

LINCOLN HISTORY

1764

Governor Benning Wentworth, the royal Governor of the Province of New Hampshire, granted 24,000 acres of land to James Avery of Norwich, Connecticut, and 64 of his relatives and friends. The Lincoln Charter was signed on January 31, 1764. Lincoln was named after Henry Fiennes Pelham-Clinton, 2nd Duke of Newcastle, 9th Earl of Lincoln, a Wentworth cousin. On the same day, Governor Wentworth signed a similar charter granting the adjoining town of Landaff to Avery and others. Avery and his associates made large investments in New Hampshire lands grants. However, none of the grantees ever lived in Lincoln let alone fulfill the conditions of the Charter which required that 5 of every 50 acres be cultivated within 5 years (1769).

1772

Governor John Wentworth declared the Lincoln Charter forfeited and re-granted Lincoln, along with most of Franconia, to Sir Francis Bernard and others. The name of this new township was Morristown, in honor of one of the grantees.

1774

Nathan Kinsman of Concord, N.H., a hatter and physician, bought 400 acres of land from William Broughton of Fairlee, VT, who had acquired the rights from one of the original grantees of Morristown. The cost was 60 pounds.

1782

Nathan Kinsman and his wife Mercy (Wheeler) moved to Lincoln, then called Morristown. He was joined by Nathan and Amos Wheeler and John and Thomas Hatch. According to the Federal Census of 1790, these 5 families, 22 inhabitants total, comprised the total population of Morristown. The area in which they settled was known as Lincoln Gore under the western slopes of the mountain to which Nathan gave his name. Lincoln Gore was considered to be part of the original Lincoln grant and was northwest of where the town exists today.

1791

The Landaff charter, which had been re-granted to Dartmouth College in 1770, collapsed. When the Landaff charter collapsed, the grant of Lincoln and Franconia to the Morristown proprietors suffered a similar fate. The proprietors filed a petition for redress in 1792 and were given 24,000 acres of land adjoining Franconia and Lincoln and not interfering with previous grants. However, the report of this decision was lost and became a key to the collapse of the Lincoln town government in 1816.

1801

The records of the proprietors of Lincoln began with a meeting held May 28, 1801 at Joseph Russell's place in Peeling (Woodstock). At this first meeting in Peeling, a line run by Captain John Brown in 1794 was accepted as the boundary between Peeling and Lincoln.

1802-1811

With some initial questions regarding the rights of the original settlers in Lincoln Gore (lots acquired under the Morristown grantees and not located on any original plan of Lincoln itself), the town of Lincoln was lotted. Properties were given to Nathan Kinsman and Jonathan Tuttle (original settlers) and to the Kendall, Oaks, Shattuck, Wentworth, and Aaron Jones families. John Coolidge and Samuel Jones were also given lots that later belonged to Thomas Pollard and Joseph Fadden. The failure to resolve any conflict in boundaries between Landaff and Lincoln would return to vex these early Lincoln settlers in 1813-1815.

During this period, the town government of Lincoln was created and town meetings were held. Nathan Kinsman organized the first town meeting on March 9, 1802. All of the town offices required by law were divided among the handful of legal voters, some of them taking two or more offices. Jonathan Tuttle was the first moderator as well as usually Town Clerk and First Selectman until his death in 1813. Stephen, Nathan Kinsman's oldest son, was twice elected selectman, thrice collector and constable as well as keeper of the pound and hog warden. In 1807, Stephen was elected Tithing Man, sharing the honor of that position with Asa Oaks and Moses Wentworth, the first citizens to be chosen for that exalted office.

As an aside, the pound keeper was responsible for keeping and caring for any stray livestock until the owner claimed the animal, not just dogs and cats. The hog warden or reeve was responsible for rounding up wandering hogs and turning them over to the pound keeper as well assuring that all hogs were wearing yokes and had a ring in their nose to reduce damage to crops. The Tithing Men collected taxes mandated for support of the church and support of the minister, if one was present. They were also expected to report on idle or disorderly persons, profane swearers, Sabbath breakers, and those selling liquor without a license.

Tuttle's wife Catherine was the first school teacher in Lincoln Gore. A rudimentary school house was built in 1806. Prior to that lessons were given in homes.

The chief obstacle to the development of frontier communities was lack of transportation. The first principle highway was a road through Lincoln Gore from the Franconia line to the Landaff line. Additionally, the Lincoln Gore settlers lived on one of the roads to Haverhill, the county seat. During this period, highways were the largest expense item in the Lincoln budget.

Travel to the North from other settlements was beginning to increase. Nathan Kinsman, Jeremiah Stuart, Jonathan Tuttle, and Ephraim Kendall all licensed their homes as public inns/ taverns.

1808

Legend has it that The Flume was discovered by 93 year old "Aunt Jess" Guernsey who stumbled upon the gorge while on a fishing excursion. However, in the Upstream newsletter published by the Upper Pemigewasset Historical Society, Spring, 2010, after much genealogical research, Barbara Avery writes that perhaps the first white person to discover the Flume was Olive West Guernsey, the wife of "Jesse" Guernsey. Olive was 33 years old at the time the discovery was made. Through her first born John, four more generations of Guernseys would be born and brought up in Lincoln. In 1808, Stephen Russell coincidentally opened a hotel just below the Flume. Hotels flourished near that site for over 100 years.

The Flume is one of the most visited attractions in New Hampshire. The Flume is a natural gorge extending 800 feet at the base of Mount Liberty. Walls of Conway granite rise to a height of 70 to 90 feet and are only 12 to 20 feet apart.

