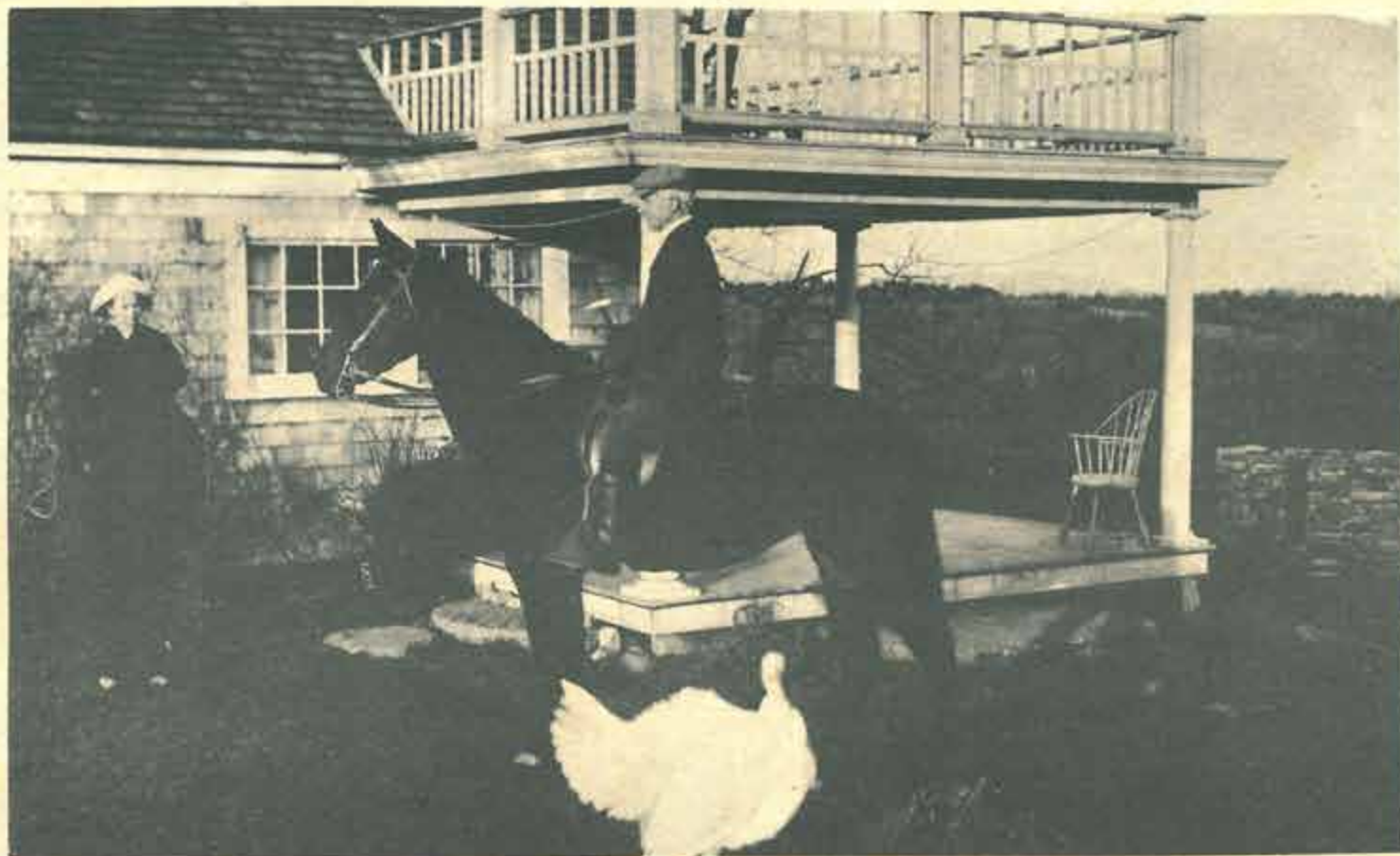


1773**JAFFREY****1973****NEW HAMPSHIRE**

Dr. Dean on his horse in front of the cottage.

Dr. William K. Dean

Jaffrey's Greatest Mystery

Information for this article was drawn from Bert Ford's DEAN MURDER MYSTERY, YANKEE magazine, The Boston POST, Boston HERALD, Boston AMERICAN, and Boston ADVERTISER. Thanks especially to those Jaffrey residents who were kind enough to recall some of the details of the case.

By Betsy Clarke

The barn is gone, but the Dean's two houses still shelter families, and the 106 acres of farm in Jaffrey are only 20 shy of the 126 the Deans owned. The cistern remains, too, of course, but is protected by a concrete lid so heavy that when Paul Deschenes, the present owner, tried to lift it, the round rusted handle bent to egg shape.

Pack Monadnock and Mount Monadnock, from which Dr. Dean and other Jaffrey residents reported seeing German signals flashing during World War I, are now mostly obscured from the Dean farm by the phenomenal growth of brush and trees, however. "Last year I had to cut away a line of trees so I could get a view of Mount Monadnock at all!" reported Paul St. Pierre in astonishment. Mr. St. Pierre inhabits the cottage. This year he'll likely have to do

so again. The only lights discernible these days are from automobiles on Pack Monadnock, and the only German prowling around the Dean Farm now is the Deschenes' German Shepherd, Bruenhilda.

Well, time passes, as Virginia Woolf once wrote, and residents of today's Jaffrey can only guess at the impact of the actual murder, so fraught with political and social implications that the Boston ADVERTISER wrote, "The murder of Dr. William Kendrick Dean will stand out for all time as the greatest of all the unsolved tragedies of New England."

Frankly, it at first sounds more like a Grade-B Hollywood movie, written and produced by a hyper-active imagination—the international intrigue of German spies, German ambassadors, and signal

lights sent from the Monadnocks to German ships at sea, a feeble and senile wife whom some say was both jealous and insane, a trusted selectman and friend of Dr. Dean who arrived at work the day the body was found with a black eye. He was also cashier of the local bank and named, if you can believe it, Rich.

The whole thing seems too massive to have taken place in the small, peaceful, contented town of Jaffrey, N.H. and then to proceed to tear the town apart.

But to begin at the beginning.

William Kendrick Dean's later life seems extraordinarily drab in comparison to his exotic experiences as a child. Born in 1855 in Wilmington, Delaware, the son of one of the first American

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missionaries to China, young William became a playmate of the Prince of Siam.

Being very bright, he later studied medicine in Rochester, N.Y. under his uncle, but although he was good at his studies and was reported after his death to be "one of the best surgeons in New York," he never received a medical degree or license, according to a 1959 YANKEE article, and, of course, never practiced medicine. He entitled himself "Doctor" nevertheless.

While studying under his uncle-teacher, he fell in love with his first cousin, his elder by three years, and married her at the home of her uncle in South Hadley, Mass. Dean then began a career in publishing in Massachusetts, but the couple moved to the Monadnock countryside in 1889 because of Dr. Dean's pulmonary disease.

YANKEE called the large white frame house which the Deans built on the hill "pretentious," but it seems not so much pretentious as poorly designed. The large house has only six rooms, according to Mr. Deschenes, yet is riddled with hallways, landings, and in Dean's time, porches. In any case, over 600 Jaffrey visitors and residents a year found the Dean home both comfortable and interesting. Their extensive private library was particularly remarkable.

Though year-round residents themselves, the Deans associated largely with the Jaffrey summer colony, allowing some exceptions. One exception was Charles Rich, cashier of the bank, selectman, and state representative. A Mason and wealthy as well, he qualified as the stereotypical "Mr. Republican" of the town. Otherwise, Mr. Dean's circle of friends included many like Mrs. Morison, affluent men and women who maintained a summer residence in this area and one or more "permanent" homes in such cities as Boston, New York, Philadelphia, and Washington, D.C.

Perhaps the only monied summer visitors to be excluded from the gaiety of the Dean Farm while the twentieth century was still in its teens were the German diplomats to the United States.

Ambassador Bernstorff often frequented Dublin during the summers and falls, then an "inland Newport, Rhode Island," according to Robert Grummon. His visits began as early as 1916, and some sources report that

domestics of German descent followed those Germans of wealth to the Monadnock region, always remaining more or less invisible.

When the United States entered World War I in April of 1917, many Jaffrey residents became conscious of lights, thought to be signals, flashed from Pack Monadnock, about 8 miles away, and from Mount Monadnock, no more distant than 3.

Because German diplomats vacationed in the area, because Jaffrey is only an hour away from Fort Devens where the 12th and 36th army divisions were trained, and because, according to World War I correspondent, Bert Ford, Mount Monadnock is "the first point of land visible to Mariners approaching the Massachusetts coast", many theorized that the lights sent U.S. government secrets either to German spies positioned on other New England mountains, or to German ships at sea.

Many, that is, but not all. A minority attributed this interpretation to "war hysteria", insisting that the flashes came either from automobiles or from heat lightning.

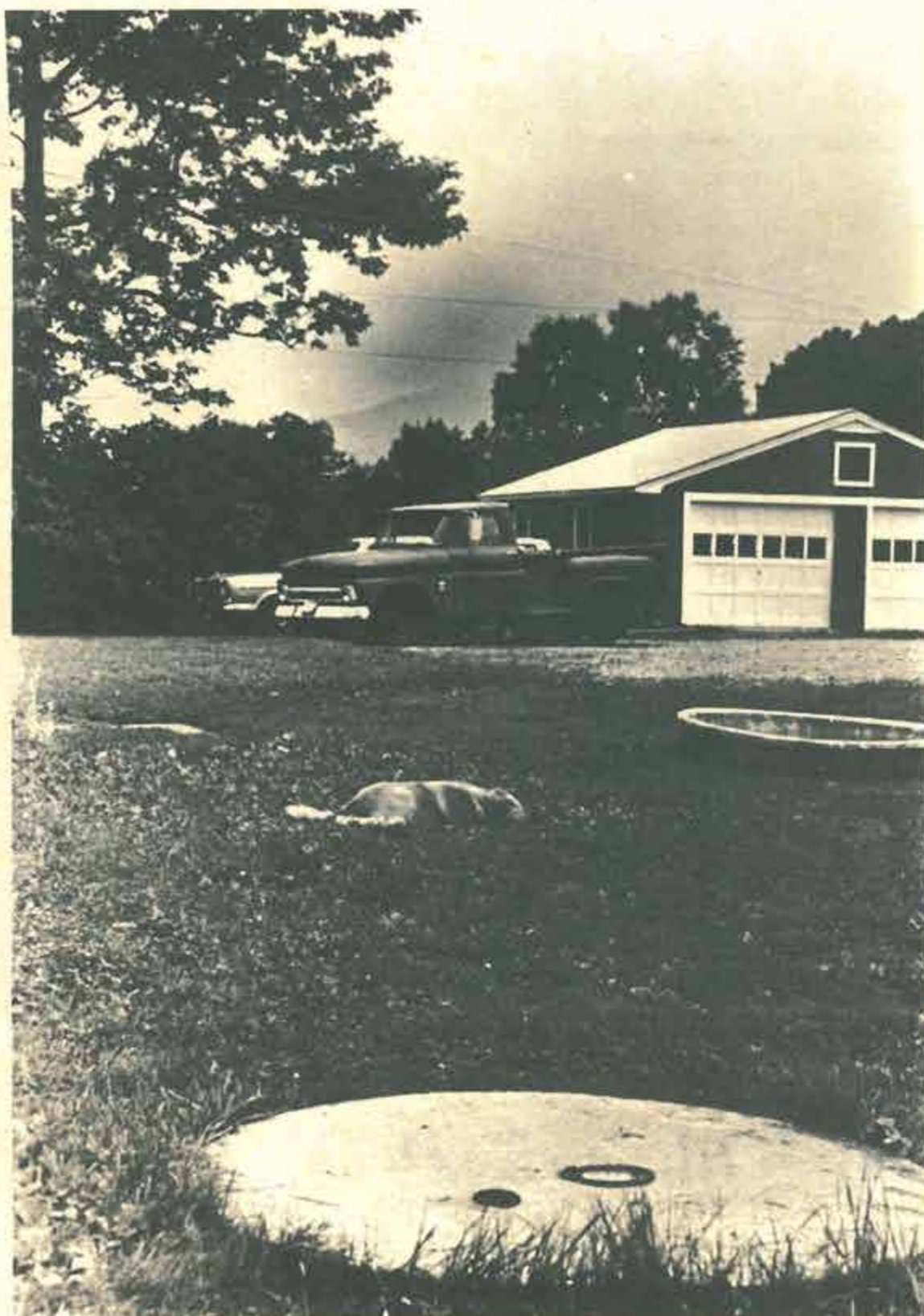
Nevertheless, people were scared, and some went so far as to hire body guards.

