

In preparation, for 1921

To be published annually

The Winnepesaukee Guide

CONTAINING

Descriptions of Winnepesaukee Lake Region and
its points of interest, with a directory of
the islands, hotels and other
summer places

Distances, routes and much other information in regard to
mountains, lakes, ponds and streams

Best Hunting and Fishing Grounds
State laws and regulations

Desirable for planning next Summer's or Fall's Vacation

including if desired the splendid three-color

Government Topographic Map of the Lake Region
showing accurately natural features of land and
water, highways, towns and buildings

For information address

WILCOMB MANUFACTURING COMPANY

Manufacturing Printers and Publishers
WORCESTER, MASS.



Winnepesaukee Lake Country Gleanings



Old Davisville Governor's Island

And Other Interesting Localities
About the Historic Lake

Big Things Planned by Royal Personages
in Colonial Days

EDGAR HARIAN WILCOMB

900021

LAACONIA PUBLIC LIBRARY, LAACONIA, N.H.

C. I. - Gale

Winnepesaukee Lake Country Gleanings

Historical Sketches and Stories
of the Early Days

EDGAR HARLAN WILCOMB

Worcester, Mass.
1923

Pictures! Pictures! Pictures!

FUTURE BOOKLETS of this series are intended to be elaborately illustrated, and for this purpose the publishers desire pictures in great numbers—subjects of interest pertaining to the whole lake region.

Photographs and kodack snapshots, preferably unmounted, are solicited, for reproduction—views of natural scenery, remarkable features, picturesque places, islands, camps, cottages and beauty spots generally.

Originals will be carefully preserved and returned to senders if requested.

CONTENTS

The Sage of Davisville (Historical Sketch)	1
History of Governor's Island	7
Lake Winnepesaukee Islands in Olden Times	11
Great Things Planned For the Lake	16
Early Navigation on the Lake	21
Evolution of the Old Gundalow (pictures)	22
Steamboating on Lake Winnepesaukee	28
A Sportive River; Said to Run Uphill	31

Copyright, 1923,
By EDGAR HARLAN WILCOMB
All rights reserved.

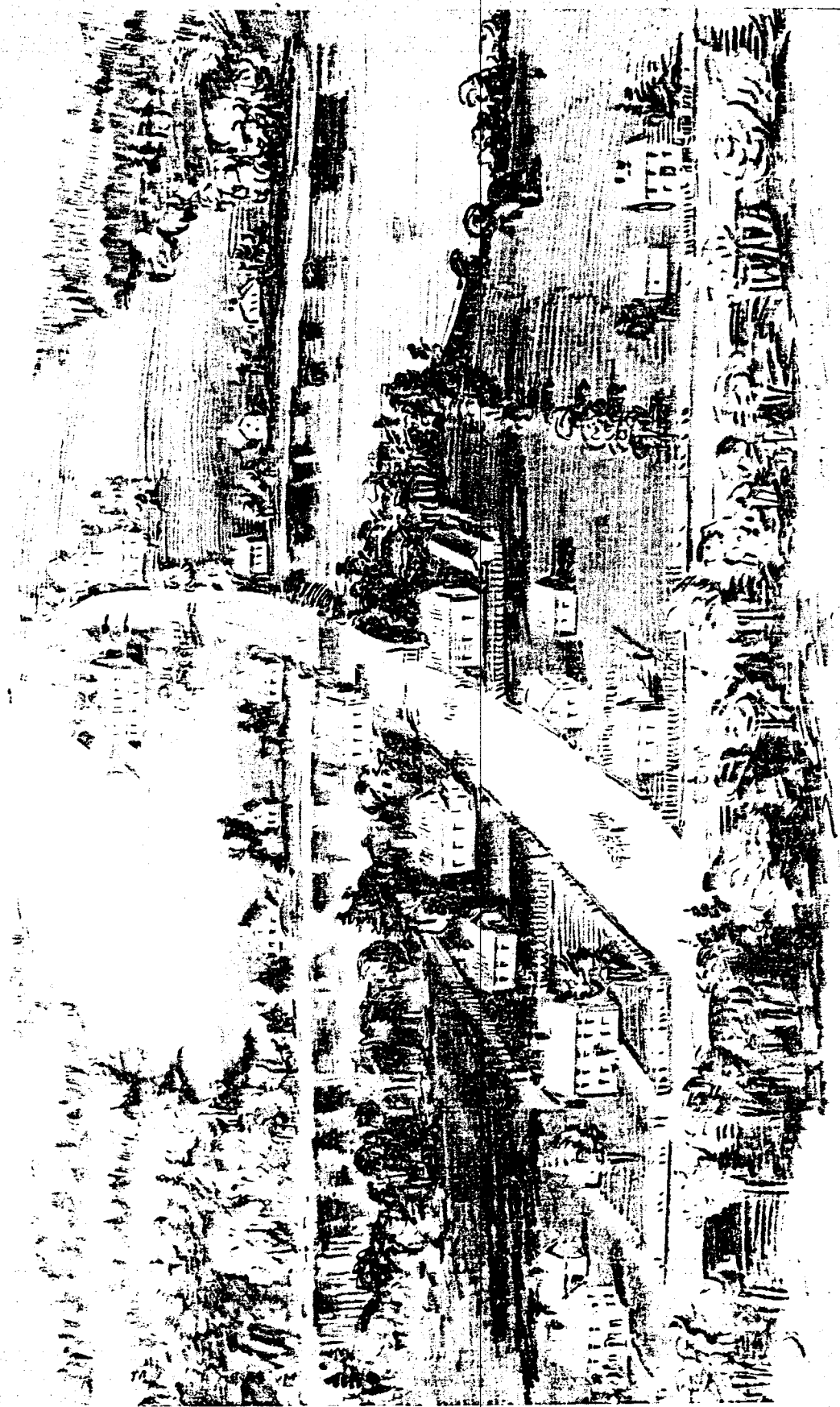
RETROSPECTIVE

Half a century ago, while a resident of the Weirs, at the age of 16, I developed propensities which my folks called queer notions—the collection of articles of antiquity and historical data concerning the Winnepesaukee lake region. Perhaps I should include another hobby, for about that time I began carving wooden types and doing a little crude printing, by means of blackened axle grease applied to the wooden blocks, impressed on any scraps of paper I could get hold of. Soon after this we removed to the town now called Lakeport and I became a “regular printer” on the old *Lake Village Times*. Then I got a little handpress of my own, and thereafter the printing “hobby” occupied so much of my time that I had to let up on the other two hobbies. One, the collection of curios (particularly Indian relics) I turned over to my brother Charles, who made it a life work, resulting in his becoming curator of the Golden Gate Park Museum in San Francisco, which he was chiefly instrumental in establishing, after which he assisted in a similar manner in establishing the Municipal Museum in Oakland, Cal., of which he was curator until his death. Both of these museums contain many Indian relics and other articles gathered by us in the Winnepesaukee lake region.

But two of the hobbies I never gave up—printing and the collection of historical data concerning the lake region. More than forty years ago I started to print a book on the latter subject, but was unable to proceed with it, and still have the material. In 1891 and thereafter, upon returning from the West, I delved in the subject again and spent nearly all of one summer gathering additional material. But I couldn’t seem to get around to print it. Becoming acquainted with Franklin P. Rice, a noted author, historian and publisher, we went over considerable of the ground together and he became sufficiently interested to print a small pamphlet as a sort of synopsis. That is as far as we got. Mr. Rice is now dead and I am left to carry on the work alone.

E. H. WILCOMB
Worcester, Mass., Jan. 1, 1923.

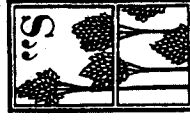
“Old Davisville” and Historic Governor’s Island



"Old Davisville" and Historic Governor's Island

The Sage of Davisville

Historical Sketch of Governor's Island and Vicinity



AGE OF DAVISVILLE; that's what they used to call him. The man who could make people think it was a pleasure to work for him for nothing just for the sake of hearing him talk and spout wise sayings.

"No; he didn't expect them to work for nothing and board themselves. He made his big mansion a fine home for them, with plenty to eat and everything. But is was mighty seldom they could get any money out of him.

"They had to work, and work hard, and that's how Old Natt got his big island farm in such fine shape. It didn't cost him much of anything except wise talk and a little encouragement.