1813-1816

With no clear record of the resolution of the Morristown proprietor grants in 1791, there was considerable question whether the settlers in Lincoln Gore were in Landaff or Lincoln. According to an earlier survey by which the settler's titles on the west side of Mt. Kinsman were established, Lincoln Gore was a part of Morristown (Lincoln). However, because the actual town lines negotiated by Landaff and Morristown were never documented, the fate of Lincoln Gore was not clear. In 1813, officials in Landaff came to the conclusion that Lincoln Gore belonged to Landaff and took its residents to their tax rolls and school district.

1816

The Lincoln town government disappeared. Most of the original settlers were getting on in years or had passed away. There was only 14 acres of arable land, 62 ½ acres of mowing, and 70 acres of pasture and most of the inventory belonged to the Lincoln Gore settlers. The town was furthered weakened by death, disease, and severe weather. The latter was caused by the 1815 eruption of Mount Tambora in Indonesia, the largest volcanic eruption in recorded history. The global result was a "volcanic winter" or "no summer" in 1816. The northern U.S. experienced frost and snow all summer causing crops to fail with the additional loss of livestock. However, despite these factors, the collapse of Lincoln's town government probably, though not wholly, was due to the fact that it was established in a town that was not Lincoln at all.

1829

After 15 years without a town government, the people on the east side of the mountain, along the Pemigewasset River (Indian for crooked pine place in the mountains), decided that there were enough of them to start over. Six inhabitants and legal voters, namely Fayette Baron, Isaac Jones, Stephen Russell, Simon Tuttle, Sam Jones, and Charles Kenniston, petitioned Joseph Dow, the Justice of the Peace in Franconia, to call a town meeting for the purpose of organizing a town government. The first meeting was held February 12, 1829. Three selectmen were chosen: Stephen Russell, Simon Tuttle, and Fayette Baron, with Stephen Russell as Town Clerk. The main concerns of the town government, then and for the next 60 years, were raising money to provide the services expected of a small town, providing for schools, building roads and bridges, caring for the poor, and meeting state and county taxes.

Many of the early settlers lived on farms along what is today the Route 3 corridor in North Lincoln. Because of the rocky soil, most of the farmers in Lincoln were very poor and required town support or were habitually mortgaging their stock and/ or personal goods to survive the winter. Food and medicine alone taxed their resources and yet they still managed to improve the roads and build bridges to tie together the scattered community and make it more accessible to travelers.

1832

In the autumn of 1832, Nathaniel Hawthorne passed through Lincoln, the gateway to Franconia Notch. The fruits of his brief visit appear in “The Great Stone Face”, “The Ambitious Guest”, and “The Great Carbuncle”.

1842

Because means of transportation at the time were poor, slow, and expensive, rather than require small children to travel, families petitioned for schoolhouses to be built closer to their homes. The East Branch schoolhouse was appropriated to be built for \$40 with \$10 added to build a bridge across the Pemigewasset. The schoolhouse was to be located between what is now Clark’s Trading Post and the bridge, on the west side of the original Peeling (Woodstock) road. The foundation of the school is still visible and marked by a sign. Following this original model, it was voted to build schoolhouses in each of three designated school districts.

The principal farmers in the 1840s were the Tuttles, the Dearborns, Stephen Russell, Thomas Pollard, and Jeremy Hanson. The main products were corn, oats, wool, peas, beans, potatoes, barley, buckwheat, butter, cheese, fruits, hay, flax, meat, rye, and wood. Most of the farmers also made maple sugar and syrup.

A special treat was leather aprons. Maple syrup was boiled for a sort time and then poured onto the snow where it hardened. It was considered to be a delicacy to be eaten with raised doughnuts and pickles. The first major improvement over the Indian’s way of heating sap (dropping heated rocks into bowls of sap) was the use of large iron kettles and open fires. As subsequent improvements were made, sugar houses were built to consolidate boiling the collected sap. Oxen were used well into the twentieth century in preference to horses to haul the collected sap to be boiled. They were slower than horses and tended to spill less sap. Today many sugaring operations are mechanized. Forty gallons of sap are required to make one gallon of syrup.

1843

Simon Tuttle had the first of the many taverns and inns in Lincoln, which he operated out of his farm built in 1843. Tuttle’s farm was one of the largest and best kept in town. His tavern was used as a stop-over for the Concord stagecoach traveling between Plymouth and Franconia. Tuttle’s Tavern was situated near the location of what would become the home of Murray Clark of Clark’s Trading Post. Some Lincoln residents, realizing that the natural beauty of the region was one of their greatest assets, were beginning to cater to the tourist trade.

1844

Benjamin Knight built a tavern known as Knight’s Tavern. It was comfortably equipped to accommodate tourists. He sold his property to William Kenney and Ira Coffin who built the original Flume House. In 1848, they sold the hotel to Richard Taft who opened the Flume House to paying guests on June 30, 1849. Taft was one of Lincoln’s outstanding citizens and contributed greatly to making the Franconia Notch region a popular summer resort. Some of the early visitors were Daniel Webster, Franklin Pierce, Theodore Woolsey, President of Yale, and Edward Everett Hale, author of “The Man Without a Country”.

1853

In 1853, the Merrimack River Lumber Company began to log on the East Branch, on land acquired from the Fisk and Norcross Company. Norcross was already actively logging in Woodstock. Trees were cut near to and were floated down the river for further processing.

However, from 1830 to 1892, Lincoln saw very slow growth. Although the population doubled, the town remained tiny (50 in 1830, 57 in 1850, 65 in 1880, and 110 in 1892 after the arrival of J. E. Henry's logging crew). During these years, agriculture (farming) continued to be the main source of income. Most of the Lincoln inhabitants lived along the southern part of the road from North Woodstock to Franconia Notch. Only three families lived in the area which would later become the village of Lincoln and one had to ford the river to get there.

All of these farmers worked up their own firewood. Between 1846 and 1858 Stephen Russell sawed out their logs in his sawmill located on the east side of the Franconia Notch Road near the Pemigewasset River. The Hansons also operated a mill just north of the Russell mill. Other sawmills appeared, but it was later in the century that bigger industry came to Lincoln to tap the forest resources which covered most of the town.

