



# LAHS Moments in History

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JANUARY – DECEMBER 2023

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OLD-FASHIONED WINTER FUN

From the early days, snow was welcomed as a base that made traveling easier if a family had a horse-drawn sled or sleigh, for pleasure or necessity. Frozen bodies of water made for fun skating parties. In Lisbon Village, people enjoyed skating on the pond behind the dam. Charlie Sanborn was the first in Lisbon to use a horse-drawn, homemade sidewalk plow as early as 1900, and he used it to clear the snow off the pond for skaters for many years. Skaters could also skate through the snow up the Ammonoosuc River to Salmon Hole, and some skaters went all the way down the river to Bath.



Before automobiles arrived in our small towns, the roads were packed by horse-drawn sleds and sleighs or horse-drawn rollers. That made for excellent sledding down roadways with sleds like the 12-foot-long traverse sled pictured at left, a prized possession owned by Lisbon youth Edward Brummer (1909-2010). A sled full of kids could easily come down the snow-covered road from Jockey Hill in Landaff and into Main Street in Lisbon. The same could be done from Ash Hill in Lyman down into Lisbon Village. Other sledding and skiing could be done on cleared farm hills around our towns. Metal pans, cardboard, or other improvised sleds could be used in lieu of real sleds, and skiing was done with wooden skis or by strapping boots onto barrel staves.



Early ice skates ranged from a steel blade topped with an adjustable steel frame or a wooden base with leather straps over a steel blade. Large, heavy snowshoes made of wood, woven rawhide, and leather straps were a necessity when getting through the woods, but snowshoes were also used for recreation.



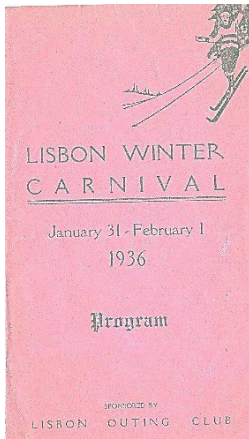
After the first decade of the 1900s, snowshoe and winter hikes were routinely arranged by a social group named Lisbon Outing Club. The photo above of a Lisbon snowshoe and hiking group was taken in 1916. The outings usually started in Lisbon Village and ended at different locations, at which there would be a bonfire and hotdogs and other food and drink. As many as 100 or more would participate in these outings. It wasn't unusual for the participants to return home as late as 10pm. By January of 1935, the Lisbon Board of Trade's Winter Sports Committee was focused on actual trails and areas in Lisbon for snowshoeing, skating, and skiing.

A ski trail had already been cleared in Lisbon on Moffett Mountain by that time. The Moffett Mountain trail is listed on the New England Ski History website as one of the trails cut by the Civilian Conservation Corps. Moffett Mountain is the hill that rises on the west side of town after the Bergin Terrace, Barrett Street, Riverside Drive area. That whole neighborhood below the mountain was once called Moffettville.



Until 1935 in Lisbon, one had to hike up a hill to ski back down. That changed in January of 1935, when the Lisbon Outing Club was officially formed to carry on the work of the Lisbon Winter Sports Committee. Their first big accomplishment was building a rope ski tow on Stephen Trevena's farm on Route 302 between downtown Lisbon and Salmon Hole. The rope tow officially opened at 10am on Sunday, January 27, 1935, and it was the first rope

ski tow in the State of New Hampshire. The first person up the tow was John Bailey, who lived across the river on Bishop Road. That same month, it was determined that the Cobleigh Airport, which was located on one of the Young-Cobleigh Tavern fields just down the road from the ski tow, would be cleared of snow for planes flying in tourists to enjoy all the winter activities in Lisbon and all the surrounding towns.



In January of 1936, the Lisbon Outing Club held its First Annual Winter Carnival which had 50 entries in its Pageant of Sleighs. The different sleighs were pulled by horses, ponies, and even a dog. A 1786 sleigh was owned by the Roscoe Oakes family that lived in Landaff on what is now the Erbs' Springvale Farm. A 1790 sleigh was owned by Madeline Bishop who lived in Lisbon at the Bishop Farm at Salmon Hole. Lisbon men, Clark Stimson and Ken McKown, were in a sleigh dated 1776. Lisbon gunsmith, Bill Bailey, was in a sleigh dated 1784. Lisbon's Frank Clark, Jr. and his grandfather G. A. were in a sleigh dated 1774. Lizzie Clement of Jockey Hill Farm in Landaff, was in an old sleigh owned by five generations of her family. Wouldn't we love to know what became of those sleighs!



The top two photos show several of the old sleighs in the parade. The first photo shows a couple with a little baby between them in the sleigh. The middle left photo shows a sled entry for Landaff's Mount Hope Grange. The middle right is the Lisbon Outing Club sled. The bottom left is the Lisbon Grade School "Eskimo Land" float.

The Lisbon drum corps marched in the parade, and businesses and local schools entered floats in the parade, such as a working sugaring operation, a miniature telephone office, and a busy hotel kitchen. Ox teams and other livestock were also paraded. Lisbon's District Nurse, Ellen Bone, wore her nurse's uniform and drove her one-horse sleigh with a big stork looking over her shoulder. A team of sled dogs participated, people rode horses, and one person rode a cow.



There was also an interscholastic basketball tournament at the Lisbon Town Hall at which nine different high schools participated. There was a two-mile skating race and a ski dash, maybe on Moffett Mountain or at the Trevena slope. Ribbons were handed out, and in later years the champions received a trophy.

During the 1937 annual winter carnival, a barn dance was held at the town hall one night, and the next night there was a carnival ball. Dances and sport competitions were held in 1938 and 1939. In 1940, the Lisbon Outing Club hosted the largest ice and snow competition in the area with 250 students from 11 different schools. There was also a bazaar and indoor carnival, a carnival ball at the town hall, and a special three-act comedy produced by Lisbon native, Jerry Bangs, who was famous for performing, producing, and directing clown acts for Ringling Brothers.

By 1941, the winter carnival featured a larger bazaar with indoor games and activities sponsored jointly by the Lisbon Outing Club and Lisbon Lions Club, with a specific purpose to raise money for a public swimming pool on King's Meadow, which is now known as the Lisbon Lions Community Field. Interscholastic winter games in basketball, skating, snowshoeing, and skiing, continued to be held in Lisbon. Also in 1941, the Outing Club opened the ski slope on the Cheney Farm off the beginning of Pearl Lake Road just past Savageville. The short-lived ski slope had a tow and lights for night skiing. By that time, the Trevena ski tow has ceased operation.

The focus after 1941 was less on celebrating and more on supporting the war effort here at home by volunteering for air observation and other matters of defense. The Lisbon Lions did have a winter bazaar, basketball games, and a dance.

Lisbon Outing Club and Lisbon Lions Club maintained skating rinks at the community field and on what is now the big gravel school parking lot at the corner of School Street and Kelsea Avenue. Kids and adults could always find a good patch of ice wherever they lived, and in late winter when there was a thaw and farm fields filled with water, it was always a treat if freezing temperatures returned and made for a smooth field of ice.



Another big accomplishment of the Lisbon Outing Club was Lisbon's Grafton Street Ski Tow. In 1959, the Club purchased a 500-foot rope tow from the Mittersill ski area in Franconia and installed it on a steep slope off Grafton Street on the west side of town. In 1962, the slopes were lit for night skiing. Lisbon High School used the slope for practice, and ski lessons were also given on the slope into the mid-

1980s.

The Grafton Street ski tow property and equipment were transferred to the Lisbon Lions Club in 1986. The tow operated for 40 years, and in 2012 the long idle equipment was donated by Lisbon Lions Club to the Mt. Eustis Ski Hill organization in Littleton, New Hampshire. People still occasionally use the slope at their own risk. (More photographs and the story about the Grafton Street Ski Tow are in the January 2018 Edition of Moments in History at [www.lisbonareahistory.org](http://www.lisbonareahistory.org)).

Lisbon Lions Club arranged transportation for ski lessons at Mittersill ski area in Franconia in the 1950s every Sunday afternoon for grades 2 through 12. Transportation was arranged via Lisbon automobile garage owner Mutt Dexter's school bus. The Lisbon Lions Club still arranges for Lisbon students to have ski lessons at Cannon Mountain, which has been the ski area used for lessons since 1957.

The Lisbon Outing Club, which had since 1963 leased the premises of the former Dickinson-Sweet Post #14 American Legion in the old Woolson home on Water Street, gave up its lease in 1986 and dissolved as a corporation in 1991. The Lisbon-based Lisbon Stump Jumpers Snowmobile Club was organized in 1967 as one of the first snowmobile clubs in New Hampshire, and snowmobiles became a very popular alternative to earlier winter activities.

Old-fashioned winter recreation habits have changed due to modern technology and weather, and we can't count on a good, long-lasting base of snow or consistent freezing temps for maintaining small, local ski slopes, skating rinks, and sledding hills.



REMEMBERING ROGER ROBAR AND HIS GIFT TO THE TOWN



*The Bridge Weekly Sho-Case 2011*

Roger Robar (1936-2023) was a member of the Lisbon Area Historical Society (LAHS), as well as serving on its Board of Trustees since it was reorganized in the late 1990s.

Roger also volunteered over 3,000 hours as a meticulous Clerk of the Works, builder, and master finish carpenter to help restore the c. 1870 Lisbon B&M Railroad Station. Roger said of the five-year restoration project that it was an opportunity for him to give back to his town and that he could not have done it without his wife, Ruth.

