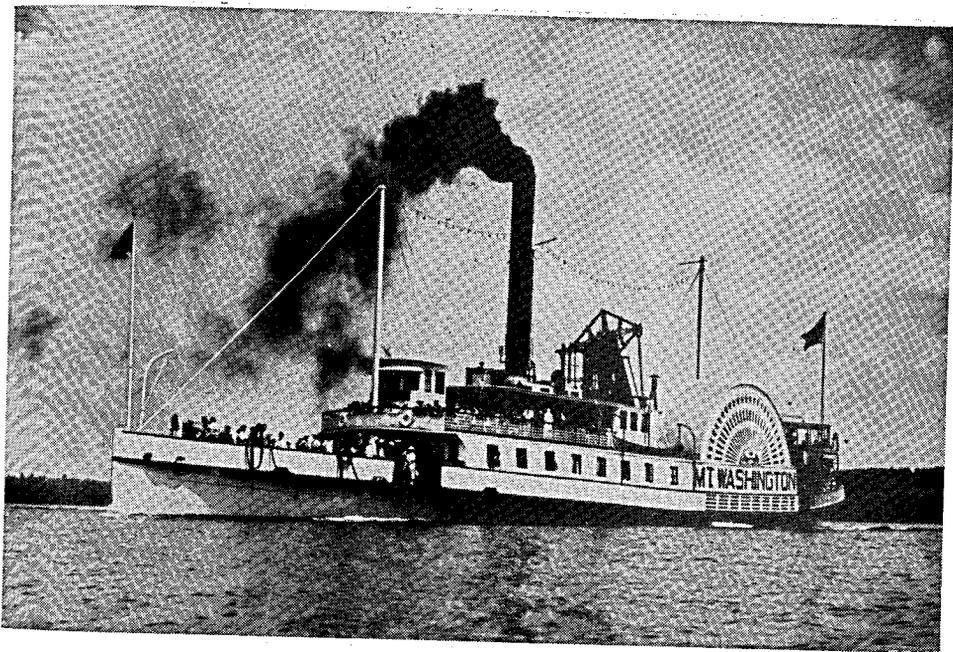


Photo Courtesy of Robert Murphy
"West Wind"



*Picture by Graham
Courtesy of Bryan K. Avery*

Mount Washington on Lake Winnepesaukee

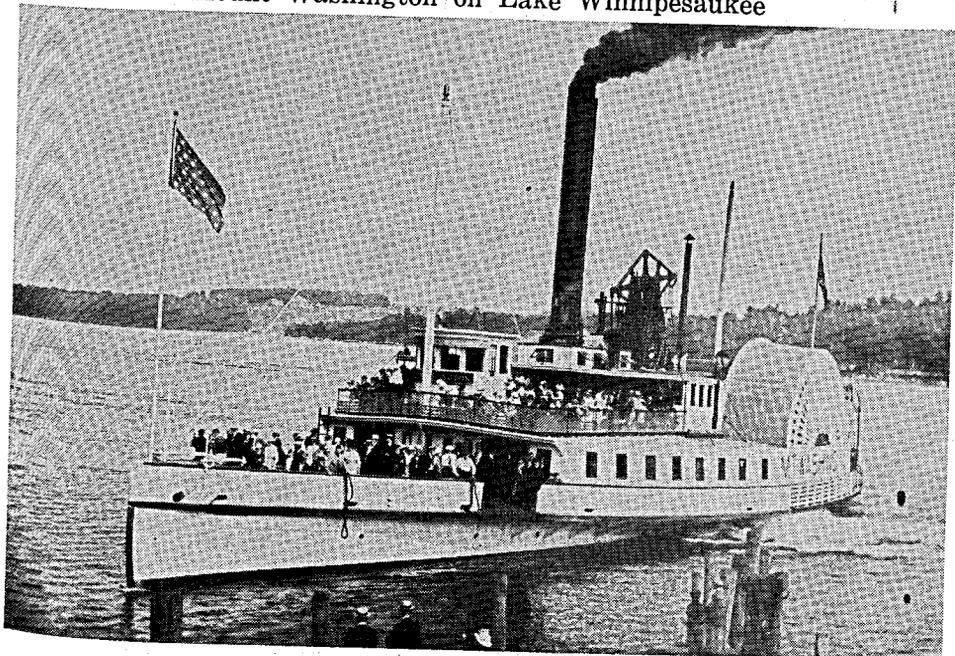


Photo Courtesy of Robert Murphy

"Mount Washington" coming into the Weirs.
Governor's Island in the distance.

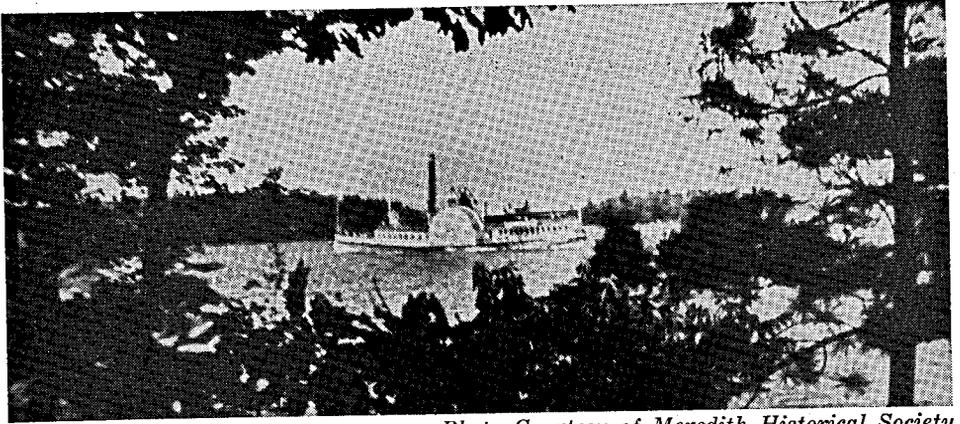


Photo Courtesy of Meredith Historical Society
"Mount Washington" from Bear Island



Photo Courtesy of Bryan K. Avery
"Mount Washington" at Endicott Rock Monument

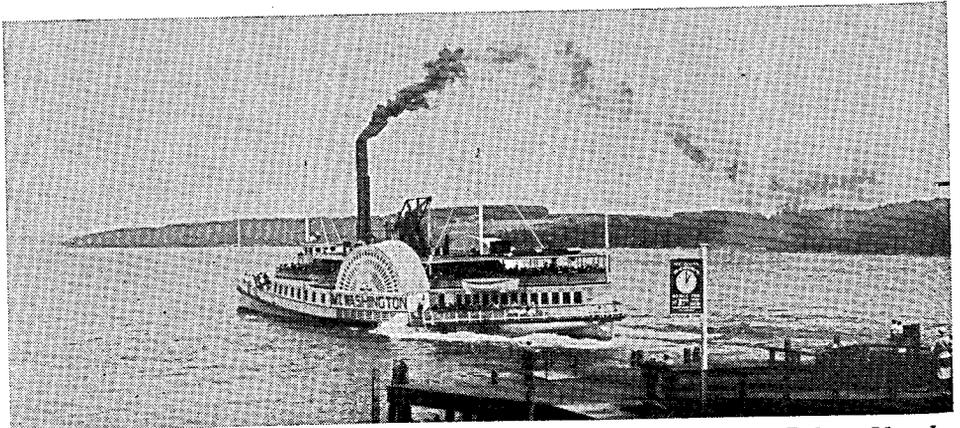


Photo Courtesy of Robert Murphy
"Mount Washington" leaving the Weirs

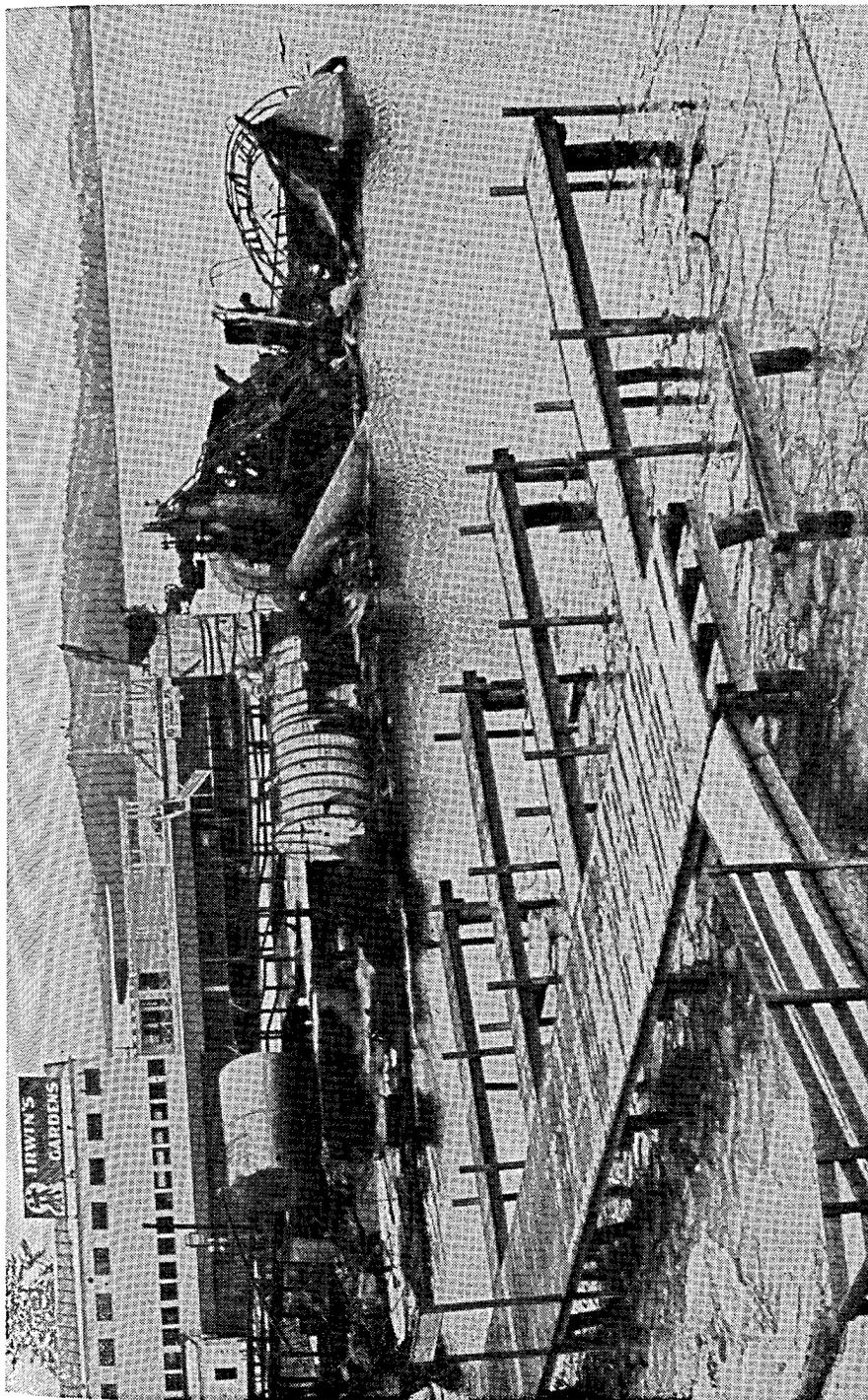


Photo Courtesy of Robert Murphy

Ruins of original "Mount Washington" at the Weirs, destroyed by fire Dec. 22, 1939; picture taken day after.

CHAPTER FOUR

The S. S. Mount Washington II

S. S. Mount Washington

Steamer Chateaugay stands victim to become new "Mount" on Winnetoesaukee.

After the fire of '39, Lavallee begins his search for a new vessel that might replace the old sidewheeler, "Mount Washington," which serviced the lake for 67 years. "To build a new one," Lavallee said, "would cost in the vicinity of a quarter of a million dollars." His search took him all over New England and the east coast until finally he spotted the old sidewheeler Chateaugay at Burlington, Vermont, on Lake Champlain. Here stood the iron-hulled steamer, built in 1888, staunch as the day she was launched. At the time Lavallee looked her over, she was being used as a club house by Burlington Yacht Club. Gambling all on the faith that the one hundred and fifty miles that separated the two lakes could be overcome, the contract was signed to purchase the Chateaugay for \$20,000. Thus began the unsurmountable task of dismantling the superstructure and transporting the hull to Lakeport, N. H. The hull was the only part of the ship wanted for the new "Mount." Now began the financial strain of such a project. To this aim came the aid of several interested New Hampshireites who believed in the project and gave financial assistance to Captain Lavallee. Such people included James R. Irwin of the Weirs who contacted many others for their support. Finally the services of John G. Alden, Inc., Boston, were secured for the construction and design of the hull. Mr. Colley drew up the plans for the new ship and the task of transporting the hull to Lakeport. On April 3, 1940, they finally cut the hull into twenty sections, loaded them upon flatcars, and carried them overland to New Hampshire, where they began reassembling, welding, and building the new superstructure. Captain Lavallee insisted that propulsion be by steam engines. This presented additional problems for engines of this type were no longer manufactured. After much searching an old steam yacht named the Crescent III was found in the New York area and was bought to the tune of \$25,000. They installed the boilers, engines, propellers and shafts; the launching date was coming to a reality. By this time, the entire Lakes Region was feeling the pulse of excitement, for the new "Mount" was going to be launched. What appeared at one time to be the end of the "Mount Washington" had become a believable item for the Region.

Mr. Paul H. Blaisdell expresses the following in his 1940 published account of the S. S. Mount Washington:

Throughout the hectic days of construction the task would have been hopeless without the enthusiastic cooperation of many individuals and officers. Byron and Carl Hedblom of the General Ship and Engine Works spared no effort to speed the day of launching, and to them must go much of the credit for the completion of the ship. The State Public Service Commission met on short notice to clear problems relating to its jurisdiction and keep things moving. Three crews worked in 8-hour shifts, and at any time of the day or night Captain Lavallee or James Irwin might be seen at the shipyard, ironing out problems with the engineer.

It was a gigantic undertaking, accomplished in a true Yankee fashion.

At the cost of approximately \$150,000.00, New England has the S. S. Mount Washington II. To speak of her as New England's ship is done advisedly, for she takes the place of a gallant craft which won the hearts of thousands. She is looked upon as a part of New England rather than as the exclusive child of New Hampshire. Truly she is the pride of Winnepesaukee's fleet.

On August 12, 1940, at Lakeport, New Hampshire, we witnessed the launching of the S. S. Mount Washington II. Thousands upon thousands of spectators gathered to watch the launching of the new "Mount."

The following account was related by the **Laconia Evening Citizen** on Monday, August 12th, relating the entire launching ceremonies. By permission granted by its publisher, Mr. Gallagher, we will relive that memorable day.

Launching of the steamer Mount Washington II was one of those occasions which comes to a community but once in a lifetime. Probably 20,000 saw the twinscrew, all steel ship glide into the water of Lake Paugus at 1:03 yesterday afternoon.

To the boys of the town, the perfect fillip to the day came when the boat, for which a six-inch clearance had been expected under the Weirs bridge, had to stop, and they were invited to jump on to provide ballast. It took but a few minutes to get the necessary "ballast," the flags were put on again and then the boat received a tumultuous welcome at the home dock at Weirs.

The boat entered the water at 1:03, was turned around by the old "West Wind" belonging to the "Mount's" skipper, Captain Lavallee, whose fifty-nine years on the lake reached their climax yesterday. To lower her two feet, the Lakeport fire pumper was engaged, and for two and a half hours, water poured into the lower compartment with Harold Tefft in charge. It will be pumped out and the correct displacement will be taken care of by the oil and the remainder of the boat equipment.

Shortly after five last night, when traffic was still the heaviest that state troopers had ever seen, the boat whistle blew twice, and the captain was taken on board again by raft for the trip to the Weirs.

The contractors think that it will probably be two more weeks before they return to Boston. Already the government has been making inquiries regarding the services of the architect, George Colley.

Welding was resumed at the Weirs as there were some parts of the superstructure which could not be put on until the boat went under the bridge.