1859

The first industry of real importance was established in 1859 by Henry Baker who bought Stephen Russell's land and made the sawmill over into a bedstead factory. In the 1860s, he turned to the production of chair backs.

1861-1865

Four Lincoln residents were engaged in the Civil War, Cyrus Merrill, Joseph Fadden, James Smith, and Lyman Jackman. Cyrus was killed at the Battle of Bull Run. Joseph was wounded at Chancellorsville and died two months later after returning home. James enlisted in 1864 and was mustered out in 1865. Lyman rose to the rank of Captain. He was captured by the Confederates at the Battle of Poplar Springs Church and was subsequently exchanged in 1865 and mustered out.

1871

The original Flume House burned. A second Flume House, one of the finest summer hotels in the mountains, was built by Richard Taft and Colonel Charles Greenleaf on the same site at a cost of \$32,000. It was subsequently managed by the Elliot brothers of Lincoln, and Mason Dolloff and his wife ran the café. In 1883, it was enlarged and improved, doubling its size, but this hotel also burned in 1918. Another early hotel was the Mt. Liberty House (1890s) which was near the Indian Head and had no superior among moderate priced hotels. It burned in 1902. Because most of the early hotels were destroyed by fire, and their records with them, it is difficult to trace the many famous people who were known to visit Lincoln as the tourist trade steadily grew.

1879

In 1879, Mason Dolloff and the Hanson brothers built a bobbin and chair stock factory where they manufactured 600,000 bobbins a year.

1892

James Everell (J. E.) Henry bought what would become the site of Lincoln village and the entire watershed of the East Branch of the Pemigewasset River. In August 1892, Henry came to Lincoln with an army of men to begin lumbering spruce up the East Branch where thousands of acres of virgin timber stood waiting. His woods and railroad crews included most of the James Boyle family, the Ike Saunders family, the Jim Doherty family, and the Willard Leonard family. When they got to Lincoln, they found only four farmhouses, the Dearborn place, the Parker place, and two Pollard farmhouses on the “back road” (now Pollard Road and at that time the main road in Lincoln). The farms provided temporary accommodations for Henry’s crew. (During the 1800s, the farmers had often supplemented their scant incomes by providing board and guide services to hunters, fishermen, and hikers.) Only the Dearborn house, after having been moved from the Mansion Hill area, still stands on Pollard Road. It is the oldest house in Lincoln and the home of the Lincoln Sign Company. The Pollard farmhouse near the east end of the road more recently housed the Common Man Restaurant which burned in July 2000 and has since been restored as the same. The restaurant was rebuilt around the original chimney and fireplace.

What is now the village of Lincoln was all forest at this time. By winter, Henry’s crew had built eight tenement houses, a store, a barn, a blacksmith shop, and a harness shop. Additionally, they had cleared a lot of land which would eventually become Main Street (first street), Maple Street (second street, also known as Sawdust Street), and Church Street.

1893

By March 1893, two miles of railroad track were finished and the logs started rolling from the woods into Lincoln. This marked the beginning of the East Branch and Lincoln R.R. (EB&L RR). J. E. Henry & Sons set up a portable saw mill and built more houses along Main Street.

The East Branch and Lincoln R.R. was the largest logging railroad ever to be built in the northeast and hauled more logs over a longer period of history than any similar railroad – 55 years. It covered over 50 miles, sidings included. The last train chugged out of the woods in 1948. During its 79 year existence (the later years working in the mill yard), more than 13 locomotives ran on the EB&L RR, more than on any other logging line in New England.



The East Branch and Lincoln R.R. was a standard gauge operation to facilitate interchange with other railroads and the availability of used equipment. The single exception was a short narrow gauge line of track built in 1901 in an effort to reduce the cost of moving logs from the stump down a steep slope on the east side of Osseo Peak. Power on this short line was supplied by gravity. The empty log cars were pulled up the mountain by three horses and, when loaded, were coasted down the railroad track by the force of gravity to the main EB&L RR landings. There were two men on each car to operate hand brakes and control the speed of descent. There was one bad accident when the loaded cars gained too much momentum to control and careened down the steep grade taking one brakeman to his death. As a result, the idea was abandoned.

Normal log hauling operations kept two trains busy, each making at least two trips daily into the East Branch country. The trains averaged 18 to 21 log cars with the longest being 26 cars hauled by Louis Boyle in 1912. On arrival in Lincoln, the loaded cars were spotted on a side track running along the edge of the mill (log) pond. Originally, the logs were unloaded by hand using cant dogs. Ultimately, a Lidgerwood crane would facilitate the unloading and eliminate much of the hand work.



The sole purpose of the EB&L RR was for the removal of harvested timber from the East Branch watershed. However, the EB&L RR did run special excursion trains to take townspeople and visitors into the virgin forest. A highlight might include a meal at one of the logging camps. In the summer, “Blueberry Specials” brought passengers to old cut-over areas where blueberries had established themselves as early vegetation after clear cutting. One special excursion train carried 100 berry pickers up to logging Camp 20 where 1000 quarts of blueberries were gathered in one day.



Logging in the woods was predominantly done in the Winter. Horse drawn sleds (two or four horse hitches) were essential to move the logs from the stump to a location where they could be dumped into a river or loaded onto railroad cars. This was more easily done in the winter when the ground was snow covered and/or frozen. However, sled roads and skidding paths were specifically and carefully constructed to move the logs in this manner at any time of year and to provide a safe path for the horses. Winter sled roads were sanded to hold back the sleds from overtaking the heels of the horses. For summer logging, the roads were kept wet and slippery where possible by diverting a spring or small brook. Good teamsters were respected by the woods crew and knew how to get the best out of their horses without hurting them. A less wise teamster might take his horses into a more treacherous area to haul logs. On at least one occasion, on a very steep grade, a team of horses was sluiced by an out of control sled killing them and the teamster.