Roger certainly did give back. The Town of Lisbon, as well as railroading enthusiasts, preservationists, and historians owe a debt of gratitude to Roger Robar. Without Roger, Lisbon would have lost its historic village depot.

Roger passed away at the age of 86 on January 7, 2023. Roger was a remarkable role model because of his stellar work ethic, tireless and generous volunteerism, and dedication to his family and community. His career was as a master carpenter, but his hobby and passion was railroading. No one knew more about the history of local railroading than Roger, and he was an invaluable resource on the subject.

Roger showed up five days a week for five years to supervise and do the physical work along with other volunteers and subcontractors to bring about the complete \$500,000-plus restoration of Lisbon's historic railroad station. The station is a gem, not only for its part in Lisbon's history, but because of the building's unique design. Unlike any other B&M Railroad station, the Lisbon B&M station was built with a fully curved architectural roof with six dormers. It also has fish-scale shingles making for a completely beautiful building. Every little detail was fine-tuned under Roger's precise and methodical direction enhanced by his building and craftsmanship skills and knowledge of railroading, especially about Lisbon's station.

Surely, Roger's 3,000 hours of volunteer labor was a modest number, as he continued to watch over the station and its museum after its completion in 2008 as a private citizen and as a member of The Lisbon Historic Railroad Station and Museum, Inc., a 501 (c) 3 nonprofit charity formed to promote the Town-owned building and curate its museum.



Boston & Maine R.R. ticket sign that Roger loaned to the museum. And, Roger was thrilled when the station was added to the New Hampshire State Register of Historic Places after it was restored.

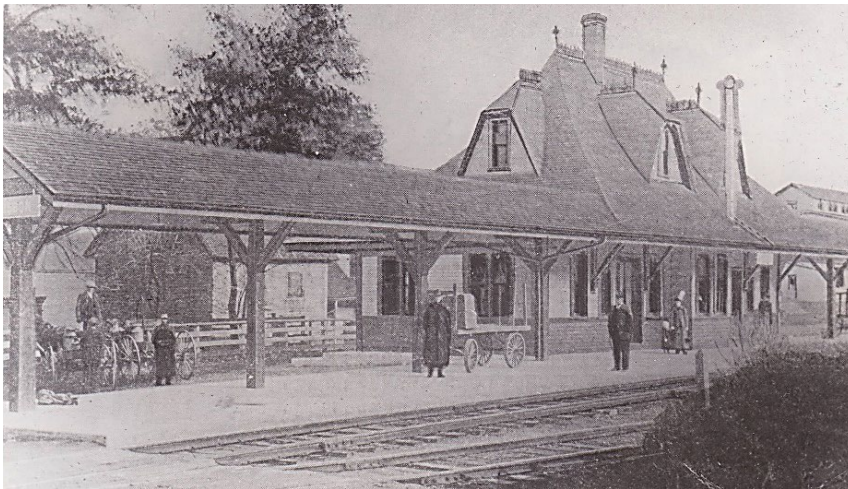
Roger also helped fill the restored station's museum with railroading artifacts from his personal lifelong collection as well as procuring many other items for the museum. At left is a picture of the large c. early 1900s

Roger was totally fascinated by all things railroad since he was a little boy growing up in Lisbon during a time when Lisbon's railroad station and neighborhood was really hopping. In 1961, during the demise of local railroads, Boston & Maine Railroad sold many of its stations to a Manchester, New Hampshire real estate corporation, and Lisbon's station was one of them. In 1963, Lisbon's old railroad station was purchased by a local trucking and snow plowing business and converted into a garage which operated until 1980. Then the tired old building changed hands several times and was used for storage as it sat and sadly deteriorated for the next 23 years.

Roger always loved the station and dreamed of bringing it back to its glory. He did, but in a way he never imagined would happen. In 2003, Roger was taking his morning walk when he noticed activity around the vacant and dilapidated station. He approached the workers who told Roger that they were beginning the process of moving the building to Vermont for the owner, who collected railroad cars, etc. Roger walked directly over to the town hall and notified the selectmen. The work was halted, and a letter writing campaign was launched pleading with the owner not to remove the building from its hometown. Oversimplifying, in summary the owner agreed to sell the station to the Town for \$34,000, a station restoration committee was formed which worked closely with Lisbon Main Street, Inc., and over \$500,000 in State and Federal grants, as well as private donations, were eventually raised for the restoration project.



The before and after picture of the Lisbon B&M Railroad Station presents a striking image and example of how one person can spark a town's spirit and bring about an effort to take on and complete an epic project for preservation's sake. The interior in 2003 was so damaged and full of debris it was unrecognizable as a railroad station.



The c.1870 Lisbon depot, pictured at left in 1905, was more than a railroad station. It was the hub of Lisbon village, as the railroad drove the local economy for one hundred years. Farmers brought their milk to the station for shipment, telegraphs with good and bad news came and went, as well as passengers and freight of every kind - mail, coal, grain, livestock, lumber, automobiles, and materials and goods for and from our village factories and stores. Townspeople gathered there to listen to the radio, talk politics, and socialize. Soldiers going to and

from war, our school sports teams, our town bands, fire trains, and just about anything else you can imagine came and went through the village depot. It was important to save the Lisbon Depot. Roger knew that.

As a member and Trustee of LAHS, Roger was instrumental in fixing whatever needed to be fixed, and he built LAHS a custom-designed oak display wall cabinet with sliding glass doors and a lock, of course. He was present at all meetings, programs, and events. He supported LAHS financially and generously donated his time, artifacts, and historical data, especially about the railroad and train station.

Roger was also a talented photographer. Roger enjoyed photographing local scenery and nature, as well as documenting the changes about town. His images that he donated to LAHS are a wonderful addition to our museum collection. Roger was an HO scale model train enthusiast, and when he sold his model train collection and dismantled his giant model train layout in his home in 2022, he donated much of his scratch-built scenery to LAHS.



Roger also served as a member and volunteer of other local nonprofits. He is pictured in his conductor's uniform enjoying the fruits of his labor during the Lisbon Historic Railroad Station and Museum's grand opening celebration on October 18, 2008.

Thank you, Roger Robar, for all you did for your hometown. May you be an example that encourages others to emulate your selfless and generous support and volunteerism, sense of place, and appreciation for history and preservation.

To read Roger's obituary go to [www.rickerfh.com](http://www.rickerfh.com).

*The Bridge Weekly Sho-case 2008*

## LISBON'S MANSIONS AND ARCHITECTURAL BOOM

Once a dam was built c. 1790 above the natural water falls of the Ammonoosuc River (near today's School Street Bridge) in Lisbon, water-powered mills began to flourish, and the village center gravitated from the original settlement less than one mile away going towards Littleton, to where it is today. The first village business after the dam was built was The Clothing Works, a mill that processed wool for area sheep farmers to prepare it for home spinning and other uses. The village center expanded, as did the pockets of the business owners who used their wealth to build themselves a showplace for a home. The first impressive home in the village was built on South Main Street in 1831, and by the mid-1860s, Lisbon's architecture boom took off in earnest.

Orrin Hollister  
(1790-1871)



The first impressive home built in Lisbon Village was worthy of being called a mansion, as it was an imposing piece of architecture for the time and a sign of what was to come. In 1831, Orrin Hollister built a Federal and Greek Revival style home at the lower corner of South Main and Central Streets. It was actually an addition put onto the oldest home in the village, the c.1800 William Beane house, which was the first tavern, coffeehouse, and post office. Hollister set back and turned the original Beane home (at top right, marked by an arrow) to face Central Street and built a stately addition to face South Main Street (pictured at left). Orrin

Hollister was married to Rebecca Rich (1800-1897), and they came to Lisbon from Colebrook, New Hampshire in 1821. Orrin Hollister was a Lisbon businessman, inn and tavern keeper, and farmer who also served terms as town clerk and postmaster. He invested heavily in Lisbon in 1821, when he paid \$1,000 to John Hurd for several tracts of land on the west side of the Ammonoosuc River. (Today's community field was originally known as Hollister Meadow.) The 1821 deed also conveyed to Hollister a half interest in The Clothing Works along with the carding machines, buildings, and water privileges, and a pew in the Methodist Episcopal Meetinghouse. Orrin Hollister quickly became a prominent early settler, and in a later deed is described as a "clothier." In 1861, Orrin and Rebecca's daughter, Alice, married Dr. Oren Hart Boynton, who had moved to Lisbon in 1860 as a Dartmouth College medical student to live with his brother Dr. Charles Boynton on School Street. Oren and Alice Hollister Boynton lived in the Hollister home out of which Dr. Oren Boynton practiced medicine for over 30 years. The house became known as "the doctors' house," as many doctors lived and practiced in that house over the years: Dr. Oren and Rebecca's son, Dr. Harry Hollister Boynton for 42 years, Dr. John Eckels for 8 years, Dr. Eugene McGregor for 37 years, and temporarily placed physicians after Dr. McGregor's retirement in 1985. The property is now an apartment house.



The earliest mansion in Lisbon was Columncrest, built in 1853 in the center of the village on a rise of land above the railroad tracks on the lower side of Landaff Road. It was built by William Huse Cummings (1817-1891) pictured above, and his wife, Harriet Sprague Rand Cummings (1817-1900). William H. Cummings was one of the most successful financiers of his time and was known as a “walking bank.” Before there was a bank in Lisbon, Cummings would take deposits for locals to the Bank of Newbury in Vermont, where he served as President. Cummings helped expand the town of Lisbon by building over 50 homes and providing financing and counseling for potential buyers and then being generous in the terms of payment. Harriet Sprague Rand Cummings was the daughter of early Lisbon merchant, Hamlin Rand, who sold them the land for their mansion.