The boat was christened by Dorothy Irwin, University of New Hampshire freshman, and daughter of Vice President and General

Manager of Steamship Mount Washington Corporation, James R. Irwin and Mrs. Irwin. Joseph W. Epply of Manchester and Meredith Neck was master of ceremonies, introduced by chairman Edward L. Lydiard. He called on Mayor Robinson W. Smith, Director of the Steamship Corporation and Congressman A. B. Jenks of Manchester who promised to introduce a bill for the building of a navy yard at Lake Winnepesaukee.

Captain Lavallee spoke briefly of his appreciation of the support given him, and cheers resounded as he ascended the long ladder to the deck. The old men rejoiced when the Captain used the old Yankee pronunciation of "engine." His son, Rev. Andrew Lavallee of St. Anselm's, Manchester, blessed the boat at the prow according to the formal naval custom.

The boat sponsor was in a white national costume, and 42 young girls all in white and carrying flowers, one representing each community in the Lakes Region, accompanied her as ladies of the court.

Mr. Hedblom, of General Ship and Engine Works of East Boston, contractor, supervised the details of launching.

Waters of Lake Paugus and later of Lake Winnepesaukee at Weirs Bay were dotted by 500 private boats of all descriptions, from canoes to handsome cabin cruisers, and ship bells rang and whistles tooted as the boat started on its four mile trip to its berth.

The boat was escorted by many pleasure craft to the Weirs. Paul Blaisdell of Public Service Commission acted as a marine traffic official throughout the day, and in the lead of the boats was that of the commission transportation director, Winslow Melvin.

Jim Irwin in his speech said that as usual he was the "clean-up man" and made graceful allusions to those who had helped make the scheme of the boat which had been referred to as "Crazy" a successful reality.

Laconia Evening Citizen,

Laconia, N. H.

Monday, August 12, 1940

FIVE HUNDRED KIDS FOR BALLAST

Arthur Smith, fuel dealer of Lowell, who operates a cabin colony on his old farm on Hilliard Street above the Weirs, made a helpful suggestion when the Steamer Mount Washington II caught as it started under the bridge at 7:25 Sunday night in the Weirs channel.

"Hey, Cap," he shouted to Leander Lavallee, "How about having 500 of these kids jump aboard for ballast?"

"Fine idea," answered Captain Lavallee. So Mr. Smith spread the word, the state cop on duty assented, and scores of youngsters loomed

from the bridge to the top of the boat.

Captain Lavallee said the boat only needed to clear the bridge abutment.

Harold Whitney in a speed boat assisted the tug boats fore and aft, and when the "Mount" passed under the bridge, paused to have its flags hoisted again, friends crowded around Naval Architect George Colley to congratulate him on the smoothness of his calculations.

That evening, after the "Mount" arrived at the Weirs, men worked day and night in preparation for its trial run which was but a few days away.

The day finally came for its trial run which was made around Governor's Island and the result found more work to be done on the engines.

Captain Bryan K. Avery, present skipper of the "Mount," and who was one of the workers at this time, recalls that maiden voyage which witnessed a crowded vessel impart itself upon the waters.

"The engines were all right," Avery explained, "but couldn't seem to get much power caused by the oil burners, I think. We cut out Center Harbor and went to Wolfeboro, Alton Bay and back to the Weirs; and were at least 6 - 8 hours doing it.

Carl and Byron Hedblom from General Ship went over the ship that night, and the next time she went out, it made good time."

S. S. Mount Washington II

August 1940

CORPORATION OFFICERS

Leander Lavallee	President
James R. Irwin	Vice President & General Manager
William Lord	Clerk
Charles F. Ayes	Treasurer
Hon. Robinson W. Smith	Director

GENERAL COMMITTEE AUGMENTING THE CORPORATION

Commodore John P. Wright, Eagle Island
Joseph Epply, Manchester
Arthur E. Moreau, Manchester
Frederick W. Stock, Governor's Island
Herbert Manning, Governor's Island
Hugh Hescocck, Lakes Region Association
Harold H. Hart, Lakes Region Association
Edward L. Lydiard, Laconia

S. S. Mount Washington II

Facts and Figures

1. Built at Lakeport, New Hampshire in 1940 as a twin-screw steamship.
2. Iron hull from the Steamer Chateaugay, Lake Chaplain, Vermont, originally built in 1888.
3. Power plant from the Yacht Crescent III.
4. Construction by the General Ship and Engine Works, East Boston, Mass.
5. Designed by (George A. Colley, N. A., resident engineers) John G. Alden, Inc. Boston, Massachusetts.
6. Two 750 horsepower steam engines and boilers built by Herreshoff at Bristol, Rhode Island. Reconditioned by the Bethlehem Steel Company. Operated by oil burners.
7. Length 205 feet.
8. Beam 35 feet.
9. Draft 7 feet.
10. Tonnage 500.
Inspected and licensed (by the Public Service Commission) under the laws of the State of New Hampshire.
Classed by the American Bureau of Shipping.

It wasn't long after the second "Mount" was in commission on the lake, when the following article appeared:

FINAL HEARING HELD IN "MOUNT" CO. CASE Referee Indicates Secured Creditors Will Get 20 - 25% Dividends

CONCORD, April 10, 1942 - The stormy fiscal seas in which the SS. Mt. Washington II sailed for more than 18 months subsided yesterday after a final meeting of the creditors before Raymond U. Smith, U. S. referee in Bankruptcy.

The meeting was called to approve the account of Trustee Dudley W. Orr. The approval was granted by Mr. Smith, subject, however, to appeals from the decision within 10 days.

Final figures showed that general creditors, whose scheduled claims total about \$27,000, will get nothing. The secured claims, as scheduled in the bankruptcy file, total \$108,000. Referee Smith indicated that he would issue an order shortly for payment of between 20 to 25 per cent to the secured creditors and lienholders.

Unless other creditors appear or some appeal is filed, the recent meeting closes the financial log of the Mt. Washington II for its trip from Lake Champlain in Vermont to Winnepesaukee.

On the other hand, it appeared unlikely that the General Ship and Engine Works, present owners of the big vessel, will be able to operate it this year. The engines which power the craft require much the same type of fuel oil demanded by most naval vessels, and a favorable priority rating for the pleasure ship was not regarded as likely — **Concord Monitor**, Concord, New Hampshire. In 1942, after bankruptcy, the Coast Guard acquired her engines for war services, and the vessel was laid up until the end of hostilities.

Men Who Worked in Building the Mount Washington II

Sylvester Carroll
Joe Couture
Edward Hienis
Lewis Willey
Ernest St. Jacques
Louis Hilliard
Joseph Gremaldi
George L. Whitehead
O. E. Bunker
Oscar Telander
Archie P. Jacques
Ivar Jensen
Joe Lyden
Paul Donato
Roy McGrath
Murray Rider
Noble Christensen
Laurence Roberts
Arthur Roberts
Carl Roessler
William Yarn
Benjamin Santo
Joseph Benard
David McKinney
Joseph Parchesky
Thomas Hughes
Frederick Cotter
Byron Hedblom
Gus Duvall
Robert Harris
Jim Demain
Stanley Anderson
Chester Parker
Jack Frost
Jim McInnis
Gus Svenson
Edgar Parker
William Bernardi
George Peterson
George Caterino
Red Taylor
C. Taylor
Mr. Bailey
George Wright
Lee Clow
Lionel Dupont
J. H. Wells
J. P. Valliere

Bill Joy
Faunce Kennedy
Christ Johannson
L. Berge
J. Hughes
J. Capprini
E. Garland
Sidney Holman
Chester Lord
Chester Davis
Ernest Brown
Robert Ingraham
Augustus Lavertue
M. MacKenzie
L. Theberge
A. Durette
G. Lavertue
W. Crockett
Bryan Avery
F. Dearborn
James Carroll
Ralph Shannon
Percy Eugly
Frank Danforth
Daniel Dockham
Ralph Blackey
Sidney Patchett
Ben Yeaton
A. Marshall
A. A. Malpiedi
R. E. Lacaillade
C. H. Crawford
E. Hilliard
R. Goodrich
E. D. Kane
A. Cariter
L. Cartier
Mr. Longa
Mr. Guiven
Mr. Buxton
Mr. Shedd
Mr. Merrill
Mr. Merrill
Mr. Vandenberg
Mr. Fisher
Mr. Hewitt
F. W. French

Courtesy — Laconia Evening Citizen
Laconia, New Hampshire

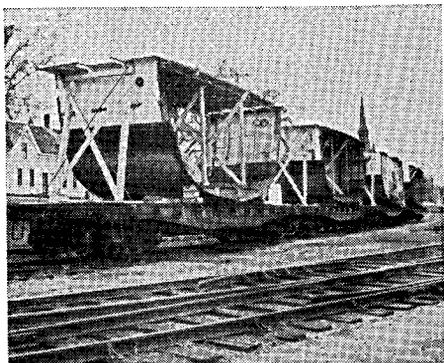


Photo Courtesy of Bryan K. Avery
 "Chateaugay" hull being
 transported by flat car to
 Lakeport, N. H. 1940

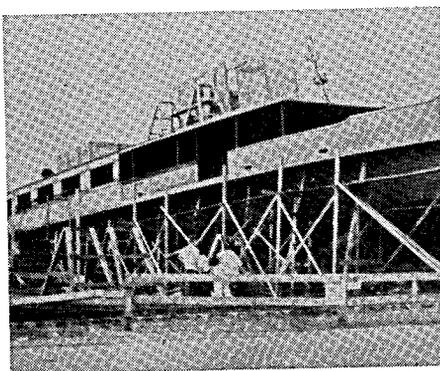


Photo Courtesy of Meredith Historical Society
 . Applying Super Structure to
 "Mount" 1940.

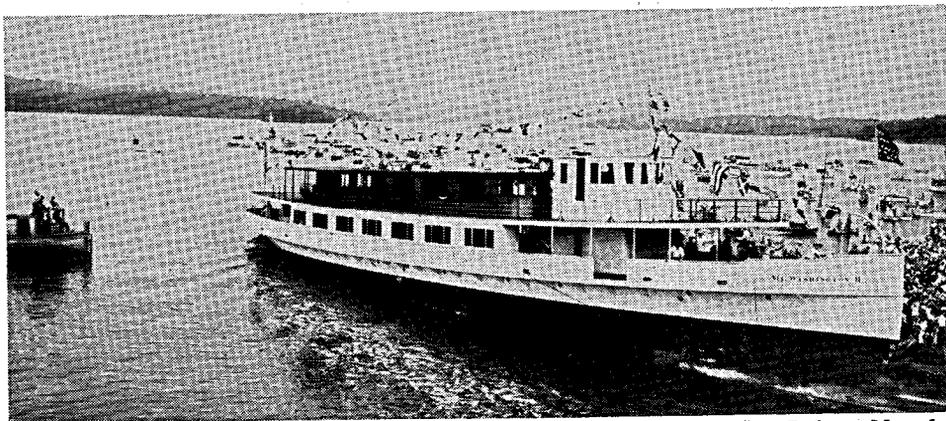
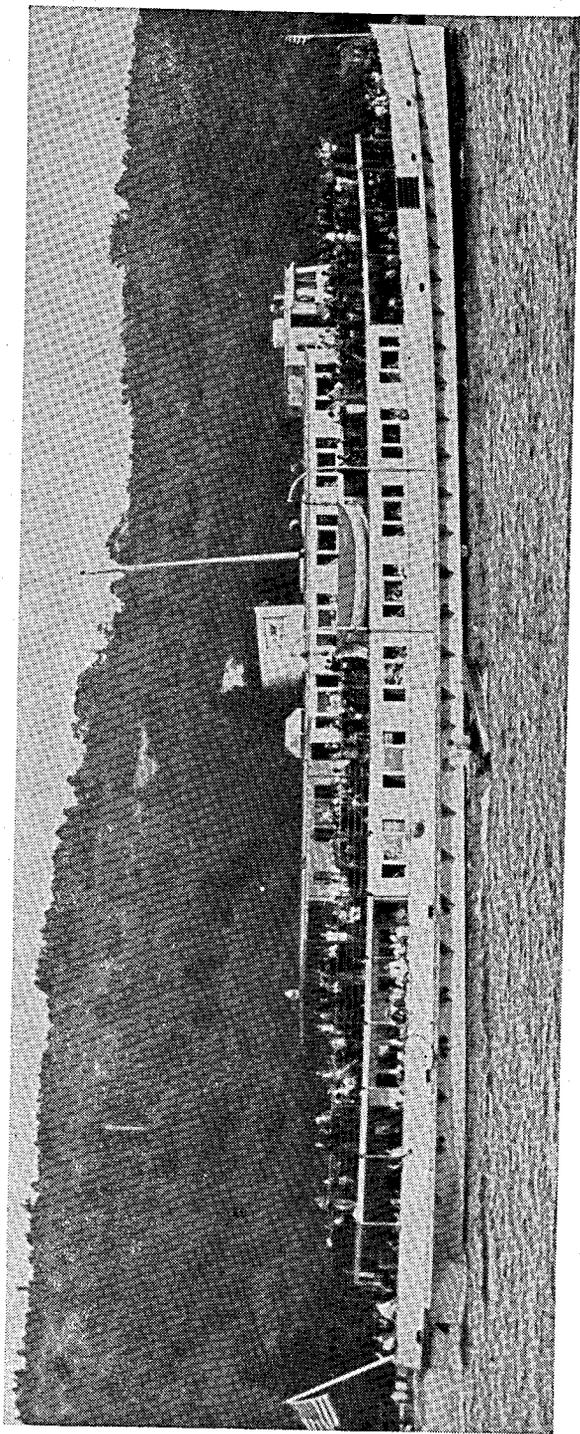


Photo Courtesy of Robert Murphy
 Launching of "Mount Washington II," Lakeport, N.H. 1940

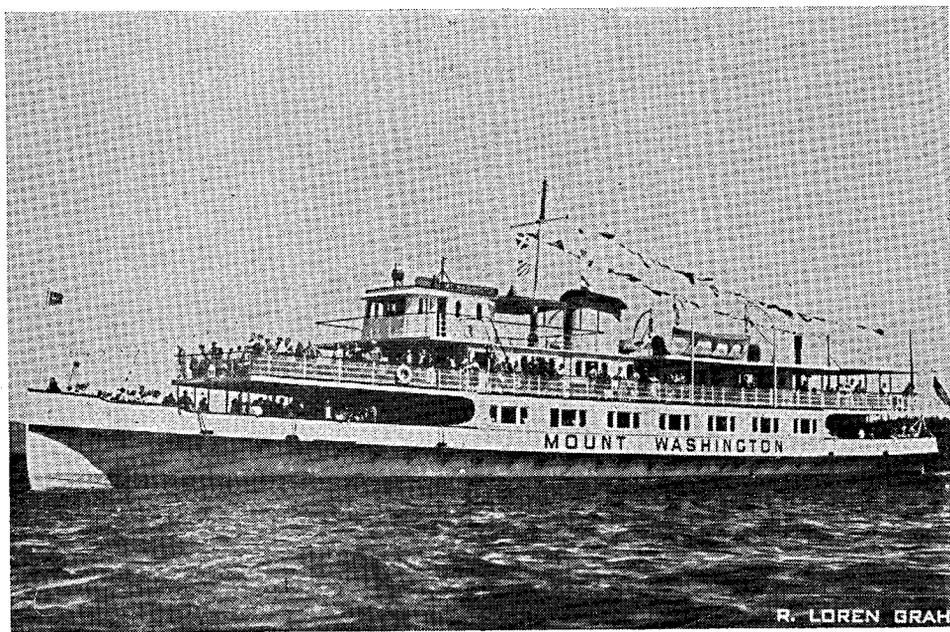


Photo Courtesy of Bryan K. Avery
 Launching of "Mount Washington II," Lakeport, N. H. 1940