1894

A new, big sawmill, one of the largest in New England, was built and operational by 1894, turning out a 100,000 feet of sawed lumber a day.



Henry had originally planned to drive some of his logs down the Pemigewasset and Merrimack Rivers to be processed in Massachusetts where he would build an additional sawmill. However, after the initial drives resulted in several complaints, federal authorities ordered him to clear the navigation channels and stated that the logs could only be moved down rivers if they were rafted. There were additional problems driving logs down the sometimes rocky and shallow Pemigewasset River. Realizing that the only way to transport his logs from the East Branch wilderness was by railroad and needing to move all of his railroad equipment and remaining personnel from Zealand to Lincoln, another 1 ½ miles of track were laid to connect “Henryville”, as Lincoln was sometimes called, to the Pemigewasset Valley RR in North Woodstock. Henry subsequently sold this track back to the Boston and Maine Railroad and they built a depot.

The village of Lincoln continued to grow.



1898

Railroad shipments from Lincoln at this time included an interesting mix of commodities. In addition to lumber, they included lath, sawdust, charcoal, slabs and edgings, bundled wood, spruce butt logs for piano manufacture, clapboards, hemlock bark, and pulpwood. Based on an increased demand for wood pulp used to manufacture paper, J.E. Henry decided to build a pulp mill. Logs too small for lumber would be made into pulp to be sold to the paper mills down the Merrimac River. This decision would have great significance for Lincoln, both immediate and long term.

The large sawmill built in 1894 was destroyed by fire. It was immediately rebuilt and became operational in 1899 as a double mill and was only the second mill in the East to have a steam powered log turner.

Also by 1898, there was a hospital in Lincoln Village to which each man contributed 50 cents a month which entitled him to care in the event of illness or accident. It supported in-patients and several out-patients under the care of Dr. Bell. Extensive improvements were made to the J. E. Henry & Sons offices and general store. Over 400 men were working in Henry's multiple lumber camps in Lincoln.



1900

In 1895, Robert Newman started a clothing store, Newman's Dry Goods, on the north side of Main Street in the south end of Lincoln village, now, with an addition, the location of the Mountain Wanderer Maps and Books. Behind the original store and residence, Newman raised pigs.

It is possible that this led to the "Pig's Ear" reference for this part of town, beginning at the North Woodstock town line, going east to around Connector Road. It was about 1900 that this area became known by that name. There were at least two boarding houses there, one of which was the Pig's Ear Polander Boarding House which opened in 1901. Most of the boarders were mill workers of Russian, Polish or Lithuanian, or Irish descent. Most of the lumbermen, many of whom were French Canadian, lived in the Camps in the woods. Ernest Poole wrote in his *The Great White Hills of New Hampshire*, 1946, "Though in Lincoln he (J. E. Henry) allowed no saloons, just outside was a settlement known as the Pig's Ear where French Canadians, Russians, and Poles had a club in which

the liquor flowed free.” Pig’s Ear can be slang for beer, a cheap saloon, or an illegal drinking establishment. No conclusion has been made except that the area retained this name for many years.

In this same area was the “Jungle”, dense woods on the south side of Main Street about where Tedeschi’s is now. When the woods crew tired of work, they came to town and bought liquor. (Henry prohibited liquor in the woods.) They could frequently be found in the woods or the “Jungle”. When money ran out, some drank sterno (wood alcohol) or rubbing alcohol. A few were found dead. When the woods crews depleted, the truants were rounded up as vagrants and offered a choice – the County Farm or back to the woods. Most chose the latter. This continued into the 1940s and 50s.

1900

The population of Lincoln at this time was 541.

1901

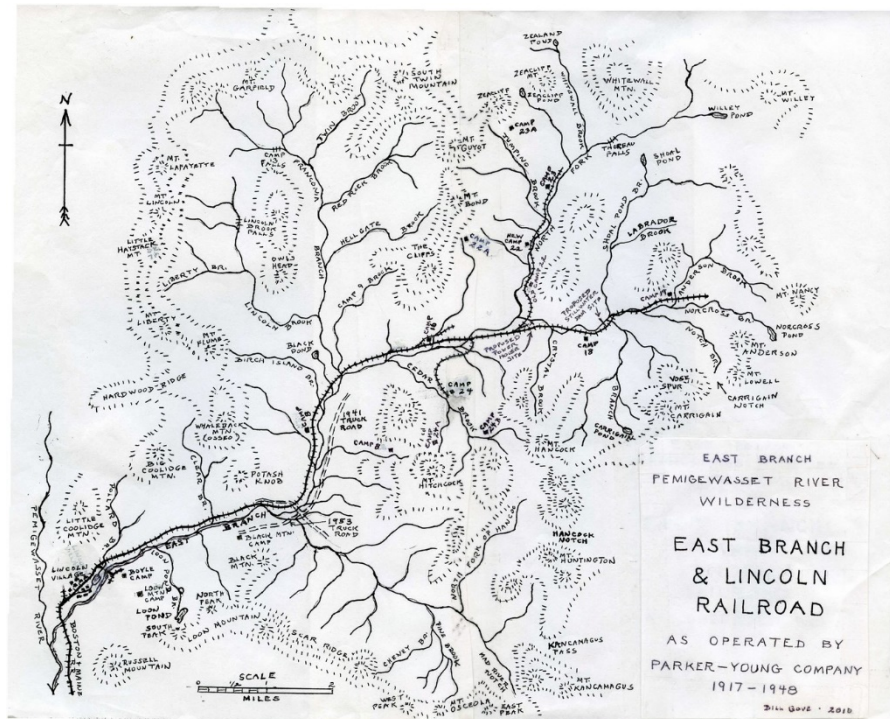
All of the town of Livermore lying in the watershed of the East Branch was annexed to Lincoln making it the second largest town in size in the state of New Hampshire, 130.9 square miles. (Pittsburg is the largest.) It is reported that J. E. Henry actually became the Republican representative to the N.H. General Court (1897-98, 1901-02) to facilitate this annexation. He voted on this, but very few other bills before the legislature.

