



LAHS Moments in History

JANUARY – DECEMBER 2021

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JANUARY 2021

THE LANDAFF PROFILE OF 1940-1941

In 1940, six communities in the United States were chosen to be observed as samples of ranges of rural community stability. The work was done on behalf of the United States Department of Agriculture, Bureau of Agricultural Economics. Landaff was one of the towns chosen. The other five towns profiled were El Cerrito, NM, Sublette, KS, Irwin, IA, The Old Order Amish of Lancaster County, PA, and Harmony, GA. Sublette, Kansas, a “Dust Bowl” community, and the Amish community, were at opposite ends of the range, and the others such as Landaff, fell in between.

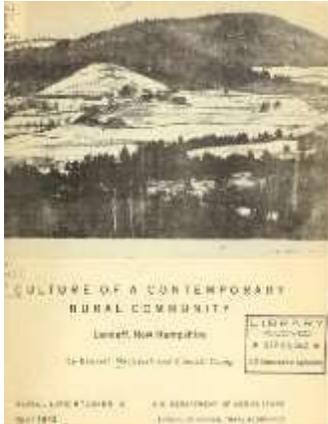
Landaff was chosen, because it was an old community which had basically stayed the same for a long time. The author, Kenneth MacLeish, lived in Landaff for four months and got to know the community well. MacLeish, along with co-author Kimball Young, was able to interview the locals and write about the people and life in Landaff in detail for the USDA project. We each know our own town so well, and it is interesting to read MacLeish’s narrative about why the early settlers did what they did and how Landaff came to change over the years.

A camera report for each community profiled was put together as a companion to each of the more technical and lengthy publications. In January of 2018, MacLeish’s son, Archibald, sent his father’s original bound manuscript camera report of Landaff, which included 76, 8x10 glossy black and white images by Irving Rusinow, to the Town of Landaff asking that it be used in the best interest. For almost three years, the book circulated away from the town offices and around the area until recently finding its way to the Lisbon Area Historical Society, which serves the towns of Lisbon, Lyman, and Landaff, New Hampshire.



MacLeish/Rusinow camera report

The images in the McLeish and Rusinow camera report include Landaff landscapes, farms, houses, people, farm animals, house interiors, school interiors, barn interiors, and mill remnants. There are some photos of Lisbon, including outside and inside the New England Dairies Lisbon Unit building which was along the railroad tracks at the top of Whitcher Street in Lisbon. Landaff dairy farmers belonged to the dairy cooperative and brought their cans of milk to the dairy every day. Some farm children delivered their farm’s milk on their way to school in Lisbon.



MacLeish and Young's technical publication of the rural life study of Landaff is digitized and can be read for free at www.archive.org. Enter in the archive.org site's search box: *Culture of a Contemporary Rural Community, Landaff, New Hampshire* by Kenneth MacLeish and Kimball Young. An audio version of the book can also be played on the site if you click on the headphone icon once you see the book on your screen. The headphone icon is at the bottom right with the other prompts to go page by page, enlarge text, etc. The reprinted book can also be purchased online at Amazon. There is other great reading about Landaff on the archive.org site. Two publications in particular are *Persistence and Change in Rural Communities, a 50-Year Follow-Up*

to *Six Classic Studies*, edited by A. E. Luloff and R. S. Krannich, CABI Publishing, 2002, and *Making Good Communities Better*, by Irwin T. Sanders, University of Kentucky Press, 1950.

Landaff, like other small, rural hill communities started out being totally self-sufficient and self-sustaining with everyone living much the same way. Only when farm crops became specialized was there a class difference. For instance, as some farmers raised large flocks of sheep to supply the textile industry, those farmers became wealthier and hired those who had less. Seeing prosperity, many started specializing in dairy farming and logging, and many also left the hills to find riches elsewhere. The railroad offered easy transportation, especially after the Civil War.



Landaff was hit hard during the Hurricane of 1938. The United States Forest Service bought up fallen timber in Landaff and dammed up a brook to make Chandler Pond, where logs were submerged and preserved until a saw mill could be built. The Allbee farm in Landaff used to hay the fields around the brook before the hurricane and the pond was made.

MacLeish states that, "Like other townships in this area, Landaff has its own particular characteristics, yet it is a fair sample of other localities, and for the most part the problems and values of the other hill towns are similar to those of Landaff." Lisbon, Lyman, and Landaff started seeing a decrease in population, then in dairy farming, logging, and finally with the arrival of the automobile and the inevitable demise of the railroad in Lisbon, there was more loss of population, small businesses, and trades in our immediate locale. Landaff turned out to be the lone hold-out for dairy farming and shipping milk, as the last farm to ship milk from Landaff was the Erbs' farm in 2020. The Brian Santy farm in Lyman stopped in 2007, and the Brooks's Rock Cliff Farm in Lisbon stopped in 1986. While Lisbon was once a booming mill town, it was predominately a farming community like Lyman and Landaff. Many in-town homes in Lisbon had chickens and a milk cow, and their barns that once housed their driving horses, carts, buggies, and animals were later converted to garages for their automobiles.



MacLeish/Rusinow camera report

In 1941, there was only one flock of sheep left in Landaff, and that was at the Roscoe Oakes farm on Mill Brook Road, which later became Erbs' Springvale Farms.

While each of the three towns, Lisbon, Lyman, and Landaff, has its own personality and identity, all three towns shared a vibrant business district in Lisbon in 1940, and they are still joined together today by sharing in Lisbon the same historical society, Lions Club, Friends in Council women's club, Boys and Girls Club, snowmobile club, arts council, farmers market, houses of worship (Landaff does have a federated church that has worship services at holidays and in summer), public school (Landaff still has its own K-3 one-room school), public library, downtown stores, restaurants, and services (police, bank, insurance, laundromat, hair salon, gas stations, post office), public swimming pool, and public transfer station. As MacLeish points out, in 1940 Lisbon was dependent on Landaff to patronize its stores and services.



MacLeish/Rusinow camera report

Interior shots of Landaff's c. 1858 one-room Blue School are included in the 1940 camera report. In 1940, only two of the seven Landaff one-room schools were still being used, Blue School and Scotland School, both educating grades 1 through 8, and then students went on to Lisbon Public School. In 1969, Lisbon Regional School was formed, and the Town of Lyman voted to join the regional. Landaff voted not to join, so Landaff tuitions its students.



MacLeish/Rusinow camera report

MacLeish and Young recognized that early on the Landaff natives prized individuality, independence, hard work, and thrift. Residents who built up a successful farm could proudly claim they were self-made as they did all the work themselves often building upon what their ancestors may have started, and they could take care of themselves and their family without any help. They didn't owe anyone or need anyone's help. Being self-sufficient was a virtue, but neighbor helping neighbor was a lifestyle then, and sometimes crucial, and it still continues in our small villages today. A good example of an ancestral farm in Landaff is the Noyes/Allbee farm pictured above. The eighth generation of the family now lives on the farm. The c. 1884 farmhouse and barn pictured replaced an earlier farmhouse and barn built near the same site by the Noyes family who settled in Landaff in the late 1700s. At one time the Noyes family owned all the land on Allbee Road down to Landaff Center. The farm was a huge sheep farm in the 1860s, and the barn still has the beautiful weather vane with a sheep on it.



MacLeish/Rusinow camera report

Amos Allbee is pictured in his barn stable in 1940. At that time, he milked 30 cows by hand twice a day with the help of his son, Arthur. There were no other hired hands.



MacLeish/Rusinow camera report

The attic of the Mattie Chandler farm on Gale Chandler Road shows an accumulation of items from generations that lived on the farm.

One of the factors in the town of Landaff that led to its solidarity was the Grange, a very active, family-based organization in 1941. Landaff's Mount Hope Grange sponsored the first annual Landaff Old Home Day in 1932, and it is still going strong, with one highlight being the Landaff Volunteer Fire Department Auction. Mount Hope Grange founded in 1876 is still active today, despite a dramatic decline in membership. Landaff's church, town meeting, schools, and organizations such as 4-H, Ladies Aid Society, and Home Dem were also important to a feeling of belonging and community pride in 1940. (Home Dem was a USDA Cooperative Extension program that taught farm wives better methods of getting their work done.) There is only one school building used in Landaff now, the church is not as active, and there is no longer a Ladies Aid Society and Home Dem, but residents find other ways to be active in the community, such as the nonprofit Friends of Landaff which was founded in 2007 to help raise funds for improvements to the town hall.



The c. 1927 Landaff Grand Drape is a combination Town and Grange painted stage curtain and has the Grange emblem for Patrons of Husbandry on the bottom center medallion. It hangs on the stage in the Landaff Town Hall/Mount Hope Grange Hall and was restored in 2007

According to MacLeish, Landaff's population of younger people decreased after WWI, not because the younger people couldn't make a living, but because they wanted to do something different. MacLeish mentions in his profile that by 1941 the farming way of life was disappearing in Landaff, and only about one-half of the population was farming. It was difficult to make money farming unless it was a commercial enterprise, and those farming were doing it because they loved that way of life.

MacLeish recorded that there were 35 non-farm families in Landaff in 1940. Tradesmen made the most money, and the highest paid tradesman was an electrician who made \$40 per week. There were 38 farm families in Landaff in 1940, and their income varied from \$8,000 to \$500 depending on what they raised to feed their own animals, how much help they paid for, and what they sold from their farm produce and animals. Herds ranged from 4 to 40 head of cattle. The average annual milk revenue for the farms that did ship milk was around \$1,500 plus. The two retail milk businesses in Landaff netted \$3,000 to \$5,000.



Ethel Bronson Clement

MacLeish/Rusinow camera report



Ethel McKean Titus

MacLeish/Rusinow camera report



Carrie Jesseman Allbee

MacLeish/Rusinow camera report

In 1940, MacLeish put the father as the head of the household and the family member who sees that income is spent as he sees fit. The wife is responsible for the home, he stated. Landaff wives responsible for their homes, such as Ethel Bronson Clement, Ethel McKean Titus, and Carrie Jesseman Allbee, not only took care of their home and children, cooking, preserving, etc., but also took a very active role in helping their husbands and in their community. Both Ethel Clement and Ethel Titus at one time held the office of Master of Mount Hope Grange, and Carrie Allbee served as Chaplain of Mount Hope Grange.

Sons were looked upon to take over the farm, but many didn't want to farm. Daughters often married non-farming men and moved away. These are some of the reasons MacLeish saw a decrease in family solidarity, especially on the farms. Things had started to change. MacLeish states that ever since money-farming began in Landaff, over 100 years before his profile of the town, residents have been leaving. "When the men who are running the farms in Landaff are gone,

there will be very few others to take their places," MacLeish states in the book. His prediction certainly came true.

Community and farm life were entwined still in 1940. MacLeish mentions that those who were not involved in farming in Landaff did not take part in the community. Of course, today, that has all changed. The new people in Landaff are not dairy farmers, but many do take an active role in the community.