*Picture by Harold J. Piper, Laconia, N. H.
Courtesy of Byron Hedblom*

S. S. Mount Washington II, 1940



"Mount Washington" 1946

*Photo by R. Loren Graham
Courtesy of Bryan K. Avery*

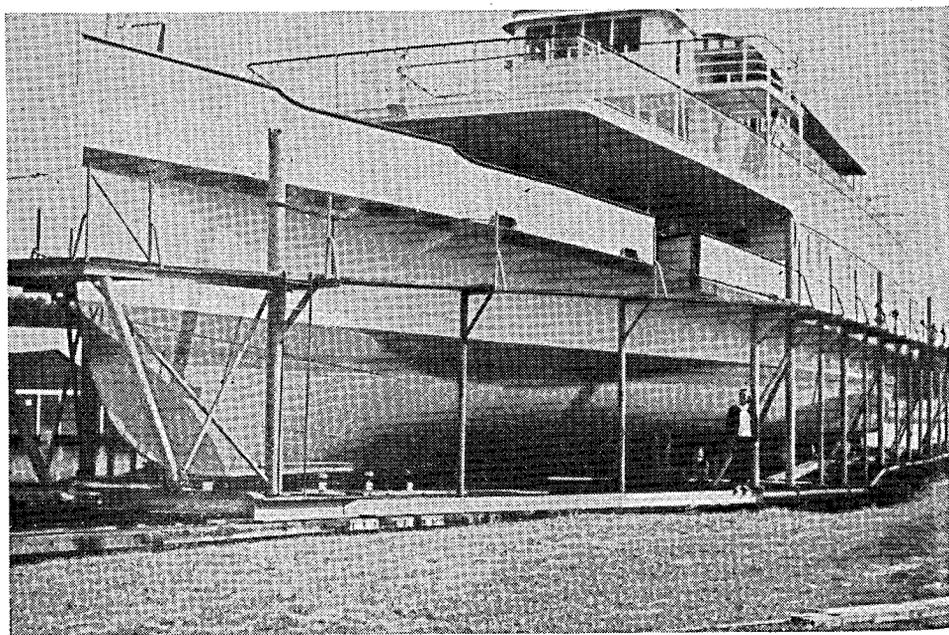
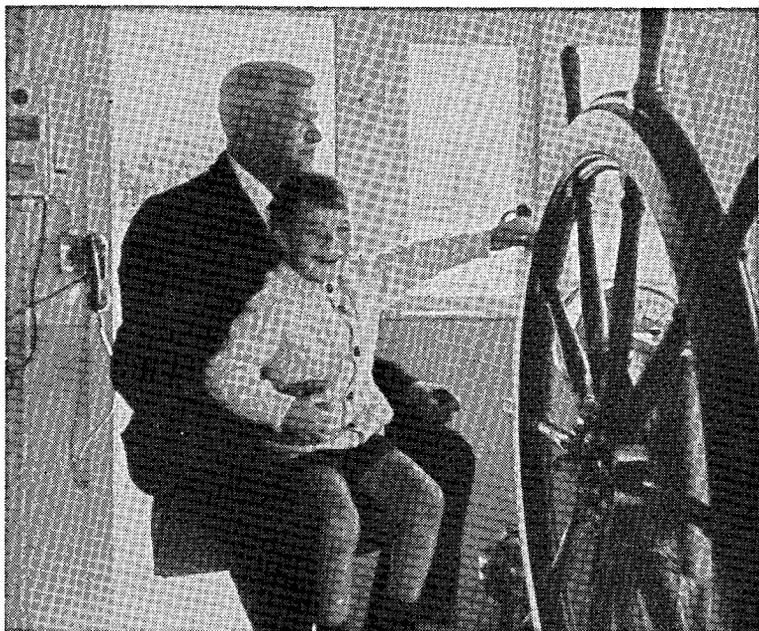
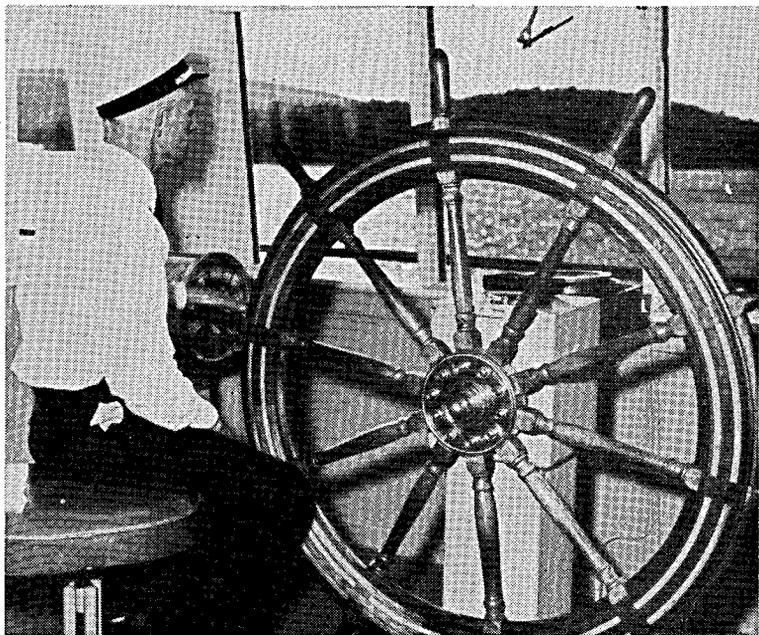


Photo Courtesy of Bryan K. Avery
"Mount Washington" on Marine Railway, September 26, 1964



Pilot and author's son Eric at wheel of
"Mount Washington"



Captain Bryan K. Avery at wheel of the
"Mount Washington"

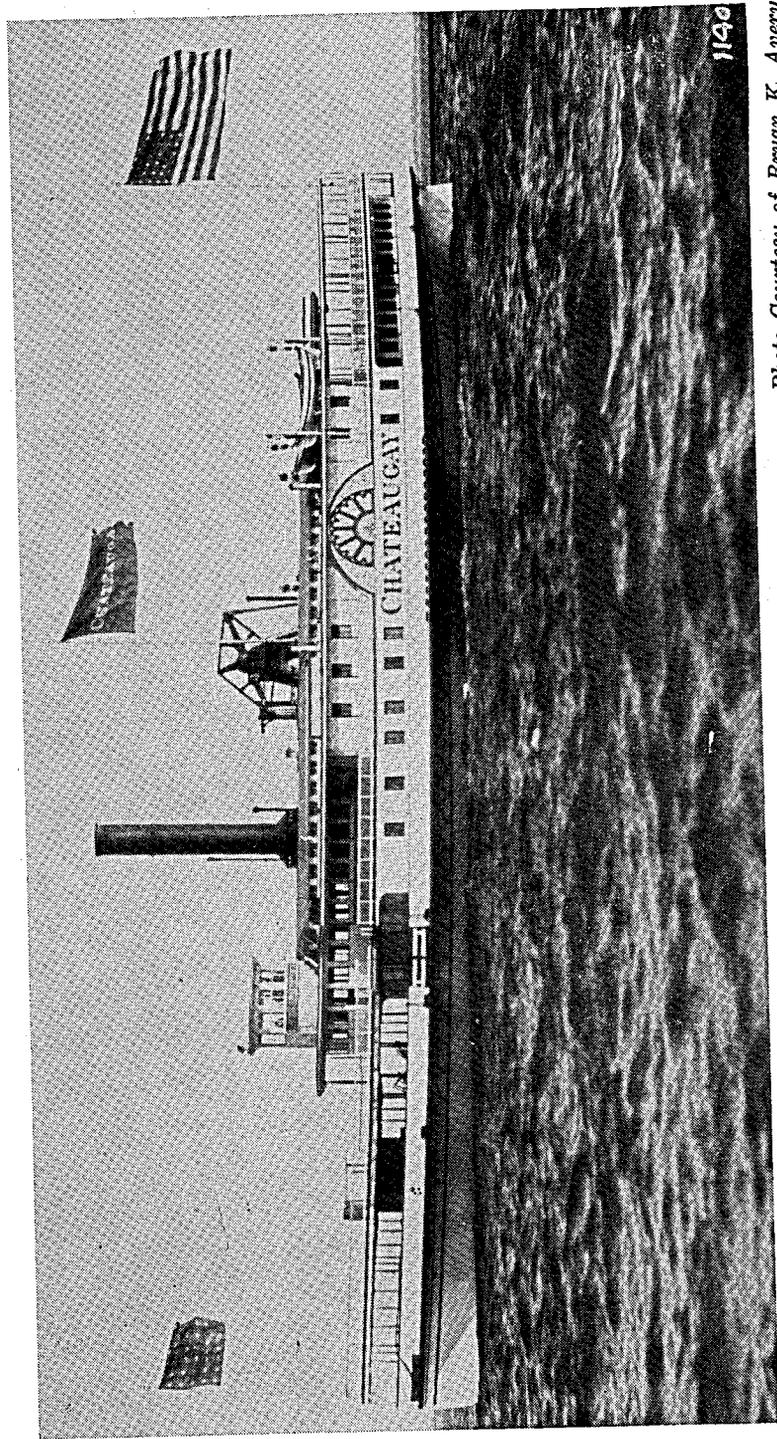


Photo Courtesy of Bryan K. Avery

S. S. Chateaugay — 1800's

CHAPTER FIVE

The Weirs

Weirs

The first exploration of white men to the Lakes Region was made in 1652 when a party of surveyors, from the colony of Massachusetts, was sent to determine the northernmost boundary of that state which was specified as three miles north from the head of the Merrimack River which would make its mark at the Weirs, Endicott Rock. The first efforts of the white men to establish a settlement within this region have been recorded in 1736.

It is quoted that "in 1727 a large tract of land was granted by the Province of New Hampshire, under King George of England, to a company composed of 164 persons, 24 of whom were named Gilman, settlers in Exeter and vicinity. This grant was later confirmed by the Masonian proprietors, claimants of all the Winnepesaukee lake territory." This territory of the grant was so named Gilmantown which encompassed the township of Gilmanton, Alton, Gilford, Northfield, Belmont, and portions of Tilton and Laconia, east of the river flowing from the lake. "The property west of this river from the lake southward was encompassed in the later town grants of New Salem (now Meredith) and Sanbornton." (These accounts given us by Edgar H. Wilcomb's *Rambles About the Weirs*; 1923).

The first known recorded survey of this area was taken approximately between the years 1748 and 1753. This took place in the town of Portsmouth, at which time, 1753, the entire township of Meredith was divided among its proprietors of the town. This plan of Meredith, 1753, was stated in the records as "A plan of the township called Palmer's Town lying to ye westward of Wenepesioca Pond, in ye Province of New Hampshire, granted to Samuel Palmer, Esq. and other petitioners by the purchasers of ye right of John Tufton Mason, Esq. Surveyed A. D. 1750 and 1753, by Jonathan Longfellow, surveyor."

Wilcomb continues his account, "The township is laid out into three divisions. The first division contains one hundred acres to each 'right' and are those lots numbered with red from ye outlets of Wigwam Pond (Lake Waukewan) downward to ye Wares (the Weirs)." This division included 100 acres of the Weirs bordering upon the shores of Lake Winnepesaukee from the present Weirs to Meredith Village.

It is recorded that in 1768, two hundred years ago, only seventeen families were settled in this township, but just two years later the population of Meredith had grown to thirty-four families, being distributed between Meredith Village and Meredith Bridge (Laconia). In 1775, there were 259 residents throughout the township, and in 1855, just before Laconia broke off from Meredith proper, the population was approximately 3,521.

The first recorded building constructed by white men at the Weirs is said to have been a fort or blockhouse built in 1736 by the surveyors for the town of Gilmantown. The fort was located on the east shore of the canal facing what is now Endicott Rock Monument. The structure was

built of hand-hewed logs and stood fourteen feet square in dimension. This location is now called Interlaken Park.

The second resident is said to have been a gentleman by the name of Captain Oliver of Portsmouth who purchased forty or fifty acres of property near the old fort on Interlaken Park. This would certainly be prime land today.

What interesting tales could be told of the early settlers as they travelled northward in old stage coaches, spending their nights at the many taverns which then occupied and helped develop the Weirs. How unfortunate it is for us today that none of these old public buildings is standing.

The first railroad was recorded opened at the Weirs in the year 1849, the days of the Gold Rush and expansion of the west. On the lake, this was time which saw the "Lady of the Lake," the "Chocorua" and the "Dover."

Only one gentleman comes to mind when we speak of these fine old steamers, Capt. Winborn A. Sanborn, a deep sea sailor who summered on this lake and took command of these lake vessels. The first was the "Belknap," second the "Dover," the "Chocorua", and finally the "Lady of the Lake."

It is told us by Edgar H. Wilcomb in his "Rambles About the Weirs"; 1923:

The first railroad station at the Weirs was near the lower railroad bridge, opposite the bridge over the channel. About the same time, the steamer wharf was first built, and was a very primitive affair. Instead of the present incline for passengers, between the railroad and boat landing there were stairs against the side of the embankment and "tackle" to raise and lower the freight. Capt. Clifford, the inn-keeper, was station agent for a short time after the railroad was built, after which Frank F. Wilcomb and his son Owen V. occupied the position for about forty years.

The first excavations to open up the channel to navigation were in the year 1833 by local residents. During the early days of steamboating, a wharf occupied the east bank of the channel for quite a distance above the bridge, and it is believed that this was the old landing-place for the fleet of "Gundalows" which plied the waters of the lake before the days of steamboating.

Better Start Digging!!!

Edgar Wilcomb tells us the story of the "Old Red Store" and its owner, William Wilcomb, who lost confidence in everybody.

It was some time before the railroads came to the Weirs that the Old Red Store was a well-established landmark in the region, with a well-to-do proprietor by the name of William Wilcomb. He was a prominent man in the community, but quite eccentric and was considered a "Miser-hermit."

Wilcomb, after some serious difficulties as a general merchant in

Boston, gravitated back to the Weirs. He sold out his Boston business, with a sizeable profit, and with wife, bag and baggage, set up new quarters in the Weirs' "Old Red Store."

"His store soon became the trading center for miles around. He was a tall, quiet, courteous man always scrupulously well dressed and even more scrupulous in money matters." George Woodbury, in the *Laconia Evening Citizen's* December 16, 1962 account continues, "If he had a be-setting commercial sin, it was that he trusted everybody. In such a community as the Weirs in 1830 such confidence was justified. There were few people and they all knew each other intimately. It was next to impossible to be dishonest and get away with it."

So confident was he in his trusts that he loaned money freely and without securities. He soon became banker, stage coach agent, postmaster, Justice of the Peace, and you name it. As a matter of fact, he was probably the first weather forecaster in the region, for he kept records on rainfall, temperatures, etc.

Wilcomb's confidence couldn't last forever, for someone was bound to take advantage of the situation, and sure enough, one evening he was cruelly assaulted and all the cash on hand was stolen. "It broke the old man's head and his heart," as was written by his nephew many years later.

Wilcomb did an about-face and lost all confidence in people and the trust he once bestowed on them. He became a miser and converted everything into gold coin.

His nephew remembered when the old man would creep into the cellar of the store, remove a loose stone from the foundation, and deposit his gold coins.

Some years later the old gentleman died, assumingly leaving a large sum of money in the foundation of the store. Unknown to the generations to follow, the "Old Red Store" was torn down, and the cellar hole filled in. Even today, all markings have been lost in Endicott Park where the old store once stood as a landmark of the Weirs.

Major Changes in the Weirs

Practically all the major changes in the Weirs have been caused by fire, such as the railroad station, pier, Weirs Hotel. Fire has even taken some of the buildings in the Veterans' Grove that have never been replaced.

Before this fire of '39, the railroad station ran out over the water with a two-story building on it and a large ice cream parlor on the second floor.

In 1936, three tracks ran through the town itself, with one spur going down under the old station. After the fire, the new station was built and the old spur track was taken out, and through the years, one by one, the tracks have all disappeared, except for one small track which is the main line from Boston to Lincoln, New Hampshire.

Men who have made the Weirs what it is today would include George Tarlson who built a two-story structure for amusements; Bob Wagner, who developed the property where the Hotel Weirs once stood and sold to Sid Aimes. Without my going into a long dissertation concerning the promoters, investors and the many interested persons of the area, these are but a few of the men who have made the Weirs today.

We may recapitulate by saying the Weirs is today exactly as was intended - a top-ranking New Hampshire summer resort which meets the recreational needs of man.