1902

By May 1902, fifty houses had been built which were rented to employees at a nominal figure. Most were small, identical, one and a half story structures. All were painted the same yellow color with red trim. To house single workers, the Sawmill Boarding House was built. In addition to the company store, office, and post office (with J.E. Henry as postmaster), various other buildings at this time included a harness and blacksmith shop, a machine and railroad car shop, a grist mill, a stock house, and a brick round house which was not round, but rectangular in shape.



Several lumber camps consisting of a cook house, a bunk house (capable of accommodating 100 to 150 men), a horse barn (capable of housing 30 to 36 horses), a blacksmith shop, and a small store had been established. Each camp had 75 to 150 men and many winters there were four or five camps operating simultaneously. Under the Henry family ownership, 21 different logging camps were opened in the Lincoln woods from 1892 to 1917. Camps with a letter after the number were mountain camps established to harvest less accessible timber. These were not located on a railroad line. Over time, a few of the camps were opened up twice, and some of the numbers were duplicated. In total, the number of camps under both Henry and Parker-Young was 41. Most camps were portable, built in framed sections that could be moved to new locations (cutting areas) on railroad cars.



The camp cook and cookee were two of the most important men in the logging camps. Their job was to feed the other camp workers who usually spent 10 to 12 hours a day laboring in the woods. The basic menu seldom changed – a hearty breakfast and beef, potatoes, beans, and pastries for dinner. Tea was the staple drink in the early years. Each man had his own place at the table. There was no talking or very little talking at the meal table – no lingering when there was work to be done. It is claimed that Henry would fine a man if food was left on his plate.

The men in the woods were treated well by Henry and did not show any inclination to organize into a union. In the woods, food was good, the pay satisfactory, and bosses competent. Nationalities were mixed: Irish, Swedish, Russians, Poles, and a large percentage French Canadians. The loggers remained loyal to Henry even though he was a tyrant with respect to the treatment of his equipment and horses. Fines were imposed with respect to loss or damage. Twenty eight of the 47 camp rules involved the proper care and handling of horses for which J.E. Henry had great respect.

Rather than sell the pulp manufactured in Lincoln to outside paper mills, a paper mill was built in 1901-02 and became operational in April, 1902, under the name Henry Paper Company. The mill ultimately produced bond, white, and colored paper. When the Henrys saw that the timber stands would not hold out at their current rate of cutting, the lure of greater profits from pulp beckoned, and the sawmill was shut down in 1908.



Pulp and Paper Mills, c. 1910

According to the Plymouth Record, in 1902, the papermakers at the mill were persuaded to join a union and presented the Henrys with their grievances. The men wanted to work fewer hours for the same pay. The Henrys said that they would discuss the request with the men as individuals not as a union. On a Friday, the men stopped working and the mill was shut down. On Saturday, the Henrys paid the men and let them go. The mill was put back in operation with non-union help. It wasn't Lincoln's only strike, but the first.

The Lincoln Hotel (Lincoln House), which stood for more than 70 years, was built in 1902 by J. E. Henry on Church Street. It could accommodate up to 150 guests. The original Lincoln Opera House was located in the hotel. The hotel continued to be owned and operated by Henry's successor Parker-Young Company and later by Marcalus Manufacturing Company. The hotel was destroyed by fire in 1975. Lincoln's firehouse now sits on that location.



Lincoln Hotel

1903

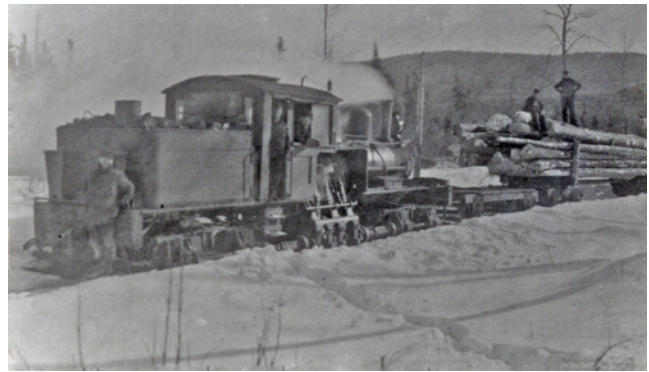
Saint Joseph's Catholic Church was built on land donated by J. E. Henry and Sons. J. E. Henry also donated \$2500 and the lumber to construct the church and rectory. The bell, on which his name was inscribed, was also given by J. E.

1904

George Johnson began to buy timber rights in 1901 and started logging below Georgiana Falls and above Bog Pond. He built a sawmill which began operation in 1904 on Hanson Brook in North Lincoln. Once it was up and running, he bought the timber from Publishers Paper Company in the large bowl in Lincoln and Woodstock which drains into Gordon Pond. He began to gear up for a major logging operation on the headwaters of the Pemigewasset. To house the mill workers, he bought many of the dwellings in North Lincoln. To accommodate increased student enrollment, a larger school was built to replace those established in 1861 and 1888. A small village was created with its own post office designated as Johnson, N.H.. It was located about where the Whale's Tale is today. In 1907, he established the Gordon Pond Railroad to service his logging activities. Johnson financed his expanded saw log operations by borrowing money from J. E. Henry. To repay the loan, he delivered sawed spruce logs by rail to Henry's large sawmill in Lincoln.