There is some lamenting by locals in MacLeish's book that people didn't visit each other as they used to,

and they blamed the automobile, telephone, and other modern things. Non-farm people had more free time to take part in recreation, and commercialized recreation had taken over all others with the exception of hunting, fishing, or “motoring.” Residents claimed that people didn’t have the time for visiting like they used to, and the young kids wanted to go to the movies or dances.

So, the habit of old-fashioned visiting from home to home and partaking in community entertainment had already decreased in 1940 and wasn’t ended by browsing the Internet and email, Facebook, Facetime, Instagram, Twitter, and Zoom, after all! Although, in 2021 for those of us who are following CDC guidelines about social distancing, we are very grateful we can visit electronically or we wouldn’t be seeing each other at all.

FEBRUARY 2021

PHOTOS OF CHARLES P. HIBBARD CONTINUE TO AMAZE

The Lisbon Area Historical Society was very excited and grateful to recently receive a donation of a group of c. 1870s stereoscopic views of Lisbon from member and donor Rebecca Schuyler. The views are very significant, because they are new to our collection, and the photographs were taken by Charles P. Hibbard (1848-192_), a Lisbon photographer, printer, and publisher known for his photographs and stereoscopic views of Lisbon and the surrounding area and later for his photographs and stereoscopic views of Yosemite National Park. Hibbard's work is in collections at the Smithsonian and other prestigious museums in the United States. The Lisbon Area Historical Society has in its collection a number of images taken by Hibbard, but the recently-donated stereoscopic views are new to us and considered rather rare as they give us views we have never seen of the Lisbon of 150 years ago.

Hibbard was born in Wisconsin to Parker and Priscilla Eastman Hibbard, Lisbon and Lyman natives who were married in Haverhill, NH in 1842 and moved to Wisconsin shortly thereafter. Parker Hibbard died in Wisconsin after his son, Charles' birth in 1848. Priscilla moved back to Lyman and appears in the 1860 Census with her young sons, Charles and George, living with her parents and grandparents, Noah and Priscilla Moulton. The Hibbards stayed there until Priscilla married again and moved to Lisbon. Charles went with her, and by that time he was working as a photographer. By the time he had his own studio, he thought highly enough of his professional talent that he instructed customers to give him the same respect as given a minister, physician, and lawyer.

Soon after moving to Lisbon from Lyman to live with his mother and step-father, Hibbard took some early stereoscopic views of Lisbon. The following views are a sample of the recent donation, more particularly three views which are new to us.



No. 1: Wells & Woolson general store, South Main Street c. 1870s, when it was in the Cummings block (above today's information booth) that burned in 1881. Owner Augustus A. Woolson, with his trademark goatee, is driving the buggy. The store was later in the old Lisbon Town Hall building which was in Lisbon Square until the building was destroyed in the fire of 1901.



No. 2: A c. 1870s view looking up the back of the east side of South Main Street and showing the railroad tracks. The c. 1842 one-story Lisbon Methodist Episcopal Church is pictured at far right, in its original state. It is the only photo of the one-story church building that we have seen that shows the whole building. That church building is now the top story of the present church, now federated and known as The Lisbon-Landaff Shared Ministry's White Church. The c. 1842 church building was changed in 1887 when it was jacked up, moved back, and a new first story was added underneath, and a new steeple was erected with a four-sided clock to accommodate townspeople and those riding the train. The white house in the right foreground is no longer standing. It is near the site of the c. 1910 Thorpe house, now known as Thyme to Heal Herbals.



No. 3: A c. 1870s view showing the houses at the beginning of Water Street and the Parker and Young mansions on the bluff above. The house at the far left is now the site of the 1902 Lisbon Town Hall. Two lots were purchased for \$2,500 by the Town to make room for the new town hall. The large, white Charles Parker mansion (later Knapps' Nursing Home and now an apartment building) on the bluff had a stairway up the bank to the front door, and a walkway continued along the top of the bank over to the James Riley Young mansion, the mansard roof and cupola showing clearly in this picture. The Young mansion was later home to the Brummer tailoring family, and years later it burned. Part of the old place was renovated into a smaller two-story home where Magda Clough lived and now the Emmons family. Parker and Young were the owners of the Parker Young Manufacturing Company on South Main Street. The white house below the Parker mansion was the home of Isaac Parker, a sash, door, and blind manufacturer. Now it is the home of Emily Heath.



This picture above is one example of the fine landscape photography by Charles Hibbard that we have in our collection. This is a c. 1891 image taken from Ash Hill looking over the west side of Lisbon Village. At center right is the new c. 1891 Lisbon Public School built by Lisbon architect, Sylvanus D. Morgan, who soon built his own home on Highland Avenue and many others in Lisbon. (To read more about S. D. Morgan, see our Moments in History- February 2018 Edition on our website. Go to www.lisbonareahistory.org, and choose Moments in History from the list on the home page.)



Charles P. Hibbard was a little eccentric for the time. His abilities as a contortionist are documented above. He had his own studio in the Boynton Block for his photography, printing, and publishing business. He also operated a well-advertised public bathroom business in part the old Moffett's carriage shop/creamery building, pictured below, that used to be where the parking lot is in back of the Lisbon Public Library. The old creamery building burned in 1969.



Moffett's Carriage Shop



Hibbard's advertisement



Hibbard printed a small pamphlet to advertise his photography business in the Boynton Block on South Main Street. That block was built in 1902. He kept his business there until moving to California where he shows up in the 1910 Census.

The pamphlet advertises that he was a dealer in “pictures, picture frames, artists’ materials, cord, &,” and that “particular attention given to enlarging pictures to any size desired, specially life-size crayon. Also to framing pictures in any size or style of frame.”

He explains in the brochure that “photography is not a branch of mechanics, whereby a quantity of material is thrown into a hopper and with the grinding of grim, greasy machinery, beautiful portraits may be turned out. The photographer still must know how to manage a most obstreperous class of chemicals, fickle as the wind, and must have the assistance of his subjects, who should give him the same respect as given a minister, physician, and lawyer.”



This is a photograph that Hibbard took in his studio. The picture has no caption, so we do not know who the woman is, but it is a beautiful sample of Hibbard’s work and artistic flair.

Hibbard’s rules of behavior explain why people look so stoic in photographs of his era. He advised his customers not be in a hurry and to expect to spend some time in the studio. “To expect your picture to be taken on the jump is worse than running after a railway train as it steams away from you. In both cases, you will end up waiting.”

He instructed, “The head rest must be used, not to give the position, but to keep it. Natural pulsations of the body cause the head to move in spite of the strongest will. Wink, but don’t turn your eyes. Whistle Yankee- doodle mentally or think of something pleasant.” Charles P. Hibbard moved from Lisbon to the town of Corning in northern California, where he owned his own home and farmed. The last time he shows up in the Census is in 1920. He died in California sometime before 1930. He never married.

MARCH 2021

A REFRESHER IN EARLY LOCAL SETTLEMENT

While the early settlers of Lisbon, Lyman, and Landaff were going about their primitive existence, they were also laying the foundation of our rich local history. The earliest settlers had nothing here in preparation for their new journey, except the lot of land granted. They had to be self-sufficient in every way once they arrived to ensure not only their own survival but that of their livestock. Imagine these families coming to a wilderness and making a home, and imagine what they had to endure in hopes of becoming prosperous. Very few settlers arrived in our three towns during the first years of the early 1760s, and even by then it had been over 150 years since Jamestown, the first permanent English settlement in America had been made.



Samuel Martin (1720-1806) is considered the first white man to come through Lisbon. He traveled from Connecticut through Lisbon in 1753 on a scouting trip with his nine-year old son, William (1744-1852). They went as far as Lancaster,

New Hampshire where they built a shack and hunted and fished. They returned to Lisbon after the French and Indian War, in which Samuel served. In 1768, Samuel built the first log cabin in Lisbon, which was near Henry Pond. Samuel later built another cabin for himself and the first barn in town near what is now Salmon Hole Cemetery. His son, William, built a home near his father and eventually moved to Lyman where he died. Samuel Martin returned to Connecticut, where he died. Both Samuel and his son, William, served in the Revolutionary War, enlisting at Lisbon. Pictured above is a replica made for the Lisbon Area Historical Society of Samuel Martin's powder horn which he engraved on November 20, 1759 while at Crown Point, New York during the French and Indian War.

In 1754, Capt. Peter Powers, a militia man and early settler of Hollis, New Hampshire, led a group of scouts on an exploration for settlements in northern New Hampshire. He is considered to have been among the first white men to come through Landaff. Powers' group also traveled through Lyman on the same expedition. No settlements of white men had been made by that time in our three towns. Narratives passed down through the years state that the first white men through Lisbon did see several wigwams.

Lyman was first surveyed in 1760 and a charter given to 64 grantees in November of 1761 under King George III and signed by Benning Wentworth, New Hampshire's Provincial Governor. Some Lyman lots had been improved upon, but all the conditions of the grant were not fulfilled, and in 1769 the Lyman charter was formally renewed.

Lisbon was next. It was granted in August of 1763 as Concord, and 64 grantees were listed. As with Lyman, some lots had been improved, but the conditions of the grant were not fulfilled, and it was regranted in 1768 as Gunthwaite.

Landaff followed with a grant in 1764 to 65 named grantees, under similar terms as the other towns. That grant was also forfeited. When the town was regranted in January of 1770, it went to Dartmouth College, which proved to be contentious.

Lyman continued settlement peacefully. Gunthwaite continued settlement, but there were legal battles between the settlers who had improved upon their tracts under the Concord charter, and they fought to keep their property from being taken over by the Gunthwaite grantees.

The Landaff change in grantees caused trouble in the town, and there were hostilities between the original grantees and the new grantee, Dartmouth College. The College finally relinquished its claim to Landaff in 1791.

Rev. Eleazer Wheelock, who had established Moor's Indian Charity school in Connecticut was granted a royal charter for Dartmouth College in December of 1769. New Hampshire's Governor Wentworth was in favor of Dartmouth College being built in Landaff, because it was unsettled and could be governed by the College, and Wentworth wanted to push the school north to increase development. By the summer of 1770, Wheelock announced he would build his college 50 miles south in Hanover. The College still continued to invest in Landaff. A considerable number of settlers were placed in Landaff by Wheelock, and the College spent \$7,000 to \$10,000 on land improvements, building of roads and mills, and construction of a grammar school in 1780 which it operated for over two years. Materials in the Rauner Special Collections Library at Dartmouth College confirm interesting details about the College's presence in Landaff. For example, provisions sent to Landaff from the College from June 1773 to January 1775 include beef, pork, sugar, chocolate, molasses, clover seed, and payment for labor in building a saw mill. A grist mill



was also built (on Mill Brook, near today's intersection of Mill Brook Road and Rte. 302). A large tract of land was set off for a College farm where a log house and large barn were built, and a one-story, 38'x28' grammar school was built. At left, the 1860 map of Landaff has an overlay of part of a c. 1785 manuscript map of Landaff (Rauner), which shows the site of a College mill near the intersection of what is now Mill Brook and Rte. 302 (1) very near the east bank of the

Ammonoosuc River. While the c. 1785 map is not to scale, it does give a good idea of the general location of the “College Farm 460 acres” in the “northwestern” part of Landaff, possibly near the middle of the Jockey Hill area (2).