"After filling them up with lots of grub and highfaluting talk he would show them the work to be done, pat them on the back, tell them what fine fellows they were and urge them to 'go to it.'

"That was all they seemed to require, and most of them would nearly break their backs trying to see who could do the most. Those who wouldn't work were not allowed to partake of Natt's generous rations.

"Yes; that was Natt Davis, who put Governor's Island on the map—made it known far and wide. And one time it was considered the starting-point for the Celestial Kingdom.

"It was just this way: You have probably read about the Millerite movement of 1843, that spread all over New England and I don't know how much further. Well, Natt Davis, down there on the island, was the leading spirit of that movement in this vicinity.

"He got the people hereabout, a good many of them, to thinking the world was coming to an end that summer; that it wasn't any use to plant crops, as nobody would be here to harvest them, and that the chosen gathering-place and pre-ordained point of departure was his farm on Governor's Island, Lake Winnepesaukee, here near The Weirs.

"This, of course, was after Natt got religious. Conscience troubled him, I guess. He had cheated an awful lot of people and fooled a good many more. Besides, he had done even worse things. A pretty tough fellow in his younger days.

"I think the island got it's name from having been the property of Governor Wentworth. But this island, with a good many others about the lake, somehow got into the hands of a man named Peirce, who came from Dover, I think;" (a descendant of one of the Masonian proprietors.—Ed.)

Natt Davis' father, Eleazer Davis, one of Gilford's early settlers, purchased the island from this man Peirce, and for a very funny purpose, you will say." The aged resident, John Lovett, of The Weirs, continued:

"Natt, the boy, who was wild and uncontrollable, finally ran away down south and became a slave-driver on a cotton plantation. He had a most ungovernable temper, this young man Natt, and one day struck down a slave and killed him.

"Now, according to the laws of those days, anyone who killed a slave must reimburse the owner by a payment equal to the value of two such slaves, and until the payment was made the offender must be held in custody by the owner of the deceased slave.

"Natt had no money, and was therefore in a serious predicament. But he finally persuaded his father to send along the required amount, and the old gentleman insisted upon his immediate return home.

"When Natt arrived his father took him to the island, which he had acquired in the meantime, for the purpose he had in mind, and in his characteristic manner put it up to Natt in this way:

"'Now, Natt, you haint good for nothin' at all; but

there's that there island, an' you go on there an' live or starve; an' if I catch you tryin' to run away ag'in I'll have you locked up, an' maybe you'll be hanged, consarn ye.'

The island was then almost an unbroken wilderness, but Natt was glad to get out of his trouble so easily and took possession immediately. Realizing the necessity of hustling, he settled right down to steady, hard work.

But after a while he conceived the idea of getting work done in the manner first mentioned, in which he was quite successful. The plan never seemed to fail until Natt got in good, prosperous circumstances, when, as stated, he got religious and his conscience seemed to trouble him.

Noting Natt's evident reform, his father relented sufficiently to assist him in clearing the island and completing a large mansion, in a commanding position, with a wide tree-lined roadway leading straight up from the causeway, imposing and elegant enough for a governor's summer residence.

The fine old mansion was destroyed by fire, many years ago, but the splendid surroundings, including the magnificent natural approach, remain about as they were immediately after the mansion was burned, previous to which time Natt had died and the property had fallen into other hands.

After his escapades Natt became industrious and prosperous and made of the island an excellent farm, supplying the Boston market, in early days, with a large amount of grain and other products of the soil, generally forwarded to Portsmouth by boat and teams, making use of the old "gundalows" across the lake to Alton Bay.

Natt was possessed of a remarkably variable disposition, sometimes being wholly unapproachable, and at other times, when in the right humor, extremely kind and generous to a fault.

Before he became entirely converted he had no use for ministers of the gospel, though he built a church near the island and worshipped therein according to his own peculiar ideas.

He believed that ministers should do hard, manual labor, as well as other people; hence his contempt for ministers who

labored not with their hands. He would not allow them in his church, at first.

Finally, Rev. Edwin Burnham, who afterwards became a noted preacher in Boston, came up from Dover, to expound the gospel, of a Sunday, in Natt's church, with Natt's grudging consent, some of his friends having induced him to grant the privilege.

Natt said he might come and preach, but he "wouldn't give him a tarnel cent." Just before services commenced Natt entered the church, with a characteristic scowl on his face, and took his seat.

Burnham was a very eloquent preacher and it seemed to be his sole purpose on this occasion to move Natt's flinty heart. He expounded and exhorted in a remarkably persuasive manner, and hadn't got more than half way through his appeal when Natt began to blubber.

He stood it as long as he could and then broke down completely. Jumping to his feet he interrupted the preacher by blurting out: "Devil 'most got old Natt, this time, brother Burnham, but you've licked him; amen. You've saved old Natt; let's take up a collection," and he started the contributions with a ten-dollar gold piece.

The preacher had succeeded in his purpose; he had won old Natt's heart; and thenceforth the latter couldn't do enough for him. When Burnham hitched up his team, next morning, he found his wagon loaded down with the products of Natt's big farm, and just as he was about to start the old man appeared and called out:

"Hold on, brother Burnham; old Natt haint hit the devil quite hard enough yet. Here, John," turning to his son, "go an' get a sack of them best beans, an' be sure you get a full sack." This incident is said to have been a turning point in Natt Davis' life, and thereafter he was devoted to the cause of religion.

It was under his fostering care that the Millerite movement got so firmly established in this vicinity in 1843. Certain it is that his groves on Governor's Island, east of the causeway,

his big mansion house, half-way up the hill, and the broad fields on top of the hill, were the principal gathering-places of this peculiar body of religious enthusiasts, and though the inhabitants of the surrounding country were then widely scattered, these meetings are said to have been the largest religious gatherings ever assembled around the lake.

Miller, the Massachusetts founder of the doctrine, was present as Natt Davis' guest at various times, and the island was adjudged the "New Zion." Enthusiasm verged upon insanity. The day and the hour when the world was to come to an end was set and postponed several times during the summer and the converts were so carried away with their belief that they donned their "ascension robes" and gathered in the fields on top of the hill and awaited "the last call."

A great many converts were enlisted among the farmers, and so firmly convinced were they of the approaching end of all things earthly that many of them neglected to plant crops or to gather those that were planted, and in many instances their neighbors and the town officials took the matter in hand and caused crops to be planted and harvested for them.

Davis Bridge, or Davisville as it was afterward called, encouraged by the efforts of the Davis family, gave promise, in early times, of becoming quite a business center. The nucleus was there, consisting of a large coopering establishment, where many barrels and hogsheds were made and shipped to Portsmouth, for use in the West India trade; blacksmith shops, one or two stores, a church, schoolhouse and about a dozen residences, not to mention a prosperous surrounding farming community.

Even at the present day the locality has indications of a most charming former village site, backed by the possibilities of a beautiful little bridge and causeway and the magnificent slopes of Governor's Island.

It is interesting to go back of Natt Davis' time and note that before he was impounded upon the island by his father and compelled to "root, hog, or die," a few acres had been cleared and cultivated and some buildings erected under the

direction of Governor Wentworth and his successors. Thus the pathway was considerably smoothed for Natt.

One "squatter," a man named Mason, who had deserted from one of the armies in the Revolutionary War, was found located on the island, where he had attempted to conceal his identity, and was driven away when Natt took possession.

The island was originally covered with a fine old growth of pine timber, which was practically valueless in those days, and in order to get rid of it, it was piled up and burned, as was done in clearing most of the land hereabout.

Natt Davis usually had a large gang of men working for him, first in clearing the land and afterward in cultivating it. Natt was a giant in stature and prided himself upon his physical strength, which, however, was reserved for exhibition purposes mostly.

But he nearly got "worsted," once, and in a way that surprised him and "took him down" considerably. A poor, hungry-looking, consumptive sort of a man from Meredith Neck came along, one day, while Natt was away, and induced the one in charge of cutting and piling logs to give him a job.

When Natt came back he looked at the stranger and asked the boss if he had been robbing a graveyard. The remark, overheard by the newcomer, somewhat angered him and he challenged Natt to a trial of strength in lifting the heavy sticks of timber.

Natt, or course, felt called upon to accept the challenge, and didn't feel free to let up as long as the stranger kept urging him on.