Johnson Clear Cutting



Gordon Pond Railroad



Post Office in Johnson, NH

Dr. Edward Burt came to Lincoln from Plymouth in 1904 and became one of the town's most beloved citizens. For more than 35 years, he was responsible for the health and well-being of everyone in Lincoln and in the mills, as well as providing occasional veterinary services. In the 1964 bicentennial commemorative book, it was stated that "No man ever gave more of himself to a community." Dr. Burt's longtime home on Main Street (formerly the home of John Henry until his move to California) is currently home to the American Legion Post.

1905

The Lincoln Public Library opened on Church Street (the corner where Flapjack's is today) in a small two room building (previously a barber shop) provided rent free by the Henry Company. On its shelves were 216 books, including 50 volumes of the best French fiction. The library moved to its current location and building about 1915. This building remained in its original state until 1970 when it was enlarged to double the area. Another expansion occurred in 1996. Today the library is one of the best in the country having been awarded Five Stars based on their level of service by the Library Journal. It is the only Five Star library in N.H..

The first school in Lincoln village, built by J. E. Henry in the area of the mill yard, opened in the Spring of 1894. Miss Nellie Norris was the teacher. It was three stories with two ungraded school rooms on the first floor, a large community hall on the second floor which was used for public meetings, dances and church services, and an attic, the stairs to which were closed. The attic was used as a lodge hall for secret meetings. When the Sawmill Boarding House burned in March, 1905, the school was moved a short distance to where the boarding house had stood and made over to that purpose. School was then held in the basement of the newly erected Catholic Church for the remainder of the school year.

At a cost of \$4000, Lincoln's first elementary/ grammar school (which subsequently burned) was built in 1905 on the site of what would later become the location for Charkarohen Hall. It too was a large building with two rooms downstairs and two rooms upstairs, as well as having a basement with toilets and heating facilities. The old school had to depend on a wood stove in each room for heat and only had outside toilets. The new one was definitely modern by comparison. The two rooms downstairs were for the lower grades, and the south room upstairs was for the sixth, seventh, and eighth. The other upstairs room was used as a community hall. During the winter of 1906, North Lincoln students were carried to and from school by the "genial" mailman. At this time, there were no high school facilities in Lincoln. High school students had to go to Plymouth, taking the early train down and coming back on the last train at night.

As Lincoln grew, so did the student population: 22 in 1890, 84 in 1895, 96 in 1900, 118 in 1905, and 186 in 1910.

In a move to provide cheaper power to the mill, the Henry Company harnessed the potential in the flow of the East Branch of the Pemigewasset to generate electric power. First, the No. 1 dam was built and the water diverted through a wooden penstock to turbines installed behind the pulp mill. Subsequently, when more power was needed the No. 2 dam was built with a steel penstock conducting water a half mile to an electric power plant below the dam.

Almost opposite the No. 2 dam, two miles east of the village, eight to ten charcoal kilns were established. Charcoal was profitable at this time and the Lincoln kilns produced 300,000 bushels yearly most of which were sold to the steel mills in Worcester, Massachusetts. This ended with the adoption of the Bessemer process in the steel industry.

Having entered into an agreement with J. E. Henry and Sons in 1903 to buy and harvest all the birch, beech, and maple standing within 2 miles of the railroad above the Henry's Dam #2, the Dodge Clothespin Company of Caudersport, PA, opened a clothespin factory. The factory was built in 1904 at the east end of the village near the site where J. E Henry had temporarily operated a small sawmill when he first arrived in Lincoln. In 1906, the Dodge Company also built a large store and a group of tenement houses near the mill. For many years, this area of town was known as the "Clothespin". The operation only lasted 8 years. The factory was located where the Nordic Inn now stands.



Dodge Clothespin Factory

1906

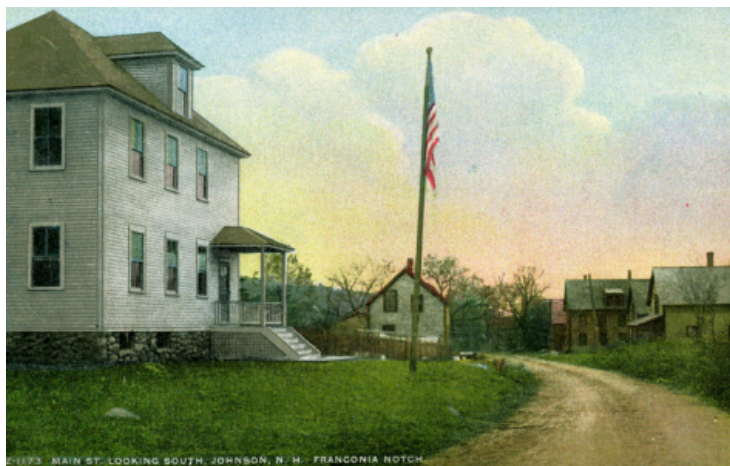


Lincoln in 1906

The paper mill was heavily damaged in an early morning fire in February. Because the building was supposed to be fire proof, the Henry's had only carried partial insurance on the structure. The mill was immediately rebuilt and back in operation by June.

Although most of the Henrys leaned toward the Baptist or Congregationalist religious sects, Mrs. John H. Henry, the wife of J. E. Henry's eldest son, went her own way and organized an Episcopal Church. In 1906, a lot was purchased on the east side of Maple Street, the first settled street of dwellings in Lincoln Village. Initially, services were held in homes and the school house as the church itself was not wholly completed until 1909. When the Episcopal Bishop could not provide a resident minister to support the church, Mrs. Henry gave the church to the Methodists. At the same time, her brother-in-law, George Henry, was building a Baptist Church. Even though they had been given a church of their own, the Methodists decided to join the Baptists. With the help of Mrs. Charles Henry, the wife of J. E. Henry's youngest son, the Episcopalists bought the church back. However, faced with debt, by 1912, they decided to join with Episcopalists in North Woodstock to establish the Church of the Messiah in that town. George Henry bought the Maple Street church for a Town Hall. The church which became the Town Hall is now a local residence.