According to notes in our collection, the first grand piano in town was located in Columncrest. An anecdote passed along through the generations is that William H. Cummings had the power to influence the Town of Lisbon to remove from his view its village cemetery, which was originally behind the railroad tracks behind the Methodist Episcopal Church on South Main Street. The graves were moved to make a new cemetery that is now Grove Hill Cemetery, off Landaff Road overlooking the village.

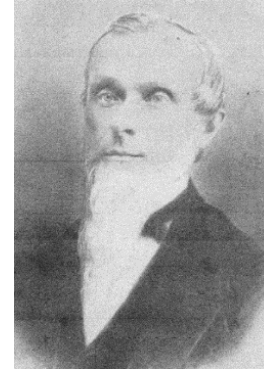
William and Harriet’s daughter, Mary, never married and lived at Columncrest until her death in 1926. Boarders and hired help sometimes lived in the home as well. Mary Cummings willed a life tenancy to her great aunt, Katherine Rand Stevens, who gave the property up in 1941. The big, old house sat vacant for years much to the fascination of local youth. The house was torn down around 1970, and by 1974 two modern houses were built on the property. The Champagne home is on the site now.



In 1864, Charles Parker (1826-1895) pictured above, purchased property on the bluff rising above the west side of the Ammonoosuc River in Lisbon Village and then built the fabulous mansion pictured above. The street leading to his home was then known as North Street. It is now known as Park Ridge. The front of the Parker house faced downtown Lisbon. A stairway leading up the bank and a boardwalk to his porch was typical, as all the houses on the bluff had an easement to access their homes from the back of the properties on School Street.

Charles Parker started out as a peddler in his hometown of Lyman. He and Amelia Bennett (1827-1918) of Franconia, were married in Lisbon in 1847 in a triple wedding ceremony along with two other Lisbon couples, James Riley Young and Emily Harris and Abram Taylor and Martha Young. Four years later, Charles Parker and James Riley Young entered into a business partnership and operated a general store and then a starch factory in Lyman. The business was moved to Lisbon and became the famous Parker-Young Manufacturing Company, one of the largest manufacturers of piano sounding boards in the world.

The Parker home changed hands a number of times, and in 1947 the house was purchased by Richard and Ruth Knapp as their home, and part of the house was converted into a convalescent home. It is now an apartment house.



Charles Parker sold land to his business partner, James Riley Young (1828-1884), pictured above. In 1867, Young built himself a mansion right beside Parker's. The cupola on top was 8 feet in diameter with padded benches around the interior. When the picture above was taken, the roof of the Parker mansion had been changed and a porch added. By the time Young built his mansion, his first wife, Emily, had passed away and he was married to Susan Gerrish (1841-1923) In 1887, the mansion became the home of Lisbon tailor, George Brummer and Lovina Smith and later the home for their son, Karl and wife Mary Carleton. Part of the home later burned, and the remainder was renovated into a smaller home at the end of what is now Brummer Road. It is the home of the Emmons family.

In 1865, Charles Parker deeded land on the other side of his house to dentist Henry Bowles (1832-1904), and yet another mansion was built on the bluff on the west side of Lisbon village. Seth Hoskins (1844-1928) lived there too, and in 1870 was working as a retail merchant. Bowles and Hoskins formed a partnership, purchased land in Sugar Hill, and in 1879 built Sunset Hill House, a popular resort in the Sugar Hill District of Lisbon. Seth Hoskins was considered a pioneer in the hotel resort business. Bowles was the hotelkeeper. Seth Hoskins' son, Carl, became the manager of the hotel when he reached maturity. Carl also served as President of the Lisbon Company, Lisbon Savings Bank, and was owner of the Franconia Iron Mines. The property is now an apartment house.

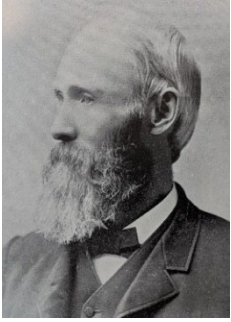


Jonathan Kimball (J. K.) Atwood (1828-1911) first learned the jeweler trade in Lisbon. By 1851, he was working as a night watchman in a Lisbon peg mill. He then started making bobbins in a Lisbon shop with just one lathe. By 1860, J. K. was in the bobbin business in a big way in Lisbon and was wealthy enough to build a mansion near the intersection of Atwood and School Streets. That Atwood Street is now known as Grafton Street. J.K. is credited with

building anywhere from 10 to 30 houses in Lisbon, some on the present-day Atwood Street near his bobbin mill at the corner of Atwood Street and Landaff Road to house his workers. At the height of business, Atwood's Bobbin

Mill was the largest manufacturer of textile mill bobbins in the United States. J.K. was married six times from 1851 to 1904, and each wife died of natural causes. His last marriage was to his childhood sweetheart from Sugar

Hill, whom he had not seen for 50 years. He was 75, and she was 68 when they married. Four of Atwood's wives rest with him in the Atwood plot in Grove Hill Cemetery. One wife was buried elsewhere with her first husband. Atwood's first wife may be in the Atwood plot, but there is no stone. The Herzigs now live in the Atwood home.



Henry Libby (1839-1911) was another lumber baron and was in the late 1800s the President of Lisbon's Parker-Young Manufacturing. He built his mansion c. late 1860s on a triangle of land between what is now Grafton Street and Woolson Avenue. He was married to Ellen Thomas in 1865. Libbey was also President of Saranac Glove Factory in Littleton and managed the Lisbon Edison Light Company. The

Libbey home changed hands several times, suffered a fire, and was renovated. At one time it was owned by Paul and Janet Rothenburger, finders of rare books and one of largest book dealers in the country. The twenty-one rooms in the house were filled with over a half million books of all categories. Rothenburgers shipped books all over the world and to university libraries. The house is now owned by Lisbon Bible Church.



This 1865 bird's eye view looking from Grove Hill over to the west side of Lisbon Village shows the mansions built on the bluff. Left to right is Atwood, Libbey, Bowles-Hoskins, and Parker. The Young and Moulton mansions had not yet been built.



Herbert Bigelow Moulton (H.B.) (1846-1928) grew up quickly. One of ten children, H.B. took over the family farm in Lyman at the age of 19 after his father was killed by a falling tree. He started a cattle business, moved to Lisbon and eventually became one of the wealthiest, most successful, and honorable men of his time. His extraordinary record includes serving as President of Parker-Young Manufacturing and its successor, The Lisbon Company. H.B. owned the Lisbon Water Works, served as President of Lisbon's Jamaica Glove Company, was an Incorporator and Director of the Lisbon Savings Bank & Trust Company, and Director of the Mount Washington Railroad. He gave the land and contributed money towards the construction of the c. 1926 Lisbon Public Library, and 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.





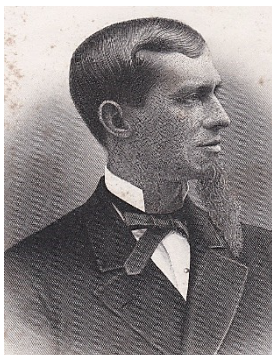
In 1902, H. B. built The Moulton, a hotel on South Main Street that reflects the Queen Anne and Colonial Revival styles. Now subsidized independent-living housing and known as Lisbon Inn, the building is an architectural gem and the only building in Lisbon on the National Register of Historic Places.



Before 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 for himself and wife, Caroline Foster (1847-1922), two lots down from the Lisbon Methodist Church. The South Main Street home was later a boarding house, then Pillsbury Funeral Home. It is now a private home.



In 1914, H.B. built his mansion at the corner of Park Ridge and Woolson Avenue where he lived until his death. H.B. was twice married but never had children. The mansion was dismantled in October of 1948, and some of the materials were used to build a new home on South Main Street beside the Methodist Church by H.B.'s widowed second wife and new husband, Lisbon printer Arthur Buffington. The Liveston home is on the site now.



Augustus A. Woolson (1835-1918) built his impressive Stick-Style home on Water Street c. 1870. He was a prominent Lisbon businessman and politician involved in the founding of the original Lisbon Village Library, the Lisbon Water Works, the Lisbon Savings Bank and Trust Company, and Lisbon High School. He owned and operated in Lisbon a fire insurance company, a peg mill, the Breezy Hill House

summer resort, and a large general store operated under the name of Wells and Woolson, and he held many positions at the local and State level, including Speaker of the House of Representatives. His house was later the home of Lisbon's American Legion Dickinson-Sweet Post #14 and The Lisbon Outing Club and is now a multi-family home.

There were many other architecturally impressive homes built in Lisbon of the Colonial, Classical, Federal, Greek, and Tudor Revival styles, and Second Empire and Queen Anne styles.



Shoe peg manufacturer, James G. Moore built his Queen Anne style/Stick Style home in 1885 at the upper corner of South Main and Central Streets. Dr. Harold Pickwick and his wife, Hazel Ash Pickwick lived in the home as well as Dr. Pickwick practicing there for fifty years. It is now an apartment building.



Lisbon architect Sylvanus D. Morgan, one of the most prolific White Mountain builders, built many beautiful homes on Highland and Armstrong Avenues. His own Queen Anne style home built in 1892 on Highland Avenue is pictured at left. He also built homes on either side of his house, one for his foreman at the time (now the home of Tom and Karen White), and the other (now the school “Annex”) for William Price and Ben Webb, founders of what is now New England Wire Technologies



Other large homes were built on the hills overlooking the village, such as the Luther and Lucy Hoskins house off Ash Hill (Wally and Mary Clough) pictured at left, the Dickinson home on Dickinson Street (Pineo), the Jackman farmhouse in Savageville (Nyberg), and the large homes along Grafton Street which were built with the front of the house facing the village. The old Hoskins house was sold by the Clough Estate in 1997. Eventually abandoned, it was bid off by the Town of Lisbon in 2022.