As a result the stranger, who proved to be a phenomenon of strength, notwithstanding adverse appearances, so used Natt up, before night, that the latter nearly died, and ever afterward declared that he never got over that day's "tussle" with the man he first took to be little better than a dead one.

But there is an earlier and perhaps more interesting chapter in the history of Governor's Island, dating back to the period just before the American Revolution, when the island and its immediate vicinity seemed destined to become the

abiding-place of "royalty," and the island itself the colonial summer capital of the Province of New Hampshire. This explains how the island happened to be named Governor's Island. The following narrative tells about the three royal governors named Wentworth, two of whom acquired "reservations" on Lake Winnepesaukee, and how one planned and partly executed great things for the lake region.

History of Governor's Island



GOVERNOR'S ISLAND, near The Weirs, was originally a part of the old Gilmantown grant, which formerly included the present town of Gilford, of which the island is now a part. Unlike all other towns in the Winnepesaukee lake region, Gilmantown was granted and chartered as a town by the Province of New Hampshire, while Governor Shute, the king of England's appointee, was in power. All other town grants were made by the purchasers of the old Mason grant. When the Gilmantown grant was made, in 1727, Governor Shute was in England, and the first John Wentworth, lieutenant-governor, was acting governor and signed the grant and charter of Gilmantown. One of the conditions of the grant was that "500 acres and a house lot" should be reserved for the governor and an equal reservation was to be made for the lieutenant-governor, both reservations to be on the "southerly shore of Winnepesaukee Pond."

Governor Shute never returned to his office in New England and never claimed his reservation, which was laid out for him by the proprietors of Gilmantown in the present Intervale section of Gilford, a short distance southeast of Governor's Island. The island itself was reserved for Acting-Governor Wentworth, at his own request. But as nothing was done in the way of development of this region for about forty years after the Gilmantown grant was made, the island remained in its natural state until the third Governor Wentworth (also an appointee of the king of England) came into office as governor of the Province of New Hampshire.

Governor John the Second, as he was called, also received the appointment of "surveyor of the king's woods," including all the territory about the lake. "Kingwood" was the first name given to a vast tract on the northeasterly side of Lake Winnipegauke, in which he acquired a large reservation on the north shore of Lake Wentworth, embraced in the later town of Wolfboro, where he established a temporary summer capital, as stated at greater length in another article. Governor John the Second immediately became interested in the development of the entire Winnipegauke lake region, caused the first survey of the lake and its islands to be made, roads to be constructed and started the first organized movement to induce settlement.

Aware that his uncle, Governor John the First, had been granted Governor's Island, he applied for a transfer of the grant to himself, for the purpose, tradition states, of establishing here a magnificent permanent summer capital. The validity of the first Governor Wentworth's title to the island not being clear, there being simply an entry concerning the reservation upon the records of the Gilmantown proprietors, and it appearing that both the grantee and the town had abandoned their claims, the claimants of the Masonian "rights" were disposed to include the island within their remaining "holdings." The matter of title was not fully straightened out until 1772, when, the purchasers of the Masonian grant and rights having succeeded in establishing their claims, by which they were admitted owners of all ungranted territory in the lake region (including all the islands in Lake Winnipegauke), passed the following measure, giving Governor John Wentworth the Second a clear title to Governor's Island:

"Whereas, there is an island lying in the westerly part of Winnipegauke Pond which has heretofore been called, distinguished and known as Governor's Island, not severed to the particular right of any proprietor, and as His Excellency John Wentworth, Esq., has greatly encouraged and promoted the settlement of the lands about said pond, by his improvements and cultivation in Wolfborough, and from the personal respect borne by said proprietors to His Excellency, it is con-

sidered and therefore voted that all the right, title, interest and estate of said proprietors of, in and to the said island in Winnipegauke Pond, called, distinguished and known by the name of Governor's Island, be and hereby is granted to His Excellency John Wentworth, Esq., to have and to hold the said Island to him the said John Wentworth, Esq., his heirs and assigns forever. A true record, attest.

"Dated July 29, 1772. Geo. Jaffrey, Proprietors' Clerk."

Governor Wentworth was in possession of the island three or four years, until dispossessed by the colonists, when it seems to have reverted to the State of New Hampshire during the Revolutionary War. During his brief ownership of the island he caused it to be surveyed and partly laid out, in accordance with his elaborate plans, including the broad approach or roadway leading up to the site of the former great colonial mansion, half-way up the hill. Whether the governor planned and partly built this fine old structure and the numerous out-buildings that stood until about 1870 is not definitely known, but it seems unlikely that the later owners would have erected such an imposing and expensive structure. The writer retains a distinct recollection of the fine old mansion and its elaborate surroundings, concerning which he marveled much, not knowing then its interesting history. The locality and its surroundings seemed much more picturesque than at present and there was considerable of a settlement upon the island and upon the mainland, in the vicinity of the causeway. The picture of "Davisville," the name by which the place was then known, inserted in this booklet, is crudely drawn from memory.

After Governor Wentworth was dispossessed, Joshua Peirce, one of the fifteen proprietors of the old Mason grant who owned all the islands in the lake at one time, secured possession of the Island and he and his heirs retained it until 1799, though it does not appear to have been improved to any great extent during their occupancy. With the exception of the clearing on the southerly side, in the vicinity of the old mansion, the island remained nearly covered with a heavy growth of large pine trees, which were comparatively worthless at that time, because

there were no sawmills and no means of getting the logs to market. The only way to get rid of this fine old growth was to cut down the trees and burn them. This was the usual method of clearing the land after the Revolution, when England's restrictions had been removed in regard to saving all pine trees "suitable for masts for the king's navy."

Eleazer Davis, born in 1743 and having a large farm on Alton Ridge, bought the island in 1799, from the Peirce heirs, and instated his son Nathaniel there at that time, as told in the preceding article. Natt, according to the town records, was then 22 years of age, and tradition has it that he was an exceedingly wild, harum-scarum fellow. It does not seem likely that he or his father would or could have erected such an expensive colonial mansion, or that they would have evinced so much good taste in arranging for what was evidently intended to become a princely estate. Natt Davis remained on the island until 1857, when his sons took charge of the property and he removed to Lake Village. During this family's ownership and control the island was called Davis Island and the buildings were allowed to go to ruin, until the stately old mansion was destroyed by fire, about 1870.

Stillson Hutchins of Washington, D. C., a noted politician and newspaper publisher, bought the island about 1880, built the "Castle," an elegant grey stone mansion, facing The Weirs, constructed new roads and otherwise improved the island. He made his summer headquarters here for several years, during which time he was the host of numerous celebrities. The entire island is now the property of Mr. Lee Hutchins of Washington, D. C.

The late George von L. Meyer, former ambassador to Italy and Russia and member of the Roosevelt and Taft cabinets, established his summer residence on the island while connected with administrative affairs at Washington, during which time this locality became the mecca of distinguished people from all parts of the world and was the scene of numerous brilliant social affairs, especially during the Japan-Russia peace parley at Portsmouth, awakening an activity and spirit of improve-

ment in this part of the lake region that must have been visioned by the former "royal" owners of historic Governor's Island.

Ambassador Baron von Speck and the German Embassy occupied the "Castle" for a season before the World War. It is reported at this writing that Baron von Stern, the present German Ambassador, has rented the property for the season of 1923, that he will be accompanied by his entire retinue and that during his stay all business of the German Embassy will be conducted from Governor's Island.

Lake Winnepesaukee Islands



SIDE FROM SURVEYING, naming and allotting the islands of Lake Winnepesaukee among themselves shortly before the Revolutionary War, the new "proprietors" of the old Masonian grant, which formerly comprised the entire Winnepesaukee lake region, apparently did little in the way of attempted development of the islands until some time after the war. The controversy over their claims, based on their purchase, in 1746, of all the remaining Masonian "rights" was settled in their favor in 1748, and their first action in regard to the islands seems to have been taken in 1750, when, according to their records, it was "voted, that all the islands in Winnepesaukee Pond be divided into fifteen equal shares for and amongst the fifteen rights of the purchasers of John Tufton Mason, Esq."