The degree of panic can be seen in the frequency with which people changed their own German sounding names and the names of things. The hamburger was called the liberty burger, for example. Those considered to be showing less than the appropriate degree of panic were noticed, and those reputed to have German ancestry or even European habits were particularly suspect. Probably the seeds for what one called "the civil war in this town" begins here, as does the disagreement over what events in fact made up the Dean murder mystery.

A group of prominent businessmen and professionals in Jaffrey made up "The Soft-Pedal Squad." Prior to the United States' entry into World War I, according to one source, these men would meet at Flynn Inn, a hotel in Winchendon, Mass. to discuss politics specifically their support of Germany in the war in Europe. Others disagree.

"They may have met," countered one, "but these men were Yankees through and through, and I very much doubt that their meetings were in support of Germany." All agree that Dean was more than a little interested in the lights from the mountains and that he had no doubts that German agents were behind them.

Remember that Dean was in his sixties now. He had led a peaceful, comfortable



A view of Mt. Monadnock from the Main house. The cistern in which Dr. Dean's body was found is in the foreground.

Photo by Wayne Esty

life in Jaffrey; now his feet bothered him and he suffered other minor ailments, but he was a physical fitness enthusiast, according to YANKEE, a sporty dresser, and always looked years younger than he was.

His wife, on the other hand, three years older than her husband to begin with, suffered from early senility and arteriosclerosis and was reported to be quite weak. Not a bit of evidence exists to suggest that Dr. Dean was ever unfaithful to his wife. But Mr. Rich did testify after the murder that Mary Dean became jealous of any man or woman who took her husband's time, and Mr. Colfelt, Dean's former tenant, offered his view that he did "not think that Dean treated his wife just the way he should," during the decline of her mind.

Also, Ford reports that according to Colfelt, Dean kept an album of old photographs and on occasion would "bring out pictures of women" to point out the most lovely ones. Colfelt found this behavior curious, but not

vulgar.

The Dean murder made two particular names household words for generations. One was Charles Rich, the banker; the other was Laurence Colfelt, whose occupation became the preoccupation of many a Jaffrey native.

Originally from Vermont, Mr. Rich taught school in Peterborough prior to replacing his brother as cashier of the Jaffrey bank. The bank cashier was the highest paid officer regularly employed there. Though highly trusted as the moderator of the town meeting more than thirty years, and a good friend of Dr. Dean, many people in the town did not like him.

During World War I, however, and before the murder, Mr. Rich became a suspect, though of a different kind. Partly because of his membership in "The Soft Pedal Squad" perhaps, because of his erect posture, and because of some of his peculiar attire, rumor had it that the banker was of German sympathies, if not of German descent.

Likely, rumor went, Rich

was a name he had doctored to sound less German than his real name. His erect carriage and cavalry boots were all some people needed to see during those war years to substantiate those rumors in their own minds. He also owned a spiked helmet which convinced those who wanted to be that Rich had been a member of a foreign regiment, likely a German one.

In fact, Rich was a member of the New Hampshire National guard, and the helmet was in all probability part of his uniform. Whatever Rich's sympathies, no written evidence suggests that Dr. Dean suspected Rich of being a German spy.

Mr. Colfelt's story is altogether different. The Laurence Colfelts and their daughter Natalye wished to move from New York to Jaffrey and, according to one source, inquired in the bank as to what local homes might be available for rent.

Mr. Rich, who had no prior knowledge of Mr. Colfelt, sent the stranger to

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the Deans who, due to wartime inflation, had felt compelled to build a cottage for themselves and to rent the original home. Another source contradicts this theory, suggesting that the Colfelts and the Richs were not only previous acquaintances but were very good friends, both being of German descent and sympathies, and that Rich planted Colfelt on Dean's property because the latter was becoming too intrigued by the "signals" from the mountains. It is true that Mr. Colfelt and Mr. Rich at least became very good friends.

Everyone agrees, however, that the Colfelts were mysterious. To begin with, Mr. Colfelt was unemployed, but was known to have an income of \$2500 a month. He said the income was from his mother's estate.

Secondly, he received his mail just about everywhere but Jaffrey; several post offices in surrounding towns held post office boxes for him. Finally, his family bought groceries enough to feed an army, and it was gossiped that the Colfelts were doing just that for the Germans.

The Colfelts were friends of the Deans for a time, but remained their tenants only a year before the Deans asked them to leave. The accounts of the incident suggest, however, that the rift between tenant and landlord was because of Colfelt's reluctance to find employment during wartime or to help Mr. Dean with chores around the farm.

When Mrs. Morrison asked Dr. Dean why the Colfelts had left and gone to Greenville, Mr. Dean is said to have replied, "I am too good an American to have a man of that kind on my place." But when Mrs. Morrison pursued his meaning, Mr. Dean's answer had nothing to do with

alleged espionage: "A man like Colfelt, young and strong, who will not do useful work at this time, is not the man I want on my place. I offered him my land for use for agricultural purposes."

Entries in Dr. Dean's calendar suggest that he was watching the Colfelts, however. Bert Ford relates them as saying the following. The year is now 1918:

March 22-Mrs. C. went
June 5-Colfelt left
June 25-Information

When Colfelt moved off the Dean farm, he took with him a large, very heavy crate which Mr. Colfelt called a graphophone. According to the man who moved it, however, the box must have weighed 500 pounds, much heavier than a graphophone should be.

Mr. Colfelt cautioned the mover to be extremely careful with the box and apparently he never took his eyes off it during the entire ride to Greenville. No one got the chance to look inside the crate and Bert Ford reported that the crate was shipped to New York the following day. While the contents of the crate were never known, the suspicion was that it contained radio transmitting equipment or some other electronic equipment to facilitate treasonous activity.

Dean's calendar entry on June 25 remained obscure, but some thought it marked the date on which Dean received a threatening letter. Unfortunately, no one but Dean saw the letter though he told a neighbor of it and perhaps others.

According to one source, Dean was not the only one to receive such a letter. Anyone who showed strong, patriotic interest against alleged German spying in the Monadnock Region was likely to receive one as well. One such man, is said to have reported that he had returned home from shopping to find a piece of paper on his door informing him that if he left town he



The Main house on the Dean farm which the Deans later rented to the Laurence Colfelts.

Photo by Wayne Esty

would receive a charitable amount of money. As the man refused to leave, the notes got decreasingly charitable and eventually the message threatened his life, though he was apparently never confronted with physical force.

Judging from Dean's gravity in relating his own experience to a friend, his letter was of the latter sort as well. Dean asked a policeman what he ought to do should his life be threatened, but he never hired a body guard or signalled any large scale alert about what might happen to him.

Almost two months passed during which time Dean must have satisfied himself that he alone had information crucial to U.S. security. When Mrs. Morison and friends called upon Dr. Dean to solicit contributions for a hospital on August 13, 1918, Dean took the former aside to question her analysis of the flashes from the mountain.

Dean suggested to Mrs. Morison that they watch for the lights that night and he agreed to call her about his observances using code

involving turkeys. He then asked her when she would be visiting Boston again. When she replied "the next day" Dean uttered the following much quoted lines, the statement with which Bert Ford opens his book, **THE DEAN MURDER MYSTERY**:

"Mrs. Morrison, you are a woman. What I know would be too dangerous for a woman to know.

Go to the United States authorities and tell them to send up one of their best men as soon as possible.

I wanted to be sure. I am ready now."

Over-dramatic, probably; male chauvinistic, unquestionably. It may have saved Dean's life had he known that Mrs. Morison was a private secret service agent herself and had he confided in her. But Dean insisted on a man. Though the woman encouraged his confidence, Dr. Dean maintained his silence. At the end of his statement, the two heard a crash of some sort near a window. Someone, they reasoned, had been listening.

Since his wife's illness, Dr. Dean did the housework, the shopping, and the small

bit of farming. The night of the 13th, Dean was seen in town shopping and talking to friends. According to Charles Rich, says Ford, Dean dropped by his home just after Rich's horse had kicked his owner in the eye. Because Dean had acquired a chill, Rich offered his friend a blanket which he took home with him.

Though Dean's life does not exactly appear cosmopolitan, he preferred what were then considered city hours rising late and retiring late. He would milk cows at noon and then keep the poor things up until midnight to do so again. August 13 p.m. was no exception. He left his wife at the cottage around 11 p.m., took his milk pail, and went to the barn. Half an hour later he was dead.

The methods of the killing were so brutal as to be freakish. Cause of death was determined to be strangulation although the body demonstrated a great variety of other possibilities.

Dean was found the next morning at the bottom of the rainwater cistern near

(Continued on page 5)

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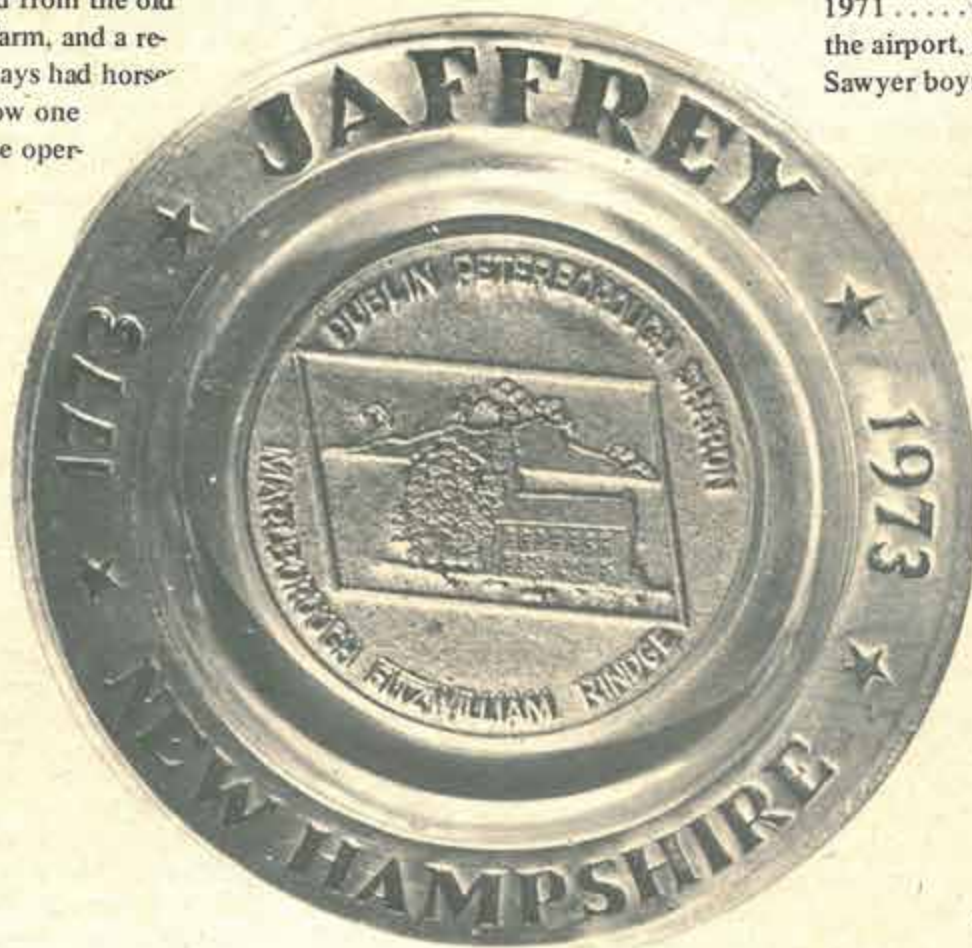
Moving one mile down the road from the old homestead, Dad operated a dairy farm, and a retail milk business but he always had horses and in the thirties began what is now one of New England's well known horse operations.

One of the treats for the Sawyer family, after a long day's work, was home-made icecream. But the hand mixer could make only 4 quarts at a time, and that was never enough! Finally in 1954, across from the farm, in

what was a sandbank, sons David and Alfred started a small ice cream stand. At last, a dream come true enough ice cream! Since then, several major additions have been made: 1957 the "hot" side was added with a complete food menu; 1960 "hot" side enlarged and interior production facilities doubled; 1964 Patio and "Saddle and Gift Shop" built; 1967 original "cold" side doubled in size; 1970 Yankee Shop opened;

1971 Candy Shop added. Not to mention the airport, built in 1947 another dream of the Sawyer boys, Alfred and David. Now a modern,

clean, 3000 foot paved runway run by Harvey Sawyer, the Jaffrey Municipal Airport is one of New Hampshire's busiest small airports, offering complete flight service, and housing a U.S. Weather Bureau reporting station. Silver Ranch is now a favorite & well-known stop-over for thousands, who fly, drive, walk, or ride in.



JAFFREY PLATE by D.R.S.



David, Rita, Harvey, Alfred Sawyer with first based airplane, David's Piper Super-cruiser.

The Sawyer family is proud to have been a part of Jaffrey for 7 generations.