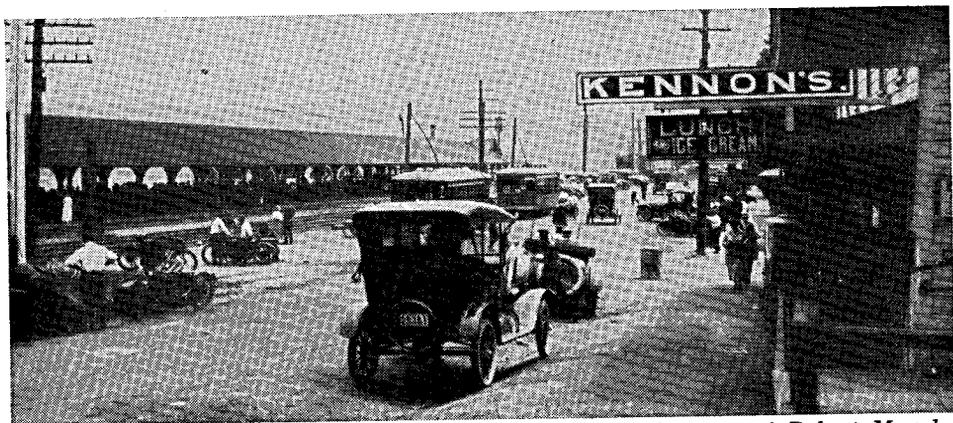


Photo Courtesy of Robert Murphy
Weirs Main Street and Railroad Station, 1914

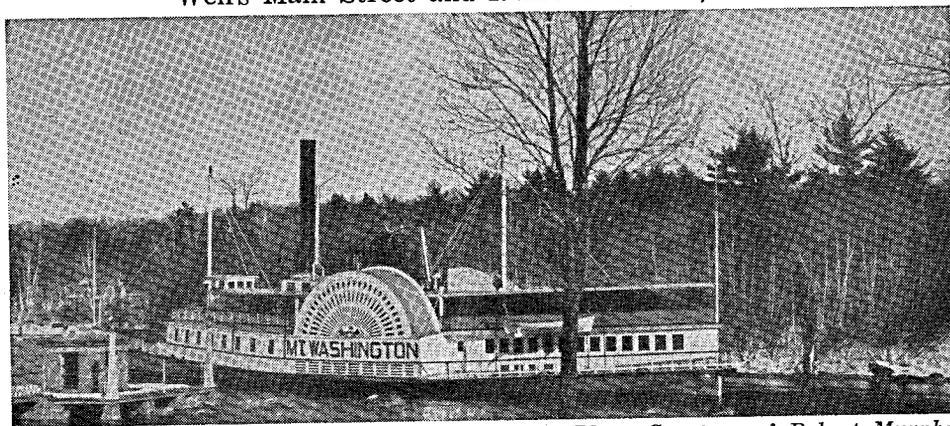


Photo Courtesy of Robert Murphy
S. S. Mount Washington on channel by Endicott Rock Monument

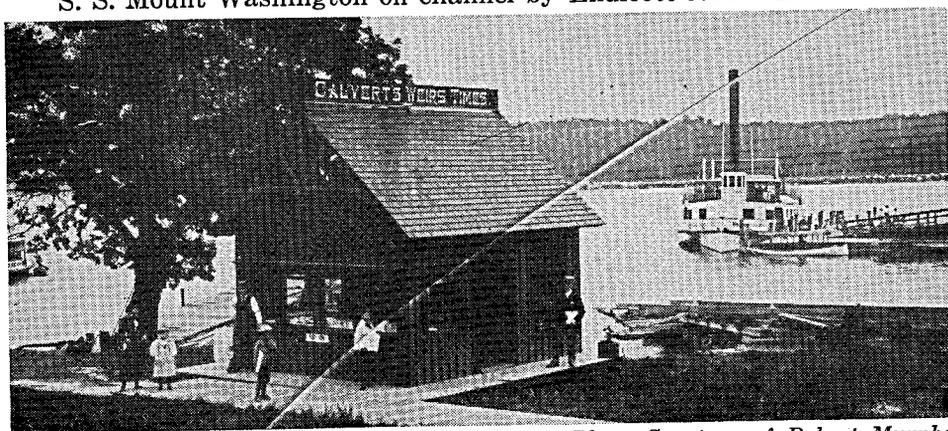


Photo Courtesy of Robert Murphy
Calvert's Weirs Times with "Lady of the Lake" at dock —Late 1800's.
Winnepesaukee Gardens now located at this spot

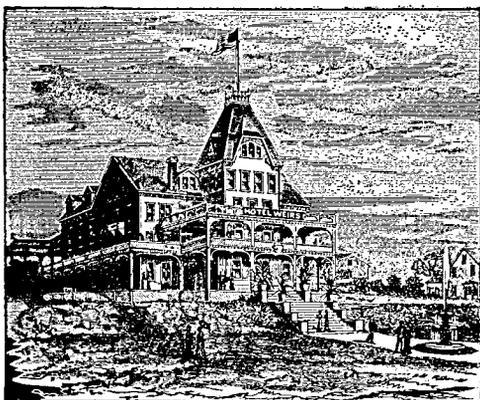


Photo Courtesy of Bryan K. Avery
First Hotel Weirs before additions

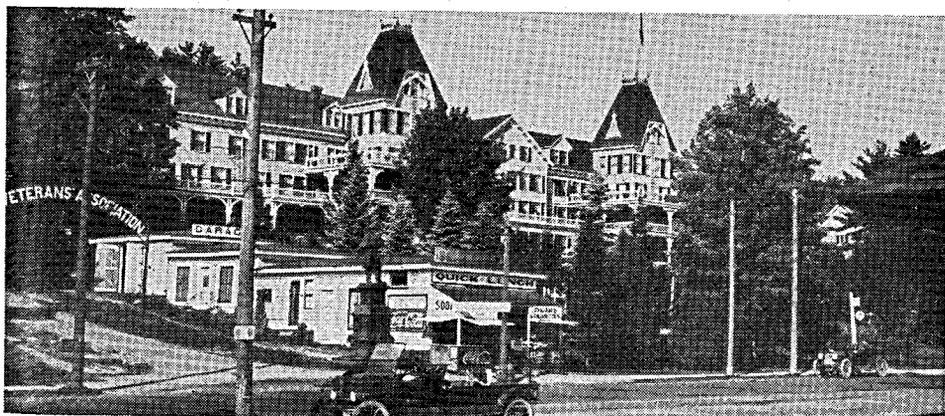


Photo Courtesy of Robert Murphy
Hotel Weirs — early 1900's

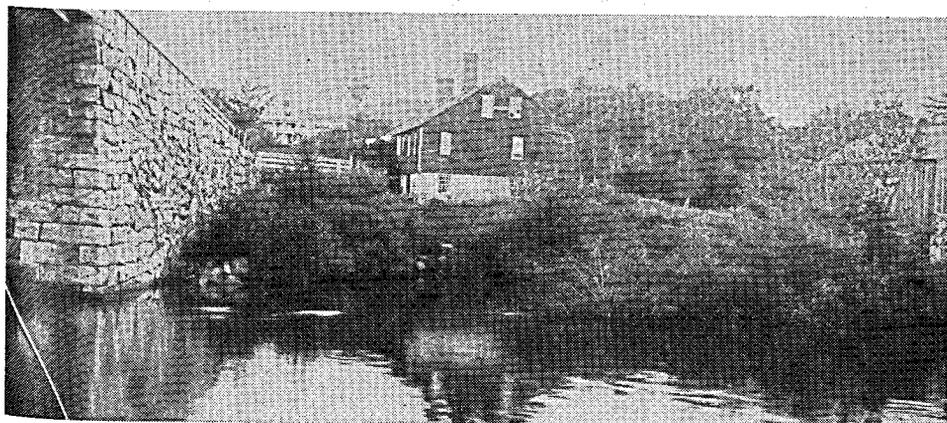
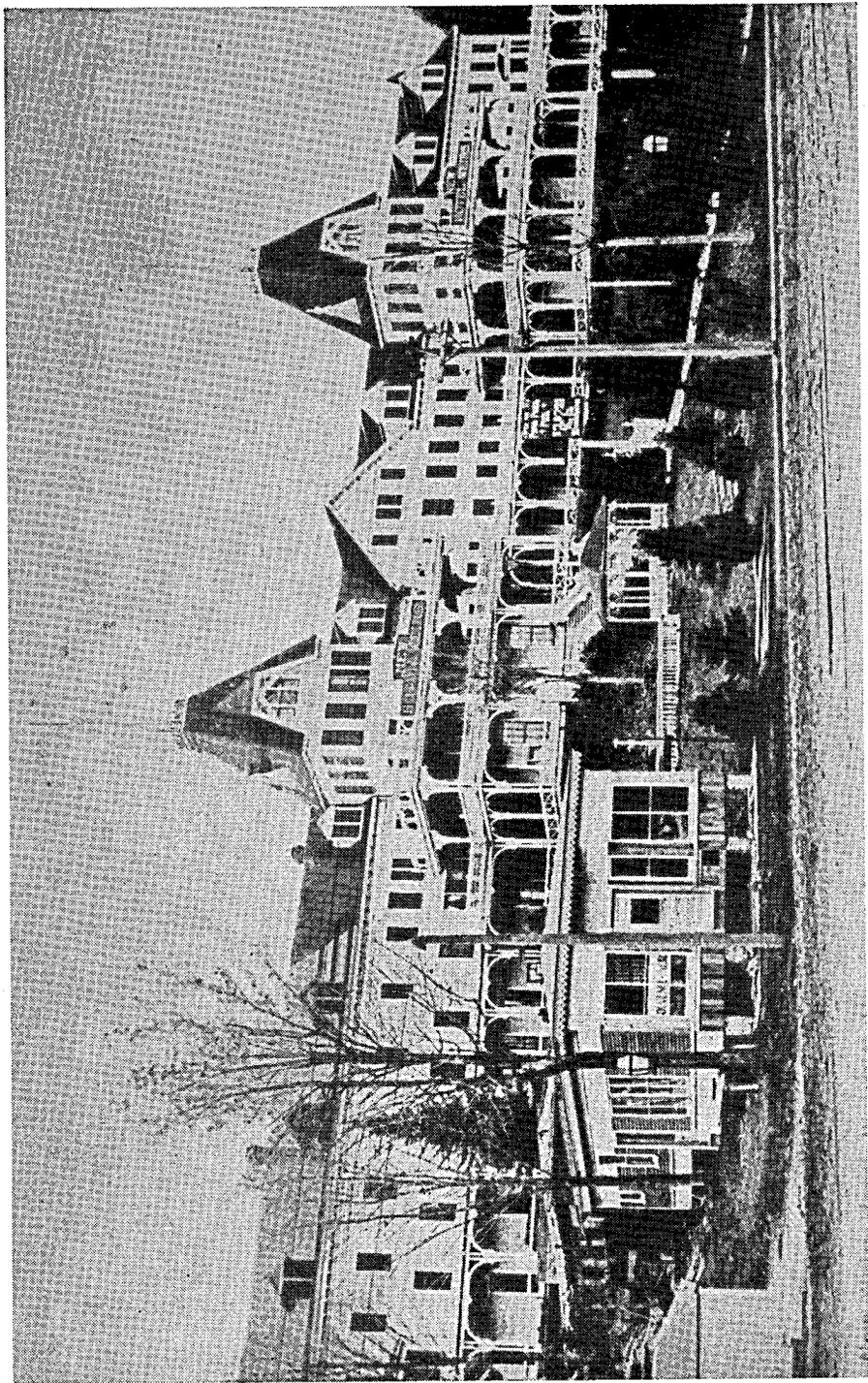


Photo Courtesy of Bryan K. Avery
View of Lake Winnepesaukee vicinity "The Red Store", Weirs, N.H.



New Hotel Weirs, 1900's — Burned November 8, 1924
Photo Courtesy of Robert Murphy

CHAPTER SIX

The Port Towns

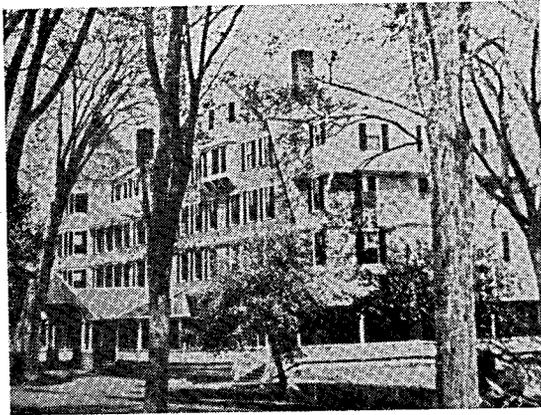


Photo Courtesy of Meredith Historical Society
Colonial Hotel, Center Harbor, N. H. 1800's

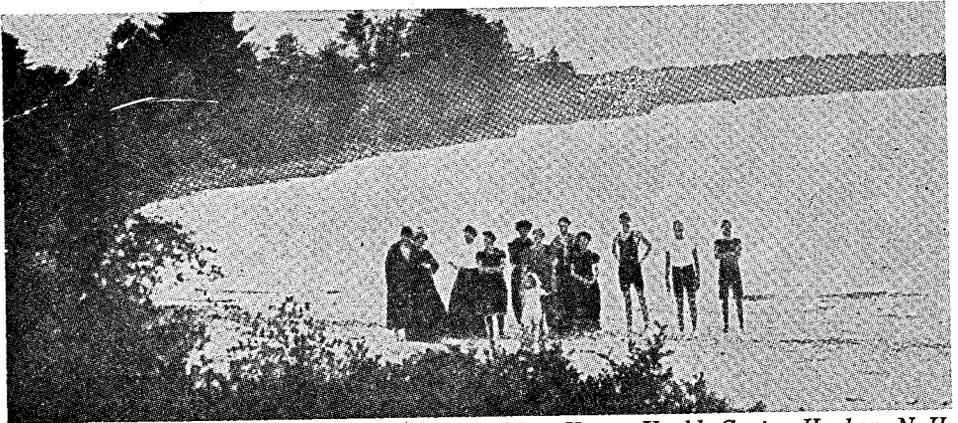


Photo Courtesy of Mr. and Mrs. Henry Heald, Center Harbor, N. H.
Bathing Scene, Long Pond, Center Harbor, N. H.

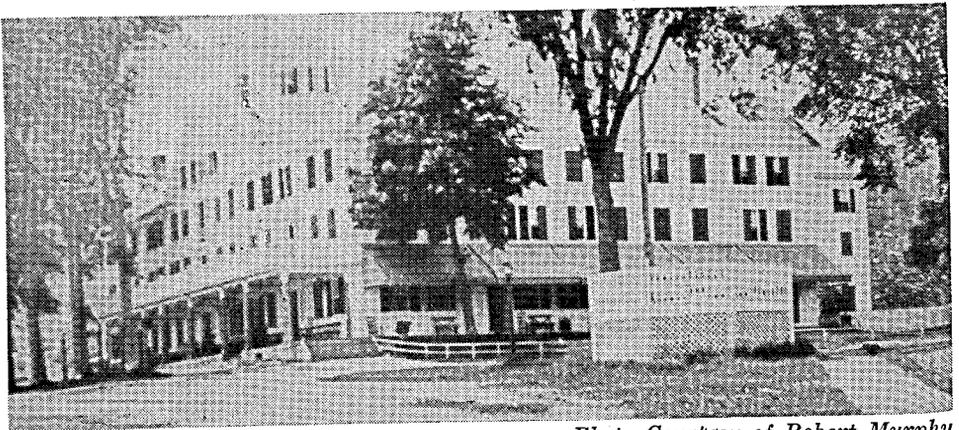


Photo Courtesy of Robert Murphy
Old Hotel, Center Harbor, N. H.

Center Harbor

Incorporated December 17, 1797

The heritage of this northernmost port as a corporate township dates back approximately one hundred and seventy-one years, having been part of New Hampton, New Hampshire. The prosperous little resort community is bordered on the north and northwest by Grafton County, on the northeast by Carroll County, and on the south by Meredith and New Hampton.

Originally this town was known as "Centre Harbour," Moultonborough Harbor being east, and Meredith Harbor west, making this the center harbor and thus giving its name derivation.