The period of time during which our three towns were first chartered took place during and at the end of the French and Indian War, when settlers were reluctant and fearful to come to the primitive land. By the time the charters were regranted, several more years had passed, and it was considered safer for settlers to venture from their homes in Massachusetts and Connecticut, primarily.

For most of the early settlers, soon after they arrived in their new towns, it was time to leave again after enlisting in the Continental Army and joining the fight on the northern frontier for independence from England. There are at last count close to 80 Revolutionary War soldiers’ graves in cemeteries in Lisbon, Lyman, and Landaff. Well-known early settler names who enlisted locally to serve in the War are Bailey, Belknap, Bishop, Young, Richardson, and Parker. Many other soldiers who enlisted elsewhere and served, settled here after the War. Those soldiers were present at Ticonderoga, Bennington, Hubbardton, Yorktown, Saratoga, and other key battles. Learned Walker, for whom Walker Hill in Lisbon is named, served as General Washington’s waiter and suffered through the winter at Valley Forge. At the end of the war, Walker came to Lisbon. None became more famous than Major Benjamin Whitcomb, the daring scout and leader of Whitcomb’s Independent Corps of Rangers in which a number of local soldiers served. Whitcomb settled in Lisbon after the war. He is especially remembered for killing Patrick Gordon, a British general, behind enemy lines on July 24, 1776. Witnessing the historic event was Robert Berkeley of Lyman, who served with the Rangers. After all the hardship Berkeley went through during his service in the war, he ended up dying in 1804 after a fall while building the first bridge in Lisbon village.



The Bishop family came to Lisbon in 1770 and settled on the west side of the Ammonoosuc River (the old Lisbon golf course fields). Enos and his son, Josiah, both served in the Revolutionary War. Their first cabin was on the field beside the river, and they kept re-building uphill as they prospered. The last home built is part of the old Ammonoosuc Inn pictured above, and the barn has been renovated into condominiums. Both structures have been local landmarks for years.



According to a first-hand account of Moses Young, a grandson of early Lisbon settler, Samuel Young, the fighting had already started for his family before coming to Lisbon. Samuel and six of his brothers, ranging in age 16 to 27, fought together in the Battle of Bunker Hill in June of 1775. They all survived, and some of them were in Lisbon one month later to take their rightful

claim in the Lisbon lots granted to their father, Major John Young. Samuel and his brother, Jesse, are remarkable for their leadership in early Lisbon. They helped to build a fort soon after their arrival. After the war, Samuel lived in the blockhouse of the fort and also ran his famous Young's Tavern, which was enlarged over the years, part of which still stands (pictured above c. 1930s) just outside Lisbon, where the first settlement was located. Ernest Poole's novel *The Nancy Flyer*, is based on Young's Tavern. Jesse Young is credited with building a dam c. 1790 on a natural waterfall in the Ammonoosuc River, less than one mile from the original Lisbon settlement of cabins and the town's first school and church. That waterfall allowed for water power and created the village manufacturing center in Lisbon. A wool carding mill named The Clothing Works was the first manufacturer in the village.



Solomon Parker (1722-1798)



Hepzibah Douglas Parker (1727-1820)

Solomon and Hepzibah Douglas Parker were among the very first early settlers of Lyman. They came from Massachusetts and had settled near the intersection of Parker Hill and Pettyboro Road in Lyman by 1760. They were the parents of ten children. Their fifth child, Asa, born in 1760, was their first child to be born in Lyman. Solomon and his sons, Solomon and Samuel, served in the

Revolutionary War. These first Lyman settlers rest in the Parker Hill Cemetery. Many of the gravestones there are totally eroded into thin slivers, many are illegible, and only a small number are in good enough shape to be easily documented.

Noah and Priscilla Locke Moulton came to Lyman from Rye, N.H. around 1770 with their ten children and settled on Moulton Hill. Noah and four of his sons, Jonathan, Daniel, Job, and Noah Jr., served in the Revolutionary War.

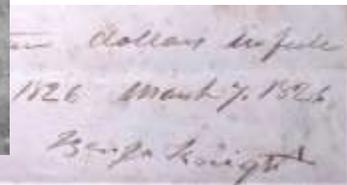
Following information in *History of Landaff, New Hampshire* by Stanley Currier and Edgar Clement, which was published in 1966, some of Landaff's first settlers include the following: John Bedel and family was one of ten families living in Landaff in 1774. Nathaniel Hovey is considered the second white man to settle in Landaff as early as 1772 or 1773. Hovey and John Clark, who came before 1781, were among the early settlers who became involved in hostilities caused by the controversial Dartmouth grant. Rev. Ebenezer Cleveland (a Yale graduate), represented Dartmouth College during its time in Landaff. (Rev. Cleveland and the Clark family's name are shown on lots abutting the College Farm lot on the c. 1785 manuscript map of Landaff, pictured above.) James Mitchell came to Landaff during the Revolutionary War. Nathaniel Rix was an early settler and kept a tavern at the four corners near the intersection of Mill Brook Road and Center Hill Road.



Jonathan Noyes came to Landaff soon after 1780 and settled on what is now Clements' Jockey Hill Farm, pictured at left. He built the farmhouse in 1798. The Clement family purchased the property in 1902.



Capt. Benjamin Knight (1754-1831) moved to Landaff in 1787. He enlisted in December of 1775 when he was living in Massachusetts. He fought at the Battle of Hubbardton where he lost a finger and was wounded in the thigh before being taken prisoner, being exchanged, and finally returning home. He rests in Landaff Cemetery. His signature appears above on a pension receipt for \$16 for his pension to March 6, 1826. He and his wife, Sally Jackman Knight had eleven children.



An inventory with index, inscriptions, and maps of graves has been done for the four cemeteries in Lyman

and the oldest part of Landaff Cemetery. Lisbon, Lyman, and Landaff Town Clerks have a copy of the inventories. They are very interesting and show just how many of the early settlers were heroes in the fight for independence. An image and information for each grave inventoried can also be found at www.findagrave.com.

APRIL 2021

LISBON'S COBLEIGH AIRPORT



Airport and Army photos/Courtesy Sugar Hill Historical Museum



Lisbon's Cobleigh Airport was located in a field between the old Young-Cobleigh Tavern (pictured at left and still standing) and Henry Pond along Route 302 just outside Lisbon Village. The airfield was located on land owned by the Hanno family, who at the time owned the old tavern and surrounding fields. The air field was first licensed by the

state and federal government in 1925. In 1922, a 45-year-old Littleton physician and surgeon, Dr. Arthur Downing, was the first person to land a plane on that field.

The first Lisbon settlers who built log cabins near Henry Pond, a Revolutionary War fort, the first church, the first schoolhouse, the landmark stagecoach stop first known as Young's Tavern, and thousands of militia and spectators from Lisbon and area towns attending annual musters on the surrounding fields up to about 1860, never expected there would be airplanes buzzing overhead and landing in the fields, thrilling spectators with stunts, and offering sightseeing flights. It did happen, though, and there was a flurry of activity at the Lisbon airport during the 1930s.



Newspaper articles tell of the busiest years of the little airport in Lisbon. In the summer of 1930, the Cobleigh Airport was dedicated and opened by Wesley Rumery and Donald Brastow of Kansas City, Missouri. Rumery was a Vermont native, and Brastow was from Maine and had learned to fly in Missouri. They came to Lisbon in their new 150hp Waco three-seat, open-cockpit biplane. Rumery piloted the plane from Kansas City with the assistance of pilot Catherine Henegar. The flight from Kansas City to Lisbon took 18 hours and 25 minutes. The Lisbon Manufacturing Company on South Main Street (formerly Parker Young

Co.) put the word “Lisbon” on its roof, so the pilots would know when they were in Lisbon. They saw it from an altitude of 3500 feet and knew they had made it. A large crowd was at the field for the dedication and opening, and the plane was busy all day taking people for rides. The plane and pilots stayed for the rest of the season while taking paying customers for rides. The image above was taken at Cobleigh Airport, but there is no caption on the back. It may be a photo of Rumery and Brastow, who were 22 and 24 years old at the time. In the 1930 Census, Rumery is listed as a manager of a flying school in Missouri, and both he and Brastow were lodgers in a home in Marshall, Missouri, which isn’t very far from Kansas City.

There was a local airport boom at that time, as the State of New Hampshire was busy inspecting airports in Lisbon, Twin Mountain, Woodstock, and Whitefield that summer.



A large painted tin sign advertising Cobleigh Airport is one of many treasures in the Lisbon Area Historical Society Museum collection.



An aerial view over the Cobleigh Airport vicinity on the outskirts of Lisbon Village shows Henry Pond (at tip of wing), the winding Ammonoosuc River, railroad tracks, and over the west side of the river towards Bishop Road and beyond.

In September of 1930, Cobleigh Airport advertised flights and unsurpassed views in any direction a customer chose. Long flights to Littleton, Woodsville, Sugar Hill and “Barnet Dam” were \$5. Local flights over Lisbon and vicinity were \$3. A popular sightseeing flight was to fly over the new Comerford Dam on Fifteen Mile Falls in the Connecticut River between Monroe and Barnet. In October, Rumery and Brastow flew from Lisbon to Boston in 1 hour and 23 minutes. The next month, they flew back to Missouri for the winter.

In the summer of 1931, the two pilots returned to Cobleigh Airport. New lower rates were offered for flights, and flying lessons were offered at Cobleigh, as well as an air taxi service to any point in New England. By July, four students had signed up for lessons, three from Vermont and one from New York.

The first fatality at the Cobleigh Airport occurred on Sunday, July 19, 1931. A 21-year-old pilot from Concord, N.H., was with a student pilot from Montpelier, Vermont, who was at the controls of a plane owned by Donald Brastow. The plane was taking off just before dusk and was at about 100 feet in the air when it nosedived into a cornfield beside Henry Pond. When onlookers approached the plane, both occupants were unconscious. Lisbon’s Dr. Perry Boynton and Nurse Ellen Bone of the Lisbon District Nursing Association, were with the ambulance when it took the student pilot and pilot to Littleton Hospital. The pilot died from his injuries.

That same week, there was an advertisement in the newspaper that a flying service from Springfield, Massachusetts had an \$11,000 plane available for instruction and short hops, long rides, and charter trips for parties of four. Also, that summer, Edward Spooner, a former resident of Sugar Hill, landed his 5-seat plane on the Cobleigh airfield and had available two “ships” for student work and passengers. Other pilots had their planes available at the airport that summer for instruction and passenger services. Some were advertised for sale, such as an Ox Eaglerock, a 3- seat, long-wing open biplane in good condition with dual controls and a new motor for \$1,050. There was also a Gypsy Moth 2-seat, folding-wing open biplane, in tip-top condition with dual controls for \$1,400.

At one time, there was a small billboard on the edge of the airport advertising that flights were available to Sugar Hill, Littleton, Barnet Dam, and Woodsville. It also advertised flying instruction and that all equipment was state and federally licensed and that the pilots were licensed. Other posters advertised scenic rides and a million-dollar thrill for a \$5 bill.