Alfred Sawyer at the stem. 1930 Milkroute



1939-Roscoe Sawyer, coachman, Clayton Record, Alfred Sawyer on Will Rogers & guests.



Cow Barn Fire, July 31, 1950



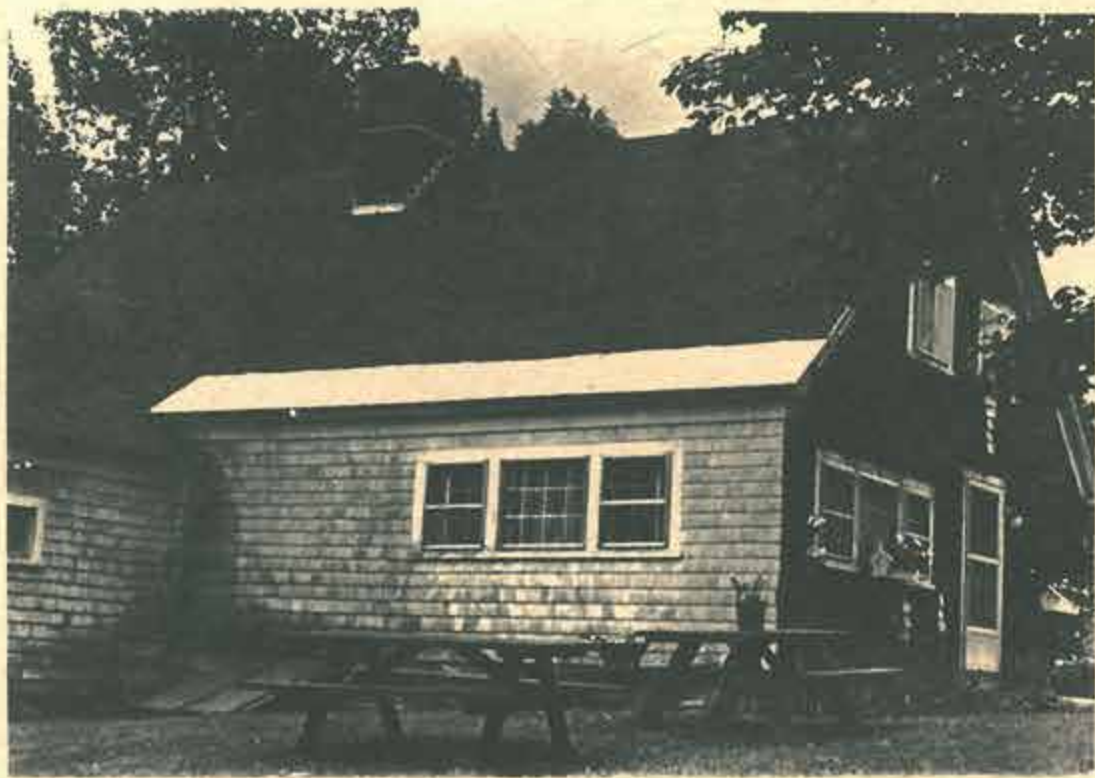
The First Step March, 1954



"Hot" and "Cold" Sides (1957 Version)



Silver Ranch now



The cottage the Deans built during World War I.

Photo by Wayne Esty

DEAN

(Continued from page 3)

the large house, wrapped in Mr. Rich's blanket with a 27-pound rock around his neck and cuts, probably from blows with a weeder, in his head.

The clues would undoubtedly have been greater had an official of the town not ordered the barn to be cleaned up before authorities could search it. Some said the selectman's order was due to lack of sophistication with sordidnesses of this scale—Jaffrey had never experienced the like before and has not since.

Others said the official's order was a deliberate move to destroy evidence and save his friends from possible conviction. Whatever the motive, people agree that valuable evidence was lost. Some of the clues authorities did have, follow:

Dean was found wrapped in Charles Rich's blanket. Rich came to work the morning the body was found with a black eye.

Mrs. Dean stayed up all night, worried that her husband was dead; in the morning, before Dean was found, she called friends to tell them that "Billy is dead in the deep water."

Close friends knew that her longstanding fear was of her husband wandering too far along the property and falling into the swamp. It is now assumed just coincidence that Dean was dead in the cistern.

Other clues included the weeder, automobile tire tracks, and a hairpin. Dean's milk pail was never found; a cigarette case was found and then lost again. No inquest was held, however, and there was no autopsy until eight months after the murder.

Those automobile tracks caused Mrs. Morison the

greatest amount of fright. A couple of Jaffrey residents recalled seeing a car carrying three people move through Jaffrey around midnight on August 13. Recall that Dean had told Mrs. Morison that he had information and that someone was thought to be listening outside. Recall also that Mrs. Morison was going to Boston the next day. She waited for Dean's phone call about turkeys, but was apparently not alarmed when she did not receive it.

Mrs. Morison was to go to Boston by train. At the last minute, she was offered a ride which she accepted. Some think that ride saved her life, for someone noticed a car at the railroad station similar to the one which drove through Jaffrey the previous night. It was parked there about the time of Mrs. Morison's expected departure.

Presumably, her life would have been in danger had she kept to her original schedule. It was never proven that the killer came to the Dean farm by automobile, however, or that the automobile which drove through town had any link to the automobile tracks at the Dean Farm.

Proceeding on the clues they did have, authorities suspected Mrs. Dean; besides the motives outlined earlier, she had been on the premises the night of the murder. Although it was unlikely that even Goliath, let alone Mrs. Dean, could have bound the doctor, weighed him down with a rock and then carried him to the cistern 500 feet from the barn without assistance, authorities sent her to E. Gardner mental hospital to see if she could tie square knots, the kind used to tie her husband. She could not.

Moreover, she was so weak of mind that she did not realize for months that she had ever been suspected

of her husband's murder.

The authorities' concentration on Mrs. Dean enraged many of the townspeople who saw it as a reluctance to apprehend the real killer, Mr. Rich. Federal authorities questioned Mr. Rich and believed his alibi that his horse had kicked him. Though there were minor discrepancies in his testimony, no official considered him guilty of the crime.

The black eye was too coincidental for many Jaffrey residents, however, and even those who thought him innocent, also suspected he had at least witnessed a struggle.

Mr. Colfelt was questioned, and could prove that he had spent the night in Portsmouth.

But, as one source put it, "The real story isn't who did this or who did that. The real story is what it did to the town."

The town divided into pro-Rich and anti-Rich factions, the former translating roughly into Republican, Protestant, employer, "haves" and the latter into Democratic, French Catholic, employee, "have-nots".

The division marked the coming of age of the French in Jaffrey and therefore the coming of age of Jaffrey. "Outside ideas were coming in," one said.

Jaffrey found growing up to be painful, however. The Dean murder is considered to have quickened the process too much. The Masons who defended Rich were weak and on the defensive, and their employees who had probably stored up other grievances, first successfully wielded political power after and because of Dean's murder.

At the town meeting, the anti-Rich group removed from office everyone sympathetic to Mr. Rich. The poster war in drug store

windows is well known, and some say that pro-Rich and anti-Rich factions walked on opposite sides of the street for years.

Rich was suspect partly because of the rumors that he and his friends had German sympathies which Dean was trying to hinder. Most agree that the murder could not have been committed by a single person. Nevertheless, even fifteen years later, when Charles Rich died, suspicion did not die with him. The townspeople were asking among themselves, "Did he make any confession on his death bed?"

He did not.

Another faction of Jaffrey believed German spies acted alone and apart from any Jaffrey citizen. The editorials of Boston newspapers indicate this to be their interpretation of the case, largely because so many prominent Germans frequented the area. Two years after the murder, the case was still making the front pages of the Boston POST and the Boston HERALD, which sold for 2 cents, and because of Bert Ford, the Boston AMERICAN ran articles on the case into the 1930's.

According to the AMERICAN, Federal agents found ammunition not made in this country on Mt. Monadnock, and the newspaper was sure enough of its theory to write, "Dublin... was the centre of spy activities before the United States entered the war and the head and brains of the secret system is alleged to have lived in Peterborough...."

The then Attorney General of New Hampshire, Mr. Young, told a reporter for the Boston POST that Federal investigators combed the area for German spies and never found a one. Many believe this failure to be attributable to the bungling evident in the other aspects of the case. For example, one witness Ford quotes in THE DEAN MURDER MYSTERY, testified that two sentries assigned to watch the Colfelt house had by mistake been watching a house half a mile away.

One incident which lends credence to the theory of German spies happened about 25 years later. Copeland Draper had taken a seat in an airplane and had placed the LEDGER on the seat beside him. A fellow passenger noticed the paper and introduced himself as a former secret service agent

who investigated the Dean murder when it occurred.

When Mr. Draper inquired after the status of the case the writer was told the former agent replied that the case was closed years ago and marked "Murder By German Spies Who Escaped Across Mexican Border."

Well, maybe. But it seems too easy a way to dismiss a hopeless case. Perhaps the only lesson to be learned from the story is that if you want information, carry The LEDGER with you wherever you go.

German-Mexican spies notwithstanding, the case was never considered solved, though everybody had a theory. A few killjoys maintain that Dean never really knew a thing about spies or signals, that he wasn't scaring the Germans one bit, and that furthermore, German spies didn't operate that way. Their unglamorous theory is that Dean unfortunately entered his barn one night when some local hoods were playing in it; perhaps Dean came after them with a pitchfork; perhaps the kids slugged Dean in fear and rid themselves of the body as quickly and as completely as they could.

Fewer people held to a final theory, the Tongs theory. According to this one, some American missionaries stationed in China around the time Dean's father was, stole the Idol, and the Chinese decided to take it out on William Kendrick Dean in Jaffrey, N.H.

So far as is known, no one thinks it was suicide.

Many these days, 55 years after the murder almost to the day, have no theories.

Paul St. Pierre no doubt speaks for them when he says simply, "Whoever did it, it died with them." There are those who wish the stories and the theories would finally rest in peace. But it seems a peculiarity of the human mind that mysteries just won't rest there. That's why resurgences of interest appear so regularly and why, today, criminology has advanced enough so that fewer murders need go unsolved.

While it's true that a town 200 years old deserves a look back, an anniversary requires a community to look ahead together as well. And the Dean murder surely won't keep Jaffrey from doing that.

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Hannah Davis Bandbox Manufacturer

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)



If there is a single possession in which Jaffrey can take pride as something all its own, it is the memory of Hannah Davis. She grew here out of our native stock, and here she worked out her destiny in a career that was peculiarly her own. She was born, probably in Rindge in 1784, but came to Jaffrey with her parents when two years old. She was the granddaughter of John Eaton of Jaffrey, mill owner and master of many trades, and daughter of Peter Davis, a skilled maker of wooden clocks, and she inherited in good measure their mechanical ingenuity and manual skill. She never inquired what occupations were open for women, but, obedient to her genius, when left alone with her

widowed mother in young womanhood, she invented, manufactured, and sold to the world the nailed wooden bandbox.

The bodies or "scabboards" of the boxes were made of shaved veneers from selected old growth spruce, then common in our forests. It was her custom to go to the woods and search out the trees best adapted for her purpose, and, having traded for them with the owner, she hired them cut and hauled to her door, where they were bolted to appropriate lengths and the bolts, stood on end, were sliced by a machine of her own contrivance. The slicing was heavy work and required the strength of a man. The first slices were

narrow and served for cover bands, or small boxes, while toward the center they reached a width corresponding to the

diameter of the bolt, making boxes of a capacity equal to that of the large suitcases of today. The sides were bent to an oval shape

and firmly nailed while green. The bottoms and tops were made from old

pine boards cut to the desired shape and nailed firmly in place. They were covered with wall paper of gay and varied designs, and lined within with newspapers of the period, while in the center of the cover, inside, was pasted a neat label bearing these words:

Warranted Nailed
Bandboxes
Manufactured by
Hannah Davis
East Jaffrey, N.H.

For her home supplies they were used in barter with the merchants of the town. For her wider market she owned, as a part of her equipment, a wagon of the prairie schooner type, with

a canopy or covering of white cloth. When she had accumulated a sufficient stock of goods she loaded her wagon to the roof, hired a sedate and trusty horse of a neighbor, and, perched amid her treasures, set out like a fairy godmother for the factory towns where finery then most abounded. In the towns of Manchester and Lowell she was well known, and when, as was her custom, she halted her van by the mill door at the noon intermission, she was

sure of eager customers and a lively trade. The factory girls, coming from the best families of New England, carried the latest fashions back to their home towns,

and they have been pictured riding on the tops of the stage coaches to and from their homes with their Hannah Davis' Bandboxes around them like satellites around a sun.

In these days her prices seemed moderate, only fifty cents for a large bandbox and a small one for twelve cents. Hers were no flimsy affairs of paper and pasteboard, which so often in an emergency prove a delusion and snare. She built into them character as well as skill. They have stood the test of time, and are still to be found in

hundreds of attics after nearly a century of service.