The first petition for incorporation of this township was in June 1788, signed by Benning Moulton and fifty others, but not granted. The second petition on December 17, 1797 was granted and on March 12, 1798 the first town meeting took place with the following officers being elected:

Selectmen: Winthrop Robinson
 Captain Jesse Sturtevant
 Hugh Kelsea

Clerk: Winthrop Robinson

Located on Winnepesaukee, Center Harbor also borders on Lake Squam, Waukegan, Kanasatka and Winona and commands a magnificent view of both lakes and mountains.

From the years 1873 until 1939 the old steamer "Mount Washington" with its sidewheels made daily calls to these public docks; and its successor "Mount Washington II" continues the record, making Center Harbor its winter port.

Today we see Center Harbor not only as a summer resort at the northern tip of the lake, but also as the home of the New Hampshire Music Festival and Belknap College.

Wolfboro, New Hampshire

Incorporated August 21, 1770.

Wolfboro as a corporate town dates back one hundred and ninety-eight years, and is considered to be the "First Summer Resort in America."

The original township was quite small as compared to its size today, but through various annexations, such as the "Wolfboro Addition" in 1880, a portion of Alton annexed in 1849, and part of Tuftonboro acquired in 1858, the area is about thirty-six square miles; its northwestern boundary is six miles in length and separates it from Tuftonboro; its northeastern boundary of approximately seven miles separates it from Ossipee; the seven and a quarter mile long southeastern line separates it

from Brookfield and New Durham; and its southwestern line divides it from Alton and Lake Winnepesaukee.

A considerable portion of the township is made up of many sheets of lake and ponds, the largest being Lake Wentworth, formerly called Smith's Pond, which is about three miles in diameter and is dotted with twenty-one islands, the largest of which is Stamp Act Island with an area of 90 acres. Other such bodies of water in the town are Rust's Crooked, Sargent's, Upper Beech, Batson's and Lang's Pond.

A portion of the territory, now inclusive of Wolfeboro, was first chartered under the name of "Kingswood," a title commemorated by the "Kingswood Inn." It was many years later after the charter that the first permanent settlers came in 1768, thirty-one years after Kingswood was established. It was on November 14, 1759 that the town proprietors adopted the name of Wolfeborough in honor of the illustrious General Wolfe.

The first known settlers, as permanent residents, were Benjamin Blake and Reuben Libbey, who arrived on the fertile land during the summer of 1767. Several other families came to town the following year, and by August 21, 1770, a petition for a charter, the latter being granted, thus gave them the privileges of township.

In the year 1768, Colonial Governor John Wentworth established a province road from Portsmouth to Wolfeboro and established his summer home there, giving the town just distinction of being the oldest summer resort in America.

By the close of the Revolution, the town found itself somewhat reduced in number and it was a slow period before the community recovered from the costly effects of the war. According to the records of 1805, there were 206 taxpayers, 106 who paid tax on real estate and only 9 who were assessed for poll tax alone.

The first school built in the town was established in 1793, but not until 1820 was there any interest shown in education. It was the later year that the establishment of the Wolfeborough and Tufonborough Academy was witnessed, and a suitable building was erected in 1820-21. In the year 1887, the old charter was renewed and the name changed to the Brewster Free Academy in honor of John Brewster of Cambridge, Massachusetts, who had donated over a quarter million dollars to a perpetual trust. This Academy can now be seen on the lakeshore, comprising nearly forty acres.

Early Businesses

S. F. Hodgkins, Dealer in Crockery, Glass, etc.

Glendon House, G. W. Thompson, Prop.

Libbey & Varney, Manufacturers and Dealers in Boxes and Box Shook.

Everett S. Albee, Jeweler and Optician

I. J. Abbott, Dealer in Watches

J. H. Beacham & Son, Insurances

Furber & Clark, Dealers in Fine Groceries

E. D. Barker, Wholesale and Retail Dealer in Corn Meal

W. A. Edgerly, Dealers in Fresh and Salt Fish, etc.

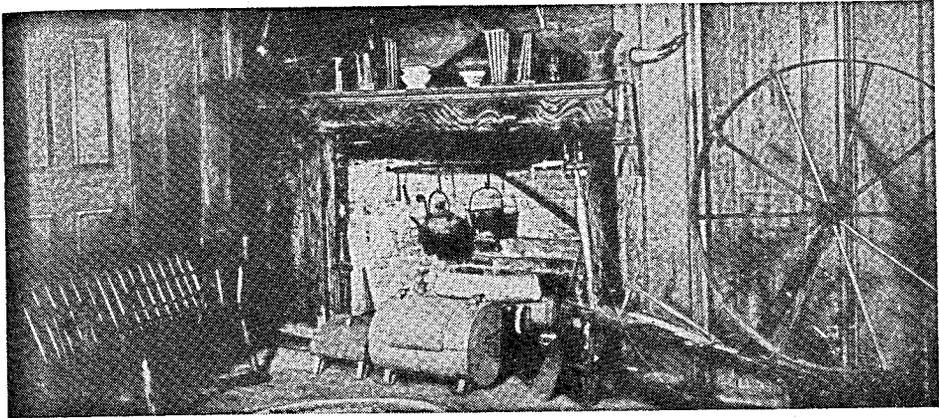


Photo Courtesy Carl C. Colby, Meredith, N. H.
Clark House Kitchen, Wolfeboro N. H. — 1778

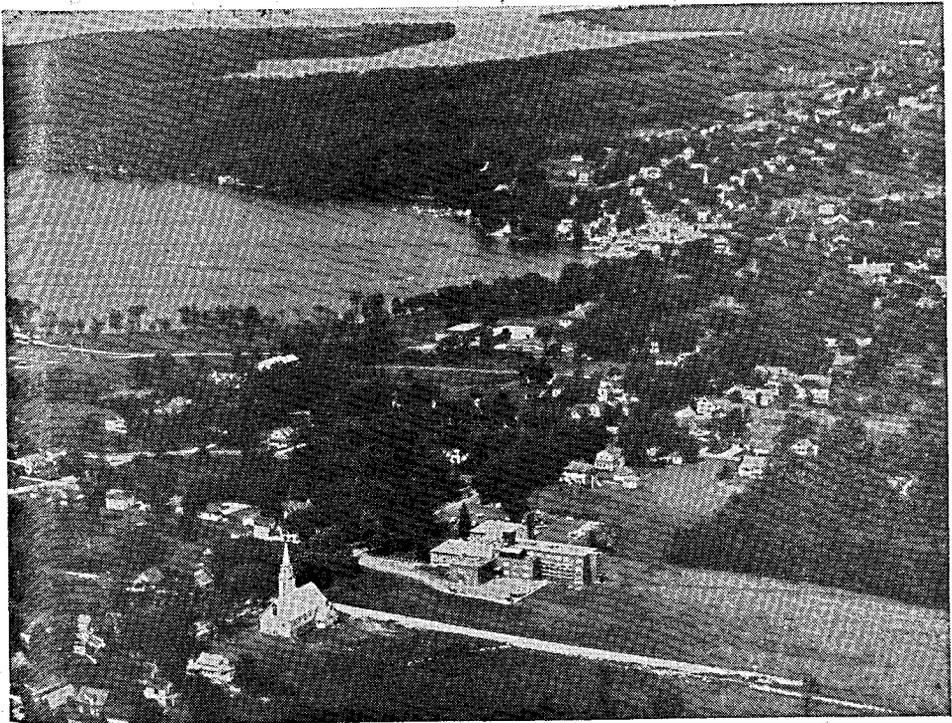


Photo Courtesy of Mildred Beach, Secretary, Lakes Region Association
Aerial View, Wolfeboro, N. H. today

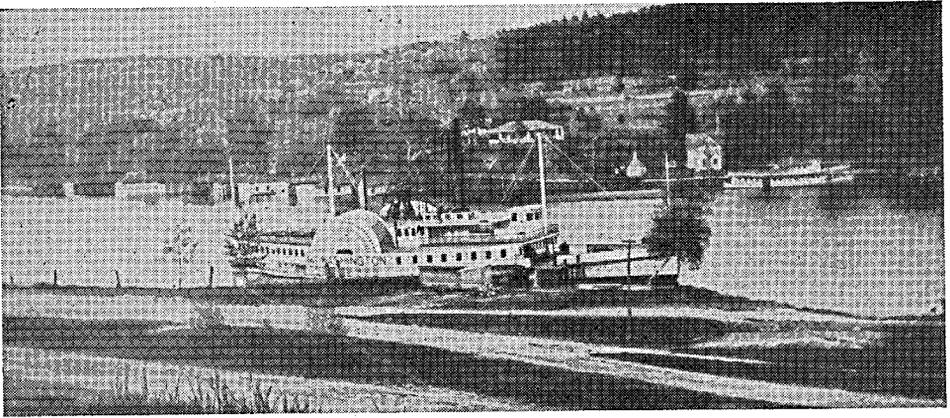


Photo Courtesy of Robert Murphy

S. S. Mount Washington at Alton Bay

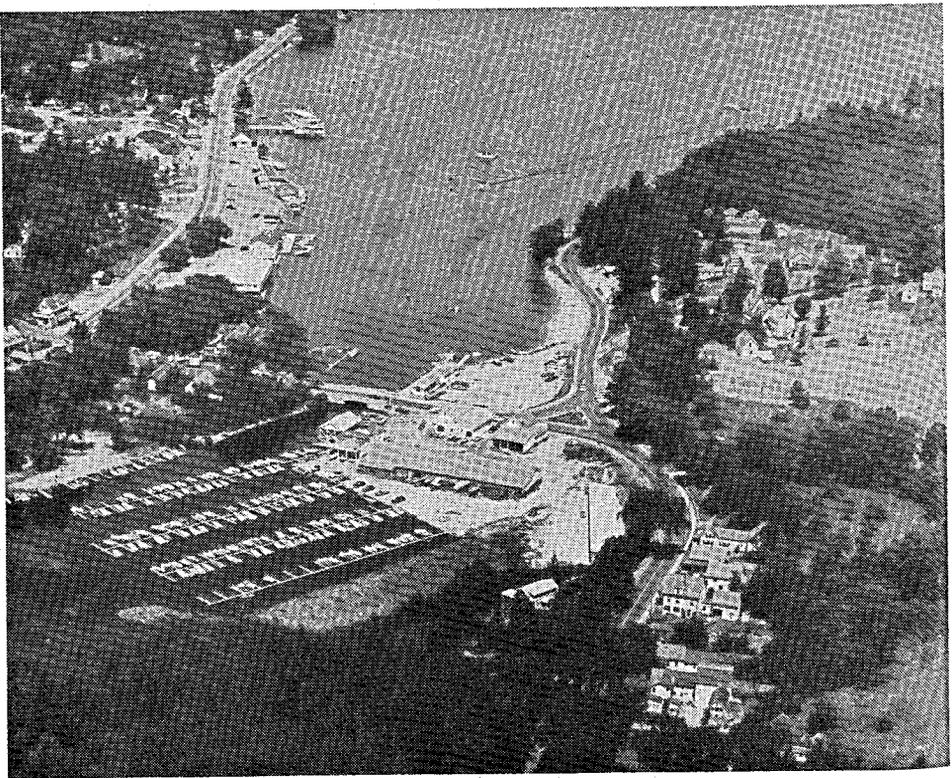


Photo Courtesy of Mildred Beach, Secretary, Lakes Region Association
Aerial View of Alton Bay, N. H. today

I. B. Manning, Dealer in Millinery and Fancy Goods
 C. O. Doe, Manufacturer and Dealers in Window Shades
 H. W. Furber, Burcher and Dealers in Meats and Vegetables
 E. T. Brigham, Photographer
 Oliver Dowlin, Dentist
 L. T. Haley Winnepesaukee Ice; Teaming
 Dr. King, Druggist and Dealer in Cigars and Fishing Tackle
 Horn's on the Lake, Bellvue Hotel, Daniel Horn, Prop.
 Haley & Hodgdon, Dealers in Meats and Provisions
 Charles W. Hicks & Co., Pharmacists
 Bickford & Young, Agents American Express Co.
 Parker Bros., Dealers in Fancy and Staple Groceries
 Frank P. Hobbs, Livery, Boarding and Sale Stable
 J. W. Goodwin & Son, Dealers in Clothing, Hats, etc.
 C. J. Frost, Dealer in Boots, etc.

Alton, New Hampshire

Incorporated 1794.

Alton and Alton Bay as a township reflects back over one hundred and seventy-four years and is considered one of the oldest ports of shipping on the lake.

This quaint town is bordered on the north by Lake Winnepesaukee, on the east by Stafford County, on the south by Barnstead, and to the west by Strafford, Gilmanton and Gilford.

The town was originally called New Durham Gore, with the first settlements about 1770 by Jacob Chamberlain. In 1794, a petition was requested and the name desired by the townspeople was "Roxbury," but finally the name "Alton" was adopted after the town in Southhamptonshire, England.

Barndoor Island was annexed to Alton in 1799, a portion of Alton annexed to Barnstead in 1840, and finally a second portion annexed to Wolfeborough in 1849.

Today we see Alton as an ideal bay for residence as well as for vacationers. Located at the southern extremity of Lake Winnepesaukee, it lends itself as a perfect port for all lake vessels.

Great Names in History:

Major George D. Savage
 Amos L. Rollins
 Alonzo H. Sawyer

Weirs

Laconia, New Hampshire

The heritage of Laconia commemorates the famous Masonian Grant unto Captain John Mason, "All the land between the rivers Merrimack and Sagadahoc, extending back to the great lakes and rivers of Canada, and this was called Laconia."

Meredith, New Hampshire

Incorporated December 30, 1768

The heritage of Meredith as a corporate town dates back two hundred years ago, and is considered one of the oldest towns in this section of the State. Meredith is a most progressive and prosperous community, with its valuation steadily increasing. In its earlier years, Meredith was considered one of the best farming towns in the State, and today it is regarded as one of the finest resort communities in New England, with travelers from all over the world visiting this quaint village.

Located thirty-six miles from the capital city of Concord, the town is bounded on the north by Center Harbor and Lake Winnepesaukee; north and northeast by Lake Winnepesaukee, southeast by Laconia; south by Sanbornton, and west and northwest by New Hampton.

In 1748 the first settlement of this territory was made, then being known as Salem, which was soon changed to New Salem. Growth of the town was very slow until petition for town privileges was granted, for there were only seventeen families actually settled here at this time. The petition for township was granted and Meredith was incorporated on December 30, 1768.

The growth of the town was seriously hampered by the Revolutionary War, when many townspeople took up arms in defense of their independence. After their purposes were achieved, their attention was concentrated upon town and civic affairs.

Of all events that hit the town records, the saddest and most dramatic was that of the "Great Catastrophe" which took place in the unfinished Town Hall at the annual meeting on March 13, 1855. Approximately six to eight hundred voters were present when suddenly the floor timbers gave way under the weight and threw about one hundred and fifty persons to the basement. Of those, sixty were injured seriously, resulting in death or crippling for life. Doctors from surrounding towns, as well as from Concord, were summoned to the scene of this tragedy.

Because of this dramatic event, Meredith lost a large portion of her territory on July 1855 to a newly formed town of Laconia, and in July of 1873 lost territory to the town of Center Harbor.

Today we see Meredith as a typical New England town with a population of approximately twenty-five hundred persons. Situated at the foot-hills of the White Mountains, it is respectfully called the "Latchkey to the White Mountains."

Early Businesses

Meredith Shook and Lumber Co.
George F. Sanborn, Druggist and Dealer
J. L. Chase, Photographer
P. D. Blaisdell, Groceries and General Merchandise
Clarence A. Clark & Co., Commercial Printing
P. A. Ellsworth, Watches, Jewelry and Silverware

Wadleigh Plow Co.

J. S. Wadleigh, Merchant Tailor

M. A. Farnham, Millinery Rooms

Pease & Towle, Dealers in Hardware

J. A. Lang & Co., Carpenters and Builders

Geo. H. Clark & Co., Manufacturer and Dealers of Lumber
and Building Materials

Albert A. Kidder & Co., Dealer in Fancies and Family
Groceries

T. S. Moses & Co., Glass and Woodenware

E. H. Maloon, Horse and Ox Shoer, General Blacksmith

The New Mount Washington

Today we recognize the "Mount" as a pleasure vessel and a landmark of Winnepesaukee providing her passengers with the natural beauties of the lake and mountains which make this region so famous.