In 1906, a new school was built in Johnson (North Lincoln). From 1906 to 1915, children in North Lincoln attended the Johnson School located near the Johnson Company's mill along what is now Route 3. The building was moved from its original location and became the personal residence of Murray Clark.



Johnson School

1907

May 13, 1907, was the day of the great fire. Starting in the company barn and spreading quickly, when it was seen that all the buildings on Main Street might catch fire, calls went out for help from as far as Plymouth, Laconia, and Concord. Within an amazing time of 55 minutes, special trains rushed fire apparatus to Lincoln, but to no avail. Several buildings and tenant houses on both sides of Main Street were destroyed.



Lincoln after the Fire, May 13, 1907

1908

With many improvements under the oversight of Dr. Burt, the Lincoln Hospital was moved to a new building erected for that purpose. The new hospital had 20 rooms, was lighted by electricity, and heated by steam. It was furnished with the most modern appliances for the care and treatment of the sick and injured. The Udderly Delicious ice cream shop is in that location today.

1909

The Union Church was built by George Henry (J. E. Henry and Sons) on Church St. next to the Lincoln Public Library. It was initially Baptist, joined by the Methodists, and changed to nondenominational in 1927. It ceased being a house of worship in 1980 and, in 1985, became the home of the Upper Pemigewasset Historical Society.



The old spruce timber stands contained a lot of northern hardwoods for which George Johnson in North Lincoln had a limited local market. Realizing that the spruce timber was exhaustible, in 1909, the Johnson Lumber Company made a deal with a hardwood flooring manufacturer, Edwin Mattson of Pennsylvania, and conveyed all the rights to their standing hardwood trees to Mattson. The Mattson Manufacturing Company built a large flooring mill in North Lincoln about a half mile south

of Johnson's sawmill. The company also built a small row of houses for workers along what is now Bog Brook Road. Across from the Mattson flooring mill, the Pennsylvania Hub Company built a small mill to manufacture wagon hubs from yellow birch. The hardwood timber supply failed to meet expectations and the flooring operations lasted less than five years. The mill burned and Mattson returned to Pennsylvania.

1910

A new, large Company Store, subsequently owned and maintained by Parker-Young, Marcalus, and Franconia Companies, was established. It also housed the post office and some Company offices. Mill workers could shop for groceries, clothing, hardware, toys, fabrics, notions, cosmetics, and sporting goods. The bill was deducted from the worker's wages. The store is currently the location of Lahout's Ski Shop.



1911

Prior to 1911, grammar school graduates had to go to high school in Plymouth, going back and forth on the railroad every day. One of the Henry boys was hurt while in Plymouth, and J. E. decided to have a high school in town. In the fall of 1911, a high school was started in part of the grammar school. The location of the high school was moved to a hotel and subsequently to the Episcopal Church on Maple Street. This church would later become the Town Hall. As attendance began to grow, a new high school was built on Maple Street in 1916. The building was originally designed to accommodate 56 pupils, but it soon exceeded this and part of the Town Hall was again used for school purposes.

1913

The Indian Head Profile is a 100 foot natural rock formation at the summit of Mt. Pemigewasset which was exposed during a forest fire in 1901. Indian Head Resort was initially founded as Indian Head Estate by Ray Gordon in 1913 on the site of the old Guernsey family farm. Having boarded stray hunters, he soon realized that sheltering and feeding others could be a profitable business. He cleared an open space, built fireplaces, set up tents, and opened a small restaurant. Ray started with ten campsites later grew to 70 cabins and bungalows and then more. The first cabins were financed by Charles B. Henry. In the 1920s, as entertainment for the guests, Indian Head also had three trained bears under the care and supervision of Oliver Morris. The bears were later sold to the Clark

family for use in their growing attraction a few miles south. A popular drink at Ray's souvenir store was "Bear Beer" which sold for 15 cents a bottle.



To view the Indian Head profile, the first observation tower was moved to the property in 1921, a 72 foot wooden tower that had formerly stood in Littleton. The first tower on the west side of Route 3 was replaced in the early 1930s by a 100 foot steel tower. The steel tower, original souvenir store, and restaurant were moved to their present location in 1953 to accommodate the widening of Route 3 North. John Aldridge, Ray's right-hand man for several years, designed and supervised the building of the new store, coffee shop, dining room, bar, and new modern motel as they still are today.



Since 1962, under the management of the Spanos family, Indian Head has grown from a simple destination camp to a full service resort.



1915

George Johnson's logging operation in North Lincoln was done and the mill burned. During its short life, the Johnson Lumber Company cut about 150 million board feet of lumber.

1917

The Henry Paper Company absorbed the J. E. Henry & Sons Company. Subsequently, the Henrys sold all their operations in Lincoln to Parker Young Company for \$3,000,000.

1919

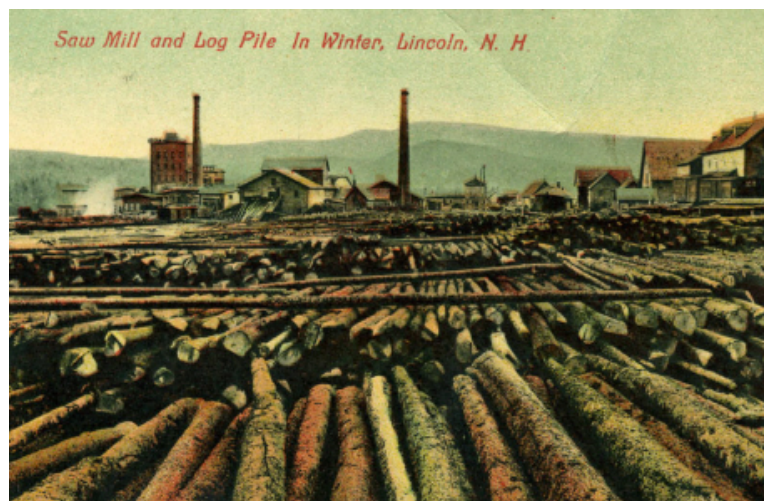
Three days before graduation in June 1919, Lincoln's elementary school was destroyed by fire. By January 1920, a new school for elementary and middle school students was built on Church Street. School was held in the basements of two churches and in the town hall pending its completion. In 1928, a large addition was built onto the school effectively doubling its size. A music room, manual training room, and domestic arts rooms were also added for the use of both the high school (on Maple Street) and the elementary/ grammar school. The play ground between the two schools was known as McGolrick's Field.