The first complete plan of the lake and its islands seems to have been made between 1766 and 1770. After its submission, the islands upon the plan were divided into fifteen "parcels" and allotted among the fifteen "proprietors." Then, except that Governor's Island was allotted to Governor Wentworth in 1772, the entire matter in regard to the islands apparently rested until 1781. At a meeting of the "proprietors" in Portsmouth, Dec. 24, 1781, steps were taken to divide among themselves all the unallotted territory in the Winnepesaukee lake region, including the islands in the lake. The plan submitted at this time was marked "Draft of the islands in Winnepesaukee

Find, as numbered and coupled in first plan," which indicated that the larger islands had been divided and the smaller ones grouped (coupled) before being drawn (allotted).

The only additions or changes that appear to have been made upon this old copy of the first plan of the islands are annotations upon the margin concerning allotments and sales of islands up to 1846. Evidently one of the objects of the meeting in 1781 was to confirm the titles of previous grantees. Following is a list of recorded owners of islands in 1781, according to this plan and an accompanying list:

Lot No. 1—Group of four islands near Wolfboro, designated as the "Barn Door Islands," the largest containing 50 acres, the others $1\frac{1}{4}$, $9\frac{1}{2}$ and $8\frac{1}{2}$ acres, respectively; also a portion of "Rattlesnake," at the easterly end, 40 acres; "Diamond," 10 acres, and "Flanders" (probably "Sleepers," containing 79 acres. All confirmed to Tomlinson and March, original grantees.

Lot No. 2—The northwesterly part of "Rattlesnake," 250 acres. Confirmed to Mark Hunking Wentworth, original grantee. (The entire island is specified to contain 290 acres.

Lot No. 3—"Thompson's Great Island," also called "Fisher's (now 'Welch'), 210 acres. Confirmed to Solly and March, original grantees.

Lot No. 4—The southerly end of "Long Island," formerly granted to James Wallingford; also two small islands (now "Five" and "Six Mile," the former containing 10 acres and the latter $14\frac{1}{2}$), confirmed to Thomas Wallingford, presumably an heir of the original grantee.

Lot No. 5—Next northerly portion of "Long." Confirmed to Richard Whiard, original grantee.

Lot No. 6—Next northerly portion of "Long." Confirmed to Meserve and Company, original grantees.

Lot No. 7—Next northerly portion of "Long." Confirmed to Joshua Peirce, original grantee.

Lot No. 8—Northerly end of "Long." Confirmed to George Jaffrey, original grantee.

Lot No. 9—"Thompson's Little Island" (now "Locke's"),

31 acres; "Round," 18½ acres; "Mark," 93 acres; "Jolly," 28½ acres, and "Steamboat," 18 acres. Originally granted to "John Rindge—J. P." (evidently withdrawn).

Lot No. 10—The southerly portion of "Bear Island." Allotted to "Thomas Packer—J. P. & N. A. H." The whole of "Bear" is specified to contain 376 acres.

Lot No. 11—The northerly portion of "Bear." Confirmed to Theodore Atkinson, original grantee.

Lot No. 12—"Pine Island," northwest of "Bear," 420 acres, and "Stonedam" (Meredith Neck inlet), 160 acres, confirmed to Jotham Odiorne, original grantee.

Lot No. 13—"Beaver," 19½ acres; "Three Mile," 37½ acres; "Hall," 10 acres; "Black Cat," 32 acres; "Wallace," 2¼ acres, all in "Middle Bay" (Center Harbor), and "Pitchwood," (Meredith Neck inlet), 10¼ acres; also "Wortleberry," 49½ acres; "Dow," 14 acres; "Nine Acre," 10¼ acres; "Farm," 13 acres; "Chase's," 12½ acres, and "Ragged," 17½ acres. Confirmed to John Wentworth, original grantee, or his successors.

Lot No. 14—"Wentworth Island" (now "Timber"), south of "Mark," 110 acres; "Little Bear," 92 acres, and north end of "Cow Island," originally granted to Pierce and Moore. (Evidently withdrawn). "Timber Island" designated as sold later to John P. Smith of Gilford.

Lot No. 15—South end of "Cow Island," 250 acres, confirmed to John Moffatt, original grantee.

Nothing is said at this time about Governor's Island, originally reserved for Lieutenant-Governor John Wentworth and later acquired by his nephew, Governor John the Second. The island is indicated on the plan as containing 380 acres.

None of the smaller islands seem to be mentioned in the surveys, grants or allotments. Many of them were claimed by the holders of the nearest larger islands. The following marginal notes appear upon the old plan, evidently written at various times up to 1846. According to these notes—

Jan. 28, 1817, Thomas Thompson bought "Thompson's Little Island" (now "Locke's"), 31 acres.

Mar. 5, 1817, Ichabod Libby and Jonathan Morrison bought "Little Bear," 92 acres (between "Cow" and "Long" islands).

September, 1819, "Samuel Leavitt applied to buy "Thompson's Little Island" ("Locke's").

September, 1819, Samuel Thompson bought "Round Island," 18½ acres.

Jan. 17, 1820, Samuci Thompson completed purchase of "Round Island."

Jan. 16, 1822, John P. Smith bought "Timber Island," 110 acres (part of Pierce and Moore grant).

Nov. 17, 1837, George Sanders of Gilford claimed "Mark Island," 93 acres, "bought for \$200 about a year after Smith bought." "Offers \$40 for all the remaining islands in Lot No. 9" (including "Jolly," 28¾ acres; "Steamboat," 18 acres, "and numerous small contiguous islands.")

May 13, 1839, "Mr. Davis of Governor's Island offers \$60 for same (foregoing) islands."

Apr. 23, 1846, "Winborn A. Sanborn (Capt.) bought "Foley Island" (now "Jolly"), 28¾ acres. Part of the original John Rindge grant.

"Note—Eastman and Warren want the 12-acre island in Moultonborough Bay, sometimes called 'Craggy Island' ('Gassy'), and offer \$50."

On this first plan of Lake Winnepesaukee, the following islands are designated by their present names: "Governor's," "Long," "Bear," "Mark," "Timber," "Cow," "Little Bear," "Rattlesnake," "Diamond" and "Barn Door." All the others have been renamed.

Meredith Bay was called "N. W. Cove." Meredith Neck was called "Salem Neck." The extremity of Center Harbor Bay was called "Squam Cove." Long Pond, near by, was called "Red Hill Pond." Moultonboro Neck and Bay had their present names, except that they were spelled with a "borough," as were Tuftonboro and Wolfeboro Necks. Wolfeboro Bay was known as "Smith's Bay," and the site of Wolfeboro village was called "Smith's Bridge," back of which was "Crooked

Pond," and still farther back "Smith's Pond," later renamed "Wentworth Lake" in honor of Governor Wentworth.

Upon the northern shore of "Wentworth Lake" was Governor Wentworth's big summer mansion, named on the plan "Wentworth House," and other buildings in the only settlement within the present town of Wolfeboro (first called "Wolfe's Borough"). Extending easterly, from "Wentworth House," toward Dover and Portsmouth, is the only road appearing upon the plan, specified as "Governor's Road," once known as the "King's Highway."

Alton Bay was called "Merry Meeting Bay," and the site of the old fort, on the easterly side of the entrance to the bay, is specified upon the plan as "Fort Point."

All the original grantees of the islands in Lake Winnepesaukee were members of the new company that had acquired the remaining "rights" of the old Mason grant. The same names appear in connection with land allotments in every township granted by the new company. A list in the old records of 1788, for instance, shows that "Hon." George Jaffrey held grants of land in thirty-six towns, amounting to 15,694 acres, at that time. Of the nineteen members of this company fourteen resided in Portsmouth, one in Boston, one in Somersworth, one in Dunstable, one in Greenland and one in London, England.

Governors Shute and Wentworth

Governor Shute, mentioned in the old Gilmantown grant, arrived from England in 1716, having been appointed governor of the provinces of New Hampshire and Massachusetts. He became dissatisfied and returned to England in 1723, when John Wentworth, also mentioned in the grant, and who was lieutenant-governor, became acting governor. Benning Wentworth, John's son, became governor of the provinces in 1741, and the second John Wentworth, Benning's nephew, was governor from 1766 to 1776.