Like the old sidewheeler, she makes daily stops at Center Harbor, Wolfeboro, Alton Bay and Weirs Beach, stopping only long enough to take on and dispatch passengers.

At the conclusion of the second World War we witnessed several marked changes in her motor power and physical appearance. In the Spring of 1946, under the supervision of Douglas Brown and Carl Rossler of the General Ship and Engine Works, and owners Carl and Byron Hedblom, the vessel went under conversions namely: two 615 horsepower Enterprise diesel engines which added thirty tons to its weight and three-hundred tons of concrete for ballast. In order to install these engines, two twenty-five ton chairfalls were used to lower them into place; this was quite a feat. All steam equipment was removed and changed to electrical power including the steering plant and propellers. For better visibility the wheelhouse was moved from the second deck to the third.

In the summer of '46 the "Mount" was inspected and licensed by the Public Service Commission under the Laws of the State of New Hampshire and made its first voyage during August of that year.

In the winter of '49, the Marine Railway was constructed at Center Harbor for the purpose of replating the hull, and replacing the old from the Chateaugay. Today this railway is used each Spring for general repair and annual painting. This railway in itself was a vast engineering undertaking for the general maintenance of the Winnepesaukee fleet.

Two years later the boat deck was removed and a section of the new third deck was replaced and remodeled for the purpose of carrying passengers, thus providing better visibility of the region.

For the enjoyment of its passengers, this vessel provides a four hour cruise of the lake under the capable direction of Captain Bryan K. Avery and Pilot Robert Murphy.

MV/ Mount Washington

Iron hull from the Steamer Chateaugay, Lake Champlain, Vermont, originally built in 1888.

Twin Screw Motor Vessel Mount Washington

Built at Lakeport, New Hampshire in 1940; rebuilt at Center Harbor, New Hampshire in 1946.

Construction by the General Ship and Engine Works, East Boston, Massachusetts.

Designed by George A. Colley, N. A., Associate of John G. Alden, Boston, Massachusetts.

Two 615 horsepower Enterprise Diesel engines, operated by Diesel fuel.

Length 205 feet

Beam 35 feet

Draft 7 feet

Tonnage 600.

Inspected and licensed by the Public Service Commission under the laws of the State of New Hampshire,

OFFICERS

Fleet Captain	Bryan K. Avery
Pilot	Robert Murphy
Purser	Bruce D. Heald
Engineers	Donald Carr
	John Pettengill
Owner	Byron Hedblom
Chief Purser	Col. Harry W. Prescott

M. V. Sophie "C"

The Sophie "C" was built by General Ship and Engine Works of East Boston, Massachusetts, and launched at Center Harbor, New Hampshire, in August, 1945, for the sole purpose of being a shuttle service between Wolfeboro and the Weirs and waiting the recommission of the "Mount Washington." The vessel is fitted out with Diesel engines and is capable of travelling 15 miles per hour. The vessel is 76 feet long, with a 16 foot beam, and has a capacity of 125 passengers, is built entirely of steel, and is fully fireproof. When this craft was commissioned it was christened SOPHIE "C" after the owner's mother. The vessel is owned by the Winnepesaukee Steamship Company, Weirs and Center Harbor, New Hampshire.

Captains who have skippered the Sophie "C":

- | | |
|-------------------|-------------------|
| 1. Bryan K. Avery | 6. Ed Murphy |
| 2. Robert Murphy | 7. Murray Rider |
| 3. Ralph Shannon | 8. Ed Graham |
| 4. David McKinney | 9. Wilbur Bigelow |
| 5. Ed Smalley | |

The Sophie "C", like her sister ship, is a modern steel vessel which provides for her passengers an intimate acquaintance with the lake and its natural beauties.

M. V. Doris "E"

The Doris "E" was built from the "Old General", owned by Mr. Carl Hedblom, in 1962, for the purpose of a public pleasure craft from Lakeport and Weirs. The vessel is fitted out with twin Allis Chalmers Diesel

Engines each capable of 160 horsepower and travelling 15 miles per hour. In construction, the vessel was split down the middle, increasing its beam from 14 to 16 feet and its length from 42 to 68 feet giving a capacity of 125 passengers. The vessel is built entirely of steel and is fully fireproof. When the craft was launched it was christened DORIS "E" after the owner's wife. The vessel is now owned and operated by the Winnepesaukee Steamship Company, Weirs and Center Harbor, Nw Hampshire.

Captains who have skippered the Doris "E":

Richard Murphy
Dale Goodwin
Jack Pare

For the enjoyment of its passengers, this vessel provides an hour an a-half cruise of the lake from Meredith and Weirs Beach, acquainting you with the more intimate bays and islands of the Lake.

UNITED STATES MAIL BOAT

The Uncle Sam II

RFD #7, Laconia, New Hampshire - This is the address first established in 1892 when the first mail vessel was put upon this lake. In the year 1916 an act of Congress made this the only floating postoffice on an inland body of water in the United States, and it has remained so to the present.

The original steamer to transport mail was called the "Dolphin," built in 1885. The second was the original "Uncle Sam," built in 1903 for Mr. Seabury of Long Island, New York. The vessel was 65 feet long, had a 14 foot beam, drew seven feet of water, was capable of carrying one hundred passengers, and was a single screw vessel. In 1945 this boat converted from the traditional steam to the new diesel-type engine and kept her franchise on the lake until 1961 when she retired.

In 1962 "Uncle Sam II" made her appearance on the lake, after a laborious overland travel from the Portsmouth Navy Yard. This vessel is a converted PT Boat which is 75 feet long, has a 20 foot beam, draws 6 feet of water, weighs 80 tons, travels at 15 miles per hour, and is capable of carrying 150 passengers. On March 23, 1963, the vessel, under the dual ownership of Vernon Cotton and Allan Perley, slipped through the waters on her maiden voyage to serve the many islands in Winnepesaukee. Postmaster Ed Lavallee still prepares the mail, luggage, etc., right on board ship, thus giving it the distinction of being the only floating postoffice in America. Since 1942, Mr. Lavallee has held the postal franchise of the lake and was once captain of the original "Uncle Sam." You can meet this gentleman today aboard the "Uncle Sam II."

This vessel, unlike many of the popular commercial vessels today, makes daily stops at most of the islands on the lake in order to deliver the U. S. Mail. This, however, is not strictly a postoffice, for tourist passengers are more than welcome to explore the lake and the inlets with them.

The following is an excerpt travelogue of the mail boat taken from Linn's Weekly Stamp News, November 7, 1966:

The next stop is Loon Island, summer home of Dr. Maxie N. Woodring, retired Dean of the Teachers College at Columbia University. The boat stops now at Pine Island which serves 18 residences.

We next turn to Bear Island, second largest island as well as the heaviest populated on the lake, with over 500 residences, three camps and a church - the only island on which a church has been erected. The camps are Camp Lawrence for boys, Camp Nokomis for girls, and Alvord Wildlife Sanctuary.

The fifth stop is Beaver Island, formerly occupied by John Shepherd, President of the Yankee Network.

Now we visit the Boston Appalachian Mountain Clubs (Three Mile Island).

Next is Birch Island, privately occupied by the Birch Island Association with 20 residents being present owners.

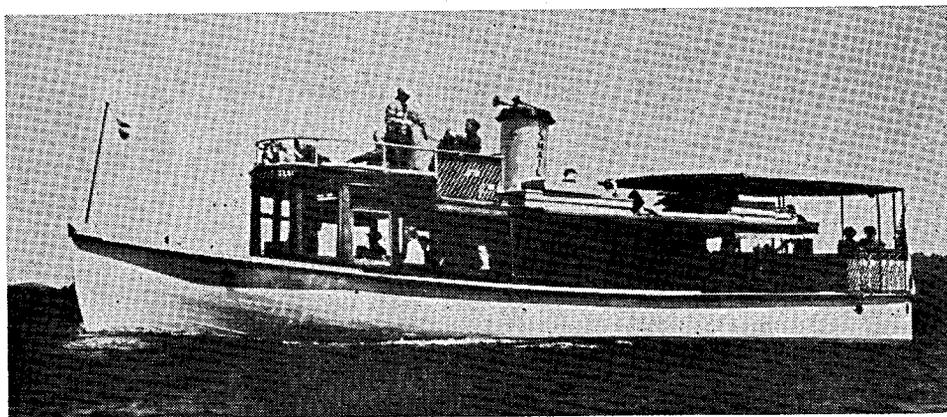
Mr. Perley, presently sole owner of the "Uncle Sam II," told me they perform many services besides just mail and tourist travel for the islands; in addition, they sell milk and bread, handle laundry, and even have a diaper service.

The mail route opens each year on June 15, and runs through the summer season until October 1st.

The home port for the "Uncle Sam II" is Lakeport, New Hampshire. From this port they travel up the channel to their first stop, the Weirs, and make their rendezvous with the other vessels in the Winnepesaukee Fleet. From this port, all crafts disperse throughout the lake. This craft, like the Sophie and Doris of the Winnepesaukee Fleet, is intended to acquaint the traveler with the intimate aspects of the lake's islands, bays, and coves, in hopes of bringing joy and happiness to the inquiring tourist.

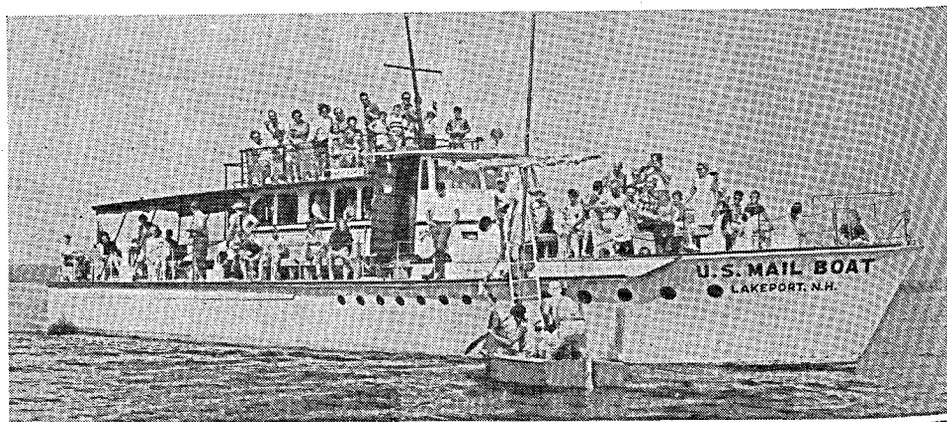


Photo Courtesy Meredith Historical Society
First Mail Boat "Dolphin" owned and operated by Archie Lewis



Uncle Sam I

Photo by Graham



Courtesy of Allan Perley, Laconia, N.H.
Uncle Sam II being invaded by "Pirates"

CHAPTER EIGHT

**Travelogue
And
Island Heritage**

Travelogue 1968

Good morning (afternoon), Ladies and Gentlemen - welcome aboard the "Mount Washington." The sixty-five mile trip of the "Mount" begins at the busy port of Weirs Beach, passes across the lower portion of Meredith and Weirs bays, where we are now, enters the narrows between Eagle and Governor's Island and travels onward toward the northern tip of the lake at Center Harbor. The course is an easterly direction until Horse Island is reached, then the ship swings northward. Passing Bear Island on the right, the "Mount" next comes to the Appalachian Mountain Club's Three Mile Island. A run of eight miles brings the ship near Center Harbor, famed for the poems of John Greenleaf Whittier, written 'neath Harbor Pines on the shore of Lake Winnepesaukee.

From Center Harbor we start the twenty mile cruise down the east side of the lake to Wolfeboro, passing Five and Six Mile Islands, Steamboat Island, Sandy and Guernsey Islands.

Steamboat Island is where the first Winnepesaukee steamship sank in 1841.

Sandy is noted as the summer camp of the Boston Y.M.C.A., while Guernsey (Cow) is so named because the first herd of Guernsey cattle imported to America was brought to this island to graze.

Wolfeboro was selected in 1764 as the site for a summer home by Colonial Governor John Wentworth and was the first summer resort in America.

Leaving Wolfeboro, the "Mount" crosses the south end of the Broads, the largest expanse of open water in Winnepesaukee and the roughest water in times of high winds. At Little Mark Island, the ship enters the five mile long arm of the lake known as Alton Bay, which is the southern extremity of the lake.

After our stop at Alton Bay, the return trip to Weirs Beach begins up the west side of the lake. As the "Mount" swings northward, Rattlesnake Island comes into view. This island is one of the largest in the lake and has the highest elevation of any of the islands.

Re-entering the Broads, the Belknap Mountains command the view on the west shore, while across the lake to the east, the Ossipee Range may be seen, the highest peak of which is Mount Shaw. If the weather is clear, the Sandwich Range may be seen dominating the northern horizon, with rugged Mount Chocorua in full view on the right of the range and the double peak of Sandwich Dome terminating the range on the left.

On exceptionally clear days, Mount Washington, of the Presidential Range of the White Mountains, may be seen rising to a height of 6,290 feet above sea level. Mount Washington is the highest mountain peak east of the Rocky Mountains and north of the Carolinas. On our port side, Lake Shore Park will be passed and soon afterward the busy harbor of Glendale.

After following the east shore of Governor's Island, our course will change to the west and the Weirs will be in view again. Most of these points of interest will be announced to you as we come to them.

Those passengers who desire to follow the course of the "Mount" around the lake on a navigation chart may procure one at the candy counter on the main deck, and, for those passengers who desire it, meals are now being served on the main deck. We are proceeding on an easterly course, and our next scheduled stop is at Center Harbor at the northern tip of the lake.

SPINDLE POINT LIGHT - The small island on the left is Eagle Island, and is owned by Jack Wright, a noted Boston attorney. A few hundred feet northwest of Eagle Island is the deepest known part of the lake, approximately three hundred feet deep.

PITCHWOOD ISLAND - In the distance on the left is Pitchwood Island, and the small group of Islands there is called Hen and Chickens.

STONEDAM ISLAND - The large island on the left is Stonedam Island, where there is a tiny pond known for its beauty, about 216 feet above the lake. The island derived its name from the stone causeway which once connected it to Meredith Neck, at that section of the lake known as Sally's Gut, a part of the mainland. A gentleman by the name of Jacob Wilkinson settled on this island before 1800. This island, as was Bear Island, was annexed to Meredith on December 30, 1799.

HORSE ISLAND - On the left is Horse Island about which there is a strange tale. It seems that many years ago a summer resident of Center Harbor was transporting his horse to the Weirs by boat when a storm arose, sinking the craft. A rescue party found no trace of the man, but after many days of searching, found the horse living contentedly on this island. The horse refused to leave and finally had to be tied and carried off. On reaching the mainland, he soon became ill and died. Many people felt he had pined away his life but would have lived had he been permitted to remain on the island near the spot where his master has perished.

DOLLY ISLANDS - The small islands on the right are known as the Dolly Islands, named after Dolly Nichols who operated a hand-propelled ferry from Meredith Neck to Bear Island. The story of Dolly Island is not complete without the legend of Aunt Dolly Nichols, who lived on the Mansfield property on Bear Island during the first half of the 19th century. Dolly Nichols was the daughter of Ensign Robert Bryant who is said to have been one of the first settlers on Bear Island and who took part in the Revolutionary War. Dolly Bryant married a gentleman by the name of Joseph Nichols, and became the mother of two fine boys and one girl. When at a young age the boys moved away from the island, the girl died, and Dolly's husband deserted her, leaving her to make her own livelihood.

Aunt Dolly was a character known far and wide in the Lakes Region for selling hard cider and rum to the fishermen. Of no less renown were her muscular feats. She often rowed to the Weirs for a barrel of rum which she would swing upon her shoulder and carry to the boat. Reaching

home, she would pull the barrel into her lap and take a swig from the bung-hole. At other times, before leaving the Weirs, she is known to have lifted the barrel above her head to drink from it in full view of those on the dock.

Aunt Dolly was a most generous person and always seemed to have a pleasant word to say about everyone. Dolly Nichols died at the Meredith Town Farm at the ripe age of seventy-nine years. It is said that Aunt Dolly operated the first hand-propelled public ferry on the lake.