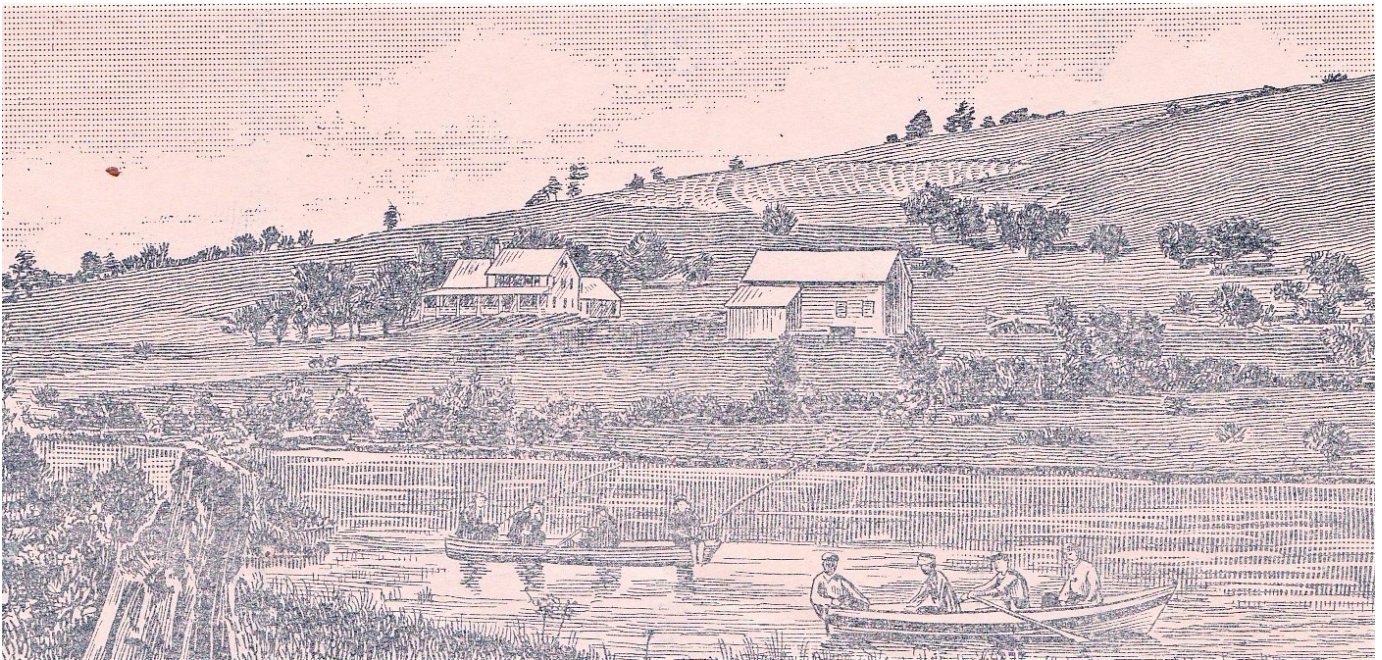
The c.1910 Fred Thorpe house on South Main Street is another example of the Queen Anne and Colonial Revival style. Fred Thorpe (1852-1928) was another affluent Lisbon businessman who was at the helm of Parker-Young Manufacturing, as well as a Director of the Lisbon Bank. The house is a private home and herbal business.

The homes built by Lisbon businessmen on both sides of South Main Street were symbols of prosperity and kept as beautiful showplaces in their day, The trend was fancier and bigger is better, even for our public and church buildings. The c. 1870 Lisbon B&M Railroad Station was no exception. With its fully curved architectural roof and six dormers, it was uniquely designed like no other B&M station. When the Methodist Church was enlarged in 1887, Italianate details were added to the design. The three-story c. 1891 Lisbon Public School with its granite steps and great belltower, and the c. 1902 Lisbon Town Hall with its 13 narrow and steep granite steps leading up to the town hall offices and opera house, followed that trend, as did the c. 1915 Tudor Revival style Congregational Church and Parish House on South Main and Depot Streets and the c. 1926 Lisbon Public Library built in the Brick Colonial Revival style. Those were the last of the era of significant architectural show places which ended the almost century-long trend that started with the building of the Hollister home in 1831.

LAKE VIEW COTTAGE



Lake View Cottage was located on the Aldrich family's farm on Pearl Lake Road and overlooked Pearl Lake. When this picture was taken in the 1940s, there was still a large Lake View Cottage sign above the porch entrance. When Lake View Cottage was operated on the property, it was owned and farmed by Foster and Susan Oakes Aldrich. The 1900 Lisbon Census lists Foster as a farmer and Susan as a summer hotel keeper. The hotel was known for its fine cuisine and hospitality. The buildings are now gone, and below the site is the home of Mark and Sandra Roberts.



This image is from an 1891 Lake View Cottage brochure. The cottage boasted large, airy rooms and a bright parlor with open fires. An 8'-wide porch was on three sides of the house, one side as long as 58'. The cottage also had a livery attached and ready to transport guests to and from the Lisbon railroad depot.



This earlier photo from the back of the Aldrich farm and Lake View Cottage shows Pearl Lake, which once had a busy shoreline with cottages and an ice company ice house. In the 1920s, Foster and Susan Aldrich's son, Bennie Ray, operated an ice company and cut ice from Pearl Lake and stored it in a shoreline ice house. The 100-acre lake was then a source of ice harvesting, hornpout, and recreation. It was the municipal water supply for the Town of Lisbon from 1886 to 1980. The property around the lake and its watershed is included in Lisbon's Pearl Lake Conservation District.

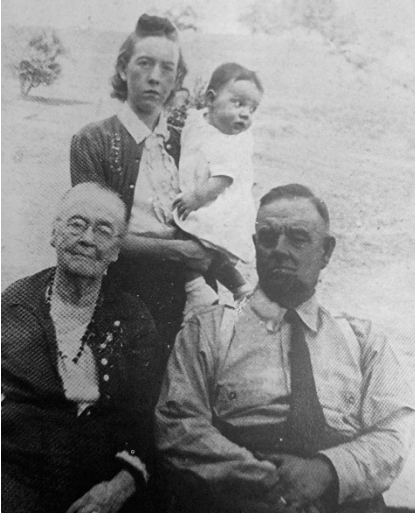


The c. 1898 picture above shows the buildings that once stood on the Pearl Lake shoreline below Pearl Lake Road. The picture is taken from the road to Landaff across the lake towards Pearl Lake Road.

The property where the Lake View Cottage was located was originally owned by Asa Morse. He sold the property to his son, Farnum Morse in 1801. Farnum married Mehitable Blanchard in 1800 in Massachusetts and they came and settled on the Lisbon property. Asa, Farnum and two brothers are in the 1810 Lisbon Census with other family members, but females are not listed by name.

Farnum and Mehitable's daughter, Teratia, was born in Lisbon in 1816 and in 1835 married Peter Aldrich of the Sugar Hill District of Lisbon. In 1841, Peter and Teratia Morse Aldrich became owners of the property.

Peter and Teratia Morse Aldrich's son, Foster and wife Susan Oakes Aldrich, continued the farm and in their large farmhouse ran a summer tourist hotel that they named Lake View Cottage. Foster and Susan ran the hotel for 21 years and were the last ones to run the hotel on the property. Their son, Bennie Ray and wife Irma Heath Aldrich, continued on the farm. They kept a dairy farm and raised sheep and pigs for meat customers. They sold eggs, took their apples to a cider mill in Landaff, and made maple syrup from their sugarbush. Bennie Ray used horses to hay the farm's hillsides instead of machinery. He worked in the woods in the winter. Bennie Ray and Irma's two daughters, Fontelle and Sheila, worked hard on the farm, too. Bennie Ray died in 1943, and Irma sold the property out of the family in 1945. The property had been passed down through family lines for over 145 years.



This picture was taken in 1921 and shows three generations of the Aldrich family. Sitting are Susan Oakes Aldrich and her son, Bennie Ray Aldrich. Standing is Bennie Ray's wife, Irma Heath Aldrich, holding their daughter Fontelle. Susan and her husband, Foster, ran Lake View Cottage for 21 years while running their large farm. Bennie Ray was the 5<sup>th</sup> and last generation to own the property.

The early families intertwined in the ownership of the farm is very typical of many other properties in our area and shows how connected the towns and families were.

The Aldrich family came early to Sugar Hill from Massachusetts. Peter Aldrich married Teratia Morse, who was born on the farm in 1816. Peter Aldrich's parents were Jethro and Elizabeth Applebee Aldrich. The Applebees were in Franconia sometime in 1780.

Irma Heath Aldrich was born in Landaff to Calvin and Elsie Applebee King Heath. King family members were among the early settlers of Landaff.

Oakes family members were also early settlers and in East Landaff by 1805.