Great Things Planned For The Lake



LAKE WINNIPESAUKEE was deemed likely to be connected with the ocean by a navigable canal a few years before the Revolutionary War started. The chief sponsor of the ambitious undertaking was no less a personage than the Governor of the Province of New Hampshire. Governor John Wentworth the Second, as he was called, had established an elaborate summer home upon a reservation in the new town of Wolfeboro (incorporated in 1770), and became sufficiently interested in the proposition to bring it to the attention of representatives of the English government at Halifax. It was considered feasible to construct a shipping canal from tide-water and have Wolfeboro the head of navigation, with access to all parts of the lake. Furthermore it was proposed by the governor to enhance the importance of the undertaking by continuing the King's Highway, which then extended from Portsmouth through Dover to Wolfeboro, from this would-be "seaport" northward to Montreal and Quebec.

There is now among Governor Wentworth's official letters on file at Halifax, Nova Scotia, one dated April 5, 1768, which says: "A road may easily be made from Quebec to Winnipeg, which would communicate with all the populous and most fertile parts of New England, at one-third the distance, trouble, time and expense of any other route, as you will readily see by the map. If it should be undertaken, as suggested, I will endeavor to clear as much of the road as this province can be prevailed upon to provide for." As there were no railroads then, ships were the only means of long-distance transportation; so the governor was doubtless right as to saving of distance, if the scheme could be proven feasible in other particulars.

But the break came between this country and England, a few years later, and no more was heard about connecting Lake Winnepesaukee with salt water by means of a navigable canal to Wolfeboro, or an extension of the King's Highway to the St. Lawrence River, though other highways have since been

built between the points mentioned. As was customary then, reservations of extensive tracts of lands for the governor were made in Wolfeboro and other new towns when they were granted, and Governor Wentworth was evidently especially impressed with the lake region, for he acquired at least two fine reservations, one upon the northeasterly side and the other upon the southwesterly side of the lake.

In addition to his colonial residence on Pleasant street, Portsmouth, Governor Wentworth had a splendid farm and elegant summer mansion, known as Wentworth House, in Wolfeboro, bordering upon Wentworth Lake. The locality is near Academy Village, a suburban section of Wolfeboro. The mansion, built in 1773, stood until 1820, when it was unfortunately destroyed by fire. The main building is said to have been one hundred feet long and forty-five feet wide. There were numerous other buildings adjacent to the mansion, "including five barns." The surroundings have been described as "grand." Here was the gathering-place in summer of "nobility," and other important personages from all over the world, and some of the social affairs are said to have been elaborate beyond description. The King's Highway from Portsmouth was sometimes thronged on festive occasions by the elegant equippages of England's representatives and other distinguished individuals and by "smart riders on horseback."

Governor John Wentworth the Second was the third governor by the name of Wentworth of the Province of New Hampshire. All served by appointment of the king of England. The first Governor John (who was really lieutenant-governor) served from 1717 to 1728, during which time the Gilmanton town charter was granted, embracing the present town of Gilford and Governor's Island, near The Weirs. It was stipulated in the Gilmanton charter that "500 acres and a house-lot" should be reserved for Acting-Governor Wentworth; and Governor Shute, who was then in England, was entitled to a similar reservation. Both were to border upon the southerly shore of Lake Winnepesaukee. As it was a long time before this part of the town was surveyed and "laid out," possession

was not taken until Governor John the Second, nephew of the first John, came into office, in 1766, soon after which time he acquired a reservation in his own name in Wolfeforo and had Governor's Island set off to him on his uncle's account. Governor Shute's reservation, in the meantime, is understood to have been "laid out" for him by the town "proprietors" in the present Intervale section in Gilford, but was never claimed, and all similar "holdings" were cancelled during the Revolution.

After the break came between this country and England all of Governor Wentworth's property was confiscated at Wolfeforo, Portsmouth and elsewhere in the Province of New Hampshire, including Governor's Island, which was intended eventually to be made the colonial summer capital, and the governor was compelled to seek safety in flight—first when a cannon was planted in front of his door in Portsmouth, with threats by the irate colonists, and later when he attempted to set up a seat of government at the Isles of Shoals, off Portsmouth Harbor. Very soon afterward he sailed for England, very much embittered, and never returned, notwithstanding he was a native of and had always evinced a keen interest in New Hampshire's welfare, particularly the Winnepesaukee lake region. The other Governor Wentworth, who served between the terms of the two Johns, was Benning Wentworth, son of the first John, who was governor from 1741 until 1766, the second John succeeding him.

The Wentworths became imbued with all the aristocratic proclivities of the royalty of England, and aped their manners and customs. Their establishments in Portsmouth and elsewhere and their personal bearings, manners and customs reflected their tendencies as well as their wealth and social standing. They were surrounded with liveried servants and all the panoply of the titled personages of Europe, and their appearances in public on special occasions botook of all the aspects of a kingly parade. They entertained frequently and with a great deal of ceremony, and on these occasions the common people could but stand aghast while viewing from a dis-

ance the glittering phenomena. We can imagine what Governor's Island, Lake Winnepesaukee, and the Intervale section of old Gilford would have been had royalty been allowed to remain in power in New Hampshire.

Mrs. Sarah Wentworth Morton, in her poem entitled "Beacon Hill," published in 1797, thus alludes to Governor Wentworth's improvements at Wolfeforo, and to that "dearer cause" which drew "far from thy side" the "patriot soldier" and brought a "powerful legion" . . . "to the fierce field".—

*While Wentworth, patron of his parent clime,
With hand of bounty and with soul sublime,
'Mid the blank forest arched the sumptuous dome,
And dressed the desert with exotic bloom.
The blue cot rising on the rivulet's side
The hungry plain with feeding pulse supplied,
The clover'd valley and the barley'd hill,
The busy flail, the never-resting mill;
Joined with the milkmaid's song, the ploughman's glee,
Were all thy gift and drew their hope from thee—
Thee, Wentworth! born the humblest hut to cheer,
From veering want to chase the vexing tear,
Or, 'round thy brow while civic myrtles twine,
To rule in council and in courts to shine.
Loved as thou art, a country's dearer cause
Far from thy side the patriot soldier draws,
To the fierce field a powerful legion brings,
Which scorns the away and braves the strength of kings.*

Governor John Wentworth the Second was a promoter of Dartmouth College and was largely instrumental in having a great highway built across the State (then a province), from Wolfeforo westward, following the lake shore through Tuftonboro, Meredith, Bristol, Canaan and Lebanon to Hanover, on the Connecticut River. To avoid the hilly section around the southwestern base of the Ossipee Mountains, a better section was built from Wolfeforo around to Moultonboro north of the mountains. This is one of the roads intended to be called a "king's highway," and is now a good automobile route. Another road was started northward from Wolfeforo, intended, probably, as a beginning of the proposed main King's High-

way to the St. Lawrence River, as mentioned at the beginning of this article. These roads were provided for by acts of the General Assembly March 9, 1769, and afterward.

In this connection it is interesting to note that the "king's surveyor," as he was dubbed—who, acting under Governor Wentworth's instructions, first "ran a line from Portsmouth to Quebec," and then surveyed and laid out various new "king's highways" east and north of Lake Winnepesaukee—eventually became a permanent resident and important local character of the old town of Sanbornton, having property deeded to him by Governor Wentworth personally, as one of the governor's last acts when he was leaving for England. The deed is said to have been signed after the governor had boarded ship. This important and highly favored personage was James Hersey, who finally removed from his first location to that part of the town now embraced in the new town of Tilton, acquiring an extensive property near the present Tilton Seminary.

Some of his most important work under Governor Wentworth was that of making the first survey of Lake Winnepesaukee and its largest islands, previous to the Revolution, naming many of them, including Governor's Island and Bear Island, the latter taking its name from the fact that while surveying the island, in the early spring, when the ice on the lake was thin, a bear was killed while trying to cross on the ice to Meredith Neck.

Runnels' History of Sanbornton states that "for many years James Hersey was a prominent man in Sanbornton—a justice of the peace as well as a surveyor, both making out deeds and running lines for the farmers. Legal documents are now shown, drawn by him as late as 1796, with great accuracy. Dudley Leavitt, the almanac-maker, lived with him while teaching at the "Bridge" (presumably Tilton, formerly known as Sanbornton Bridge), and Mr. Hersey assisted in getting out the first almanac."

Early Navigation On the Lake



USED) to think it was a fine sight, when a boy," said Rufus Smith, the veteran lake boatman, "to climb up on a hill and see the great white sails on the 'gundalows,' when three or four of those queer-looking crafts flew along before the wind."

"Do you mean the gundalows on Lake Winnepesaukee, in olden times?"