An interesting collection has been made by the Village Improvement Society of Jaffrey, who have also collected in pamphlet form many facts and anecdotes relating to Hannah Davis and her work. That the product of her shop was carried far beyond the limits of New England appears from the fact that one is included in the historical collections in the

Rennselaer Mansion in the city of New York; and an advertisement in a Philadelphia paper some years ago called for the return of a "Hannah Davis Band Box" lost or stolen from an exhibition of antiques in that city, with the statement that the box, wanted for some museum, "was made in East Jaffrey, N.H.," many years ago.

Hannah Davis was one of the good sort, so overflowing with human kindness that the people with one accord bestowed upon her the affectionate appellation of Aunt Hannah. She is still remembered while many of greater pretensions are forgotten, because of her unique individuality, her overflowing kindness and

goodwill. She was a devoted member of the Baptist Church in East Jaffrey, where her memory has been honored by a memorial window on which the endearing title of "Aunt

Hannah" is happily preserved. She died November 29, 1863, and was buried in the old burying yard at Jaffrey Center.

The Inns of Peterborough . . .

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Riverdale I

Riverdale I

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Smallpox And The Pesthouse



The East Jaffrey Cornet Band some years ago. In the back row, the first from the left is Charley George, next to him is Harold Robinson, the sixth from the left is Harry Ryder, and at the end stands Frank and Oren Letourneau.

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

Few, now, can understand the terror that seized upon communities in 1792, when the smallpox scourge attacked them. The victims were isolated from home, family, friends, in some hovel remote from town, in order to protect homes from contamination. The unsanitary conditions that so often prevailed offered a fertile field for outbreaks of the disease, at that time country wide.

It had been known that inoculation generally resulted in mild form of the disease and left the patient afterward immune. Dr. Adonijah Howe of Jaffrey, a progressive physician of skill and highest character, studied the disease and kept abreast of the times. In 1792, he asked the cooperation of the town in setting apart a pesthouse for a defense against smallpox. There was intense opposition, but his request was granted by the towns in spite of a petition of protest

signed by many prominent citizens. A pest-house was obtained on the hillside below Cheshire Factory, in the former Simeon Burt house. The location is still plainly marked by a filled-in cellar hole from which an elm tree is growing. No record has been found of the number who took the treatment or the cures made, but that they came from a wide surrounding country and that six cases resulted in death is learned from the mortality record of the Reverend Laban Ainsworth.

Eliza Danforth of Amherst, New Hampshire, was the first to die, October 25, 1792. Seven days later, November 1, Honorable Abel Wilder of Winchendon, Massachusetts, (see Revolutionary Period) was the second. He was one of the first citizens and a first settler of Winchendon, and had just been chosen delegate to the National Convention at Baltimore. As smallpox was epidemic in the city at the time he considered it wise before undertaking the long journey to take the less chance of inoculation, and came to the pest-house of Dr. Howe. On the first day of September, 1792, he set out for his home on horseback for Jaffrey, stopping on the way for a last look at the progress of the work upon the new

meeting-house where a company of his neighbors were grading the common. Less than two months later fatal symptoms appeared and Dr. Israel Whiton of Winchendon was called to receive his last request in

regard to his worldly affairs. Instead of meeting with his peers in the great National Convention, he prepared calmly for his final journey to the corner of the cow pasture.

An even greater tragedy occurred in the death of little twelve year old Nancy Thorndike, daughter of Joseph Thorndike, well to do storekeeper at the center of town. Mr. Wilder had lived nearly his appointed time; he had known success and honor; his children were growing up to perpetuate his name and memory. But the child, Nancy, with the promise of a full and happy life, was suddenly called to undergo

disfigurement, pollution, suffering, and death. On November 4 she was buried in the little enclosure set apart for victims of the plague. A few days later, November 12, Enoch Thurber of Keene, a youth of twenty-three, died of the same disease; on December 14, a Mr. Cambridge from Rindge, and on December 19, Oliver Gould of Jaffrey. He was in the prime of life and had growing children. He could not well be spared, but he lies here, one of an outcast band, in the forsaken corner of the cow pasture, a soldier of the Revolution over whose grave Taps has never been sounded or the Reveille heard.

~ Photos By ~

Wayne M. Esty

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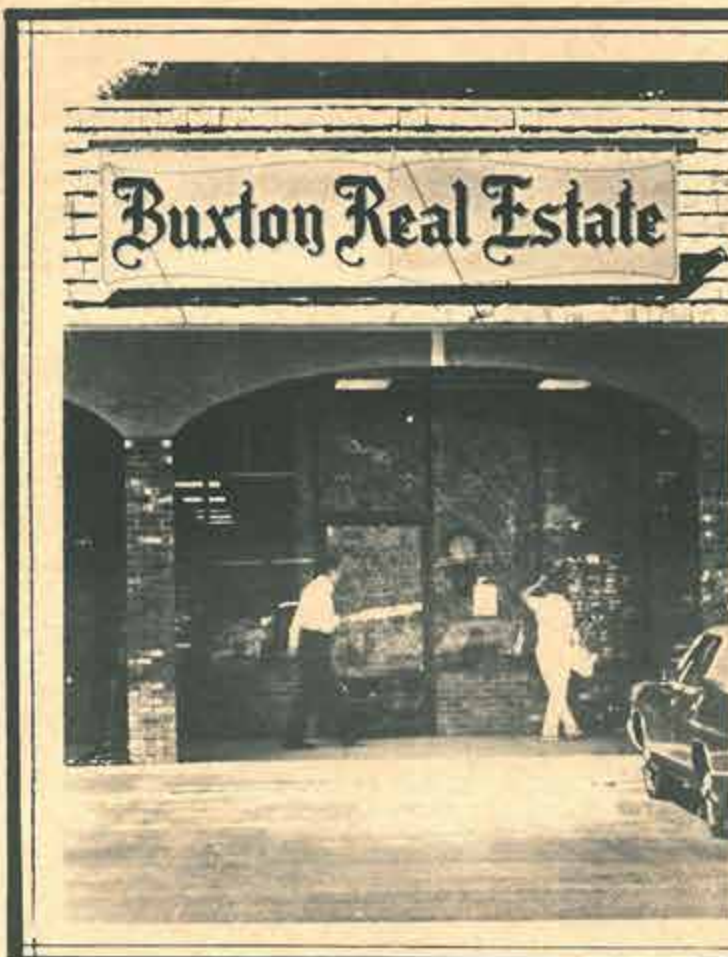
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NEW LOCATION
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This is probably the unloading of Shooks or match boxes from the Bean and Simons Co.

Clothespins

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

Among the articles of commerce exemplifying the ingenuity of the Yankee race, few, excepting the wooden nutmegs and Yankee clocks of Connecticut, have surpassed the humble domestic

clothespins, the origin of which may be traced to the region immediately around Monadnock Mountain in New Hampshire and to Winchendon in Massachusetts. Clothespins were first turned from square blanks or blocks of appropriate size on hand lathes by chisel or gouge. With the eye of the operator the only guide to its finished form, there were no two of exactly the same

pattern until by improved machinery they became as like as a paper of pins. At first the logs were cut into sections or bolts by a drag saw or circular bolter, and these bolts were split into squares of multiple clothespin lengths by axes or froes, then cut to length at first singly and then by gang saws cutting a half dozen at a time and dropping these blanks in boxes or barrels for the

turning, the most skilled operation in the process of manufacture. After the hand turning came the slitting. This was accomplished by clamping the individual rounded forms to a reciprocating carriage which advanced against a rotating saw that cut a tapered slot for half the length of the pin. This was boy's work and was performed with surprising rapidity. Next came the whittling of the spreading tips and the shaping to its function, rounding the edges of the interior bifurcation. This was done by jack-knives in the hands of mature and experienced whittlers, adepts at the ancient Yankee art, who sat on kegs or boxes around the stove as they practised their trade and swapped experiences on the road in their peddling trips in summer and fall. This part of the process, being sedentary occupation, was much sought after. Whittling was generally considered beyond the reach of the mechanic arts, but it was finally accomplished by Oratio P. Allen of Blakeville, now West Rindge, who conceived the idea of attaching whittling knives to the splitting saw in such a way that they would round the edges of the bifurcation simultaneously

with sawing the slot. To the amazement of the incredulous, this was finally done with a perfection that put the old hand whittlers to shame, and was the beginning of extensive technological unemployment in the industry. Thus, with a modicum of labor, was produced an article of commerce in the days when the Monday wash in every regular and well governed household occupied one hundred feet of line.

Clothespins were carried all through New England countryside by the peddlers of tin and woodenware. Arad Adams of Jaffrey, perhaps the shrewdest trader that Jaffrey or Rindge ever produced, and himself a hand clothespin whittler of recognized skill in the early days of the trade and a famous peddler of tin, used to call them his wooden sugar tongs. With the coming of the railroads, clothespins were shipped to every city in the country and were exported to foreign ports. The inevitable happened; everybody went to making them. The weary agriculturist seated under his apple tree in the heat of hay-time, intent upon the difficulty of making two blades of grass grow where only one grew before, was moved to say to the

(Continued on page 9)

Jaffrey's 200th

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Febe Letourneau, (the man in the suit at the right), was "the boss" of the weaving room at Jaffrey Mills along time ago.

CLOTHESPINS

(Continued from page 8)

youngsters of the succeeding generation grouped around him. "Well, I swaan, I believe I will leave off work and go to making clothespins." The saying spread and became a proverb wherever there were white birch trees fit for clothespins. Complete outfits for manufacture could be had from the machine shops of Winchendon and Keene for a promissory note and a small down payment.

Clothespins were made in Squantum in large quantities by two mills continuing to about 1870. They were made in Mineral Spring Village in the Bailey Mills; they were made in East Jaffrey by various and sundry artisans who succeeded each other in ever shortening cycles. They were made in Rindge in ever larger quantities, and in Keene and Winchendon. Few towns in the region were without a clothespin shop. Overproduction ensued and the price fell until they were retailed six for a cent, a surprising quantity to the shrewd housewife who bartered for them a small accumulation of paper and rags. Soon arose the old complaint, "the makers could not get a new dollar for an old one." Foreclosures occurred; the machinery was taken out and sold again to the ambitious and unwary, who repeated the operation with inevitable consequences. Finally the business went up North and into Maine where there was timber to give away, and in spite of steam laundries and the abolition of wash-day, clothespin manufacture yet remains an important industry.

Congratulations to Jaffrey
on its 200th Birthday

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The Jaffrey Women's Club of the nineties had 16 members. On the first row, the first woman is Charlotte White, next to her is Mrs. Crombie. In the middle row, third from the left is Mrs. Ida Kitteredge. In the back, from the left is Mrs. Ed Coburn, Mrs. Cutler, Mrs. Rich, unidentified, Mrs. Rufus Finnerty, Mrs. Townsend, and Mrs. Robert Hammel.

The Tack Factory

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

It was a fortunate day that brought Wilbur Webster and his cutlery works to Jaffrey, for in it lay the seeds of what is now the town's principal industry, the manufacture of tacks. Wilbur Webster began his business career as engineer in charge of a sugar mill in Cuba, after which he established a cutlery business at North Bridgewater, now Brockton, Massachusetts, which in 1873 was moved to East Jaffrey, as above stated, where the higher altitude was the chief consideration.

With ambitions beyond his established business, he sold his cutlery interests to parties in Bennington, New Hampshire, and in company with Chester M. Jackson, a

mechanic of rare skill, he began in 1897 the manufacture of tacks under the name of the Granite State Tack Company, in his former cutlery mill on the site of the old Foster Fulling Mill, now occupied by the sawmill of August St. Pierre. In this enterprise, from the fine quality of its product, the company met with unusual success, selling the largest part of its product to the United Shoe Machinery Corporation of Boston, Massachusetts.

In 1902 Wilbur Webster retired and was succeeded in the management of the business by his son, Wilbur E. Webster, who has had no superior as a business executive in the industrial history of the town.

In the night of July 20, 1915, the factory of the Granite State Tack Company was so damaged by fire that it was later torn down. It was felt that the business should be continued, and to this end the United Shoe Machinery Corporation became interested, with a view at first to remove the plant to the shoe district of Massachusetts. The business, however, with its management and skilled employees, was so firmly established in Jaffrey that the townspeople felt this important industry should be retained, and with this understanding, the demands of the business having already greatly exceeded the capacity of the old plant, local capital was advanced for the erection of a modern concrete and steel sash building on a new site, containing 21,000 square feet of floor space for the installation of eighty tack machines. The business was further favored by an exemption from taxation for ten years. The new plant was completed in 1916, and equipped with the latest perfected machinery operated by electric power. So completely successful was the new enterprise from the start that all the money advanced by the citizens of Jaffrey was repaid within three years.