People are shown looking at planes on the Cobleigh field c.1930. In the background is the huge barn that used to stand across the main road from the tavern building. The barn was destroyed by a strong windstorm in July of 1932.



In September of 1931, five hundred soldiers from the 5th Infantry Regiment of the Army pitched tents on the airfield on their way back to Fort Williams in Maine from Fort Ethan Allen in Vermont. The regiment's band of 50 musicians gave a concert in Lisbon Square to thousands of spectators.

By the spring of 1933, the airport was also used as a home field for the Lisbon Tigers, a new town baseball team. A boys' 4-H competition was also held there, and a traveling circus under a big top along with a midway set up with rides used the field one summer.

In October of 1933, a weekend-long air circus was put on by the New England Air Circus Association. It was reported that over 2,000 people were in attendance and 500 cars lined the main road. Five airplanes performed stunts and raced. Tickets were also sold to those wanting an airplane ride. Prizes for competitors were donated by Lisbon merchants George Brummer, Family Drug Store, Fred Parker's store, and Goudie Hardware. The pilots stayed at The Moulton on South Main Street, and an aviation ball was held at Franklin Hall on North Main Street. The air circus company had registered and received certification from the State of New Hampshire Public Service Commission for a period of one year, something they must have done annually. In the summer and fall of 1934, the air circus returned, and the crowd was thrilled by airplanes flying upside down and doing other stunts, and there were parachuters.

In July of 1935, an announcement was made that Cobleigh Airport would be the station drop for air mail service to the White Mountain area twice a day on route from Burlington, Vermont to Boston. The president of the company that had the government contract and a representative from Washington D.C. landed at the airport to meet the Lisbon postmaster. Rita (Hanno) Collyer, then a political correspondent in Washington D.C. and owner of the old Young-Cobleigh Tavern was instrumental in working with politicians to have the Lisbon airport used as an air mail drop. Other area airports wanted to be chosen, too. If Cobleigh was used as an airmail drop, it was short-lived.

In the fall of 1935, the air circus returned. One of the planes climbed 4,000 feet, shut off the motor, and then put the plane in a dive before pulling it back up and doing a number of other stunts. Another stunt was a free-fall delayed parachute jump.

In October of 1935 an air ambulance landed at the airport to take a Lisbon woman suffering from rheumatoid arthritis to mineral springs in Michigan. Also, that October another airplane meet was held with over 1,000 spectators.

The focus of reporting on local airports shifted to the Twin Mountain, Whitefield, and St. Johnsbury (VT) airports, and the Cobleigh Airport had less newsworthy activity.

A New Hampshire Planning and Development Commission advisory committee stated in 1940 that no existing airport in New Hampshire was fully adequate, and funds from federal, state, and local governments would be used to improve them. It appears that the era of the Cobleigh Airport had come to an end by 1940 as it is not on the list of the 37 existing New Hampshire airports and fields considered to be part of a State airway system proposed in 1939 by the NH Legislature.

MAY 2021

BRAINIEST BUSINESSMAN HERBERT BIGELOW MOULTON and THE MOULTON



The Moulton was built on the west side of South Main Street in 1902 and is known today as the Lisbon Inn. It is the only property in Lisbon that is on the National Register of Historic Places. It was added to the Register in 1980 and is owned by Northern Community Investment Corporation of St. Johnsbury, Vermont. The Lisbon Inn is a subsidized, independent-living facility with 19 apartments operated by Affordable Housing Education and Development (AHEAD) in Littleton, New Hampshire, which facilitated a \$2.3- million renovation of the property in 2012 through grant funding.

The Moulton was built to reflect the Queen Anne and Colonial Revival styles and is an architectural gem which has been a Lisbon landmark for over a century. In 1902, Herbert Bigelow Moulton (H.B.) was a 56-year-old Lisbon businessman and one of the wealthiest men in Northern New Hampshire. He used his own \$10,000 to build his namesake hotel to replace Brigham's Hotel which burned the year before in a fire that destroyed all the buildings on the west side of South Main Street from the School Street Bridge to Brigham's Hotel. The Town of Lisbon voted to raise \$5,000 toward the construction of The Moulton, as well, since it would be of such benefit to the town. The Moulton formally opened the day after Christmas in 1902, and a banquet was held there for 125 prominent guests. Surely, the guests included some of the 100 notable Lisbon businessmen of the time and their wives.

Opening of Lisbon's New Hotel.

*Herbert B.
Moulton,
for whom
"The Moulton"
was
named.*



*One of the
Brainiest
Business Men
in
Grafton
County.*

In the ad for the opening of his new hotel, H.B. was described as "one of the brainiest business men in Grafton County." H.B. was born in Lyman on July 5, 1846 and died at his home in Lisbon on Christmas Day of 1928 after a period of illness and suffering a stroke. He was a direct descendant of Noah and Patience Locke Moulton who in 1770 came from Rye, New Hampshire and settled in what became the Moulton Hill section of Lyman. H.B.'s parents, James and Betsey Titus Moulton, were farmers and had 10 children. H.B. stayed on the farm to help after his father was killed by a

falling tree in 1865. H.B. eventually became the owner of the family farm and started a cattle business there.

By 1880, H.B. was living in Lisbon where he continued his cattle business. He eventually became one of the most honorable and successful businessmen in the town. He had been President of Lisbon's Parker Young Manufacturing and was President of its successor, The Lisbon Company, when he died.



H.B. owned the Lisbon Water Works and had been President of Lisbon's Jamaica Glove Company, an Incorporator and Director of the Lisbon Savings Bank & Trust Company, and Director of the Mount Washington Railroad. He gave the land and money towards the construction of the c. 1926 Lisbon Public Library and convinced Landaff native and Los Angeles Times editor, Harry Chandler, to give \$30,000 towards the library construction. H.B. and his wife, Caroline, fully gifted to the Lisbon Congregational Church funding for the construction of its c. 1915 parish house. H.B. also served as Representative for Lyman and for Lisbon and was elected to the council for Gov. John Smith.

H.B. was twice married but never had children. His first wife was Caroline Foster of Littleton. She died in February of 1922, and his second wife was Nell Lang of Bath, who he married in January of 1923. He was 76 years old, and she was 47. They went on a prolonged honeymoon to California and Florida and returned to Lisbon in the spring.



By the time H.B. built The Moulton, he had already staked his claim to the South Main Street neighborhood by building in 1875 a large, fashionable Second Empire style home two lots down from the Lisbon Methodist Church. The house was later owned by Grace Atwood who ran a boarding house there until the home was purchased by Pillsbury Funeral Home which was in operation at the site for many years. It is now a private home.



H.B. later had a mansion built at the corner of Park Ridge and Woolson Avenue, where he lived until his death. The grand home was torn down in October of 1948, and parts of the structure were salvaged and used to build beside the Lisbon Methodist Church, a new home for H.B.'s widow, Nell, and her husband of three years, Arthur Buffington, a Lisbon printer and newspaper publisher.

In addition to being a popular North Country hotel, The Moulton was used on a regular basis for private parties, business and organizational gatherings, and as a long-term residence for townspeople and sometimes for transients. Locals often had prolonged stays at the hotel for the convenience of the accommodations when recovering from illness or during other circumstances. The hotel was also convenient for travelers, since it was just down the street from the bustling Lisbon railroad station.

The Moulton was badly damaged by a kitchen fire in June of 1924, and the next year Lisbon Auto Garage owner, Ralph Olney, purchased and rebuilt the hotel. The grand opening was held on September 5, 1925. Renamed Hotel Moulton, it became a huge success.



Olney went all out promoting his new hotel “in the Heart of the White Mountains.” There was a garage with space for 10 cars and a dining room with mahogany tables and chairs to seat 25 people. An All-American Plan hotel, every room had hot and cold running water, and 18 rooms were connected with baths. An oil furnace heated every room evenly, and there was also a blazing fire in the office/lounge room and a ladies’ reading room off the main lobby.



A “cheerful” dining room with well-balanced meals and excellent service was advertised. Guests informed the hotel that it had the most beautiful dining room, best food and service of any all-year hotel in New Hampshire.



Each large and airy bedroom had hot and cold water, and some had baths. There were “sanitary” hardwood floors, deluxe springs, and the best mattresses. A parlor offered every convenience for the comfort of guests, especially “discriminating” ladies.



On Thanksgiving of 1925, The Moulton served dinner from 1pm-3pm, and the extensive menu consisted of soups, nuts, breads, fruits, cheese, fish, roasts, vegetables, salad, and desserts.

In July of 1957 the 28-room hotel was sold at mortgagee’s auction to Warren Swift who owned the Sunset Hill House in Sugar Hill and a hotel in Florida. He renamed his new hotel Warren Inn and advertised it as a “Real Country Inn” with a public cocktail lounge and serving lunch and dinner. Rooms at the Warren Inn were also available for permanent residency. Swift sold the hotel in 1965.

The Warren Inn was owned by several different people before being sold to Northern Community Investment Corporation. In 1980, Lisbon granted a variance to NCIC for their Lisbon Inn Company to remodel the hotel into 20 rooms for senior citizens and handicapped individuals.

H.B. Moulton’s philanthropy continued after his decease in 1928 with special bequests in his will made to the Lisbon Congregational, Methodist, and Episcopal Churches. He left \$25,000 to the Lyman schools as a supplement to the regular school budget. After his bequests to family members and expenses, he left the residue of his estate to the Town of Lisbon for philanthropic, educational, and charitable purposes. In 1929, the Town of Lisbon purchased the Lisbon Water Works from the Estate of H.B. Moulton for \$75,000 and voted to supply the Moulton mansion with free water as long as it was owned by his widow, Nell Moulton. Nell continued living in the Park Ridge mansion where she hosted parties and events in connection with the many organizations in which she was active and supported. When she died in 1958, Nell Buffington left funds to the Town of Lisbon for the medical and dental care of eligible Lisbon residents, and the Nell Buffington Fund still exists today.

JUNE 2021 SPECIAL EDITION

THE FUTURE HOME OF THE LISBON AREA HISTORICAL SOCIETY



The Lisbon Area Historical Society is excited to announce that it has signed a Purchase and Sale Agreement to purchase the historic former Lisbon Congregational Church Parish House at 9 Depot Street and the large gravel parking lot at the corner of Central and Atwood Streets in Lisbon. We hope to take ownership on August 7 after the present occupant, White Mountain Footwear Group, completes its move to a different facility. Our acquisition of this historic and architecturally significant property is very meaningful and will present many opportunities for us as an area historical society serving Lisbon, Lyman, and Landaff. Please let us know how you would like to be involved in this new, exciting chapter and help us continue to preserve and promote local history.

We had been searching many years for a permanent home for our organization. The Lisbon Area Historical Society is a 501 (c) 3 nonprofit charity and was founded in 1964 and expanded its activities after reorganizing in 1997. In 2012, we moved from our original home in the Pickwick- Clough Room in a portion of the basement of the Lisbon Public Library to larger and more accessible space in the Parker Block on Main Street. This move was to be a two-year rental while searching for a suitable, permanent home in Lisbon.