"Yes, sir; I remember them well; it was the only means of lake transportation when I was a young man; that is to say, before horseboats came along."

"How much of a crew did it take to run a gundalow?"

"Two—two captains"—

"Two captains; how was that?"

"Why, one man would be skipper and the other fellow the crew, one trip, and on the next voyage they would just reverse it; the fellow that was the crew the day before would be captain, and the skipper of the previous trip would be the crew, and so on; so they never got jealous."

"What points did they touch on the lake?"

"They ran regular trips between Lake Village, Meredith Village and Alton Bay, and also touched at Moultonboro. About 1837-8 Nathaniel Vaughn Shannon of East Moultonboro built a large gundalow—it was probably sixty feet long

EVOLUTION OF THE GUNDALOW

The Gundalow was the very first type of boat utilized for commercial purposes on Lake Winnepesaukee. These boats were big flat-bottom, square-end scows, driven by a large three-cornered lateen sail suspended from a long yard slung from a short mast erected in the center of the boat. The idea in regard to the sail was borrowed by an old deep-sea sailor from the River Nile boats, though the boats themselves were considerably different. In order to make them maneuverable on the lake it was found necessary to adopt two large steering oars, one at each end of the boat. These oars served several useful purposes. They answered the purpose of a fin keel, or centerboard, very necessary in a flat-bottom sailboat; the front oar served as a sort of feeler and enabled the forward steersman to better avoid submerged rocks; and the course of the boat could be changed very quickly. By having the sail swung from a mast in the center and a steering oar at each end the boat could sail either way equally well; it was not necessary to turn the boat.



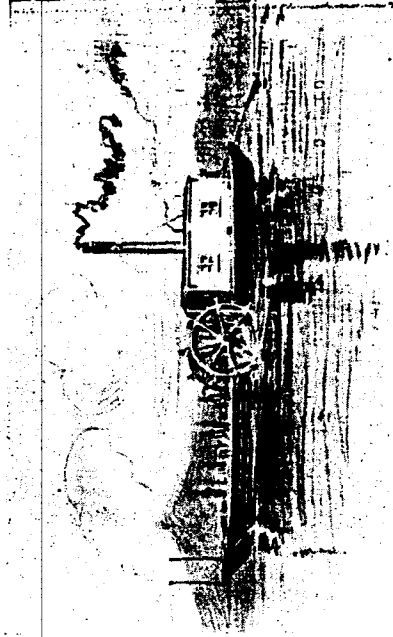
The Gundalow

From the gundalow, never a very successful sailboat, was developed the horseboat, two and sometimes three horses furnishing the motive power, by means of a treadmill. It was hard work for the horses and they tired very quickly. Probably the society with the long name would now object to horses or any other animals being used for this purpose. It is said that in order to spur up the poor jaded heads, sometimes bags of oats or bundles of hay would be suspended in front of them, on ropes running forward to the flagstaffs at the bow. The oats or hay being gradually moved up nearer the horses as they became more wearied and hungry. Only one "captain" was necessary on the horseboat. He was required to sit astride the big steering ear, behind the horses, and exercised his authority with a whip.



Finally steam engines took the place of the horses, with very little change in the general appearance of the boats. The first engines were very crude affairs. No whistles were required, for the noise of the exhaust could be heard for miles. Fifty years ago this type of steamboat was in general use on the lake and could be seen towing rafts of logs nearly a mile long.

All three types of these boats were safe in one respect—they could not sink. They were built of heavy timbers and planks and were generally about sixty feet in length.



—and used it to boat boards and shoo. This, I think, was the last gundalow ever run on our lake. All the boats carried merchandise from Alton Bay to Meredith and Lake Village. Paul Peavy ran several fine six-horse teams between Alton Bay, Dover and Portsmouth in connection with the boats. An invoice of a gundalow's regular cargo when she got road, to hoist sail for her upward trip was as interesting as it was varied; there were cotton bales for the mills at Lake Village, and for everywhere they had flour, salt fish, molasses and New Eng.'—

"No, not"—

"Yes; they had to have it for haying and 'raisings.' The gundalows were rigged with one large three-cornered sail and were provided with two long oars, or sweeps, which, when the craft was becalmed, would be used to propel the boat. This was slow and tedious work, and to lighten the labor the crew resorted to an ingenious stratagem; some one would drive up a hoop a little on one of the most interesting-looking barrels, and after cautiously boring a gimlet hole, would take a 'nipper,' and then drive the hoop back into place again. Likewise, when discouraged by heavy head winds 'tis said they were wont to cheer their hearts in like manner. Now, a day seldom passed, when near a point about six miles out of Alton Bay, but what there was either a dead calm or a stiff northwester blowing straight in their teeth, so up went a hoop; therefore, that shore became known as 'Gin Point.' About a mile further on is another point of land where there were either buffeting winds or no winds at all, then the hoop of another promising-looking barrel would be raised and courage and speed renewed; therefore the land at this point went into the boatman's chart as 'Rum Point.'

The chart-maker of later days, laying down the currents and shoals of our beautiful lake, has, either purposely or inadvertently, omitted these suggestive names, also the possible origin of the former familiar command: "Hooper-up, boys!"

The old-time gundalow was a picturesque craft and most

decidedly practical; it did its work in its day well and faithfully. None were lost by accident or wreck and no person was drowned or injured in the service. Strangely enough, the gundalow is well-nigh forgotten. It has escaped the page of history both by picture and description. Its phantom shape has not flitted through the dream of the lake country poet, nor does its white sail, shining afar among the green islands, touch up the painter's canvas with its gleam.

"The model of the gundalow varied somewhat," continued Mr. Smith. "Some of them were built quite round at the bows, by putting together blocks of timber with pins and afterwards hewing into shape. All of the boats were flat-bottomed and oftentimes planked with hewn timber, to make them strong and proof against accidents if they run onto rocks. There was usually a railing around. In a good wind they would sail six or eight miles an hour and make the trip from Meredith to Alton Bay and back in two or three days."

"When did the gundalow cease to be used?"

"Somewhere about 1840; the horseboats drove them out. The very first horseboats were built in 1837-38 by a Mr. Patten of Manchester. He got the timber on Governor's Island and put the boat together at Meredith Village. It was a sort of a scow, about 70 feet long. Afterward, Squire Barron of Lake Village and a man named Parsons, who lived on Long Island, bought the boat. Parsons was ingenious and got up some machinery to be operated by horse-power. This machinery was put into the boat, and two horses used to turn it. A later arrangement was made for three horses, but this plan was soon abandoned. In 1841 Barron and Parsons sold out the boat to a company composed of Paul Peavy and Capt. Daniel Smith, a wealthy mill-owner of Meredith. This was the very first horseboat on Winnepesaukee."

In 1840 Smith and Stephen Wentworth built a horseboat on Moultonboro Neck. Rufus Smith, the skillful and trustworthy boatman, being interviewed, was engaged to take charge of the new boat, which ran between Lees Mills, Alton Bay, Meredith and Lake Village, and sometimes

touched at other points. This boat brought the first load of wood to Lake Village. In the season of 1840 they glutted the market at that place, so they were obliged to sell their wood for \$1.25 a cord, the very best of hard wood, and take their pay in goods at that. The boat had a capacity of twenty cords of green hardwood.

In those early boating days it was not always sunshine, nor did favoring winds always prevail. But those skillful navigators well knew the devious courses winding among the islands; and they also knew the shoals and sunken rocks that offered constant menace and peril. By night as well as by day their keen eyes and clear judgement brought them safely into port. Indeed, all this can be said of the pilots and officers of all the boats that ever ploughed the waters of Lake Winnepesaukee (with the exception of the ill-fated Belknap) from the first known days of its navigation clear down to the present day.

The horseboat was always a prey to contrary winds; and when heavily loaded and progress slow it required much good judgement to keep things trim. Mr. Smith had, in 1841, an exciting experience in a cyclone off Carr's Point. His horseboat was heavily loaded, the cargo consisting of fifteen tons of bar iron, forty barrels of flour, fifteen bales of cotton, besides a quantity of dye-stuff.