BEAR ISLAND - The Island on our right is Bear Island, the second largest island in the lake. It is quite thickly populated, has its own church and postoffice. Some idea of the size of Bear Island may be gained from the fact that it has approximately eight and one-half miles of shore line.

Mr. Ralph Lovejoy, inventor of the shock absorber that bears his name, was born and brought up here on Bear Island and went to a little one-room school on Meredith Neck. His inquiring mind kept him busy asking hundreds of questions about boats and boating.

"Where do you get your water for your boilers?" he used to ask the boatmen. These men knew and understood his questions but would reply, "Out of the Lake!"

The Lovejoy farm occupies an eminent spot on this island, with many summer cottages clustered about its wharf and adjacent shores.

When first settled, Bear Island housed thirteen families, most of whom were cattlemen and farmers. Later, when Bear Island was annexed to Meredith on December 30th, 1799, farming ceased, and many of the cattlemen moved onto the Meredith Neck.

It is said that the old sidewheeler Mount Washington made daily stops at this busy island during its heydays.

PINE ISLAND - On the left is Pine Island.

THREE MILE ISLAND - On our right is Three Mile Island, which is three miles from Center Harbor and which has been one of the summer homes of the Appalachian Mountain Club for over sixty-four years. Originally they summered here in tents, but they have expanded and increased their facilities to the point where they now have about fifty cabins around the shores with a new central dining and entertainment hall.

BEAVER ISLAND - On our left is Beaver Island. It is now owned by Mr. Alexander Standish of Minute Maid fame. This island was once willed to Ben Ames Williams and two other authors who sold it to the late John Sheppard, formerly President of the Yankee Network of Boston, Massachusetts.

ONE MILE ISLAND - The small island on our left is One Mile Island, which is one mile from Center Harbor, the northern tip of the lake. It was here on a foggy Thursday morning early in the season of 1910 that the "Mount," under Captain Blackstone ran aground upon the shore of One Mile Island.

The "Mount" was delayed in leaving Center Harbor by a very heavy

fog rolling across the lake. After a brief wait, Captain Blackstone gave the order to sail and thus proceeded with caution. As the ship turned on the stern line, so as to head out from the dock, the captain saw that he had enough visibility to proceed, so he went aft to the engine-room as per usual. After the signal for FULL AHEAD had been given, the captain went forward to climb the "Cat walk" ladder to the pilot house. At that moment he noticed that the fog had completely engulfed the ship and visibility was "0." He succeeded in ringing the bells for stopping and reverse engines, and signals being returned, the "Mount" struck the rocks on One Mile Island, thus lifting the bow out of the water and driving her upon the granite ledge.

There was very little damage done but she was stuck. Now the sidewheels were still in the water and many attempts were made to slide her back into the water, but all was in vain. All passengers were removed and returned to Center Harbor. A call was made to the Boston and Maine Railroad offices in Boston, and that evening a wrecker and crew were sent out to the "Mount" from the Weirs. The following morning work began, but it wasn't until Saturday that hope was in the air.

The following account is given us from Paul H. Blaisdell's **Three Centuries on Winnepesaukee**:

Throughout Saturday morning the fruitless efforts continued; until in the early afternoon, at the insistence of Captain Blackstone, the two barges were moved into place on each side of the boat at the stern. A huge timber was passed across the steamer's deck, with chains attached at each end. The chain was submerged and brought into place under the keel. Jacks were then used to lift on the timbers, and the stern was slowly raised to bring the vessel to a more nearly level position, but not enough to lift the sidewheels from the water. This eased the hull at the bow, and with a few turns of the engine the "Mount" backed away from the ledge. Not a single plank had been damaged by the accident. Needless to say, the prospective pessimistic Sunday excursionists were disappointed, for the "Mount Washington" resumed her schedule on that day.

We will land at Center Harbor in just a few minutes, stopping only long enough to take on and dispatch passengers.

CENTER HARBOR - This is Center Harbor, at the northern tip of Lake Winnepesaukee.

BECKY'S GARDEN - The small plot of land on the left is the smallest charted island in the lake and is known as Becky's Garden. The legend of Becky's Garden has it that an early settler of Center Harbor had several daughters, the loveliest of whom was Rebecca. While her sisters were frivolous and spoiled, Rebecca was a model young lady who beautified the surroundings of her father's home by the care of her garden. One day her father's cattle escaped and laid waste the beautiful garden plot. Rebecca was heartbroken, so her father, by way of consolation, offered her the gift of any one of the numerous islands in the lake which she might care to choose. Her sisters clamored for the same dowry, and their father

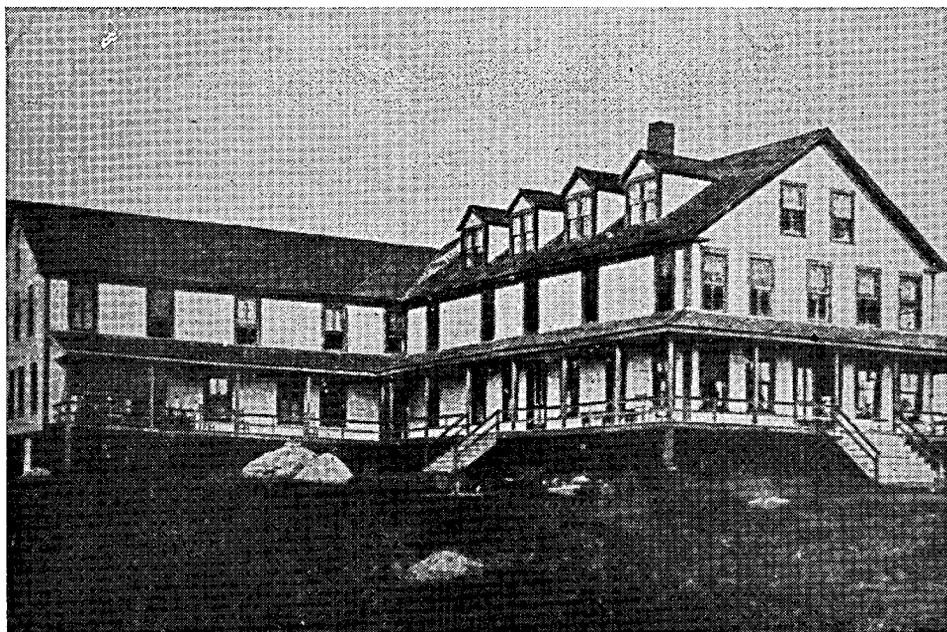


Photo Courtesy Meredith Historical Society
Bear Island House operated by Sol Lovejoy, Burned 1934

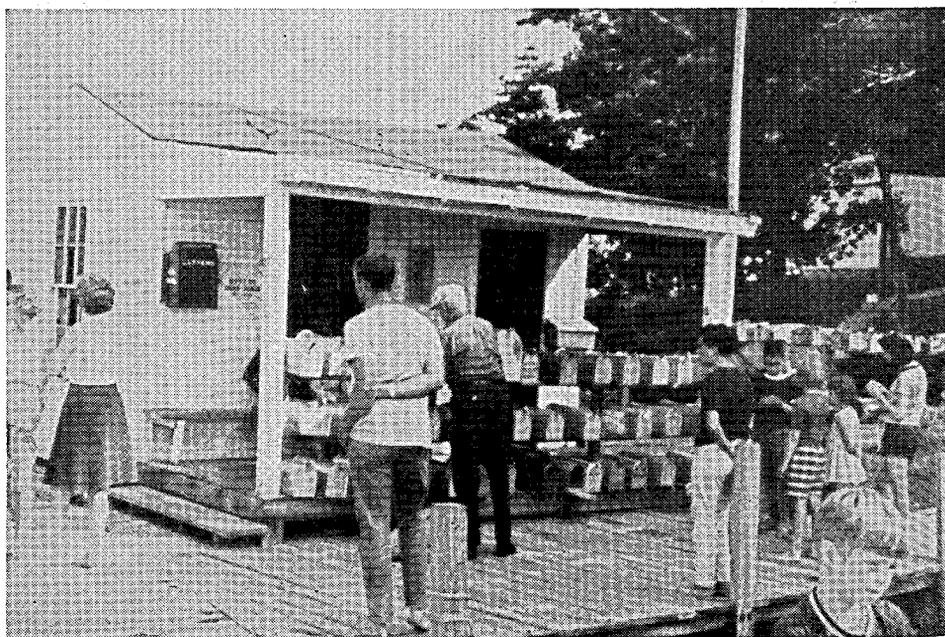


Photo Courtesy of Allan Perley, Laconia, N.H.
Post Office at Bear Island

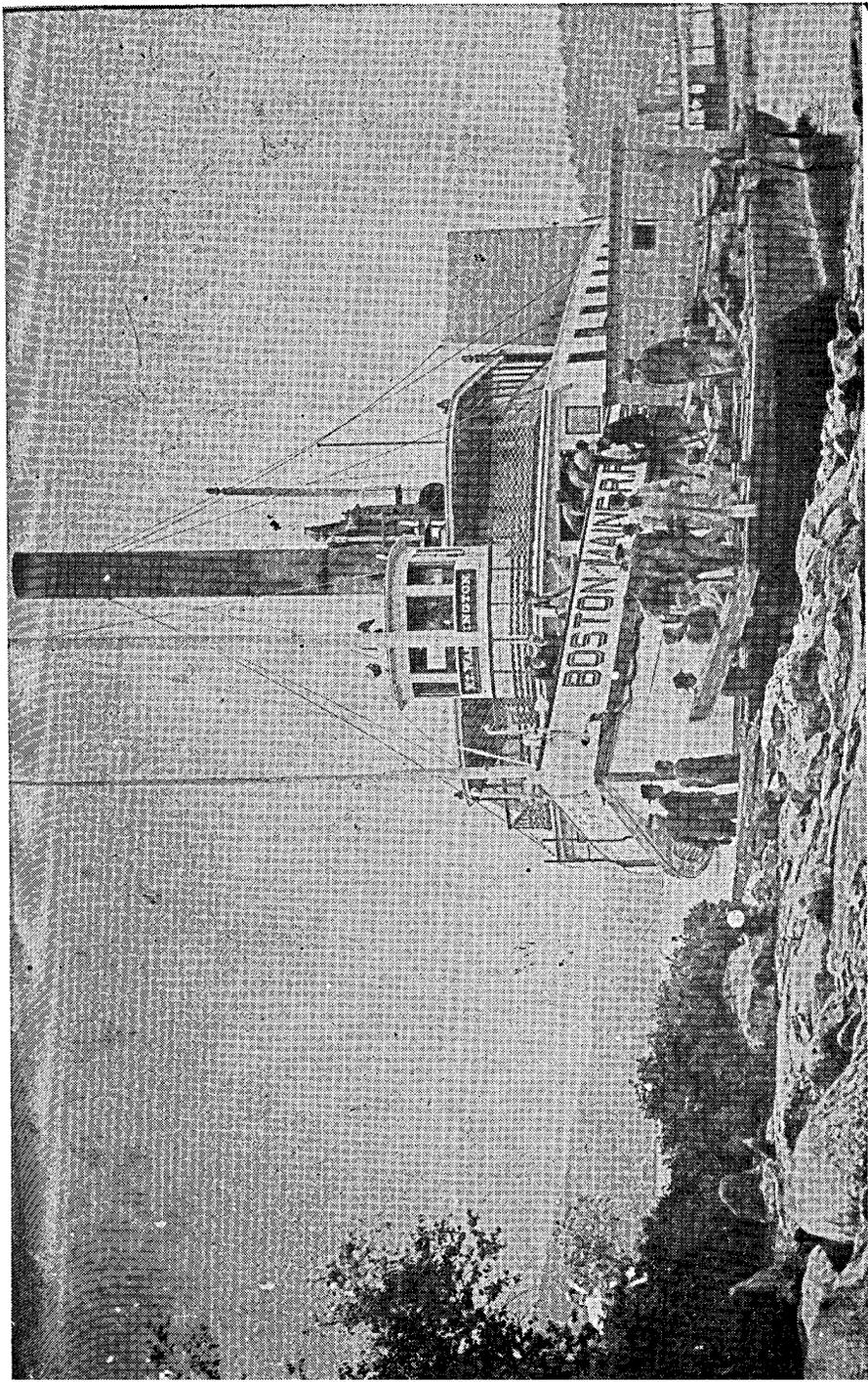


Photo Courtesy Robert Murphy

“Mount Washington” aground on One Mile Island

finally consented, giving Becky first choice. This caused her sisters to be so envious that Becky decided to choose the smallest island she could find and selected the one which bears her name today, an island that is scarcely more than a brush-covered rock. The other daughters picked out large, verdant islands. The story of Becky's choice travelled far, and a wealthy young farmer in the vicinity became so interested when he heard of the unselfish young maiden that he sought her acquaintance. Finding her an attractive young lady, he wooed and won her for his bride. Thus it was said that Becky's Garden, though the smallest of islands, produced the greatest result.

BLACK CAT ISLAND - Black Cat Island is on our left, and is one of the islands bridged to the mainland and accessible by automobile the year round.

BLUEBERRY AND HULL ISLANDS - The two islands on the left are Blueberry, in the distance, and Hull Island.

FIVE MILE ISLAND - On our left is Five Mile Island which is five miles from Center Harbor, and just ahead on our left is Six Mile Island. Just before we get to Six Mile Island, weather permitting, we will have a good view of Mt. Washington.

MOUNT WASHINGTON (if visible) - Ladies and Gentlemen, Mount Washington is now visible. If you look through the lowest point on the horizon, to the left and toward the stern of the boat, Mount Washington of the Presidential Range in the White Mountains is visible, rising to a height of 6,290 feet above sea level, the highest peak east of the Rocky Mountains and north of the Carolinas.

ZONE ISLANDS - The small group of islands on the left is known as the Zone group. The first of this series is Little Six Mile Island, Ellie Island, Crescent Island, and the smallest, Ozone Island.

DOLLAR ISLAND - The small round island on the right is Dollar Island, named after its shape.

CAMP LAWRENCE - Just beyond Dollar Island, on Bear Island you may see the buildings of Camp Lawrence - YMCA Camp from Lawrence, Massachusetts.

BIRCH ISLAND - The next island on our right is Birch Island, and connected to Birch Island by this small picturesque bridge is Steamboat Island, so named because the Steamship Belknap, which was the first steamboat ever to sail on Winnepesaukee, was wrecked here in a storm in 1841 while towing a raft of logs to a sawmill.

LONG ISLAND - Long Island on your left is the largest in the lake covering more than one thousand acres. It is connected to Moultonboro Neck, a part of the mainland, by a bridge which is accessible by automobile the year around. There is an interesting legend about this island. It seems that many years ago the Aquadoctan Indians, who were part of the Algonquins, and their traditional enemies, the Chocoruas, were always at war, fighting for supremacy around the lake. Finally they decided to settle their differences, agreeing that an Aquadoctan princess should marry a

Chocorua prince. The Chocoruas set out in their canoes from the north-eastern end of the lake and the Aquadoctans launched forth from the Weirs. They met on the lower end of this island where the marriage ceremony took place, bringing peace to the Lakes Region.

It wasn't too many years ago that this Island had two large hotels called the Island Hotel and Long Island Hotel, a post office, school house, many well-to-do farms and the magnificent estate of Doctor F. E. Greene of old "Nervura" fame. When asked what his medicine was good for, he is said to have replied, "It's good for me." This great estate burned a few years ago.

SANDY ISLAND - On our left is Sandy Island. It is the site of Camp Sandy Island, a vacation camp for young adults and families long operated by the Boston YMCA, and the first co-educational adult camp in the country.

COW and GUERNSEY ISLAND - In the distance, on our left, that which appears to be part of the mainland is actually a very large island named Guernsey Island. Guernsey Island was settled in 1812 by Paul Pillsbury, who erected a grist mill there, and who is said to have been the founder of the now famous Pillsbury Flour firm. The first herd of Guernsey cattle imported to America was brought to this island to graze, which accounts for the island's name.

From the New York Herald Tribune, July 19, 1936, the following article appears written by Rowena H. More, "Boating Revived on Winnepesaukee Where Treadmill Craft Once Plied."