**MAY 2023**

## PREPARING FOR OUR GRAND OPENING



The Lisbon Area Historical Society will celebrate the Grand Opening of its new museum in the historic former Lisbon Congregational Church Parish House building at 9 Depot Street in Lisbon on Saturday, June 3, 2023, from 10am to 3pm. Guest speakers at 11am will be Ben Wilson, Director of NH Division of Historical Resources and Cassie Mason, Grants Officer, NH State Council on the Arts. They will speak briefly about the significance of the State Register and preservation. At 1pm, there will be a short program by Chris Hadsel, Director of Curtains Without Borders, who helped conserve Lyman's three fabulous, historic painted stage curtains that are on display in our new museum. Grant funding received by Lisbon Area Historical Society in the amount of \$14,867 for the conservation of the curtains was made possible through the NH Moose Plate Program administered by NH State Council on the Arts.

We are excited to unveil the special exhibits in our new museum to showcase our area's history. Our new museum home was made possible by generous donors and volunteers, careful budgeting, and perseverance throughout many years in preparation for this moment. Phase I, the first floor, is complete, and we are seeking grant funding for Phase II which includes an elevator, complete accessibility, and renovations to the present finished and operational basement for added exhibit and event space similar to what was done for the first-floor project.

Our new public history/research museum and meeting/program space will provide a point of interface to engage all ages in local heritage and culture, provide a sense of belonging and connection, and provide a site for research, entertainment, and education through the museum collection, resources, and programs, and also provide opportunities to collaborate with other organizations and our schools.

## OUR DISPLAYS



Do you know about Lisbon architect and builder Sylvanus Dayton Morgan (1857-1940)? He was one of the most prolific White Mountain architects and builders of his day. He was hired to build the 1891 Lisbon Public School on Highland Avenue and then chose Lisbon as his home. Morgan built himself a beautiful home across from the school and many other homes and buildings in Lisbon, including our museum building which is on the New Hampshire State Register of Historic Places.



We thought it only fitting that the first exhibit in our special exhibit and program/meeting room should feature S.D. Morgan. Did you know S.D. Morgan built the third Mt. Washington Summit House c. 1915 in sections in his Highland Avenue barn in Lisbon? The sections were shipped by train from the Lisbon Depot to Fabyan's Station in Bretton Woods and then up the Cog Railway to be assembled to sit on the highest peak in the Northeast. We have on display Morgan family photos, artifacts, images, and information. We think you will be surprised when you learn all of Morgan's accomplishments, including the Lisbon mansion pictured above.

The library/reference and conference room houses our ever-growing library which includes a collection of books on a variety of historical topics including books about the White Mountains and the North Country. The room also has artifacts, images, and information on Lisbon's American Legion Post #14, Friends in Council, maps, and other artifacts. Visitors may use this room to read and view files from our collection for entertainment or specific research.



There is a small school exhibit room with school pictures, original desks from the 1891 Lisbon Public School, and an early desk from a one-room schoolhouse in Landaff. Maps of Lisbon, Lyman, and Landaff are on display and show the locations of the 30 one-room schoolhouses that existed in the three towns in 1860. Landaff's Blue School students and their teacher, Jennie Atwood Noyes, are pictured at left in 1899. The Blue School was built in 1858 and is the only schoolhouse of that time still in operation. It serves as a preschool-Grade 3 school with a modular multi-purpose addition. Our museum also has a large archive with images, class information, and history documenting the schools in our three towns.



Our railroading room includes an exhibit with the railroad buildings and special artifacts from the lifelong collection of Lisbon railroading enthusiast Roger Robar. Pictured at left is an example, a scratch-built scale model of the B&M section house that once stood in Lisbon near the corner of Savageville Road and North Main Street. The exhibit also includes

images and information compiled during the five years Roger served as Clerk of the Works on the restoration of the Lisbon Historic Railroad Station and Museum. More of Roger's railroading collection is entrusted to LAHS and housed at the Station, to which LAHS has access. Tours of the Station are available by appointment.



Another room in our new museum houses the Young-Cobleigh Tavern exhibit and related period artifacts and information. Some of the oldest artifacts from Lisbon's past are on display, a large number of the items on permanent loan from the Cobleigh/Hanno family heirs. At left is a picture of the candles and candle making items from the tavern. The stories behind the tavern items are rich in history and include the Revolutionary War fort and War heroes, militia musters on the property, the era of stagecoach and Lisbon's famous tavern, the property's owners, and Cobleigh Airport.

Other rooms in the building are dedicated to office, workspace, and file storage – files that are full of images, documents, and artifacts available to the public upon request for research and general study and perusal. We have categories for Lisbon, Lyman, and Landaff businesses, people, views, homes, farms, schools, government, church, organizations, events, military, mining, the Lisbon Opera House, the railroad, genealogy, maps, diaries, journals, cemeteries, and more. If you are looking for it, we may have it. If not, we will try our best to help you find it.

Are you interested in helping staff the museum? It is a pleasant environment and an opportunity to learn about our local history, socialize, and be a part of this exciting addition to our town and area. Staffing orientations will be held at the museum on Tues., May 23 at 1pm; Tues., June 20 at 6pm; and Sat., June 24 at 10am.



1883 GEORGE E. NORRIS BIRD'S EYE VIEW MAP and HOW OUR VILLAGE HAS CHANGED



One of the items we have for sale in our museum is a reproduction 1883 George E. Norris Bird's Eye View Map of Lisbon with a four-page narrative key. The image above is just a small section of the map which shows the main business district as it was in 1883. Yellow highlights have been added to the image for this article to show the buildings that are no longer standing. Lisbon continued to grow after 1883 to its height of prosperity in 1920. WWI had ended, and many changes were coming. Townspeople who could afford to purchase an automobile did so, which began the shift to a more mobile society and the ultimate change in use and need for downtown establishments which had existed to provide every necessity for the village. Fire and decay continued to change the landscape of our downtown. Numbered noted landmarks are described below.

1. Moffett's Carriage Shop was built in 1870 and served many purposes beyond carriage and wagon building and repairs. It housed an early dashboard mill and later a photography studio, public bath, laundry, and printing office run by Charles P. Hibbard. In 1886 the upstairs was used as a roller-skating rink, and in the early 1900s the building was used as a creamery and finishing mill. Truman W. Glover built an addition for his White Mountain Ice Cream factory which was also used by candy manufacturer Ammonoosuc Confectionary Company. The building was used as a storage facility when it burned in 1969. The site is now a gravel parking lot behind the Lisbon Public Library.

2. The first Lisbon village covered bridge was built in 1804, washed away in 1824, replaced, and replaced again in 1839. In 1884, an iron bridge was built to span the river. The present modern bridge on the site was dedicated as the Veteran's Memorial Bridge in May of 2010.
3. The Woolson Block was built in 1849 by tailor Amos Woolson. From 1888-1925 it was home to Marston's Gilt Edge Pharmacy, then Jesse Noyes pharmacy, and from 1940-1997 home to Family Drug Store owned by George and Ruth Marshall. The building was later home to two different eating establishments before being renovated into what is now a complete apartment building.
4. The Lisbon Village Library building was built in 1883. As early as 1860 Lisbon businessman Augustus Woolson rode his horse around town collecting signatures for a petition to build a public library. With \$300 raised, the Village Library Association built Lisbon's first library building. Before the library was built, books were kept by the Lisbon Moral Society on a shelf in the Hutchins Block in the square and later in a cupboard in the Lisbon B & M Depot. In 1898, when the State of New Hampshire offered \$100 worth of books to any town offering its residents a free public library, the Lisbon Village Library Association offered its building and its 2000 books and equipment for the establishment of a public library which was opened in January of 1899 and served until the present public library was built in 1926. The site is now a parking lot.
5. Messiah's Church was built in 1874 by Rev. Isaiah Shipman with money raised by going around the area selling pews. The First Congregational Church of Lisbon was organized in 1878 and used this church for services. After Rev. Shipman's death in 1882, the Lisbon Congregational Church purchased the church building which they used until selling it to the Advent Church in 1915 after building a new brick Congregational Church at the corner of Main and Depot Streets. The Advent Church burned on July 14, 1941. John Garbarino built a new grocery store on the lot. Over the years it was the site of White's Grocery, Screaming Eagle Tack Shop, Attorney Paul Gruber's office, and restaurants. Today it is the site of Hub 16 Asian Bistro.
6. J. K. Atwood's Bobbin Mill manufactured bobbins used by the woolen mills in Manchester, New Hampshire and in Massachusetts. By the late 1800s, Atwood's bobbin mill was the largest rough bobbin manufacturer in the United States and handled 2,000 cords of wood annually. Atwood's other claim to fame is that he was married six times, outliving all his wives. The mill burned on September 6, 1904, and the site is now a gravel parking lot.
7. The c. 1870 Lisbon B&M Railroad Station is now the Lisbon Historic Railroad Station and Museum. The original station agent's house still stands beside the station and is privately owned. Once the hub of downtown Lisbon, the railroad neighborhood was a bustling place. The first train came through Lisbon in 1853, and a station was built to accommodate the new mode of transportation and appears on the 1860 map where today's brick Historic Lisbon Congregational Church Parish House (Lisbon Area Historical Society Museum) is located at the top of Depot Street.