With harmonious management and a personnel consisting of the highest skill to be obtained in the industry, the growth of the business has been rapid, it having been the largest contributing factor to the prosperity of the town and especially to the development and growth of

(Continued on page 14)

"HAPPY 200th"
JAFFREY

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The First Crockery Ware Factory In New Hampshire

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

The First Crockery Ware Factory in New Hampshire was a war-time enterprise promoted by fifteen of the leading citizens of Jaffrey in 1813. The embargo against European importation, which was bitterly opposed by New England in general, had raised the prices of articles not produced in America to prohibitive heights, and brought about attempts at domestic production that in many instances proved disastrous failures when, after three of four years, normal conditions were restored. The incorporators of The First Crockery Ware Factory in New Hampshire were Samuel Dakin, David Gilmore, Jr., Robert Gilmore, Josiah Mower,

Samuel Litch, James Stevens, James Gilmore, Stephen Adams, Jr., Oliver Bailey, David Gilmore, David Cutter, James Henderson, Parker Maynard, John Stearns, and Abner Spofford. By the act of incorporation, this company was authorized to purchase and hold mines of white clay, necessary for its use, and other real estate to the amount of six thousand dollars, and to hold personal estate actually employed in the factory to the amount of ten thousand dollars, and was exempt from taxation for five years.

No records of the corporation have been found and, due to the fact that it was exempt from taxation, even the name does not appear on the town books or in the registry of deeds. It continued in existence not longer than the period of exemption, and even the

location of the factory was for many years unknown.

Samuel Dakin was evidently the leading spirit in the enterprise, and meager references to the undertaking in the former History of Jaffrey and in the History of Mason, New Hampshire, the town from which Dakin came to Jaffrey, refer to the business as if it were his own personal venture.


To Benjamin Marvle we are again indebted for a scrap of tradition upon which to build our story. He spoke of it as for a time a going concern and gave the name of Newell Bancroft, a relative who lived in Maine, Broome County, New York, as the owner of a chafing dish made in the Jaffrey pottery. He also said that the Billings house under the elm tree in the Village Square was

(Continued on page 24)

Congratulations Jaffrey

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32 Bests of Breed
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The "Klean-Kutts", or the United Shoe Baseball Team gathered for this picture in the '20s by their scoreboard. The two at the front are Alex Varville and Phil Taylor. The second row, from left, is Leon Hunt, Homer Letourneau, Phil Rousseau, Charles Derosier, and the back row, from left, is Ralph Buckwald, John Garfield, Henry Buckwald, H. M. Packard, Elmer Robertson and Leon Jackson.



Here we have the Conant Basketball Team of 1926. From left, Arthur Ojala, Phil Garfield, Ernest Robichaud, Charles Derosier, the principal, Henry Winston.



The 1926 girl's basketball team at Conant in 1926 seemed to have a hair-do. From left, Coach Alice Phinney, Louise Johnson, Blanche Johnson, Eleanor Blanchette, Edna Bernier, Ruth Johnson, Marian Gill and the principal, Henry Winston.



The 1920 or 1921 United Shoe Baseball team included, front row, from left, Max Buckwald, Leon Hunt, Alex Varville, Homer Letourneau, back row, from left, Al Christian, manager, Joseph Donahue, Harry Johnson, Charles Howard, Ralph Pierce, Martin Kidder, Ralph Garfield and William Higgins.

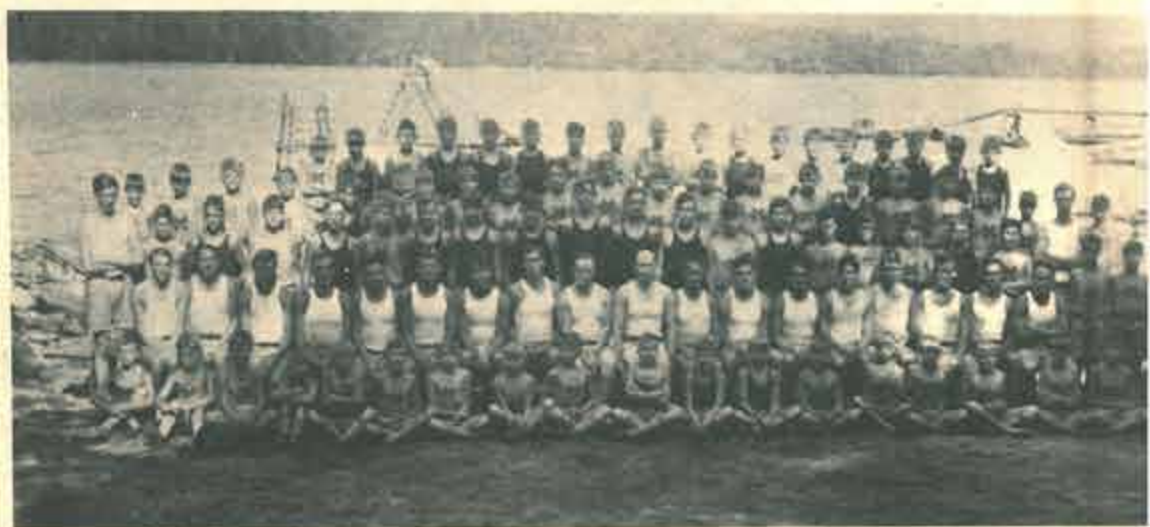


1922 was a good year for the Conant Baseball team. They were State Champions. In the back row with principal E. B. Mariner is Charles Derosier, Arthur Gelinas, Bob Bunce, Alphonse Levesque, and Sidney Sweet.



Here we have the Conant Basketball Team of 1926. From left, front row, Delcie Bean Jr., Cy Coll, and John Bryant, back row, Toivo Williams, Henry Winston, principal, Charles Letourneau, and Ernest Blick.

JAFFREY SPORT



This seems very much to be a camp photo taken on a camp at Thorndike Pond.



this picture in the '20s
aylor. The second row,
Derosier, and the back
H. M. Packard, Elmer



Here we have the Conant Basketball Team of 1924. They are from left, Arthur Gelinas, Arthur Ojala, Phil Garfield, Ernest Robichaud, Charles Heart, Jack Dillon, Al Levesque, and the principal, Henry Winston.



A Jaffrey Baseball Club as
row, from left, is Nelson
Hunt, the mascot and Rev
Webster, Alge Halt, Charles



The 1926 girl's basketball team at Conant in 1926 seemed to share the same idea about hair-do. From left, Coach Alice Phinney, Louise Johnson, Blanche Ryder, Elsie Lynaugh, Eleanor Blanchette, Edna Bernier, Ruth Johnson, Marian Gill and Edith Bolles.



The Giants were the Little League Champs in 1956 and had a celebration because of it. From left, Dr. Ray Moore, Ann Moore, Clair Moore, Eva Hunt, Armand Delrossi, L. Hunt, Phil Cournoyer, unidentified, Ricky Caron, I McPhie, Charles McDonald, Lennie Vignault, Cush Mo

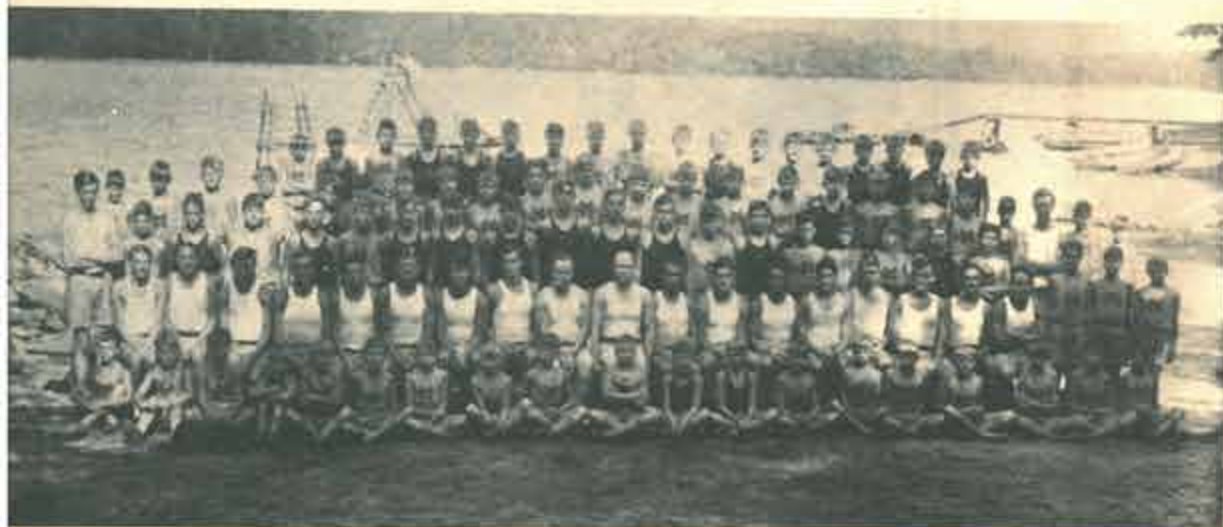


w, from left, Max
m left, Al Christian,
rce, Martin Kidder,



1922 was a good year for the Conant Baseball team. They were the Contoocook Valley Champions. In the back row with principal E. B. Mariner is Charles Hunt, Vernon Bean, Arthur Gelinas, Bob Bunce, Alphonse Levesque, and Sidney Sweeney.

JAFFREY SPORTS



This seems very much to be a camp photo taken on a camp at Thorndike Pond.



The Giants posed by the dugout at Hum
from left, Tom Letourneau, Mark Wozn
Delrossi, Mike Lafortune, back row, Star
Jeff Brummer, Wayne Derosier, Cush Mc



of 1924. They are from left, Arthur Gelinas, Charles Heart, Jack Dillon, Al Levesque, and



A Jaffrey Baseball Club assembled for this picture close to the turn of the century. Front row, from left, is Nelson Kidder, Fred Hunt, Ed Layton, unidentified, Whit Town, Leon Hunt, the mascot and Reverend Bakeman. Back row, from left is Harry Kidder, Wilbur Webster, Alge Halt, Charles Kelley, Frank Gilbert, Charles Letourneau, and Arthur Layton.



ed to share the same idea about Blanche Ryder, Elsie Lynaugh, Mill and Edith Bolles.



The Giants were the Little League Champs in 1956 and they had a celebration because of it. From left, Dr. Ray Moore, Ann Moore, Clair Moore, Eva Hunt, Armand Delrossi, Leon Hunt, Phil Cournoyer, unidentified, Ricky Caron, Paul McPhie, Charles McDonald, Lennie Vignault, Cush Moore,

John Austin, Jim Hunt, Jerry Martin, Eddie Dupuis, Dick Hunt, Wayne Derosiers, Tom Letourneau, David Delrossi, Mike Delrossi, Mary Delrossi, unidentified, Ray Letourneau, and Mike Lafortune.



were the Contoocook Valley's Charles Hunt, Vernon Bean, Sweeney.



The Giants posed by the dugout at Humiston Field in the early fifties. They are, front row, from left, Tom Letourneau, Mark Wozmak, George Hart, Eddie Dupuis, Ricky Caron, Mike Delrossi, Mike Lafortune, back row, Stan Hautenen, Lenny O'Brien, Jim Hunt, unidentified, Jeff Brummer, Wayne Derosier, Cush Moore, Jerry Martin and the Giants coach, Leon Hunt.

TS

nd.

Albert Annett

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

Albert Annett was born in the southeast part of Jaffrey in the section known as Squantum, on August 3, 1861, the son and

TACK

(Continued from page 10)

East Jaffrey Village. The name "Tack Town" or "K. K. Village," from one of the trade names of the product of the factory, has been attached in common parlance to a lately developed locality in East Jaffrey Village adjacent to the tack factory.

Subsequent additions to the plant and the acquisition in 1933 of the factory of the New Hampshire Match Company have increased the floor space nearly five hundred per cent, to 127,000 square feet at the present time, where 350 employees operate 650 machines in two forty-four hour shifts, producing 1,045,000,000 tacks a week, with an annual sales volume of approximately two million dollars.

For the first twenty-three years of its history, from 1897 to 1920, the factory was operated as the Granite State Tack Company; then, as the Granite State Tack Factory of the United Shoe Machinery Corporation from 1920 to 1932; and as W. W. Cross & Company, Incorporated, from 1932 to date. It has absorbed during the years tack plants in Braintree, Brockton, Dighton, Kingston, Raynham, Rockland, South Hanover, and Worcester, Massachusetts; St. Louis, Missouri; and Chicago, Illinois. In both number of machines operating and in the tonnage produced it is today the largest manufacturer of tacks in the world, and is the principal source of supply for the shoe manufacturing, shoe repairing, automobile, furniture, upholstery, and wholesale hardware trades, with its product sold in every state in the Union.

second child of Thomas and Sarah M. (Raymond) Annett. He attended district school and worked in the mills in which his father had a partnership. He attended four terms at Conant High School, entered Phillips Academy at Andover, Massachusetts, in 1880, and was graduated in 1882 with salutatorian rank. It was a sore disappointment to him that he was not able to take a college course with classmates and acquaintances at Andover, with whom he had formed a fast friendship, but the death of Captain Murdock, on the year of his graduation, caused the dissolution of the partnership of Annett and Murdock, and made it necessary for the family to run in debt for the Murdock interest and to reorganize completely the business, as up to that time all sales and financial matters had been handled at the Murdock office in Winchendon, Massachusetts. It was a long struggle that entailed hard work and sacrifices for many years.