The temporary fix quickly turned into nine years, but we never wasted a day. Our Society's museum was open year-round by chance, appointment, and during regular summer hours on Friday afternoons, and visitors came from all over the United States and beyond. While in the Parker Block space, we expanded our mission to preserve and promote the rich histories of Lisbon, Lyman, and Landaff. We properly accessioned and housed every existing and newly-donated item in our collection, including scanning all photos and documents and taking digital images of every object. Our outreach included celebrating Lisbon, Lyman, and Landaff's 250th anniversaries of their original charters, publishing another book, launching an annual fundraising/membership appeal, raising grant monies for publications and conservation of artifacts, building a website, joining Facebook, offering more research services, hosting more public outreach and educational programs, and holding museum open houses. Our efforts paid off in many ways. A strong financial

donor list was built, our collection grew tremendously as more and more people donated artifacts, and our membership, friends, donors, and volunteer groups increased dramatically.

Unable to find a suitable existing building for a permanent home during our search, we hired White River Jct.-based architect, Frank “Jay” Barrett of Barrett Architecture, PC., to design a new museum facility to be built on Town-owned property at no expense to the Town (approved by voters at the 2019 Annual Town Meeting) beside the Lisbon Historic Railroad Station and Museum. Jay is a friend to and familiar with the area as the architect for the restoration of the Lisbon Railroad Station and other local projects.

While addressing hurdles for new construction, we were fortunate to learn that the owners of the abutting former Congregational Church Parish House were considering a move and willing to sell the property to us. The parish house is a historic and beautiful building that is 4,000 sq. ft. larger than what we could have built by the station, and the large gravel parking lot across the old railroad bed also goes with the property. Our board concluded that our dreams would come true in a bigger way than we could have imagined, and the former parish house would be a perfect home for our museum and events. We are very pleased to have reached an acceptable agreement with its owners, Connors, Fong, and Mancuso, Inc., to purchase the property.



We are already thinking about all the wonderful things we can do in the parish house building. For example, we will have a place to display our 10’x16’ historic painted curtain, one of three beautiful painted curtains that were rescued from the Lyman Grange Hall and belong to the Town of Lyman (one on permanent loan to us). In 2019, we were awarded \$12,300 through the New Hampshire Council on the Arts Moose Plate Grant for the restoration of the three curtains by Curtains Without Borders of Burlington, Vermont. This year, we were awarded an additional \$2,567 to cover safe accommodations and meals for the conservators per COVID protocol.

We are pleased to report that sufficient funds have already been raised for the purchase of the parish house property. The change in use of the property will require bringing the building up to code, and Jay Barrett will guide us in preserving the building’s historic integrity while we make the required improvements. We will mount a capital fundraising campaign to seek private donations and grant monies to accomplish the improvements in phases, the first being handicap accessibility.

With the purchase of the parish house property, we will be poised to establish a history campus that will include the Town-owned railroad station and collection that tell the story of the Lisbon railroad era. The railroad station is already on the State Register of Historic Places and is eligible for the National Register. The parish house is also eligible for both, and that application process has begun.

Our organization will continue to engage local students in our heritage by school presentations, offering field trips to the station, our museum, and other historic sites. One of our goals is to be added to bus tours, especially during foliage season. We plan to have a small gift shop that will sell to visitors items related to the station and our local history, our publications and maps, and other items of interest. Our long-range goal will be to further expand the history campus as properties or other opportunities become available.

Now, for a little history on the historic former Lisbon Congregational Parish House.....

Construction of the Tudor Revival style Lisbon Congregational Church and matching parish house began in 1914, and they were both opened in 1915. Both were designed by Lisbon native and architect, Chase Roy Whitcher. The church was built by Lisbon contractor Lawrence Goudie, with whom Whitcher often worked. The parish house was built by Sylvanus D. Morgan, a Lisbon architect who also built many beautiful homes in Lisbon, as well as the 1891 Lisbon Public School and the Bank and Boynton Blocks. Morgan was also one of the most prolific White Mountain area builders.

Lisbon Parish House



Sylvanus Dayton Morgan (1846-1928)

Lisbon Congregational Church



Lawrence Goudie (1857-1940)



Chase Roy Whitcher (1876-1940) was born in Lisbon and was the son of early Lisbon pharmacist Ward Whitcher and Pheeb Perkins Whitcher. The family lived at the top of Whitcher Street. Chase Roy Whitcher also designed the c. 1902 Lisbon Bank Block and Boynton Block (built by S. D. Morgan), c. 1926 Lisbon Public Library (built by Lawrence Goudie), c. 1906 Littleton Hospital, and c. 1908 Glencliff Sanatorium. Chase Roy Whitcher married Lisbon native Edna Aldrich in 1898, and they had two daughters, Pheeb and Muriel. For a short time, Whitcher had an office in the Boynton Block. Chase Roy Whitcher and his wife Edna Aldrich Whitcher were descended from early Lisbon and Landaff settlers. They moved to Manchester in 1909, where Whitcher continued his remarkable New Hampshire architectural career.

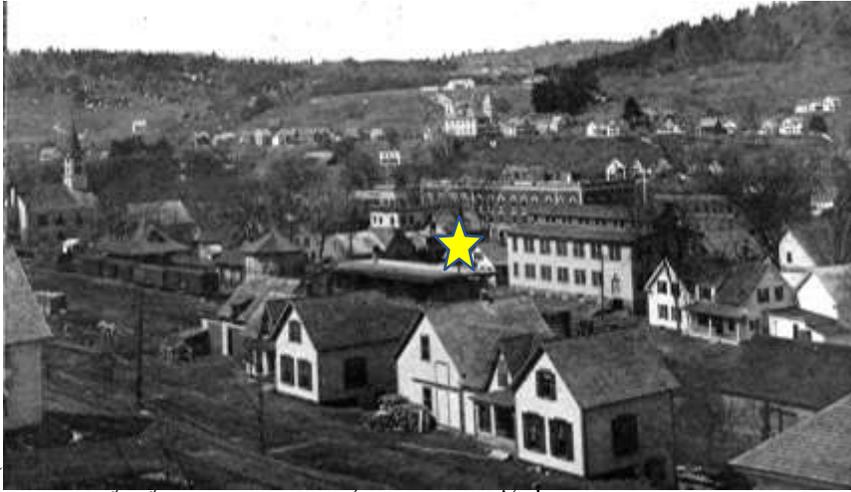
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The funding of the parish house was a gift from Lyman native and Lisbon businessman and philanthropist, Herbert B. Moulton (1846-1928) and his wife, Caroline Foster Moulton (1847-1922). The Moultons' gift enabled the church to provide a center for church activities, as well as the social and athletic life of local youth, regardless of religious affiliation. There was a basketball court, bowling alley, ping pong table, game room, and reading room in the parish house. Youth dances and other events were also held there.



On Monday, October 12, 1914, cornerstones for the new church and parish house were laid. Nearly 1,000 people attended, all stores in Lisbon were closed, a band played, and hymns were sung. When the church and parish house were built, Lisbon was experiencing a boom in manufacturing, prosperity, and population, and the town was at its all-time peak of population (2,400). Lisbon had a vital downtown consisting of impressive homes and buildings, numerous stores, specialty shops, eateries, a famous hotel, professional services, mills, utilities, a busy train depot, cultural entertainment in the Lisbon Town Hall (which had the largest opera house in the North Country), and every type of business, trade, and service, social, and civic organization. Church-related activity was an integral part of the community, and the Lisbon Congregational Church (one of six churches in Lisbon at the time) had a very active congregation, women's club, and youth group.



The parish house is a wonderful example of Chase Roy Whitcher's early architectural career, and it is also a reminder that Lisbon at one time not only had the need for such a building but had a very robust economic, religious, and social base capable of supporting the design, construction, and use of such an ambitious project. The parish house lot

side of Lisbon's village center in what was then a very busy railroad station neighborhood.



The parish house stands out in its stately presence on a rise above Lisbon's Main Street and is a memorial to an era in our village history that no longer exists and a most natural fit for our lasting history museum. The parish house retains its historic integrity and has stood the test of time.

The YMCA leased the parish house in 1949. In 1952, the parish house was sold by the Lisbon Congregational Church to the Full Gospel Church, Assembly of God for \$5,000. The Church used the building for worship services, church activities, and as a residence for its minister. In 1974, the Assembly of God sold the parish house to Virginia Stillman, who lived there and operated a basket and pottery studio. In 1984, she sold the parish house to Greg Connors and partners for office space for their Lisbon shoe manufacturing facility beside the parish house.

At one time, there were 300 employees working in the company's Lisbon shoe shop. Shoemaking in Lisbon had been a local occupation since early settlement when shoemakers traded their services for farm produce and other necessities. Shoemakers opened shops in the village center as Lisbon grew. International Shoe came to Lisbon in 1945 and began manufacturing in the old Granite State Wire factory at the top of Whitcher Street. The factory building was later sold to Rosita Shoe which in 1979 sold to Connors and partners. In 1995, the company ceased production of shoes at its Lisbon site and was the last manufacturer of leather footwear in New Hampshire. The company continued to operate its other facilities from the office and warehouse space in Lisbon, and now the Lisbon office and warehouse are ready for new futures.

Our collection was moved out of its temporary museum space in the Parker Block in March of 2021. It is in secure storage, and we are able to access it while waiting to move everything in to our new home when

the building is ready. We are still accepting research queries and are continuing to add donations of artifacts and other items to the stored collection, as they come in.

We will soon begin a capital fundraising campaign to raise the money to complete the necessary improvements to the building. We will need to raise \$100,000 by private donations to complete Phase I, which will allow us to open the museum to the public and another \$250,000 through grant funding and private donations to complete Phase II.

We are already accepting financial donations, and we would be most appreciative of any assistance you can give us. For your convenience, you may send your tax-deductible donation to Lisbon Area Historical Society, PO Box 6, Lisbon, NH 03585.

JULY 2021

LISBON'S HISTORIC CONGREGATIONAL PARISH HOUSE AND ITS NEIGHBORHOOD

The new home of the Lisbon Area Historical Society will be a historic property that was built in Lisbon's bustling railroad neighborhood in 1915. To read more about the history of the parish house building itself, go to our website, www.lisbonareahistory.org and choose Moments in History on the home page which will take you to the Special Edition of the May 2021 Moments.