8. The 1860 Lisbon Town Hall was built at a cost of \$1,000 to replace the original meetinghouse near Henry Pond. The 1860 Town Hall housed Wells & Woolson's general store on the first floor, town offices and meeting space and Lisbon Job Printery on the second floor, the Masonic Hall on the third floor, and a meat shop in the basement. It burned in the fire of November 3, 1901. The present Parker Block was built on the site in 1902, and a new town hall was built in 1902 across the river.
9. The Hollister-Boynton home contains the oldest wooden structure on Main Street built c. 1800 by the first merchant in town, William Beane (1770-1842), and used as a coffee house/tavern and early post office. Purchased from Beane in 1821 by Oren Hollister, the original structure was moved back from the street, and the front section added in 1831. The house was the home of the prominent Hollister family and later the home and office for Lisbon's physicians Dr. Oren Hollister Boynton, Dr. Harry Hollister Boynton, Dr. John Eckels, and Dr. Eugene B. McGregor. It is now an apartment house.
10. The Methodist-Episcopal Church was built in 1842 and jacked up and moved back fifty feet so a new addition could be placed underneath in 1887. It is now known as "The White Church" and is part of The Lisbon-Landaff Shared Ministry. The steeple's unique four-sided clock was installed in 1888 to provide the time for people in the village and for those traveling the railroad which ran behind the church.
11. Brigham's Hotel was built in 1882 on this site after the old Abram Hall's hotel was torn down. Brigham's Hotel burned in the big fire of 1901. The Moulton was built in 1902 to replace it and was a popular hotel. The Moulton is in 2023 known as the Lisbon Inn and used for AHEAD subsidized housing. This is the only property in Lisbon that is on the National Register of Historic Places.
12. The Parker Young Manufacturing Company office building was at this location, because the first Parker Young mill was built in 1870 on what is now the Lisbon Lions Community Field along the Ammonoosuc River. The mill burned in 1876 and again in 1883 before being built on South Main Street where it operated until the 1920s during which time it was the largest manufacturer of piano sounding boards in the world.

OUR THREE TOWNS' LONGEST GROCERY TRADITION

There have been many grocery stores in Lisbon over the years, some of the largest being the A&P, First National, Cloverdale, Garbarino's, White's, the School Street Market, H. T. Andross, Chamberlin's, Butson's, Northrop's, and Riverside, located up and down Main Street and on School Street. The earliest stores were general stores which also sold groceries. There were general stores in Landaff Center (Peavey's as early as 1840), and Lyman (Lyman General Store/Tinkerville Store, and Olin's on Parker Hill). The first general store in Lisbon was in business c. 1810-1853 on South Main Street, now an empty lot three lots down from the Lisbon Inn. The second general store was built c. 1820 at the corner of North Main Street and School Street. It burned in 1929, and the site is now the town's gazebo and Chevron Park. There were many meat markets and "quick stops," as well, over the years, and now we have a Dollar Store on Lisbon's South Main Street that sells some groceries.

The one site that has been able to sustain a grocery store up to the present day is pictured below. The site of today's Lisbon Riverside Market has had a grocery store on it for 153 years. Lisbon shoemaker Timothy E. Howe owned and operated the first grocery store on that site by 1870.



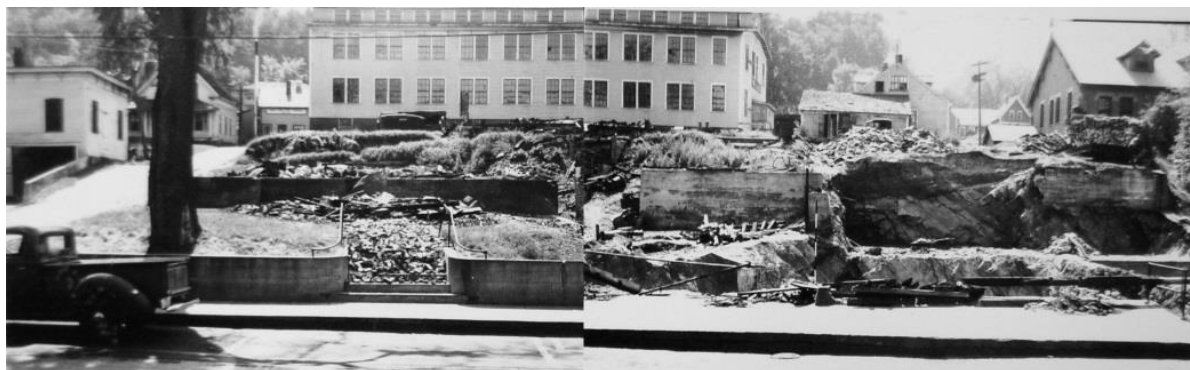
Joe Roman Fruit and Vegetable Store and Arthur L. Sherman's grocery store c. 1915



**JOE ROMAN**  
*Wholesale and Retail*  
**FRUIT DEALER**  
Tobacco, Cigars, Soft Drinks,  
Confectionery, Italian Olive Oil  
and Macaroni, Etc.  
**LISBON, N. H.**

Imperatore Romano "Joe Roman" (1874-1964) was born in Campania, Italy and arrived in New York in 1898. A naturalized citizen by 1905, he was in Lisbon by 1910 where he operated his fruit store. In 1926, he sold and moved to Massachusetts where he ran a bowling alley, bar, and hotel.

The Joe Roman business block once housed a post office and Chinese laundry, and Sherman's grocery/general store was once home to an early cabinet and cobbler shop. In 1926, former Haverhill, New Hampshire resident Robert C. Butson, purchased the Roman business block and began Butson's Market there.



The whole block on North Main Street between Depot and Whitcher Streets housing businesses, including Butson's Market and an Advent church, burned in the fire of July 14, 1941. Butson's Market was rebuilt immediately after the fire on the ruins of its store at far right. Butson's Market was sold to John and Donna Northrop in July of 1968 by its owner, Ernest Butson, Robert C. Butson's son.



John Northrop (at left) and Ernest Butson stand outside Butson's Market. After the business was sold, the name was changed to Northrop's Supermarket. A dozen eggs cost 58 cents, a package of carrots was 9 cents, a 3 lb. bag of apples cost 39 cents, chicken breasts were 43 cents a pound, and a half gallon of ice cream cost 59 cents.

In 2010, John and Donna Northrop sold the market to the Dumont family, and the store is now known as Lisbon Riverside Market and operated by Rebekah Dumont. Not only have prices changed, but the building and inventory have undergone many improvements over the years of different ownership and continues as Lisbon's one grocery store.

## FROM GOLD TO SEISMOGRAPH

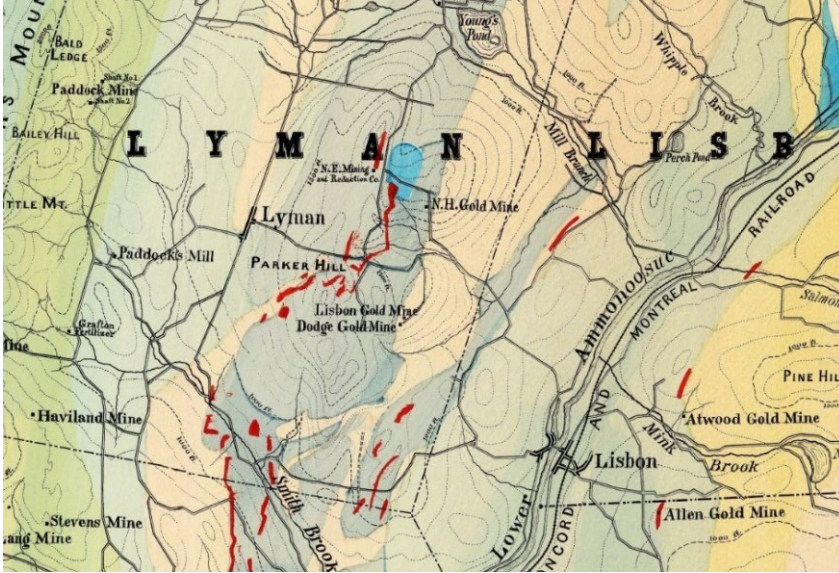
Sixty years ago this month, contractors hired by the U.S. Air Force installed seismograph equipment at the end of the old Miller Mine tunnel in Lyman, just over the Lisbon/Lyman border off Clough Hill Road. The purpose of the seismograph was classified, but it was reported to be part of the U.S. Vella Uniform Project to detect and identify nuclear explosions during the Cold War. The equipment could detect earth tremors as far away as Japan. Geology students were frequent visitors to the tunnel, and during one visit the sensitive equipment detected an earthquake in Japan, and the equipment's noise scared the students out of the tunnel.

The Miller Mine tunnel is about 800-900 feet long and was excavated in the late 1800s into the hillside ledge with the use of hand tools, a steam driller, and some dynamite in an attempt to connect to the rich gold veins mined in the vertical Dodge Gold Mine shafts at the height of the land above. No gold was discovered in the Miller Mine, and the tunnel was abandoned. Remnants of sheet metal air ducts and interior iron rails for ore carts are all that is left of what was once a busy excavation site. Most of the other sheet metal and evidence of a mining operation was collected as part of the WWII scrap metal drive, and the rubble and rock taken out of the tunnel was removed years ago to build up part of Clough Hill Road.

The Miller Mine and other tunnels, shafts, and test pits around our area were the result of the excitement soon after 1866, when a farm worker on the Simeon and Almira Dodge farm in Lyman noticed a rock in a stone wall that had something in it that looked like gold.