The morning of the day of the tempest was somewhat peculiar. A light breeze, blowing with a circular motion, died away at sunrise, while the shores of the main land and the islands were lifted by a strange mirage until they seemed hung in space. This phenomena was succeeded by a hot, thick atmosphere and brassy sky and accompanied by a startling stillness. As the morning advanced a glassy calm, awful in its clearness and prophetic silence, spread wide over the deep. At noon clouds gathered and rapidly overspread the sky about Red Hill, and drifting around toward Governor's Island, cast a twilight gloom over the scene. At this time the boat was well off the shore and had plenty of sea room, a most fortunate circumstance, for the wind suddenly

rose and swept a wide path over the lake. The shores all around appeared shadowed by a pall of thick darkness. Lightning was constant and the roar of thunder loud and deep. Close to the water the wind swept with a terrible hissing sound, while the air seemed filled with a feathery whiteness, where the tempest tore the tops of the waves into foam.

By great effort the boat was kept out of the trough, but she was blown shoreward and half filled with water. The cotton bales washed overboard and floated to land. The storm was of short duration, and when the waves had subsided the boat was beached on the Gilford shore and pumped out. The cotton was hauled to Lake Village and spread out to dry in a field near the upper end of Belvidere street, where it looked like snow shining white in the sun.

Previous to this a horse-power boat was impaled upon a rock near Witch Island. This accident was attended by a somewhat humorous incident.

It was a dark and stormy night and the skipper lost his bearings. Demanding to know if anyone aboard recognized the locality and knew the position of all the dangerous rocks in the neighborhood, one new deckhand said he did.

"Then take the tiller," commanded the captain.

A few minutes later the boat was hung up on a rock.

"Thunderation," roared the skipper, "you said you knew all the rocks around here."

"So I do," replied the green pilot; "this is one of 'em."

The horseboat has followed the gundalow into the lake's past history. It is doubtful if one is in existence today. Indeed, the boatman himself, always bright and companionable in his day, has, with two or three exceptions, passed away. Even the third type of the old "gundalow"—with noisy steam engine supplanting both sail and horses—has long since disappeared. The three rare pictures here shown illustrate the evolution of the first freight carrier on Lake Winnepesaukee waters.

It is said that Stephen Adams of Moultonboro Neck built the

first "gundalow" used for general freighting purposes on the lake, in accordance with suggestions of Gen. Jonathan Moulton, who got the idea from descriptions of Nile river boats given him by sailors who had seen them.

Steamboating on Lake Winnepesaukee



FEW SERIOUS ACCIDENTS have attended boating on Lake Winnepesaukee, and no losses of life are recorded in connection with accidents to public passenger or freight carriers.

The most serious accidents occurring to the larger boats themselves was the wrecking and complete loss of the "Belknap," first steamer to ply the waters of this lake. Other accidents have been of minor importance, except that the "Lady of the Lake" once ran onto a rock and had to be beached and at another time had her whole upper part destroyed by fire.

The first steamer, the "Belknap," was built at Lake Village, in 1832. She had four boilers, without flues, with brick furnaces under them. She required no whistle, it is said, because of the noise of her exhaust, which could be heard for miles.

She burned wood, cordwood length, and kept one man pretty busy feeding her. There was no awning over her one deck and passengers frequently had holes burned in their clothing by sparks from the smokestack. She was so big and heavy that there was much difficulty in getting her through the Weirs channel, even at high water.

In October, 1841, she foundered on the rocks off Steamboat Island, in a storm, and ended her career there and then. For several years afterward the protruding bow of the partly submerged steamer afforded comfortable shelter for fishermen during the winter months. East of the island are still to be seen remnants of the wreck.

The "Belknap" was built and owned by a stock company,

Stephen Lyford and James Jewett being the principal owners. Capt. William Walker of Concord was chief promoter and commander, but on the fatal day she was in charge of Capt. Jewett, one of the owners, who became confused as the steamer, towing a raft of logs, was passing dangerously near a storm-swept rock, and excitedly ordered the pilot to "shut her off."

The pilot did so, replying: "I s'pose I must obey orders, but the boat's a-goner if she stops." A moment later she had drifted upon the rock, where she remained.

The first passenger steamer on the lake was the "Dover," operating from Alton Bay when the Boston & Maine railroad was built. She was succeeded by the "Chocoma."

The next large steamer intended for lake traffic was the "Lady of the Lake," also built at Lake Village. In 1848 the railroad was completed to this point and a demand for steamer connections with Centre Harbor and Wolfeboro was recognized.

The Winnepesaukee Steamboat Company was organized, under a charter dated June 24, 1848. The company consisted, principally, of James N. Elkins, Stephen C. Lyford, Charles Lane, Capt. William Walker of Concord, Benjamin J. Cole, John T. Coffin, Woodbury Melcher and Daniel Pickering.

B. J. Cole was elected first president, Charles Lane clerk, J. T. Coffin treasurer and Capt. Walker agent. The latter was empowered to supervise the building of the steamer. The boat was completed that summer. For several years she was "laid up" each winter at Lake Village, the bridge at the Weirs being removed each time to enable her to make the passage.

Capt. Walker was her first commander. When the railroad reached the Weirs, in 1849, it was deemed necessary to have steamer connections at that point, so the "Lady" was turned over to the railroad company and thenceforth made regular trips from the Weirs, to Centre Harbor and Wolfeboro, which have always been great tourist points.

About the same time the eastern railroad entered the field

as a competitor, touching the lake at both Wolfefboro and Alton Bay, and built a steamer named "Chocorua," about the same size as the "Lady of the Lake," which ran regularly between Alton Bay, Wolfefboro, Centre Harbor and Meredith Village. For a number of years there was warm rivalry between these two steamers, backed by the two competing railroads.

During the life of the "Lady of the Lake" her commanders were Capt. William Walker, Capt. Winborn A. Sanborn, James Beede, Eleazer Bickford, Stephen B. Cole and John S. Wadleigh. Her pilots were Eleazer Bickford, Lorenzo Lovett and John Mooney Lovett, the latter remaining in service twenty-four years.

No fatal accident ever occurred in connection with this or any other steamer on Lake Winnepesaukee, except one drowning accident, due to a man being drawn overboard by a bucket attached to a rope, and the most serious disaster in her history was while carrying a moonlight excursion party, when she struck a rock near Witch Island and it was found necessary to beach her on Governor's Island.

The palmy days of the "Lady" were between 1868 and 1876, when the craft was popular as an excursion boat. Diamond Island was then the famous picnic resort of the state, and boasted of a good-sized hotel, bowling alley, dancing pavilion, etc. Excursionists would crowd the decks of the "Lady" until the craft was fairly top-heavy, and a rush of the passengers from one side of the boat to the other to view some object of interest would cause the craft to tip until nervous people were almost panic-stricken. On one of these excursion trips the "Lady" carried a "crowd" of 1280 people from Diamond Island to The Weirs. But no serious accidents ever occurred. The boat was always ably commanded and has safely carried many thousands of delighted tourists over the "Smile of the Great Spirit."

During her career the "Lady" underwent numerous repairs and changes, until it was a standing joke that every part of her had been rebuilt several times, but like the

schoolboy's knife, which had a new handle and new blades, she was still the same old boat. The most extensive repairs were made in 1882, when the hull was almost entirely rebuilt at The Weirs and numerous other improvements were made both above and below the deck.

She was finally condemned and broken up in 1896, or thereabout. Loaded with rocks her hull was sunk in deep water east of Governor's Island. The "Chocorua's" hull is still visible under water at Alton Bay.

Succeeding the "Chocorua" was the steamer "Mount Washington," which still plies the waters of the lake, but most of the tourist travel is now diverted and lake commerce is largely taken care of by numerous small steamers.

Mention should be made of the "James Bell," a famous excursion steamer in its day, which ran from Lake Village to any part of the lake, as circumstances required. All the large steamers have now been referred to. The "Maid of the Isles," a smaller boat of fairly good size, was a popular excursion steamer for many years.

A Sportive River; Said to Run Uphill



THE RIVER OF DOUBT, sought by Theodore Roosevelt in South America, might have been more easily located right here in the New Hampshire lake region if the valorous hunter had only known. But our "river of doubt" may be considered too near home to be a subject of widespread interest, though its history has developed more extraordinary features than those of any other river in the world in some respects.

Imagine a stream of water—indicated on all the maps as a fair-sized river—performing such acrobatic feats as doubling upon itself until it has nearly executed a bowknot and a corkscrew spiral, turned somersaults and otherwise disported its waters—and then reversing its course so that it flows in a direction apposite to its previous meanderings, as though in doubt

which way to flow and as if mainly intent upon defying the laws of nature.