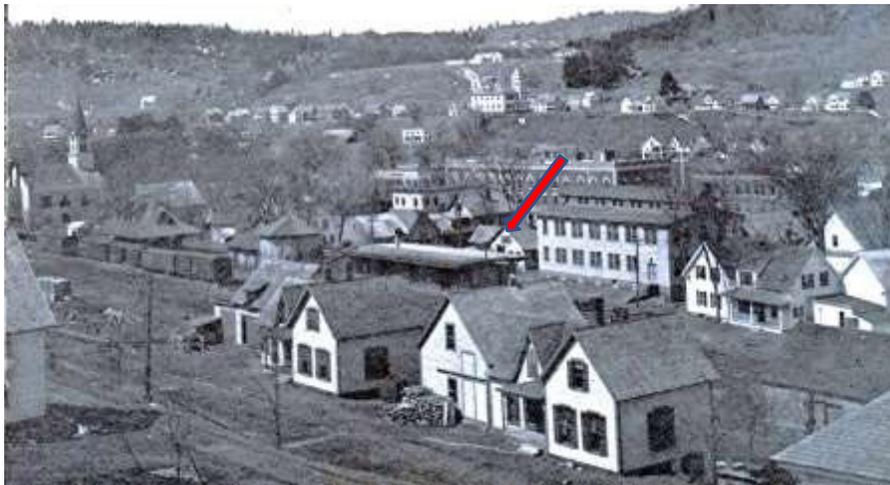


View looking up Depot Street



View at top of Depot Street

When the parish house was built in the middle of the busy railroad neighborhood, Lisbon was at the height of its prosperity. Gone are the countless stores, shops, mills, and trades and professional services that once crowded our village. Most of the remaining larger family homes and business blocks are apartment houses. Also gone by is the once vital railroad era. The c. 1870 Lisbon railroad station was a gathering place and village hub, as passenger and freight trains went through Lisbon day and night for over a century. The first train came through Lisbon on July 4, 1853. The last passenger train came through Lisbon in the early 1960s. The last freight train came through Lisbon on March 1, 1995. The track rails and ties were removed in June of 1995, and the railroad bed is now a multi-use rail trail. Fortunately, the c. 1870 B&M railroad station was saved and beautifully restored and is now the town-owned Lisbon Historic Railroad Station and Museum.



This c. 1900 photo shows the busy neighborhood where the parish house was built. A red arrow shows the present parish house site. To the left center is the Lisbon Methodist Church. The depot's milk house was in front of the railroad station on Central Street. Railroad cars, station agent's

house, baggage house, water tower, and freight house follow along the tracks. There was also a cattle pen and cattle chute, creamery, and grain and coal sheds along that track neighborhood. To the right of the parish house site is the former c. 1901 Granite State Wire factory building. It is now used for offices and warehouse for White Mountain Footwear Group.



Below the parish house site at the intersection of Depot Street and South Main Street there was a millhouse which was moved in 1914 to make way for the new brick Lisbon Congregational Church. Turning right and going up North Main Street along the same block, there were shops and stores that over the years housed a cabinetmaker, cobbler, Chinese laundry, general store, fruit and

vegetable store, shoe store, apartments, and Advent Church. All those buildings were burned in the fire of July 1941, and new blocks and stores were built on the ruins. The Congregational Church and parish house were spared from the fire.



Across North Main Street from the stores was the large c. 1820 Hutchins Block, the anchor of Lisbon Square. Over the years it housed a general store, apartments, pharmacy, post office, the first Lisbon bank, an insurance office, tailor shop, jewelry shop, boot and shoe shop, book store, restaurants, and a variety of other businesses before it burned on July 7, 1929. After the ruins were removed, the site was used for a gas station and garage, and it is

now the site of the town's gazebo and Chevron/Lilac Park. Going up North Main Street from the Hutchins Block were blacksmith shops and eventually a string of busy shops, stores, garages, and other businesses.



The Bank, Boynton, and Parker Blocks were built on South Main Street in 1902, replacing the business district that was destroyed by the fire of November 3, 1901. The streetlight known as "the dummy" was erected in 1925.



Coming back across South Main Street, on the south corner of Depot Street is the c. 1850 Atwood home and c. 1900 Goudie Block, its first floor being used for store space. Both are now apartment buildings. The next house up Depot Street was for the station agent.



Continuing up Central Street a very short distance was Columncrest, a mansion built in 1853 by Lisbon financier and businessman William Huse Cummings. The picture at right shows Columncrest's close proximity to the railroad tracks and signal boxes. The mansion was torn down in the 1970s.



Below the station at the north intersection of Central and South Main Streets is the impressive c. 1885 Queen Anne-style home built by Lisbon shoe peg manufacturer James C. Moore. It later became the home and office of Dr. Harold C. Pickwick and is now being renovated into an apartment building.



Across Central Street from the Moore home is the c. 1800 house built by William P. Beane and used as his home, an inn and coffeehouse, and post office at the beginning of its existence. In 1821, Orin Hollister purchased the house and in 1831 moved the original Beane house back from the road and put an addition on the front facing South Main Street. The Hollister house was a sprawling in-town homestead with an attached barn and outbuildings. From 1862 until 1985 the house was home and medical offices first for Drs. Boynton and families and then Dr. McGregor and family. Physician offices were still in the building until about 1990. The house is now an apartment building.



Beside the Hollister-Boynton home to the south was the c. 1842 Methodist Episcopal Church which was made into two stories in 1887 and installed with a four-sided clock steeple to accommodate townspeople and those traveling by train.



In 1902, The Moulton (now the Lisbon Inn) was built across from the Methodist Church to replace Brigham's Hotel which was destroyed by the fire of November 3, 1901. The original wooden blocks on Main Street and today's brick blocks were once full of stores, shops, and professional offices and halls for organizations, as well as a post office and telephone office.



J.K. Atwood's bobbin mill was located across the tracks from the 1870 railroad station. Atwood's mill was at one time the largest manufacturer of bobbins in the United States. The mill burned in 1904. By 1913 Gates & Moore grist mill and feed store was on the site and later the G. F. Clement & Son Grain and Feed Store and Carroll Jesseman's Feed Store. This site will also be owned by the Lisbon Area Historical Society, as it is being conveyed along with the parish house property.



The Jamaica Glove Factory is pictured at left. We haven't yet figured out the history of the building pictured beside it, but that is where the parish house was built in 1915. The overhang of the Lisbon freight house and platform for loading and unloading can be seen at right. Jamaica Glove Factory was in business from 1913 to 1943 in the former and very short-lived Granite State Wire Company factory which was built c. 1901 as a

competitor of Lisbon's New England Electrical Works. In that same factory building, International Shoe Corporation began a shoe shop in 1946, and the shoe manufacturing business continued there under different ownerships until closing in 1979. It was then purchased by Connors, Ferrelli & Dameshek and renamed White Mountain/Connors. By 1981 White Mountain/Connors had manufactured 1 million pairs of shoes. At its peak, White Mountain, had 250 employees. In 1984, Connors and partners purchased the parish house for its office building and built a tunnel from the parish house to the factory building to accommodate the back and forth between the offices and manufacturing. The tunnel was removed the week of July 5, 2021 and will be filled in. The parish house and factory are on two separate lots and no longer connected. In 1994 White Mountain employed 100 and was the last company making women's leather footwear in New Hampshire when it stopped manufacturing operations in Lisbon.



The c. 1915 parish house is pictured behind the church building, now known as The Brick Church. So, now we have gone in a circle around the parish house neighborhood, in its day and prior, the busiest section of Lisbon village.

AUGUST 2021

THE LANDAFF-LOS ANGELES-HOLLYWOOD CONNECTION



When Harry Chandler died in Los Angeles, California on September 25, 1944 at the age of 80, his obituary appeared on the front page of New Hampshire's Littleton Courier. That was because he was a native of Landaff who had gone on to become very famous, very wealthy, and very powerful as the head of the largest real estate empire in the country and of a California dynasty.

Harry Chandler was born in Landaff on May 17, 1864 and was the oldest of four children born to Moses Chandler and Emma Little Chandler. His father was a teacher and owned a lumber mill. They all lived on Jockey Hill in Landaff on the farm of Moses' parents, Joseph and Rosanna Clark Chandler. Rosanna died in 1870. By 1880, Joseph had moved in with his niece in Landaff, and Moses and family were living on South Main Street in Lisbon. Moses worked in a local bobbin mill, as did Harry.

Harry Chandler attended Landaff's one-room Blue School through grade eight, graduated from Lisbon High School which was then at the Lisbon Academy on School Street, and went on to study at Dartmouth College. In his first year at Dartmouth, he famously jumped into a vat of ice-covered starch on a dare, which resulted in serious health issues. He dropped out of college and prepared to move to California for a warmer climate. On the morning of April 27, 1882, Harry Chandler boarded the train at the Lisbon Depot and took a track that would eventually lead him to fame and vast fortune. In Chandler's obituary it states that he lived in a hut in California for the first two years, broke colts, and picked and sold fruit. His health improved, and he came back to Landaff. After a short stint in farming and factory work, Chandler returned to California and started delivering newspapers. By 1885 he was working in the circulation department of the Los Angeles Times.

Moses and Emma Chandler followed their son to California in November of 1882, to benefit Moses' failing health. Moses was 46, and Emma was 38. Their plan worked, as they lived near Burbank on their ranch where they grew fruit and farmed for almost fifty years. The couple had another son, Joseph (Lee), born there in 1892. Moses died at his ranch home in 1930 at the age of 94. Described as an elderly South Californian pioneer, his obituary headline was "Pioneer and Father of Los Angeles Newspaper Publisher." Emma died there in 1937 at the age of 93 and was described in her obituary as "a pioneer Californian and mother of Harry Chandler, publisher of the Los Angeles Times." Moses' father, Joseph, who suffered from chronic rheumatism, also moved to California and died there in 1891. Joseph rests with Moses and Emma in Evergreen Cemetery in Los Angeles.

In 1889, Harry Chandler married Magdalena Schlador, a co-worker's sister. They had two daughters. Magdalena died in 1892 from an infection soon after the birth of their second daughter. Her parents helped care for the babies, and two years later Harry Chandler married the boss's daughter, Marian Otis. Marian was the daughter of Harrison and Eliza Otis. Harrison Otis, a Civil War and Spanish-American War veteran, was the owner of the Los Angeles Times and a very powerful and influential businessman. Harry and Marian Otis Chandler had six children together, as well as raising Harry and Magdalena's daughters.

Harry Chandler climbed the corporate ladder quickly. By the age of 29, he was the General Manager of The Times and eventually became the publisher. He was an officer and director of dozens of corporations while being involved in many enterprises, building markets, establishing industries, and supporting many endeavors, some controversial. As recently as January 2021, a stain on Chandler's legacy appeared after the removal of his name from the dining hall at Caltech, because of his past service on the board of the Pasadena-based Human Betterment Foundation, a proponent of eugenics.

As early as 1899, Chandler organized a syndicate which purchased thousands of acres of land in "Lower California," what is now known as Baja California, and developed what became the largest cotton ranch in the continent under one control. Chandler was the prime mover in providing water via a 233-mile aqueduct built in 1913 for the expansion of the desert city of Los Angeles. As property and water rights were purchased to reroute water from the Eastern Sierra and Owens Valley to Los Angeles, the valley was drained. Property owners were upset and political conflict began. That water war is said to have inspired the movie Chinatown.

The Times' opposition to union labor resulted in the bombing of the Los Angeles Times Building on October 1, 1910. Chandler was not in his office when a time bomb with 16 sticks of dynamite exploded in an alley beside the building. Twenty-one people were killed, over 100 injured, and the building was destroyed. Famed defense attorney, Clarence Darrow, represented two of the accused bombers who had union connections. They ultimately pled guilty and were sentenced to prison.