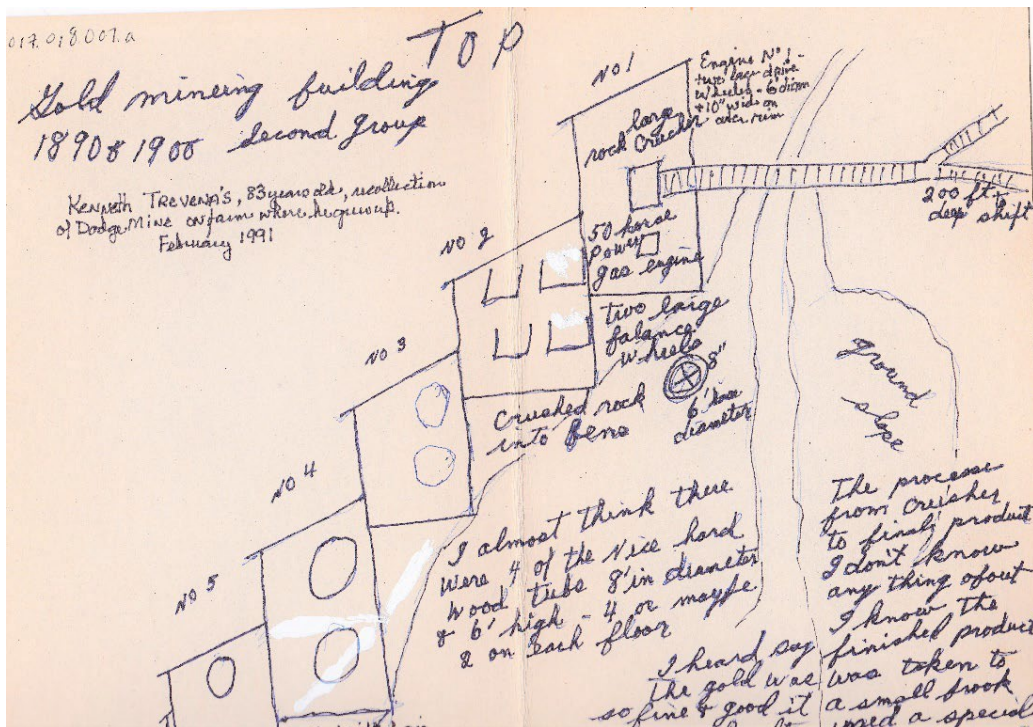


The rock was taken to the shop of Stark Fisk, a Lisbon master watchmaker and jeweler on South Main Street (pictured at left). It was gold in the rock, and Fisk pronounced it the finest gold specimen ever found in New Hampshire. Fisk was among the first parties to lease mining rights over the years in search of gold on the Dodge property. Soon, shafts were producing ore that was transported down to a crushing mill along the Ammonoosuc River below the dam in Lisbon Village. There the gold was extracted and made into bars. Approximately \$50,000 dollars' worth of gold from Dodge Gold Mine went into circulation before the mine was abandoned.



The many mines dug in our area to extract gold and copper are shown on the 1878 Ammonoosuc Mining District map done by NH State Geologist Charles Hitchcock. A section of the map is pictured here.

John Trevena became the owner of the old Dodge farm and mine property in 1906. His son, Kenneth Trevena, drew a diagram (shown below) of how he remembered from his youth the remnants of the operation. As late as 1936, the Trevena family was still receiving inquiries about possible mining for gold on their land. After all these years, there is still an easement for mining rights on the Dodge property deed and the deeds of many other area properties where shafts were dug.



In 1993, the seismograph equipment was removed from the Miller Mine tunnel, leaving just the tubs that held the equipment, and new equipment was installed by the United States Geological Survey at ground level at the top of Gold Mine Road in Lyman. Miller Mine is on private property, and the Dodge Mine property is part of Ammonoosuc Conservation Trust's Godfrey Memorial Conservation Area.

The Dodge Mine property seismograph is Station US LBNH, and its recorded activity can be viewed online. USGS employees who tend the equipment told the property owners that the equipment detected the impacts of the September 11, 2001 terrorist attack on New York City.

Almost all old mines are on private property and unsafe to explore, and the US Fish and Wildlife Service also discourages people from exploring caves or mines, because of the potential to spread White Nose Syndrome, which has drastically decreased our bat population.



## SAYING GOODBYE TO ANOTHER LISBON LANDMARK

When we look at period images of beautiful homes and buildings that once graced our local landscape, we often wonder what happened to them and why they are gone. Over the years, buildings have disappeared due to fire, windstorms, dilapidation caused by age and neglect, or being torn down to make room for something else.

In August of 2023, the former Hoskins Homestead, a once beautiful Lisbon landmark, was razed. The huge house had not been properly cared for and had fallen into such a state of disrepair that it could not be saved. The property was an important part of our town's history, because of its location, architecture, and classic outbuildings, as well as for the people who lived there. A barn, sugarhouse, shed, and perennial gardens flanked the large house which had a wrap-around porch, beautiful woodwork and floors, fireplaces, large rooms and windows, high ceilings, a hip roof, and other features which gave the property the same status as other lofty mansions built by wealthy businessmen on the bluffs around Lisbon Village from 1853 into the early 1900s. What made the property unique is that it remained a single-family home and had not been renovated into apartments like most of the other large period homes that are still standing. We were sad to see this one go. It is part of our local history and deserves to be remembered.



Built c. 1888, the Luther and Lucy Hoskins Homestead is pictured c. 1900 perched on a bluff on the west side of Lisbon Village and could be seen from all around town.

The property was accessed by driving up School Street to a driveway off Ash Hill Road or using a stairway going from the road up to the house, which was typical for the time period when a horse and buggy, carriage, or sleigh was left in the barn and people walked.

In 2022, the property was sold by the Town of Lisbon which had taken over ownership due to unpaid taxes.



The Hoskins' property enjoyed a clear view of Lisbon Village and the far hills beyond. This photo was taken

c. 1891 from the edge of the bluff where the Hoskins house was located. Lisbon Public School had just been built on Highland Avenue at that time and is at center right in this image.



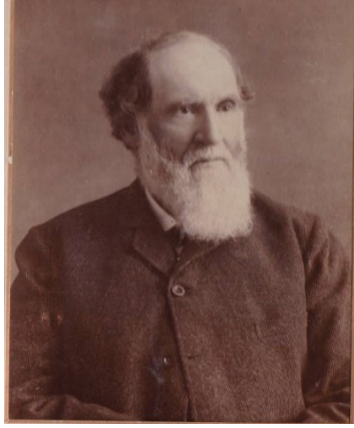
This c. 1900 photo shows the dooryard of the Hoskins' property. The stately homes above Lisbon Village were built with the fronts overlooking the town and were accessed through the back yard.

Luther Hoskins died in his home in 1913, and his wife, Lucy, died there in 1914. In 1916, the property was sold to Eugene and Myrta Clark. Eugene Clark was a Lisbon farmer and prominent businessman. At one time he owned and operated in Bath, N.H., the Bath Brick Store, a grist mill, and lumber operation. Shortly after the Clarks purchased the Hoskins property, the house almost burned down. The roof was being resingled during repairs, and some of the shingles caught on fire, possibly from a roofer's cigar or pipe. The fire department saved it, but one section was badly damaged.

In 1919, the Clarks sold the property to Eliot and Margaret Smith of Keene, N.H. Eliot Smith was a civil engineer who moved to Lisbon to manage the Moore Peg Mill. Eliot Smith became ill with influenza and passed away in Massachusetts. In 1921, the property was sold by the guardian of the Smith children to Fred and Ellen Hibbard. Fred Hibbard was a partner in the White Mountain Ice Cream company which operated out of the building that used to be behind the Lisbon Public Library. The factory also made candy, and Hibbard recycled a flat marble counter that had been used in the factory for candy making and installed it as a large step going up to the shed of the house.

In 1943 Roland Spencer, who lived in a house farther along the bluff, purchased the property. He made a roadway to the left of the barn, so he could have better access to his house. Before that time, the Spencer house was accessed by stairs or a steep road up a ravine off School Street. Spencer then deeded the Hibbard property to his daughter, Mary, and her husband Wallace Clough. The Cloughs raised their three children there and were very active in and dedicated to the town, school, and church. Wallace served as Lisbon Postmaster. The center of the oval driveway had over the years grown into a beautiful perennial garden with old French lilac trees, peonies, lilies, yucca plants, bleeding hearts, and spring flowering bulbs. The property had a nice sugar orchard, and the Cloughs would have as many as 200 taps and make around 15 gallons of maple syrup a year. High bush blueberries and a large asparagus bed on the house lot, and a large vegetable garden across Ash Hill Road on a separate lot helped keep their freezer and cellar full of nature's bounty, including cucumber pickles fermenting in large stoneware crocks.

The Cloughs lived in the old Hoskins/Hibbard property until their untimely deaths in a sightseeing plane crash in 1996. The property was sold by the Clough heirs in 1997. Unfortunately, the property was not kept up by the next owner, taken over by the Town for back taxes, and in 2022 sold to the highest bidder, Craig and Lindsay Myers of Lisbon.



Luther Hoskins (1822-1913)



Lucy Walker Hoskins (1822-1914)

Luther Hoskins, a native of Lyman, was a farmer and capitalist who was active in probating estates. It is written that he settled as many as 100 estates over the years. His grandfather served in the Revolutionary War in a Massachusetts regiment. The Hoskins' son, Seth, built the Sunset Hill House in Sugar Hill in 1879 and was considered a pioneer in the resort hotel business. The Hoskins' son, Elkanah, was a dentist and kept an office upstairs in the house until he died in 1909. A back stairway from the shed up to the second floor was used by boarders, servants, and dental office patients. Across from the stairway there was a three-hole "indoor" privy dating from the time before the property had plumbing. Spring rights went with the property, and there was probably a pump log or other line that supplied water for the kitchen and to livestock before 1921 when a hydrant supplied town water from Pearl Lake.

Fred Hibbard's grandfather, Col. Aaron Hibbard, settled in West Bath, New Hampshire in 1784. He served in the Revolutionary War and was at the battles of Germantown, Monmouth, and Valley Forge. Fred's wife, Ellen Bishop Hibbard, was the daughter of John and Selinda Berkeley Bishop. The Bishop family was in Lisbon by 1770, and Selinda was the daughter of the Rev. William Berkeley, a highly respected early Lisbon native.