COW ISLAND NOW GUERNSEY

On February 2, 1933, The New Hampshire House of Representatives passed a bill to change the name of Cow Island to Guernsey Island. The Commissioner of Agriculture, Mr. Andrew L. Felker, had sponsored the change, while Major Otis G. Hammond, Director of the New Hampshire Historical Society, had opposed it. Either name seemed fitting as the island had been occupied by the first herd of Guernsey cows in America. They had been driven overland from Durham in 1831. Governor H. Styles Bridges approved the new name that August when he inspected the restoration of the old grain mill, erected in 1812 and still dependent on the wind for power.

After we pass Guernsey Island, we will be traveling the largest expanse of open lake water known as the Broads. This expanse is approximately twelve miles long and nine miles wide. Also from this section of the lake, we have an excellent view of the Belknap Mountain Range directly across the lake to our right.

SEWELLS POINT - As we round Sewells Point on the left, we enter beautiful Wolfeboro Bay where, in 1764, Colonial Governor John Wentworth completed a province road from Portsmouth to Wolfeboro. The establishment of his summer home gives Wolfeboro just claim to the distinction of being the "Oldest Summer Resort in America." Brewster Academy on the hill to our right is a privately endowed educational

institution. We will land in Wolfeboro in just a few minutes, stopping only long enough to take on and dispatch passengers.

LITTLE MARK ISLAND - The small island on our right where we see the set of white buildings is Little Mark Island. This marks the entrances to the five mile long arm of the lake that is known as Alton Bay. Alton Bay is the southern extremity of the lake. The mountain peak just ahead on our right is Mount Major, part of the Belknap Range.

ALTON BAY - We are now approaching the end of Alton Bay, the southern extremity of the lake. We will land at Alton Bay in just a few minutes, stopping only long enough to take on and dispatch passengers.

REDHEAD or TREASURE ISLAND - This island on our right is Redhead Island, or Treasure Island as it is now called. It was formerly the site of Camp Treasure Island, a Boston Girl Scout Camp.

SLEEPERS ISLAND - Depending upon the course of ship, left or right is Sleepers Island, formerly known as Little Rattlesnake Island. The island on our right is Rattlesnake and to the aptness of its name, it is believed to be infested by reptiles.

Some say that they have seen these reptiles basking in the sun upon high ledges on the island. Others feel that no one has really shown proof of their existence. Regardless, it was long hoped by past owners to established a game preserve and indeed, now many deer can be spotted on the rocky ledges along its two mile length.

Even today, few people dare set foot on this island because of wild game but more because of the reptiles in the crags of the rocky ledges. According to early owners, Dr. Arthur Libby, son of the founder of Libby Museum, was the only man who was supposed to have been bitten by these snakes, and he recovered. They tell us that "Doc" Libby used to trap them and send them all over the United States. Which story do you want to believe?

This island is one of the largest in the lake and has the highest elevation of any of the islands, rising to a height of 390 feet above the lake. The elevation of the lake itself is 504 feet above sea level.

The Mount Washington and Lake Winnepesaukee

The vessel you are riding on, Ladies and Gentlemen, is known as the Motor Vessel, Mount Washington. She was built on Lake Champlain and operated under the name Chateaugay, as a sidewheeler between Burlington, Vermont, and Plattsburg, New York. In 1940 she was purchased from the Champlain Transportation Company. The vessel was dismantled at Burlington, cut into twenty sections, loaded on freight cars and shipped to Lakeport, New Hampshire, where she was re-assembled, fitted with steam engines and christened the steamship "Mount Washington II," to replace the old "Mount" which was destroyed by fire in 1939. In 1942, the Coast Guard acquired her engines for war

service and the vessel was laid up until the end of hostilities. Now she is fitted out with twin diesel engines of 615 horsepower each, and is capable of making twenty miles per hour. The vessel is 205 feet long, weighs 600 tons, has a capacity of 1,500 passengers, is built entirely of steel and is fully fireproof. The "Mount" is now owned and operated by Mr. Byron Hedblom of Weirs Beach, New Hampshire. He appreciates your patronage and hopes that you are thoroughly enjoying your cruise on Lake Winnepesaukee.

Lake Winnepesaukee

The home waters of the "Mount Washington" are those of one of the three largest fresh water lakes in the Continental United States, which lies wholly within the borders of one state. Winnepesaukee, New Hampshire's largest lake with an area of seventy-two square miles and a mainland shoreline of 186 miles is dotted with 274 habitable islands and surrounded by the foothills of the White Mountains. The lake is one of the most beautiful scenic areas in the world, with islands ranging in size from those of one thousand acres to tiny little dots of rock and turf which are scarcely large enough to hold a small summer camp. The fleet of Winnepesaukee boats of which the "Mount Washington" is the rightful flagship, now consists of over 15,000 power-operated craft. In addition, there are several hundred sailboats and countless rowboats and canoes.

In order to safeguard navigation on this large body of water, the State of New Hampshire, through the New Hampshire Department of Safety, has installed more than 500 spar buoys, 68 modern flashing electric light buoys and 15 steady lights.

Winnepesaukee was known to the Indians who first inhabited its shores as "The Smile of the Great Spirit," although a proper translation of the name means "Beautiful Water in a High Place." It was discovered by the white men in 1652, when a party of surveyors, seeking the source of the Merrimack River to mark the northern boundary of the Colony of Massachusetts, placed that line at the Indian village of Aquadocan, which is now the Weirs, and marked it on the boulder now enshrined there as Endicott Rock.

DIAMOND ISLAND - Diamond Island on our right was once the site of a large hotel which was moved across the ice in the winter to become a part of the old Hotel Weirs, a famous landmark in this region which burned in November, 1924. The old steamer "Mount Washington" used to stop there in those days when the hotel was located on the island.

LAKE SHORE PARK - On our left is Lake Shore Park, a very popular summer colony which has one of the largest bathing beaches on the lake, and just beyond Lake Shore Park, where we see the brown bath houses, is the site of the new Ellacoya State Beach, a very fine bathing beach which has recently been opened to the public by the State of New Hampshire.

KIMBALL'S CASTLE - On the brow of the hill to the left, we may now see Kimball's Castle, an exact replica of one on the Rhine River in Germany.

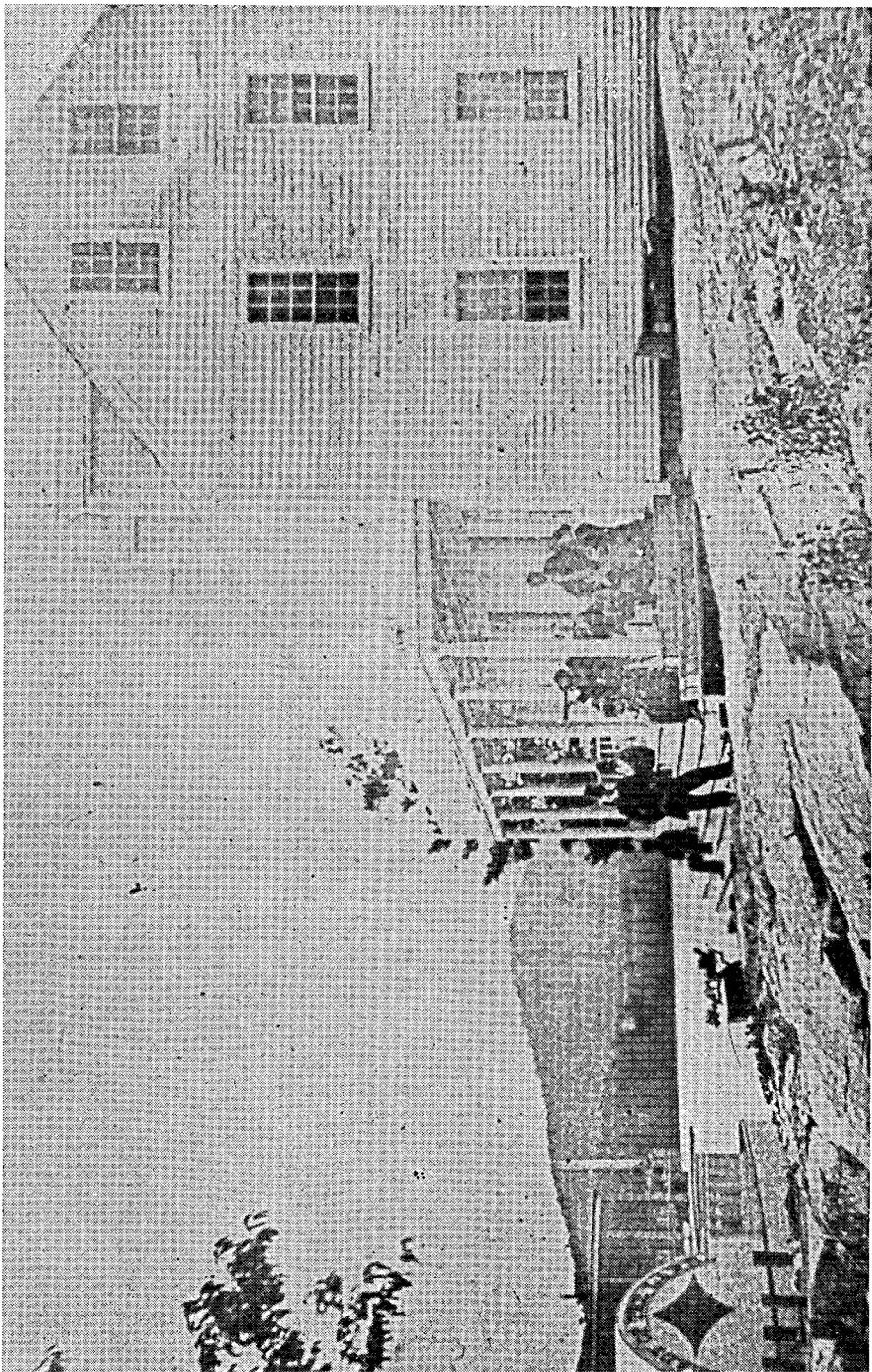


Photo Courtesy Bryan K. Avery
Diamond Island House in 1861 with "Lady of the Lake" at Dockside

LOCKE'S ISLAND - The large island on the left is Locke's Island, and just beyond this island, on the mainland, is the popular summer colony of Glendale. This port offers public docking facilities, a large free parking area for automobiles and a launching ramp for small boats. Glendale is the home of New Hampshire Department of Safety's Lake Patrol.

WITCHES - The rocks on the left (sometimes on the right when we go behind Locke's Island) are known as The Witches. They were not always a barren ledge of rocks but once supported shrubs and trees, thus giving it the distinction of being an island. Being exposed to the elements, the growth on the island succumbed until only a few decayed hollow stumps remained standing. These too finally disappeared. It was during those days of hollow tree trunks, clinging desperately to their rocky bases, that the Witches received its name. There is an interesting tale about the Witches. It seems that many years ago a summer resident of Timber Island traveled to and from the Weirs by rowboat. One time, on returning from the Weirs after an extremely stimulating evening with his friends, he became lost and landed here on the Witches. Sensing that he had arrived home, he knocked on what he thought was his front door, but a deep hollow roar swelled up around him. He must have been pounding on a large hollow tree, but due to his muddled condition, he became thoroughly frightened and rushed headlong to his boat where he spent the night crouched in the bottom. In the morning, not wanting to tell his friends about his nocturnal predicament, he related only how he had become lost on a barren island inhabited by witches who had driven him back into the lake. The story travelled far and fast around the Lakes Region, and so the island became known as the Witch Rocks.

GOVERNOR'S ISLAND - Governor's Island, on our left, is one of the most famous islands on the lake and has a very colorful history. It was originally part of the old Gilmantown Grant which included the present town of Gilford, of which the island is now a part. The first John Wentworth, acting in place of the absent colonial Governor, signed the grant on the condition that he would receive five hundred acres and a house lot on Governor's Island. The island remained in the possession of the succeeding governors until it was united to the State of New Hampshire during the Revolutionary War. Forty years afterward, the island was purchased by Eleazer Davis, one of Gilford's early settlers, and given to his ne'er-do well son, Nathaniel, to keep him busy and out of trouble. The elder Davis' efforts proved fruitful, for his son settled down and before long the prosperous settlement of Davisville sprang up on the island. During the Davis' tenure of the island, it was called Davis Island, but through succeeding generations it fell into disrepair, and fire eventually ruined the old Governor's mansion in 1870. Ten years later, the island was acquired by Stillson Hutchins, a prominent politician and publisher from the District of Columbia, who rebuilt the old mansion and improved the island. About this time, Governor's Island became the resort of numerous celebrities, and many brilliant social affairs were held there. Just prior to the First World War, Governor's Island housed the staff of the German Embassy.

Development of this island has continued until today, when it has become a very beautiful and exclusive summer colony.

WEIRS BAY - As we pass between Governor's Island on our left and Eagle Island on our right, we return to Weirs Bay.

WEIRS - The Weirs derived its name from an Indian fishing weir located near Endicott Rock. The Indian village Aquadoctan was located on the hills to the north and west and was the largest Indian village in this region. The ruins of the Weirs, which was a triangular enclosure of rocks and logs used for trapping fish, could at one time be seen in the waters just north of Endicott Rock Monument.

The "Mount" will land at the Weirs in just a few minutes, so on behalf of the Captain and crew we wish you all a very pleasant good-afternoon.

Winnepesaukee Islands

Badger's Island	Little Mark Island
Barndoor Island	Little Six Mile Is.
Bear Island	Lockes Island
Beaver Island	Loon Islands
Becky's Garden	Long Island
Blackcat Island	Mark Island
Black Island	Melvin Island
Blueberry Island	Mile Island
Birch Island	Mink Island
Breezy Island	Moose Island
Camp Island	Nine Acres
Chase Island	Oak Island
Cove Island	Ozone Island
Cow Island	Parker Island
Crescent Island	Pig Island
Deven's Island	Pine Island
Diamond Island	Pitchwood Island
Dollar Island	Pistol Island
Dolly Island	Plum Island
Dow's Island	Poplar Island
Dud's Island	Pops Island
Eagle Island	Ragged Island
Echo Island	Rattlesnake Island
Farm Island	Rock Island
Fish Island	Round Island
Five Mile Island	Sandy Island
Forty Islands	Ship Island
Ganzey Island	Six Mile Island
Glines Island	Sleeper's Island
Goose Island	Spectacle Island
Governor's Island	Squirrel Island
Grant Island	Steamboat Island
Gun Island	Stonedam Island
Half Mile Island	Store Island
Hawks Nest	Three Mile Island
Hen Island	Timber Island
Hermit Island	Treasure Island
Horse Island	(Redhead I.)
Hull Island	Twin Islands
Joe's Island	Two Mile Island
Jolly Island	Varney Island
Keniston Island	Wallace Island
Kineo Island	Welch Island
Lincoln Island	Whaleback Island
Little Barndoor	Whortleberry Island
Little Birch Island	Witch Rocks
Little Bear Island	Worcester Island
Little Camp Island	

Acknowledgments

- Mr. Byron Hedblom - Weirs, N. H.
Mr. Bryan K. Avery, Captain, "Mount Washington," Weirs, N. H.
Mr. Robert Murphy, Pilot, "Mount Washington," Weirs, N. H.
Mr. Gallagher, Publisher - The Laconia Evening Citizen, Laconia, N. H.
Mr. Nathan Moulton - Meredith, N. H.
Mrs. Ruth Beede - Meredith, N. H.
Miss Mildred Beach - Wolfeboro, N.H.
Executive Secretary, Lakes Region Association
- New Hampshire Historical Society
Meredith Historical Society
- Mr. and Mrs. Carl Colby - Meredith, N. H.
Mr. Allan Perley - Lakeport, N. H. (U. S. Mail Boat)
Mr. and Mrs. Henry M. Heald - Center Harbor, N. H.
Mr. Solon Colby - Meredith, N. H.
Mr. Neal Phillips, Publisher, The Meredith News - Meredith, N. H.
Mrs. Cotton, City Librarian - Laconia, N. H.
Mr. William Bastraw, Councilman - Laconia, N. H.
Miss Marjorie Lee - Meredith, N. H.
Mr. Robert Bennett - Meredith, N. H.