Upon the death of his father-in-law, Harrison Otis, in 1917, Harry Chandler took over the newspaper. Upon the death of Harry Chandler in 1944, his son Norman, took over the newspaper. In 2000, the Chandler family sold the newspaper to The Tribune Company.



Harry Chandler was also among a group of men who started the upscale Hollywood development and in 1923 erected on Mt. Lee the famous Hollywoodland sign to advertise their development project. The sign was lit up by almost 4,000 lightbulbs. Around 1947, the "land" was removed from the sign, and since that time the landmark has spelled out Hollywood.

Harry Chandler has been called all things from villain to hero and the Midas of California. To drop a few well-known names of people to show some in Chandler's circle, he was friends with Will Rogers, Herbert Hoover, and Calvin Coolidge. Harry Chandler was involved in the building of the Los Angeles Coliseum, The Biltmore, The Hollywood Bowl, and many other landmarks. The Dorothy Chandler Pavilion in L.A., once home to the L.A. Philharmonic and The Oscars and one

of the largest performing arts centers in the United States, is named for Chandler's daughter-in-law, Dorothy.



Harry Chandler never forgot his hometown area. While in New York City for a publishers' convention, he and some of his children took a side road trip to Lisbon for an overnight visit on April 27, 1926 to see old friends in Landaff and Lisbon and to view the Lisbon Public Library which had just been built through funding by Chandler in the amount of a \$30,000 gift to the Town of Lisbon as a memorial to his mother,

Emma Little Chandler. The photo above shows

what we believe is Harry Chandler standing in center while visiting the new library building. The family stayed at Lisbon's South Main Street hotel, The Moulton, as guests of owner H. B. Moulton, who gave the land for the construction of the library. Chandler remarked that it had been exactly 44 years ago that same day that he took the train from Lisbon to California as a 17-year-old boy.

The Chandler family remembered its ancestral hometown area again in 1964 by gifting a securities transfer in the amount of \$10,000 from their Chandis Corporation to support the renovation of the basement of the Lisbon Public Library to make a dedicated room for the newly-formed Lisbon Area Historical Society, a meeting room, and storage space.



Harry and Marian Otis Chandler rest in Hollywood Forever Cemetery on Santa Monica Boulevard in Los Angeles.

SEPTEMBER 2021

SAMUEL EMERY'S JOURNALS



Samuel Emery (1835-1912) pictured at left, was born in Lisbon and wrote journals consisting of collected histories of early Lisbon, Lyman, and Landaff settlers compiled by Lisbon merchant David Goodall. Goodall had abandoned his idea to write a history of Lisbon, moved to Wisconsin to farm, and after 1880 forwarded his work to Samuel Emery. Goodall's and Emery's work is of great value as a record of the early settlement and the histories of early families in our towns. The Town of Lisbon purchased Emery's journals for \$300 in 1908 as the first town history. The journals make up an extensive record and help to fill out the local history and life experiences gleaned from genealogies, early diaries, letters, and photographs with deep captions, which are included in our museum collection. Emery's ancestors were among those who came from England to the Colony of Massachusetts Bay. He had his own interesting family history, as well.

Samuel Emery's paternal grandfather, Moses Emery Sr. (1760-1849) joined the patriot army at the age of 17 and served until the end of the Revolution. He witnessed the surrender of Burgoyne and suffered innumerable hardships. Moses and his wife, Mary Webster Emery, were from Haverhill, Massachusetts and had four children before coming to Lisbon in February of 1800. They purchased the farm of Major Benjamin Whitcomb, which was located near the present intersection of Parker Hill and Bishop Roads, over the bank and probably on the west edge the field. Their last child, Moses Jr. was born July of 1801 in Lisbon. Moses Sr. was highly educated for the time and was appointed Justice of the Peace soon after he moved to Lisbon. He made buckles as a trade. He was instrumental in the building of the first church in Lisbon. His home was called The Pilgrim's Tavern because of his hospitality and generosity. Ministers lived at his home, and all Christians were welcome guests. Later in life he was known as Old Squire Emery.



The Emery farmhouse and buildings included 300 acres spread out from the river and up part of Parker Hill. At that time, the Emerys' lower farm field was a large peninsula. A freshet in 1869 cut a new path across the peninsula and made the island in the river that is above the Lisbon village dam. In Augustus Woolson's *Reminiscences of Lisbon, N.H.* printed in 1912, Woolson tells how the Emery men mowed that farm's meadow with hand scythes in the early years and that it would produce 150 tons or more of hay. The image at left is from Google Earth, and the red outline shows how the river cut through and made a new course across what was once a peninsula. The top part of the former peninsula is now labeled Lisbon Water Works. The red dot is the approximate area of the Emery farmhouse. Water Street goes along the left side of the river and continues up Parker Hill Road. Bishop Road is at the top of the red outline. The riverside facility of New England Wire Technologies is the large white building inside the outline.

Moses Jr. (1801-1861) took over the family farm and lived there all his life. Moses Jr. is described as muscular, standing over 6 feet tall with a light complexion and blue eyes. "In fact, all the Emery men were over 6 feet tall," is written in Emery's journal. Moses Jr. married Eunice English of Lyme, N.H., and they had seven children. Their fifth child was Samuel, who wrote the journals. Their son Moses III (1837-1916) married Lucena Howe of Benton, and continued on the Emery farm in Lisbon. He was the last to be on the farm. The farmhouse burned in 1884. Moses moved to Vallejo, California where he worked as a machinist and lived the rest of his life.

Samuel Emery was a scholar, and many of his family members are described as scholars aiming to attend institutions of higher learning such as Harvard or Dartmouth but taken off course by other life situations. Samuel made it as far as his junior year at Wesleyan College and had to quit due to his poor health. Samuel is described as "of slender frame and never free from physical ailments and that "fortitude and discretion kept his bark afloat until middle age, while others more seaworthy would have gone down." Samuel purchased his own farm in Bath, N.H. He married Rebecca Ash a descendant of early Lisbon settlers and "a woman of modest demeanor, amicable disposition and unfeigned piety." They had one child, Harvey, who moved to New York City and worked for an ice company, as a baker, and as a coal salesman.

Samuel and Rebecca Emery moved to Northfield, N.H. where she died in 1897 from influenza. Samuel was living in the Masonic home in Manchester, N.H. when he died on November 13, 1912 of a blood infection from a self-inflicted gunshot wound. The doctor was unable to state if it was suicide or an accident.

There are many interesting highlights in Emery's journals. One of the oldest Goodall interviews was done in 1848 and the person was Moses Young, son of early Lisbon settler, Samuel Young who built the Young-Cobleigh Tavern in Lisbon. According to Moses, his father and six of his father's brothers, all fought in the Battle of Bunker Hill. The Young family was living in Haverhill, Massachusetts at the time, and Moses remembered hearing the cannon from the battle. Moses came to settle in Lisbon with his parents just one month later.

Goodall also interviewed William Martin Jr., grandson of the first white settler of Lisbon, Samuel Martin. William remembered the Lisbon fort which stood where the old tavern structure stands today on Route 302 just outside Lisbon. About an acre was enclosed by large logs stood up on end, so close together that an Indian could not shoot even an arrow through. In the center of the enclosure was a house built of solid heavy logs with portholes at places convenient for shooting out.

Emery's journals are fragile and would be expensive to have conserved, so some were transcribed and included in the historical society's first publication in 2005, *Personal Traces, a Historical Collection of Personal Accounts from Lisbon, Landaff and Lyman, New Hampshire*. This book has been reprinted three times and is out of print, but we will do a reprint in the near future.

OCTOBER 2021

YOUNG-COBLEIGH TAVERN ARTIFACTS RETURN TO LISBON

Diplomacy and Thoughtful Preservation of Local History



The former Young-Cobleigh Tavern on Route 302 in Lisbon as it looks today

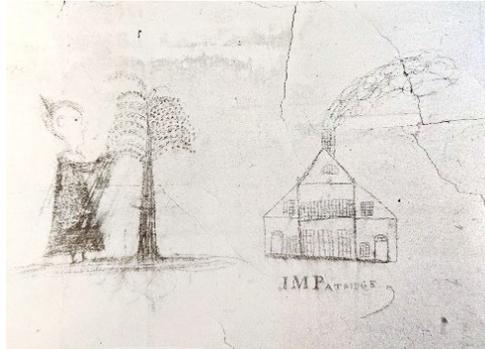
The Sugar Hill Historical Museum, to make more room for Sugar Hill items, recently deaccessioned a permanent memorial loan consisting of forty historic artifacts that once lived in the Young-Cobleigh Tavern in Lisbon. The artifacts were then transferred to Cobleigh family descendants, who in turn donated the artifacts on permanent memorial loan to the Lisbon Area Historical Society. Yes, those artifacts and many other items relating to the tavern have been returned to Lisbon by the family so they can be preserved and shared in our new museum with everyone.

The transfer honors the legacy of the old tavern, the families that lived there centuries ago, and Frances Hanno Nickerson (1893-1984), who was the great-granddaughter of the tavern's second owner, Levi Cobleigh, and had loaned to SHHM her family's tavern artifacts in 1984. The transfer of the tavern artifacts from Sugar Hill to Lisbon should go down in history itself, as an example of diplomacy and thoughtful preservation of local heritage.

The old Young-Cobleigh Tavern structure sits roadside on the most historic ground in Lisbon, about one mile from Lisbon Village going towards Littleton on Route 302. The property is a private residence, but the history of the old place and its surroundings belongs to the ages. On the tavern's site was a stockade with a blockhouse inside, a fort that Lisbon's settlers built under the leadership of Jesse and Samuel Young at the beginning of the Revolutionary War. An 1848 first-hand interview with a Young descendant states that family members came from Haverhill, Massachusetts to Lisbon in July of 1775, just one month after fighting (7 Young brothers together) in the Battle of Bunker Hill. The Youngs and others continued the fight for independence after arriving in Lisbon and served in Bedel's Regiment and with Whitcomb's Rangers.

At some point, Samuel Young (1747-1805) moved into the blockhouse and enlarged it to run a tavern. Area soldiers stated they had enlisted in the War at Sam Young's Tavern, and the tavern is where the first town meeting was held in 1790. The tavern was positioned at the center of a wide meadow along which the first cluster of settlement in Lisbon occurred. At the Salmon Hole end of the meadow was the first barn in Lisbon and the first cemetery. At the other end of the meadow by Henry Pond was the first school and the first church.

Sam Young had a granary on his property and helped feed the hungry settlers through harsh winters, and there was a gun house there which was used to support the militia musters that were held on the tavern fields. Many a weary traveler stayed at Sam Young's tavern. Legal notices, etc., were posted there. After Sam Young died in 1805, different proprietors leased the tavern from his heirs.



In 1824, Levi Cobleigh purchased the tavern from Young's heirs and made it his own over time, greatly enlarging it into the 3-1/2 story Greek Revival structure we see today. The wings on each side of the main house are from the original Young's Tavern, which Cobleigh split apart, incorporating the original blockhouse into the main structure. At left is a picture of a primitive charcoal drawing signed by J. M. Patridge, that was on one of the blockhouse walls. The picture was saved and kept with the Cobleigh family collection. There are drawings like this in Peacham, Vermont, and it is likely that the same person made the drawings. There were Patridges in Peacham during that era, and one of them came to Lisbon to participate in a muster or to be a spectator. Another interesting connection is that the Patridges in Peacham came from Chesterfield, N.H., where Levi Cobleigh was born. The families may have known each other.