It is not our purpose to claim that this plainly erratic river actually performed the generally considered impossible feat of running up hill, though some people seem to think it has done so, but we strenuously assert that it did run down hill in a southeasterly direction toward the sea at one time and later flowed in the opposite direction and mingled with the waters of a lake several feet higher than its former outlet, and finally with the Merrimack River, which flows in still another direction.

It is natural to infer that if the aforesaid river formerly ran down hill in a southeasterly direction and the current changed (as it certainly did) to a northwesterly direction and discharged its waters at a higher elevation than formerly, that it must run up hill—unless the contour of the country has changed, as it has not. (Mystified reader: Consult an accurate official map and judge for yourself.)

A truly sportive river and well named—Merry Meeting. With other New Hampshire rivers we have Merry Mack and Merry Meeting, both quite merry. It is of the latter we have thus far discoursed. Merry Mack also inclined to be frisky occasionally, cast amorous glances eastward some time before Merry Meeting deigned to cross the big lake and chance her fortunes with his. Now they perform in the same channel and do their acrobatic stunts together. But it must have been quite a twist for Merry Meeting, who had gotten in the habit of strolling in the opposite direction. By the way, whoever heard of another instance of a river performing a right-about-face and reversing its course?

Referring to the map: It is plainly shown that Merry Meeting emerges from her lake home of the same name less than three miles away and 135 feet above Lake Winnepesaukee. But instead of hiring herself to the shore of the big lake, the coy damsel takes a ten-mile roundabout course, performs corkscrew spirals around some big hills, executes various somersaults and other stunts and saunters jauntily, now, in a northwesterly direction before she dips her dainty toes in the "Beautiful

Waters of the High Place"—though she had been content, in times past, to wend her way down a fairly straight and narrow path in the opposite direction and perform her ablutions in the placid waters of the Ela River, in a little cove some thirteen feet lower than the present surface of the "beautiful waters" of Lake Winnepesaukee. But that was before the rascally Merry Mack began to manifest his enticing ways.

In plainer language, Merry Meeting River, rising in Merry Meeting Lake, less than three miles east and 135 feet above the surface of Lake Winnepesaukee, formerly flowed in nearly a straight course southeasterly and joined the Ela River at a point much lower than her present outlet. At some later period, influenced, supposedly, by the stronger attractions of the Merrimack River, to the westward, the susceptible Merry Meeting changed her course, waltzed about the bases of obstructing hills, performed the various acrobatic stunts mentioned and plunged into Lake Winnepesaukee, in an exactly opposite direction to her former course—thereby actually reversing, as previously stated.

These indisputable facts, coupled with the evident one that the elevation of the present outlet of Merry Meeting River is considerably higher than its former outlet, inspires the illusion that the valley section of the Merry Meeting River flows uphill.

In this connection the curious question arises whether the strange antics of the Merry Meeting suggested the establishment of a big industry near its present outlet—the manufacture of corkscrews—said to be the oldest and largest concern of its kind in the world.

(Local Sketches are continued in twelve or more booklets of this series, six of which are now in press, making the most complete early history of the Winnepesaukee region ever published.)

Winnepesaukee Lake Country Gleanings

Stories of the Early Days, Historical and Legendary

BOOKLET A-1. (LOCAL SKETCHES)

Foreword
The "Rock of Ages" (with picture)
Rambles About The Weirs
Endicott Rock
Original Survey At The Weirs
Portion of First Town Plan (map)
First Settlement About The Weirs
When The Weirs Was a Mill Town

BOOKLET B-1. (LOCAL SKETCHES)

Mystery of the "Old Red Store"
Lost a Letter Out of His Name
The Gilman Oak
The Old Indian Tree
Fauny Kimball, the Woman Hermit
Sheriff Played Santa Claus
Bear Tackled a Mill Saw
Old-Time Sport at Pickarel Cove
Daily Paper at The Weirs
Old Maid's Prayer Was Answered
Peculiarities of Fish and People
An Old-Time Liquid Account

BOOKLET C-1. (LOCAL SKETCHES)

Early Settlement in the Gilford Section
Gilmantown and Its Early Settlers
The First Gilford Settlers
Divisions of Town Lots
Old Gilford Village
When the Town Was Young
Old-Time Places and People
Other Historical Sketches

BOOKLET C-2. (IN PREPARATION)

Lists of the Earliest Settlers
Where Early Lake Country People Came From
The First Parishes and Their Ministers
The Old Gunstock Meetinghouse (Fortress Church)
Old Northfield on the Merrimack
Other Historical Sketches

Stories of the Early Days, Historical and Legendary

BOOKLET D-1. (LOCAL SKETCHES)

The Glacial Age (panoramic 3-page picture)
The Lakeport Cleft and Prehistoric Dam
The Lake's First Outlet (with two-page 2-color map)
The "Intervale" Section (two-page 2-color map)
The Electrical Age
Beautiful But Dammed
Looking Northward
A Boulder Rich With Gold and Silver
Local Iron Mines
Other Sketches

BOOKLET E-1. (LAKE AND ISLANDS)

"Old Davisville" (two-page picture)
The Sage of Davisville (Governor's Island)
History of Governor's Island
Lake Winnepesaukee Islands
Great Things Planned for the Lake
Early Navigation of the Lake
Evolution of the Old-Time Gundalow (pictures)
Steamboating on Lake Winnepesaukee
A Sportive River; Said to Run Uphill
Flooded Forests About the Lake

BOOKLET F-1. (LOCAL AND STATE INDIAN HISTORY)

Old Indian Village At The Weirs (three-page picture)
Ancient Aqueduct
A Panoramic Vision
The Indians of Aqueduct
Local Indian History
Local Indian Fortifications
Fort At Alton Bay
The Indian Menace
The Mount Cheocorn Tragedies
Hannah Dustin's Heroic Deed
Indian Battleground at Concord
Lovewell's Last Battle
Haverhill's Terrible Indian History
Indian Monuments and Relics
Indian Carrying-Places
Indian Corn and Garden Crops
An Old-Time Indian Delicacy
Indian Basket Materials
Indian Duck Hunting
Indian Sagacity
Why Are Redmen Called Indians?
The Red Men's Plight

Stories of the Early Days, Historical and Legendary

BOOKLET G-1

Meredith's Earliest History
The Two Earliest Settlers
Meredith: Formerly New Salem
Town of Many Names and Numerous Troubles
All Surveys Began At The Weirs
First Plan of The Weirs Section (map)
First Official Drawing of Lots
First Settlers and Their Holdings
Stories of Hardship and Peril
Even the Minister Kept a Gun Handy
Earliest New England Settlements
The Old Highways
The Local Patriots of '76
Meredith's Famous Almanac Maker
Old Charming and Meredith Center
The Hermit of Meredith Hill
Old-Time Local Short Stories and Anecdotes

BOOKLETS G-2-3. (IN PREPARATION)

Meredith's Early History
BOOKLETS H-1-2-3. (IN PREPARATION)
The North Country (back of the lake)
Moultonboro The Picturesque
True Character of General Moulton
Center Harbor's Early History
The Sandwich
Sandwich's Two Most Noted Sons
The Great Ossipee Park
Other Historical Sketches

BOOKLET I-1. (IN PREPARATION)

Legendary Short Stories
Jonathan Moulton and Ye Devil (illustration)
Bartered His Soul For Gold
A Legend of the Lake
Chocoma's Curse
and other legends

OTHER BOOKLETS IN PREPARATION

Eel and Shad Fishing in Early Days
Bears and Other Wild Animals
Other Sketches

50 cents per copy, postpaid, or at local news stands

E. H. WILCOMBE, Publisher, Worcester, Mass.

Sketches of the Early History of the

Old Town of New Salem Renamed Meredith

Embracing the present City of Laconia

Composed on the wonderful
"Meredith News" Linotype Machine
Most modern book printing establishment

PART FIRST

NOW IN PRESS
ADDITIONAL PARTS IN PREPARATION

50 cents each part, postpaid, as they appear

How to Obtain These Booklets

All Book Stores and News Stands throughout the
Winnepesaukee lake region either have these book-
lets in stock or will order them for customers.

Or the booklets may be ordered direct, to be
forwarded by mail, postpaid.