From childhood he had a strong attachment for woods and mountains, especially for the cleanly wholesome woods and mixed forests of New England. He engaged in the box and lumber business with his father until 1896. In 1896 the business was incorporated and three sons were admitted as members of the Annett Manufacturing Company, of which Albert Annett was treasurer until the death of Thomas Annett in 1903, when he became president. In 1918 the mills and manufacturing interests of the company were sold to a newly formed corporation known as the Annett Box Company, the Annett Manufacturing Company remaining in existence as holder of real estate of which an attractive forest of 1,092 acres has been deeded to the State of New Hampshire as a State Forest Reservation known as the Annett State Forest, in part a gift and the rest at a nominal consideration. The tract is situated east of Squantum Village in the towns of Rindge and Sharon, and includes three-fourths of the shore line of Hubbard Pond. It is now occupied by the 118th Company of the Civilian Conservation Corps.

Albert Annett was Vice-President for Cheshire



This is a picture of William Moore's Sunday School Class. William Moore is the man in the middle. His students are from left, Frank Humiston, Robert Boak, Rosco Sawyer, and Willis Armstrong. This picture was taken just about at the turn of the century.

County of the Society for Protection of New Hampshire Forests and local member of the Monadnock Committee of the Society. Realizing the value of Monadnock Mountain as a sanctuary for recreation and rest, he was instrumental in securing the large acreage on the Mountain under public ownership.

He was the first to propose, and with Wm. F. Robbins of Rindge, and others, first to explore the Wapack Trail, twenty miles in length, along the crest

line of Wapack Range of mountains, from Watatic in Ashburnham, Massachusetts, to Pack Monadnock in New Hampshire, now one of the most popular

recreational trails in New England. He was a member of the Wapack Trail Committee of the Society for Protection of New Hampshire Forests.

He was a Trustee of Conant High School, 1888-1898; trustee of Jaffrey Public Library, 1930-1936; representative of State Legislature, 1891-1892, State Senate, 1900-1902; chairman of Senate Committee of Education; member of

Constitutional Convention, 1901; several years member of Republican State Committee; member of Governor's Council, 1910-1911, under the administration of Governor Henry B. Quimby.

The administration of Governor Quimby was of exceptional importance, as it was charged with the laying out and construction of the present trunk line highway system of New Hampshire, as well as the enlargement and remodeling of the State House, which was accomplished at an expense of \$400,000. During his term in the Senate Mr. Annett obtained the charter for the Jaffrey Water Works, which was adopted by the town at the following town meeting, when he was elected chairman of the Committee of Investigation of Town Water Supply, and on the adoption of its report he was made chairman of the Water Board during the construction period. He was three years a member of the water commission and in 1925-1926 chairman of the Committee on Additional Water Supply which installed the auxiliary Mountain System.

In 1923 he was chairman of the General Committee of the Sesqui-Centennial

Celebration, in August of that year.

In historical, social, and fraternal organizations he was a member of the New Hampshire Historical Society; honorary member of the Groton (Mass.) Historical Society; honorary member of

Peterborough Sportsmen's Club in recognition of service on the Wapack Trail; and honorary member of the Jaffrey Village Improvement Society for service rendered; in the

Masonic Order was a member of Charity Lodge, A.F. & A.M., of Jaffrey, Peterborough Royal Arch Chapter, St. John's Council R. & S.M., of Keene, Hugh de Payens Commandery, of Keene. He served as district deputy grand lecturer and Grand Master of the Fifth Masonic District of New Hampshire, and was a Life Member of the Grand Lodge of New Hampshire.

Always interested in the welfare of the town of Jaffrey, he was ever ready to join in every movement for its good. He never sought public office for personal gain, and when elected to office or chosen on committees, he counted it a high privilege to be as service to his town and fellowmen. He was a man of unusual intelligence, and in affairs of town and State his sound judgement was often sought by those in office. He was a life-long student

of history, particularly of his native town, and when in 1926, the present history of the town of Jaffrey was initiated, his services as historians were secured for the undertaking. It may be said that no man in the entire history of the town was so well versed in its past as was Mr. Annett. Yet his historical interests were not limited to the town of Jaffrey but extended beyond its borders, and he was often invited to deliver historical addresses before societies and public gatherings. He died May 3, 1936.

Best Wishes to Jaffrey
Melvin W. Poor, Broker
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 phone 673-1413
 Evelyn Soucup
 Frankestown, N.H. phone 588-6775

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 To Jaffrey**

On Your

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Restaurant



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commitment to please
the public.

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customer means
more than money.

Five years later,
we doubled
in size
to accommodate
our growth.



In this our 8th season, we are enlarging our parking lot for busses and trailers leaving
our front lot free for passenger vehicles.

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WE MUST CONTINUE PLEASING OUR CUSTOMERS
YEAR AFTER YEAR AND THAT IS OUR CONSTANT AIM.**

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SIT-IN SERVICE TO BETTER SERVE OUR CUSTOMERS**

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In

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Parker Station, East Jaffrey, N.H.



(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

The Railroad

When viewed from the standpoint of a single community, the history of the construction of a railroad line passing through many towns, is of necessity fragmentary. Thirty-five years after the building of the Third New Hampshire Turnpike through Jaffrey, the first railroad in New Hampshire, the Nashua and Lowell, was chartered in 1835 and began operating trains between the two cities in 1838. Thereafter agitation for a railroad through Jaffrey was not wanting; and at a meeting held in East Wilton in 1842, Oliver Prescott of Jaffrey was appointed on a railroad committee. Representatives from the town were also present at a meeting to consider such a project at Fitzwilliam on January 17, 1844; and a similar meeting or convention was held at Jaffrey a week later, while other conferences were held at about the same time in other towns in the region. A petition was presented by the promoters to the Legislature in June, 1844, for a charter for a railroad "from the southern boundary of the state at Fitzwilliam or Rindge through any or either of the towns of Jaffrey, Troy, Marlboro" No action on this petition was taken, and in January, 1845, a meeting was held at New Ipswich to consider a route from Shirley, Massachusetts, through "New Ipswich, Mason, Jaffrey, Peterborough and Dublin to Keene." Later that year a report of a survey "from Troy through Jaffrey, Rindge, Ashburnham, and Ashby to Fitchburg" was made, but the route finally chosen was the present Cheshire line from Fitchburg to Keene, through Winchendon, which was opened to Keene in 1848, while the

"Peterborough and Shirley" never succeeded in scaling the Temple Range, its nearest approach to the Contoocook Valley being Mason Village, now Greenville. Meanwhile, about thirty thousand dollars of stock in the Cheshire Railroad had been subscribed in Jaffrey. Efforts for rail connection continued in Jaffrey and vicinity, and during the 1860's proposals were made for lines from Wilton, the terminus in that vicinity, through Peterborough and Jaffrey as far as Claremont, and also in other directions, the most feasible apparently being from Parker's Station in Goffstown on the Manchester and North Weare Railroad, through New Boston, Mont Vernon, Frankestown, Peterborough, and Jaffrey, to the Cheshire Railroad at Winchendon. Peterborough, it appears, was the key point and

almost every issue of the Peterborough Transcript at that time contained communications, editorials, or quotations from other papers as to the best direction from which it might be approached. In the meantime, the Legislature had authorized towns to aid the construction of railroads by a grant of five per cent of their valuation; and in 1867, Peterborough voted to give sixty-three thousand dollars "to any company that will build a railroad to this village." After the organization of the Mondanock Railroad, Jaffrey, on March 13, 1867, voted it a five per cent gratuity, amounting to about thirty-five thousand dollars, "when it shall complete its railroad through East Jaffrey." That year James A. Weston, civil engineer of Manchester, New Hampshire, made a survey

of the route from Peterborough to Winchendon, which took a line through East Jaffrey at the foot of Cretia Hill, near the present residence of P. S. Gilbert, to the great disgust of many citizens but saving about one-third mile of track; thence to Winchendon by way of Squantum and East Rindge. An alternative route was considered through Blakeville, (West Rindge), to a junction with the Cheshire Railroad at State Line in Fitzwilliam. Controversy in Peterborough ran high as to the relative advantage of building first in a southerly direction or to the north, and decision in 1869 was left to a committee of nine

which decided, apparently five to four, in favor of the south route. Although construction work was started at Winchendon toward Blakeville (West Rindge,) discord continued and a special town meeting was held on August 14, 1869, which by a vote of 184 to 91 supported the committee. But when this failed to quiet the objectors, suit was brought to compel Peterborough's funds to be expended on the line to the north. Monadnock Railroad also brought suit for its sixty-three thousand dollars, and on August 29, 1870, when trains were running as far as Blakeville,

(Continued on page 17)

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RAILROAD

(Continued from page 16)

the court rendered decision that the whole action of Peterborough had been illegal and no funds were available for any gratuity. A compromise then was effected and at a special town meeting on October 8, 1870, forty thousand dollars was voted for the Monadnock Railroad, the other twenty-three thousand dollars to be withheld until a line was completed northerly to Parker's Station in Goffstown. The importance of Peterborough's contribution is indicated by an item in the Peterborough Transcript of May 15, 1869, where the estimated cost of the line is given as three hundred thousand dollars with available funds as follows:

Peterborough stock subscription - \$82,000;
 Peterborough gratuity - \$63,000; Jaffrey stock subscription - \$34,000; Jaffrey gratuity - \$35,000; Winchendon gratuity - \$32,000; Cheshire Railroad stock subscription - \$30,000; Contractor's stock subscription - \$60,000; Total - \$336,000.

At this time the organization of the Monadnock Railroad was

Jonas Livingston, Peterborough, president; R. B. Hatch, Peterborough, secretary; Clarence A. Parks, Jaffrey, treasurer; J. H. Fairbank, Winchendon, general superintendent of construction; the directors were Jonas Livingston, James Scott, Joseph Noone, H. K. French, all of Peterborough, Peter Upton, O. H. Bradley, both of Jaffrey, and J. H. Fairbank of Winchendon; and the land damage committee, H. K. French, O. H. Bradley, J. H. Fairbank.

With Willis Phelps of Springfield, Massachusetts, as contractor, and after many delays the rails reached East Jaffrey late on the evening of Saturday, August 27, 1870, after the almost superhuman exploit of laying one and one-fourth miles that day. A train drawn by the locomotive "Monadnock" was greeted at the station by a large crowd, by the ringing of bells and firing of

cannon. There was music by the Peterborough and Winchendon bands, and speeches by O. H. Bradley, Peter Upton, F. S. Pierce, Rev. E. J. Emery, and prominent men from other towns on the line. The first regular trip between Winchendon and Jaffrey was run on November 22, 1870, delay having been



caused in part by the financial difficulties already mentioned, neglect by subscribing stockholders to pay assessments and, in September, by the sinking of a part of the track south of the so-called "Spile Bridge," under a load of gravel cars, which mishap fortunately was not accompanied by any personal injuries. The road was completed to Peterborough the following year and in the meantime H. K. French of that town

drove a coach-and-six from the railhead at East Jaffrey to his hotel in Peterborough for the accomodation of through passengers.

The Monadnock Railroad operated until 1874 under its own officials, J. H. Fairbank as superintendent, with modest success, the report for the fiscal year ending September 30, 1873, showing gross receipts of \$32,843.90; operating expenses, \$21,117.36; interest on debt, \$8,689.66; surplus, \$3,036.88. The

total debt at the time was \$124,575, which the Worcester Spy, of September 15, 1847, explained by stating the cost of construction as having been \$350,000, with interest during construction, and equipment at \$50,000.

On August 20, 1874, Monadnock Railroad was leased for ninety-nine years to the Boston, Barre, & Gardner Railroad, running

(Continued on page 18)

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RAILROAD

(Continued from page 17)

from Winchendon to Worcester (never reaching either Boston or Barre) at an annual rent of twelve thousand dollars for the first two years; fifteen thousand dollars for the next three years; and eighteen thousand dollars thereafter. This

arrangement continued until 1880, when the lease was transferred to the Cheshire Railroad, both the Monadnock and the Cheshire Railroads passing into the control of the Fitchburg Railroad about October 1, 1890. After that date local direct given October 1, 1871, to Peter Upton, of Jaffrey, Willis Phelps of Springfield, Massachusetts, and Hiram A. Blood of Fitchburg,

Massachusetts, to secure bonds, was not discharged until 1895.