When the property was sold by the Clough heirs in 1997, all the families who had lived on the property (except for the Smiths) had been descended from prominent Lisbon, Lyman, and Bath settlers who are all interconnected, including the Sutherland, Douglas, and other ancestors of Wallace and Mary Spencer Clough. Members of those families gave back to their country and town by serving in the military and in town, school, and church offices. They were business leaders who were also deeply involved in local civic, social, and service organizations. There must have been some interesting conversations and business undertaken in that big, old house over the 109 years those families lived there. A large property like the Hoskins' house requires and deserves upkeep and appreciation of historical significance, something the property did not receive during the last 25 years it stood in its place of prominence overlooking the town. We can still appreciate its history, though.

## LANDAFF'S IRELAND DISTRICT SCHOOL

In 1858, several Landaff residents were elected to bound the town into ten school districts: District No. 1-Scotland, District. No. 2-Ireland, District No. 3-Blue, District No. 4-South Landaff, District No. 5-Foster Hill, District No. 6-Center, District No. 9-Whitcherville, and three schoolhouses in East Landaff. There were already schoolhouses in some of those areas. We have in our collection a receipt dated 1819 for Hannah Gale teaching in the Scotland District. In 1942, there were still three Landaff one-room schoolhouses in operation. By the early 1960s, Blue School was the only one-room school in operation in Landaff, and it is still in operation with preschool through third grade classes. The one-room schoolhouse now has a modular addition attached that is used as a multi-purpose space.

The first Ireland School was built across the road from the Gale Farm (also known as the Mattie Chandler Farm) on Gale Chandler Road. The schoolhouse is still standing on the roadside and is part of that historic farm property. The second Ireland School was built in 1878 on Gale Chandler Road before the sharp corner and intersection with the old Ore Hill Road.



The first Ireland School, pictured in May of 2023

In our collection we have a receipt dated August 28, 1852, from John F. Gale to Lucia L. Rich for “12 dollars in full for teaching School the past Summer.” John Gale lived by the Ireland School and was active in the Ireland School District, so this receipt was probably for teaching at the Ireland School. The first Ireland School appears on an 1856 map, so we do know it was there then and probably much earlier.

Rec'd of John F. Gale 12 dollars  
in full for teaching School the <sup>past</sup> Summer  
Landaff August 28<sup>th</sup> 1852  
Lucia L. Rich.

John Gale also taught at Ireland School in the 1860s, and in 1866 he was on the Repairing Committee, when the last major repair work was likely done on that schoolhouse. By December 14, 1866, \$189.40 had been spent on repairing the first Ireland schoolhouse. Materials included hemlock, pine, and spruce boards, thousands of shingles, 89 pounds of nails, 3 pounds of spikes, lime, clapboards, one thick door, window lites, 8 pounds of putty, and 1/2 bushel of hair (horsehair for plaster walls). There was also the expense of weeks of labor, boarding workers, boarding various horses, and paying for the teams that were used to haul materials and draw lumber.

Just twelve years after those major repairs, the decision was made to close the first Ireland School and build a new one, a decision met with protest. On September 14, 1878, thirteen residents of School District No. 2, the Ireland District, signed a petition expressing their sincere belief that it would be in the best interest of the District to not change the location of the schoolhouse. Their petition failed, and a new school was built. The old schoolhouse was left on the Gale property and used by the farm as a carriage house and shed. Now it sits on the roadside as a monument to the efforts of the early settlers to educate their children in each section of town. It's quite incredible that the old Ireland schoolhouse is still standing after all the years of extreme weather on that hill and having had all kinds of road traffic, gravel, mud, and snowbanks up against it year after year.



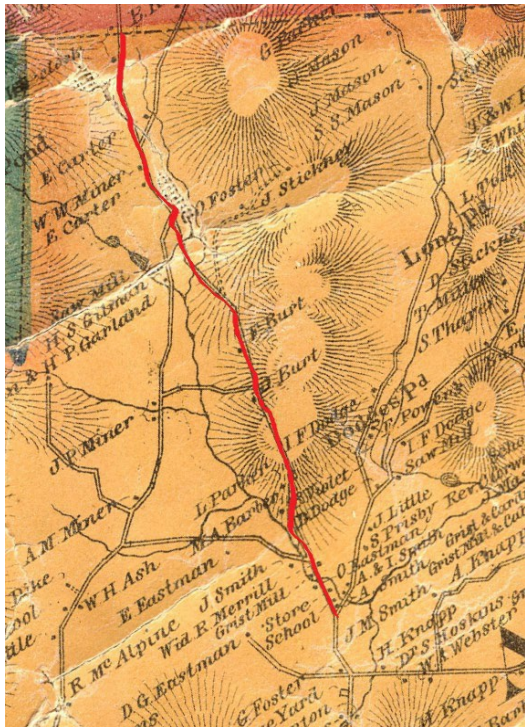
The second Ireland School built c. 1878 on Gale Chandler Road, near the intersection with Ore Hill Road, is now a private h

ome.



Ireland School students c. 1918

SKINNY RIDGE ROAD



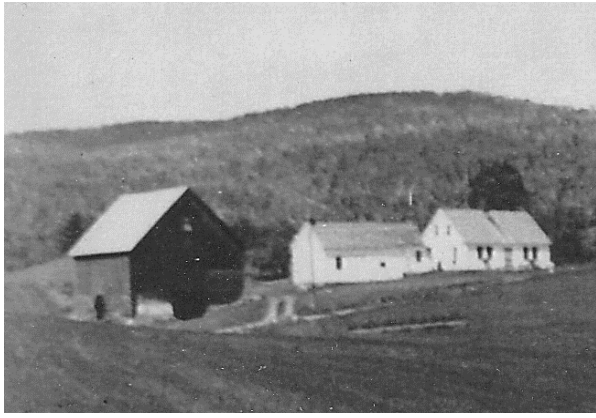
By 1860, the road from the Tinkerville neighborhood of Lyman over to the Littleton line and Rte. 135 (Monroe Road) had become quite settled. Just after the beginning of the road was the one-room Tinkerville schoolhouse, a store, and a grist mill. On the old Grafton County Gazetteer map, the road is simply labeled as 9. The road is highlighted in red on a section of the 1860 map at left. After West Lyman split from the East Lyman section of the Town of Lyman and became Monroe in 1854, Road 9 was named Lyman-Monroe Road. That was one way to go to Monroe from Lyman. Another way was traveling the road over Hunt Mountain (elevation 1,936'), part of the Gardner Mountain ridge that divided the east and west parts of Lyman and the main reason that drove the split.

Almost 100 years after Monroe separated from Lyman, it seems the residents of Lyman-Monroe Road were ready to give their road a new name.

On September 1, 1947, neighbors met at Santy Jersey Farm, Robert G. and Stella Santy Meserve's farm, and took a two-horse hayride described in the newspaper as "rollicking." Afterward they went to Pleasant Stones, the summer home of the Walter Reynolds family, two farms up from the Meserve farm and dedicated their road as Skinny Ridge Road. A sign painted with the words "Skinny Ridge Road" was given to Ira Dyke, who had always lived on his family's farm between the Reynolds and Meserve farms. According to oral tradition, Skinny Ridge Road was named after one of the Dyke family members who was very tall and "skinny."

The Meserve farm that offered the "rollicking" hayride is pictured below. In the foreground is Stella Meserve's father, Frank Santy, whose father was Joseph Santy, a Civil War veteran who purchased the farm in 1889. It was the site of a tavern many years earlier. A part of the old farmhouse was saved, moved back from the road, and a new home was built around it by Joseph Santy's great-grandson, Robert F. Meserve and wife, Christine, and the property is now known as Skinny Ridge Farm.

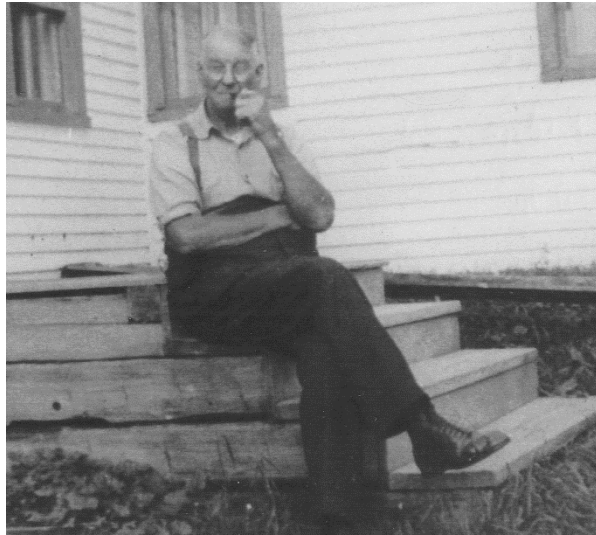




The Dyke Farm is pictured at left c. 1930 and has been greatly renovated.

Pleasant Stones, the next farm up after the Dyke Farm, was a summer home for the Walter Reynolds family for 20 years. It has had many different owners over its long lifetime and has also been renovated.

Both homes are very old and predate the 1860 map.



Ira Dyke (1865-1948) sits on the steps of his Skinny Ridge Road home in Lyman.

The Meserve and former Dyke and Reynolds farmhouses form a striking row of beautiful properties along Skinny Ridge Road, a quintessential New England dirt road worth exploring as it winds through thick forests and open land with sweeping views of the Presidential Range.