The original front of the Cobleigh Tavern faced the Ammonoosuc River where the old road went. This photograph was taken from Bishop Road across the river years ago, before the trees grew to obscure the view.



The old Cobleigh Tavern is a massive structure along Route 302. It had in its day seven fireplaces, four brick ovens, a ballroom, tap room, and fully-stocked cellar. There are still two entry doors on the porch from the era c. 1880 when the building was shared by two families. There were other

outbuildings that are gone, including the 100-foot-long barn that blew down in a windstorm on June 7, 1938. That barn was huge, and a stagecoach with its hitch of horses could fully turn around inside. *The Nancy Flyer, a Stagecoach Epic*, by Ernest Poole is based on the tavern. In the novel, the tavern is The Bull Moose, but there are characters in the novel who were actual Lisbon people.

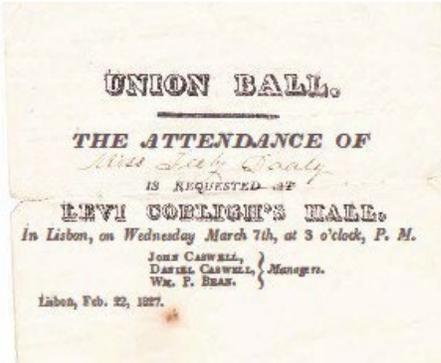


SHHM also deaccessioned the 47"-diameter wooden sign made of lignum vitae, that once marked the tavern. It was probably used during the time of Young's Tavern. As mentioned previously, the tavern was leased out by Young's heirs until Levi Cobleigh purchased it. The name S. Ross, probably Samuel Ross of Bath, N.H., who kept taverns, is painted on the sign as is D. S. Smith. The year 1824, and a Masonic symbol are painted on the sign, too. Samuel Ross was affiliated with the Masons, as a local diary mentions there were many Masons at his funeral. It is believed that as well as Samuel Ross, D. S. Smith was one of the proprietors that leased the tavern after Sam Young died. Masonic meetings were held at the tavern, and the deep hack marks in the ball are a result of the early anti-Masonic movement.

The largest and most well-known militia musters in our area were held on the meadows around the tavern beginning in the last part of the 1700s. The annual Lisbon muster was a huge event that lasted a week and drew spectators from Lisbon and surrounding towns to watch what at one time numbered one thousand or so soldiers practicing military maneuvers. The Town of Bath has a record of its contribution to the September 14, 1830 Lisbon muster. They sent fifty-five participants who were required to hold harmless the Town of Bath Selectmen for any loss or trouble, subject to the town paying the soldiers .31 cents each for attending muster day. In October of 1834, a cannon misfired during a muster, and Lisbon brothers Levi and William Quimby were injured. Levi, age 30, died the next day, and William, age 34, had to have an arm amputated. Lisbon musters continued through the mid-1800s.



The annual muster was an event which included music, food, cider, ale, rum, and punches, as well as the traditional muster gingerbread. The gingerbread mold and rolling pins at left, along with a steel knife and large board for working the dough, were used at the tavern and are also part of the family's memorial loan to Lisbon Area Historical Society.



The Cobleigh Tavern also had a ballroom where dances and other festivities were held. At left is an invitation for Miss “Feeby Daaly” to attend Levi Cobleigh’s Hall on March 7, 1827. The young lady was actually Phebe Dailey, the 17- year-old daughter of early Lisbon settlers, David and Lydia Dailey.

One story passed down through the years is that Brigham Young visited the tavern. He took with him converts to the Mormon faith. Darwin Richardson, who lived at the farm below the tavern, became an early Mormon convert and in 1834 went with Mormon leader Joseph Smith to Missouri. Richardson came back to Lisbon and in 1839 married Levi Cobleigh’s daughter, Jane Cyrene. Darwin and Jane Cobleigh Richardson were among the Salt Lake City Mormon pioneers. Oral tradition carried forward that for years there was a bench on the tavern’s front porch known as “Brigham Young’s bench,” where he sat while visiting.

Cobleigh Tavern was in operation until after the railroad came through Lisbon in 1853. The railroads sounded the death knell for the old taverns, as the trains swiftly brought travelers from the city to fancy White Mountain hotels where the tourists would stay for the whole summer, year after year. The Cobleigh property went from tavern to farmhouse as family members continued to farm there.

Original Cobleigh Tavern owners, Levi (1780-1852) and Polly Sargeant Cobleigh (1781-1842), had fourteen children, all born before they purchased the tavern. In 1844 Levi married Girzelda Hastings of Lyman. In his will, Levi Cobleigh left his children different sums of cash from \$10 to \$50, and to some he gave shares. His son, George (1822-1898), received two shares, and he is the one who, with his wife, Lomira SimondsCobleigh (1827-1899), continued the farm. Levi bequeathed his wife of eight years, Girzelda HastingsCobleigh, the furniture she had brought to the marriage, one cow, six sheep, and \$400 to be given \$50 annually in lieu of her allowance out of his personal estate and property. Levi and Polly’s son, Windsor, had his own tavern known as Stagecoach Inn or Cobleigh Tavern in Woodsville on South Court Street (River Road). It later became the first Cottage Hospital and is still standing. Windsor received an undivided half of the Cobleigh farm in Lisbon and sold his half to Manson Bowles, whosold to Samuel Beane of Lyman. By 1880, Samuel Beane and family were living in one half of the old tavern, and George Cobleigh and family were in the other half.

George and Lomira Cobleigh’s daughter, Addie (1864-1940), married Canadian born Richard Parker Hanno (1850-1922) in 1882, and they put the farm back in just the Cobleigh family name and carried on the farm. They were the parents of four children, all born in the tavern. Many years before, a new main road was built between the farmhouse and the barn. Crossing the main highway was dangerous, and there were fatalities. One was on September 30, 1922, when Richard Parker Hanno was hit by a car and killed while trying to save a pet dog from the road. Addie stayed on the farm as head of household, and she had two boarders, one of them to help with the farm. By the time Addie has passed away, her oldest daughter, Lomira, owned the property.



There was an airport named the Cobleigh Airport in the fields between the tavern and Henry Pond (also known as Hanno Pond) along Route 302. It was in operation from 1922 to about 1940. Scenic and charter flights were offered as well as instruction. Big air shows were held there with up to two thousand in attendance. In 1931, 500 Army infantry soldiers pitched their tents on the Cobleigh fields during their trip from Vermont to Maine. At other times, circuses were held on the fields as were games between local baseball teams.

Cobleigh descendant, Rita Collyer (born in the old tavern as Lomira Hanno (1883-1972), daughter of Richard and Addie Cobleigh Hanno) became the owner of the property in 1935 and sold it out of the family in 1968.

A special thank you to New England Wire Technologies for sending a truck and helpers to transport the larger items from Sugar Hill to Lisbon. Our community has been incredibly supportive of our new museum plans. We look forward to the big reveal when our new building is ready to be open to the public.

NOVEMBER 2021

LANDAFF BASEBALL TEAM



This wonderful period photograph of a Landaff baseball team was recently donated to us by Kris Pastoriza of Easton, N.H. The caption reads, “Landaff Baseball Team in the late 1890s. Front row (L-R) Frank Fitzgerald, Harry Poor, Percy Poor, Leon Noyes, Almon Young, Perry Poor. Back row (L-R) Frank Smart, Fred Foran, Jesse Gordon, Henry Gordon.”

Most of these young men came from farming families and must have taken their recreation and town team seriously. They have an “L” on their uniforms, which had what looks like thick, quilted baseball pants and wool shirts. It is interesting to learn a little about the players after they went on with their lives. Through census and vital records, we can do that.



Frank Fitzgerald (1880-1951) was born in Lisbon and lived in Lisbon on Landaff Road and was from a large family with Irish immigrant parents. He worked in the glue room at Parker Young and then was a hotel waiter in Sullivan, NH. His first wife Adelaide (Haldeman) of Haverhill, NH died of tuberculosis. He then married Agnes (Pope) of Massachusetts, and they had five children and lived in Randolph, Massachusetts where he eventually worked as a laborer for the Works Progress Administration.



Harry Poor (1875-1964) was born in Landaff on the family farm on Center Hill Road. He and his wife, Agnes (Holmes), lived on Allbee Road and operated their small farm while raising their seven children. Harry's brother, Perry, married Agnes's

sister, Nettie, in 1904, and they decided to add an "e" to the family's last name, making it Poore.



Perry Poor (1877-1959), a twin to Percy Poore, was born in Landaff on the family farm. By 1910 he was married to Nettie (Holmes) and had his own farm on Jockey Hill Road. By 1920 the family was living in

Lincoln where Perry worked for Parker Young Company as an electrical power station operator.



Leon Noyes (1876-1960) was born in Landaff and lived on Mill Brook Road in Landaff where he was a farmer and lumberman. He married Jennie (Atwood), had two children and they moved to Lisbon where he continued his profession. They lived in the house on South Main Street that

was torn down for the Dollar General Store.



Almon Young (1875-1945), holding his catcher's mask, was born in Landaff. He first operated an ice carting business, then he married Ida (Clark) and had a farm in Bath before moving to Bridger, Montana where they farmed for 34 years.



Percy Poor (1877-1962), a twin to Perry Poore, was born in Landaff on the family farm on Center Hill Road. By 1900 he was a teamster while working as a servant in the home of lumberman Charles Young in Easton. He married and moved to Los Angeles where he worked as a house carpenter.



Frank Smart (1865-1899) was born in Concord, NH and was a farmer in Landaff where he was married Effie King in 1888. He died at age 34 from tuberculosis.



Fred Foran was born in Stowe, MA. There is little information on him, but he is listed as a farmer on his daughter's death certificate dated 1929, which said she had lived in Landaff before moving to Bath, where she

died of tuberculosis.



Jesse Gordon (1874-1930) was born in Landaff on the family farm in Landaff Center at the beginning of Allbee Road. By 1900, he was living in New York City as a boarder and working as a teamster. The next year he married a NYC woman, and by 1910 they and their four children were living in

Wentworth, NH, where Jesse was a farmer and millhand.



Henry Gordon (1872-1955) brother to Jesse Gordon, was born on the family farm in Landaff Center He must have gone to New York City with his brother, as Henry in 1904 also married a NYC woman. By 1910 Henry was a widower and living in Wentworth, NH as a boarder and working as a teamster and at odd jobs. By 1920, he was living on his own farm in Landaff, with his second wife, Grace (Marshall).

Town team baseball was very popular as early as 1875 when Lisbon organized its first town baseball team called The Graftons. By 1894, organized town team baseball games were held at the Lisbon Public School ballfield on Highland Avenue. Parker Young Company in Lisbon and Hotel Lookoff in the Sugar Hill District of Lisbon, both had baseball teams that we know of, and there were probably more.