During the period up to about 1887 wood was the fuel used in the locomotives, and at each station huge woodsheds were erected, hundreds of cords of wood being drawn in by the farmers during the winter months, sawed, and piled to season under cover. Refueling was required on each trip at the termini as

well as at East Jaffrey, and it was a spectacle attractive to all the boys of the village to watch the "Monadnock," the "Jaffrey," and later the "C. W. Cartwright," come puffing to the station, belching great clouds of smoke, sparks, and steam from the bellcrowned smokestacks some three feet in diameter, when all the train crew formed a passing line to pile wood mountain high on the tender.

As already stated, considerable local financial support was given the Monadnock Railroad at its beginning, although not all that was desired, as is indicated by the following excerpt from a communication in the Peterborough Transcript of early 1869:

Jaffrey is doing well, though the friends of the enterprise there labor under

some disadvantages... The larger capitalists of Jaffrey are, unfortunately, men retired from active business, with a few honorable exceptions, who do not feel the interest in an enterprise of this kind which younger men feel... It is not unreasonable to hope that such men as John Conant and John Fox who have the ability to give this enterprise a lift without any sacrifice, will yet see... an opportunity afforded them to help Jaffrey.

No list of the original stockholders is available, but the town tax list for 1882 shows that eighteen persons then owned 187 shares of Monadnock Railroad stock. The composition of this list indicates that most of the names there appearing were those of subscribers, and it is interesting to note that the above appeal must have borne fruit, since the estate of John Fox appears in the list. Later, when this stock was exchanged for that of

the Fitchburg Railroad, a considerable increase in ownership took place owing to the custom of that corporation to allow a free

ride to stockholders to Boston to attend the annual meeting. This privilege doubtless accounts for the

large number of single shares owned as the privilege was accorded to all regardless of the number of shares. In 1900, 512 shares were owned by fifty-one persons, twenty-nine owning only one share each. The date of the meeting usually coincided with one of the city's great attractions, the Boston Food Fair, and the privilege was used everywhere. It is reported to have been the annual custom in this period of a frugal lady of the village, a stockholder, to pack a basket with a light lunch, on her arrival at Boston to consume the lunch and then repair to the Food Fair, where after the payment of a modest admission fee, she would refill her basket with the samples generously distributed and then return home the same night with her wealth, already substantial, slightly argued. It is said that few stockholders attended the corporation meeting and, in fact, their attendance was not industriously sought by the majority stockholders.

About 1900 the Fitchburg Railroad, with its leased lines, including Monadnock Railroad, passed to the control of the Boston and Maine Railroad, by which it has since been operated.

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The Outlook: 1973 Will Be a 'Year of Change' for Troy Mills



By F. Fuller Ripley

The American flag flies atop Troy Mills Inc. where "Operation Survival" is in progress. It represents a plan to restore the Woven Fabrics Division to profitability.

This Report is the prelude to momentous changes.

During 1973 weaving will become a thing of the past.

Product evolution will have gone full cycle. All products will be new since 1956.

What do we do at Troy Mills? We convert fiber and chemicals into diversified industrial, automotive and consumer fabrics. This is our Company policy with respect to products. Since the founding of the Company in 1865, spinning yarn and weaving fabrics have been important processes in this conversion of raw materials into useful finished products.

One of the writer's first assignments in early 1935 was to learn the intricacies of five-color weaving on the old C&K looms and the crankiness of the Johnson & Bassett spinning "mules" which made all our yarn. At that time we had 80 looms and woven fabrics represented 78% of our total sales. Blankets were our most important product in those days, for camps, institutions, autos (robes) and even for horses. We had a "foot in the door," so to speak, of the automotive original equipment market through our sales agent, The

H. C. Chase & Company, and the fact that we made needle punched fabrics in the form of jute felts which were sold in rolls to the major auto producers for use in making sound deadening panels. It was about 1939 when Troy developed products which became visible as trunk linings instead of being buried in the innards of the auto bodies as insulation.

Woolen Decline

Fortunate it was that we were able to undertake a continuing diversification program, because following World War II the woolen industry has been in a rather steady decline which has not yet come to an end; in fact, the number of woolen and worsted looms in place dropped from 12,278 in 1961 to 5,566 in 1971; the production of woolen apparel fabrics declined 62% from 1963 to 1971.

As late as 1964 we were operating 60 looms. Then we reduced to 48. About two years ago we were forced to curtail operations to 36 looms due to the continuing distressed conditions in the industry. During the year just past our Woven Fabrics sales have amounted to 22% of our total which is just the reverse of the situation in

the '30s. The step that we have struggled for so long to forestall will now be taken — during 1973 the era of weaving will come to an end.

We have been converting fiber and chemicals into industrial, automotive and accessory fabrics at an increasing rate so that overall operations during 1972 turned in a new record of sales and earnings in spite of adverse conditions in the woven fabrics field. A roll-over program is underway to further diversify our family of fabric products by gearing up to make flocked fabrics while we gradually phase out our Woven Fabrics Division. Flocking is the application and adhering to a fabric surface of very short fibers which produce a suede-like surface. The results of this endeavor will be twofold:

(1) An increase in production and sale of yard

goods for home furnishings, shoes, apparel, upholstery and carpeting.

(2) Enhancement of our ability to service our customers by providing flocked surfaces to our Veltroy vinyl substrates.

Gearing Up

An additional facet of the roll-over program for 1973 will be the conversion of some of our existing carding equipment, plus the acquisition of new equipment to increase our production capacity in non-woven industrial and automotive products to meet the anticipated demand for new types of fabrics from our Fabric Development Group. Intensified product development in both our Fabric Development Group and our Automotive and Chemical Fabric Group will be required to fill the void brought about by the demise of Woven Fabrics. New personnel has been added in both groups to give us added manpower and expertise.

During the roll-over program every effort will be made to offer various job openings in other areas to employees in the Woven Fabrics Division. To this end, a personal interview with each and every one of our Woven Fabrics personnel will be arranged to discuss the type of jobs that we think will become available in other divisions and the qualifications for filling these jobs. We believe that the estimated roll-over period for the next seven months will give ample opportunity to provide the maximum number of job openings to interested employees from the Woven Fabrics Division.



This new sign on the front lawn of Troy Mills Inc. tells all who pass by that the mill produces not only textiles, but also coated fabrics and felts for industry.



Welcome Home Day

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

The safe return of all but four of Jaffrey's sons who participated in the World War seemed to call for fitting community recognition. Accordingly, a volunteer committee, of which D.D. Bean was chairman, was organized

with an efficient corps of subordinates; and on Saturday, September 6,

1919, everyone turned out to give "the boys" a rousing Welcome Home.

The Armistice had been signed on November 11 of the previous year, but the unravelling of the tangled skein of world affairs required time and it was felt that such an affair ought not to be consummated until all had reached home. In the meantime a Memorial Boulder, with a

bronze plaque bearing the names of all enlisted men, had been erected on the Village Common at East Jaffrey and the formal exercises of the day centred around that*.

The town was arrayed in gala attire, almost every building in the village being decorated. A monster parade, with attractive floats entered by local industries, business establishments, fraternal organizations and individuals traversed the

principal streets under the efficient direction of Edward L. Leighton as marshal, the principal theme of ornamentation being joy at the termination of hostilities and the safe return of soldiers. The three principal industries indicated the extent of their material contribution to the conflict—Granite State Tack Company, of nails for soldier's shoes; White Brothers, of denim for fatigue uniforms; Bean and Symonds Company, of

cases for shipment of war materials. The chief objects of attraction, of course, were the soldiers themselves, in khaki and olive drab. Of the one hundred and four whose names appear on the Memorial Boulder, one died in combat, three of disease, and all but two of the remainder appeared in line at this time.

Following the parade the Boulder was dedicated with due ceremony, Hon. Albert Annett giving the principal address. In the afternoon a



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ball-game was played on Humiston Field; where in the evening a reception to the soldiers was held, with an address by Hon. Charles W. Tobey of Temple, then Speaker of the House of Representatives; and the day closed with a mammoth display of fireworks and an open-air dance at Humiston Field.

No estimate of the number of spectators and participants has been found; but current news items stated that 500 tickets for a Clambake Dinner were sold

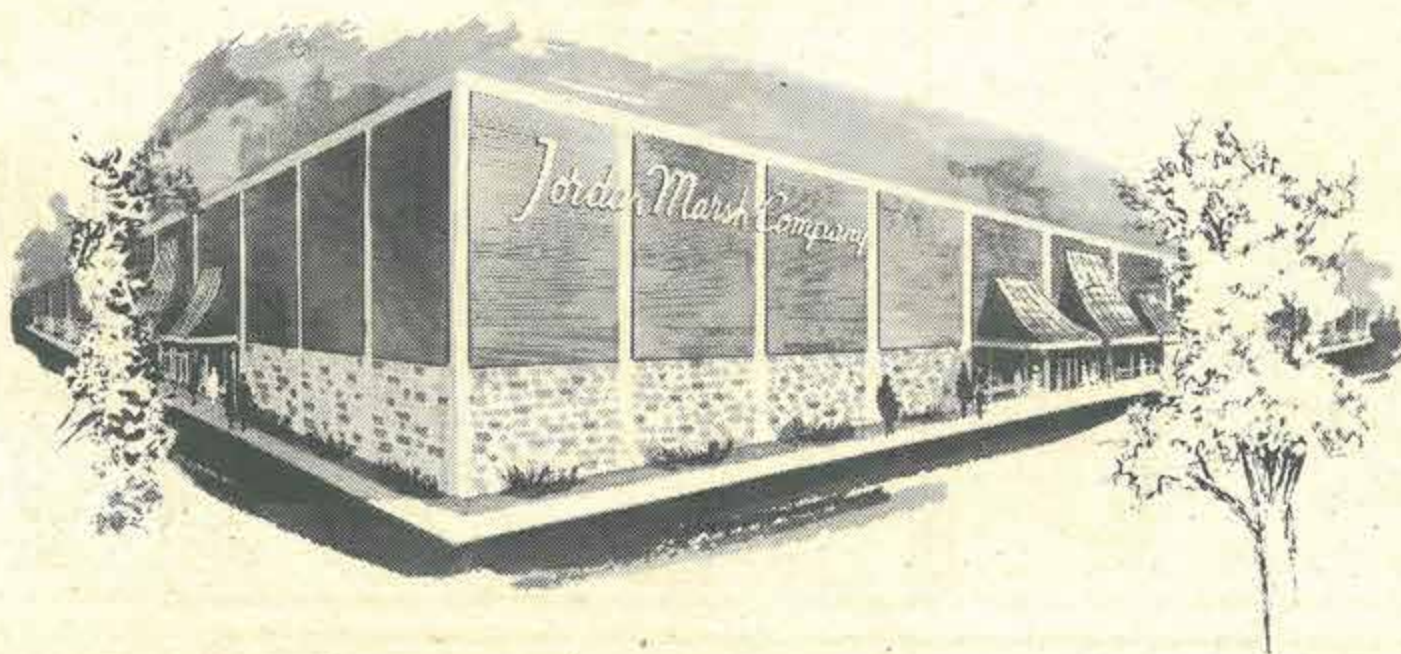
in advance at \$2.50 each, and certainly other hundreds must have been present who regaled themselves with a less expensive repast.

*This Memorial Boulder now occupies the central front position among the fifteen stones surrounding the base of the War Memorial "Buddies."

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Dedication Of War Memorial

(Editor's Note: The following account is taken from "History of Jaffrey," Volume I, by Albert Annett and Alice E. Lehtinen, which was copyrighted in 1937 by the Town of Jaffrey.)

During the late 1900's Miss Dorothy Caldwell, with her mother and sisters, spent several happy summers in Jaffrey. Years later, in Paris, she met and married Viggo Brandt-Erichsen, a Danish sculptor and

artist of much talent. In Paris in 1926, realizing after the death of her new-born babe that her own time was short, she recalled the beauties of Jaffrey and expressed a desire to be

buried in the shadow of Monadnock. Thither came the desolate young husband, bearing an urn encasing ashes of wife and babe, to spend almost two years in constructing a mausoleum in the Old

Burying-Ground at Jaffrey Centre and carving thereon a likeness of his dear

Dorothy all with his own hands, finally to inter the urn with simple rites.

Still loathe to leave the spot to which he was bound by so strong a tie, Viggo Brandt-Erichsen cast about for excuses to linger. One day in the autumn of 1928 he appeared with a plaster model of a group of two soldiers, one strong determined man bringing back his wounded "Buddy" from the fighting front. He offered, if means could be found to erect a suitable stone on an appropriate site, to carve in bas-relief on the enduring rock the group shown. The members of John Humiston Post, American Legion, gratefully accepted the offer, and, with the assistance of a group of citizens headed by Herbert N. Packard, soon had assurances of the voluntary subscription of \$1,500, the estimated cost of the project above the gratuitous labor of Mr. Erichsen.

Search then was made far and wide for a native stone of proper proportion, of a suitable texture and without flaw. This proving unavailing, a visit was paid to the quarries of Fitzwilliam to learn the

possibility of using a cut stone. Information gained there was to the effect that to move a stone of such heroic dimensions so great a distance was impracticable; and the searchers were returning, well-nigh disheartened, when, at the north side of the turnpike, about a mile west of Jaffrey Centre, a stone half embedded in earth was spied which promised to meet the requirements. Further inspection disclosed it to be of almost the same proportions as the model, with no visible flaw, but so huge—experts estimated it to weigh forty tons as it lay—that to move it to East Jaffrey and erect it there seemed almost impossible.

But Walter E. Emerson of Fitzwilliam had had long experience in handling these major products of the granite hills, and he daringly undertook the work. Superfluous stone was removed where it lay; it was loaded upon a sturdy frame of oak; and, waiting until the ground was firmly frozen lest the surface of the roadway be completely destroyed, the monster was slowly and painstakingly guided, on rollers, little by little during six weeks, to East Jaffrey. There a solid concrete bed had been prepared and upon it in due time the stone was reared without mishap; a rough shelter was constructed and the sculptor began his self-imposed task.

For nearly two years Viggo Brandt-Erichsen carefully chipped away with hand and electric drill, until at long last the dead stone took on life. By ones and twos and threes, thousands lingered by the rude door to marvel at his skill. An alien, immigration restrictions limited his stay in the United States, calling for successful intercession at Washington to prevent his enforced departure. But the sculptor maintained his industry and the stone its perfection; and finally the cover was removed and

(Continued on page 23)

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MEMORIAL

(Continued from page 22)

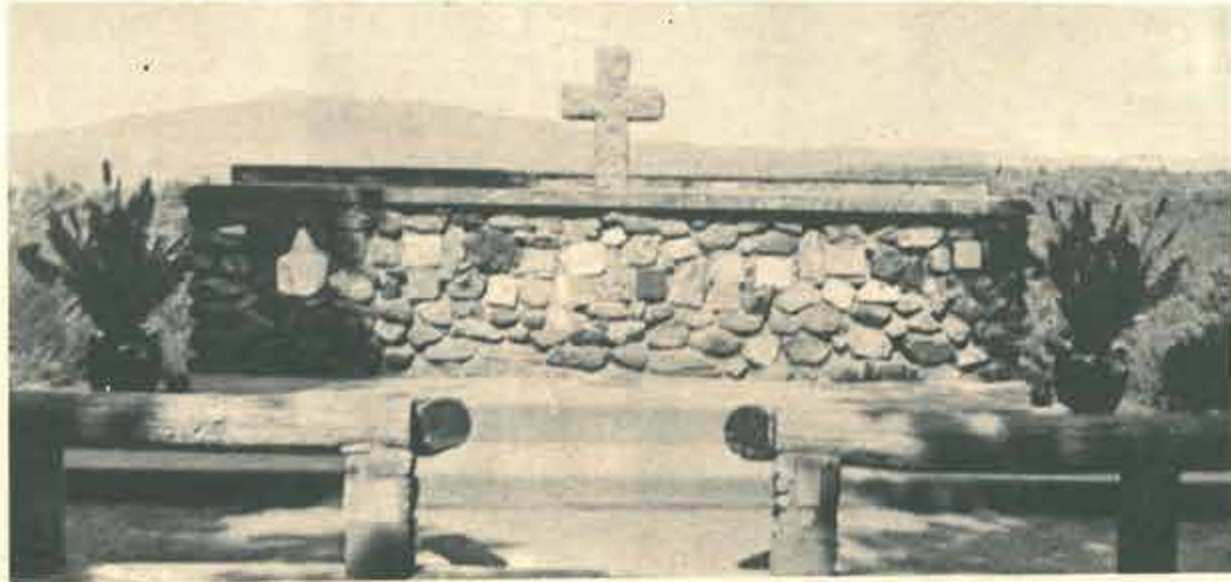
there appeared to view the completed Memorial, on the front the handiwork of man, on the reverse that of nature in the form of glacial striae.

From the ground to the top of the stone is twenty-five feet; the standing figure is eight feet high and so lifelike is the carving that veins on the hands and even the knotted lacing of a puttee can be discerned. And the whole stone proved so sound that no flaw or crack was uncovered to mar the perfection of the work. With self-effacing modesty the sculptor allows his work to tell his story, only the small chiseled letters "Viggo Brandt-Erichsen 1928-1930" on the easterly edge of the stone identifying it.

The work of carving proving more difficult than was anticipated owing to the extreme hardness of the stone, contributions were insufficient to meet all expenses and at the 1930 March town meeting \$1,200 was appropriated to complete the cost.

On Armistice Day, November 11, 1930, the War Memorial was dedicated with suitable ceremony, a principal feature being a parade in which six hundred legionnaires participated, including in addition to members of John Humiston Post, representatives of American Legion Posts of Peterborough, Keene, Marlborough, Wilton, Greenville, Winchendon, Gardner, and Fitchburg. The Women's Auxiliary Units of Jaffrey, Peterborough, Keene and Marlborough also appeared in the parade.

Reverend William J. Cavanaugh, rector of St. Patrick's Church and a member of the citizens' committee, presided at the



formal dedicatory exercises and introduced as the principal speakers, General Clarence R. Edwards, commanding officer of the Twenty-sixth (Yankee) Division, American Expeditionary Forces, to which most of the local World War veterans who saw overseas service were attached; and Governor Charles W. Tobey. Viggo Brandt-Erichsen made the speech of presentation; the Memorial was unveiled by Mrs. Carrie R. Humiston, mother of the only Jaffrey boy to be killed in action; acceptance was by

Selectman Fred L. Cournoyer; and Hon. Albert Annett expressed the appreciation of the community for the wonderful tribute thus given by the sculptor.

During the whole of the events of the day all available space was filled by spectators and careful observers estimated the total attendance to have been at least seven thousand.

Throughout the occasions recorded in this chapter it is noteworthy that the name of the town

Historian, Hon. Albert Annett, appears as having taken a prominent part in each with the exception of the first-the Centennial.

And even on that eventful occasion Mr. Annett, as a boy of twelve, marched in the procession with his schoolmates of District No. 1.

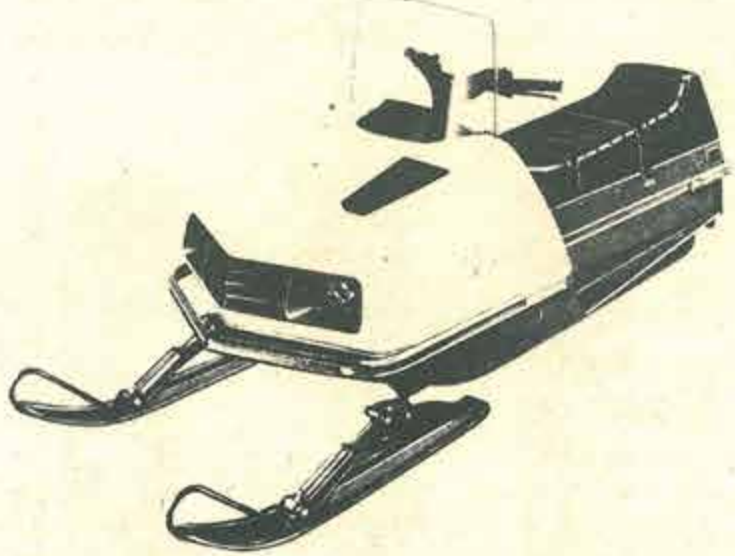
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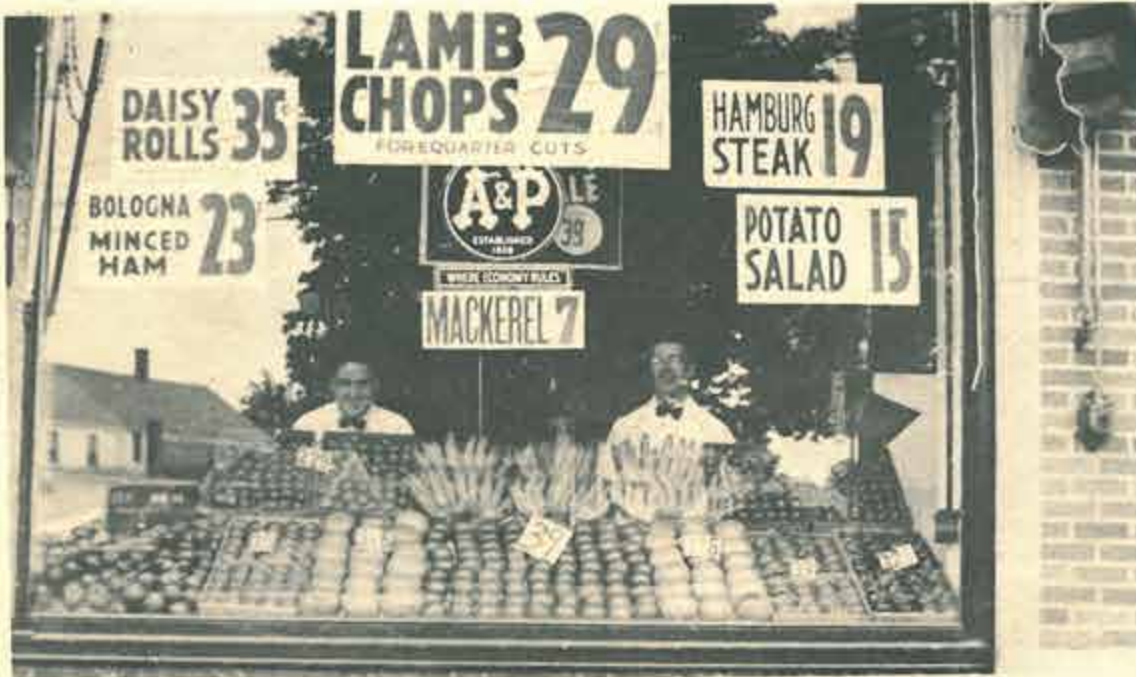
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Remember the A&P on Main Street? It moved out near the end of the thirties and it is now occupied by Christie and Thomson motors. In front of the store, from left, are John Heil, Cy Young, Reglis Lessard, unidentified, and Harold Lambert.



Prices certainly were different! Smiling behind the window are John Heil and Harold Lambert.

FACTORY

(Continued from page 11)

originally one of the buildings of the Crockery Ware Corporation. Another tradition in the Cutter family says that the two-story farmhouse of Joel Cutter on the Ark Road, now owned by John W. Poole, II, was built from the timber of the Crockery Ware Factory. The date of its erection, coinciding with that of the liquidation of the Crockery Ware Company, supports this tradition. But the essential record of the factory has been found by prolonged search through the files of newspapers of the period and from records of litigation in the County Courts.

The location of the Crockery Ware Factory is described by John W. Poole, II, as about ten rods southwest of the cobbler shop of J. D. Gibbs, now (1933) the carpenter shop of B. F. Cann, and in this location, Mr. Poole, as a boy, picked up many fragments of crockery ware. It is believed that such specimens could still be found by careful search and working over the soil of the locality named. The lot is referred to in deeds of the

vicinity as the "Monkton Yard," the name "Monkton" being undoubtedly derived from Monkton, Vermont, from which place white clay was teamed to the Jaffrey factory for use in the manufacture of crockery ware. That the factory was actually a going concern for a time is apparent from an advertisement, less than four months after its incorporation, in the New Hampshire Sentinel, of October 2, 1813, in which notice was given that "one or two ingenious young men may find constant employment and generous wages at the business of turning in the Crockery Ware Factory in Jaffrey." From existing records it appears that the two men hired at this time were Jonathan B. French and John Wright, both potters by trade and both of whom were assessed a poll tax the following spring. In May, 1814, the new factory again advertised in the Sentinel:

NOTICE TO WOOD CHOPPERS!

One or two hundred cords of sound hemlock, spruce or white pine wood, well split and dry, will be wanted at the Crockery Ware Factory in Jaffrey in course of the following summer and winter. Apply to superintendent at Factory.



MACKENZIE'S

SANDWICH and ICE CREAM PARLOR

CONCORD, N.H. at North Main St. KEENE, N.H. at the Farm, Upper Court St.
 KEENE, N.H. at Fairbanks Shopping Plaza, West St.
 WEST LEBANON, N.H. at the Junction of Routes 89 & 12A HILLSBORO, N.H. Route 9