1920

Charkarohen Hall, built by Charles B. Henry on the site of Lincoln's first elementary school that had burned in 1919, opened in 1920. The name was derived from the combined names of the C.B. Henry family – **Charles**, **Katharine**, and **Rose Henry**. It housed a movie theater which seated 400 and boasted early runs of all the big releases of the day. Upstairs was the Masonic Hall. For many years, it served as the town's cultural center playing host to many social functions. It was also home to the Granite State Bank. Today it is the Coolidge Place condominiums.



In the same year, Charles B. Henry built the Henry Mansion at a reported cost of \$375,000 in what is now appropriately known as the Mansion Hill area of town. Following his death in 1922, the manor was operated as the Mansion House Hotel for several years. The mansion was destroyed by fire in 1943.



Saw Mill and Log Pile, c. 1920



The Log Pond

The Lincoln Inn was built about the same time (early 1920s) on Main Street, at the present day site of the Lin-Wood High School front field. A modest hotel, owned and operated by the mill, it mainly housed middle management personnel from the paper mill. It was also home to the offices of Parker Young and the Boy's Club. It was closed in 1935 and burned in 1960.



The population of Lincoln at this time was 1478.

1925

The Parker-Young Company in 1925.



1927

A flood nearly destroyed the mill. Dams and penstocks were washed away and the logging railroad was badly damaged. The Pemigewasset Valley railroad, including two large bridges, was also washed away. In cooperation with the B. & M. Railroad, the latter rail was restored and Lincoln's industry was saved.

1928

Clark's Trading Post in Lincoln, New Hampshire was founded in 1928 by Edward P. and Florence M. Clark. Featured on The History Channel, National Geographic, Good Morning America, and other broadcast and print media, Clark's is one of the few roadside attractions in America that remains dynamic today and is operated by the same family. This is how it all began.

On a sunny day in 1928, the Clarks, looking to relocate their Eskimo sled dog exhibit to a well-traveled tourist highway, spied a parcel of land for sale in Lincoln in the White Mountains not far from the famous Franconia Notch. The land, originally owned by Simon Tuttle, was destined to become the home of what was named Ed Clark's Eskimo Sled Dog Ranch. The fledgling business featured champion teams of Eskimo sled dogs imported from Labrador and artifacts from the far North. While working for his uncle establishing trading posts on the coast of Labrador, Ed fell in love with the proud rugged dogs of that district. He imported purebred dogs to exhibit, breed and race, and both Florence and Ed became well known in the sled dog racing community.

The couple built a roadside stand from which they sold maple products, souvenirs, postcards, furs, and tonic. For 10 cents visitors enjoyed a guided tour of the Eskimo Dog Ranch and saw curios of the Arctic. The Clarks' young sons, Edward and Murray, grew up with sled dogs. Exercising, training, feeding, and cleaning more than 60 dogs each day kept the entire family busy!

In 1931 Ed purchased his first black bear to help attract passing tourists. Soon bears became part of the family, and it was not uncommon for the Clarks to raise young cubs in the kitchen of their home.

Prior to marrying Ed, Florence had no experience with sled dogs. However, under Edward's guidance, she became a very proficient driver and, in the winter of 1932, alone with her faithful dogs led by Clarkso, Florence became the first woman to successfully reach the summit of Mount Washington by dog team when it was deeply covered in snow and the Auto Road was closed.



One of Edward P. Clark's proudest moments came in 1939 at the Westminster Kennel Club Show at Madison Square Garden, when his seven-dog team won the World's Championship Sled Dog Hauling Contest, by pulling a 4,200 pound wheeled truck.

During World War II, as part of the Allied effort, some of the Clarks' finest dogs were delivered overseas. Young Edward took 24 dogs to Iceland, and Murray delivered 40 dogs to Scotland. The brothers returned from the war, Edward from the U.S. Merchant Marine and Murray from the U.S. Navy. Interest in the sled dogs was waning, so in 1949 they started to teach and train bears for show work. Murray Clark performed with the bears for an astounding 54 years in a show that continues to this day.



Murray Clark

In order to recognize the efforts of the entire family, in 1940 the business name changed to Clark's Trading Post.

In the early 1950s, fascinated by steam power, the brothers began to rescue locomotives from the cutting torch and scrap heap, creating green pastures for iron horses at the Trading Post. This collection became known as the White Mountain Central Railroad, showcasing restored Climax, Heisler and Porter locomotives. From 1963 to 1965, a railroad covered bridge located in East Montpelier, Vermont was carefully dismantled, transported, and reassembled by Edward M. Clark, his two teenaged sons Eddie and David, and a dedicated crew. Finally it was in place, carrying the tracks of the White Mountain Central Railroad over the Pemigewasset River, a monumental accomplishment.

Among other steam locomotives rescued and restored by the Clarks is the #5 Baldwin that was purchased new by the J.E. Henry Paper Company in 1906, and driven by Louis Boyle on the East Branch & Lincoln Railroad from 1906 to 1946. In 1969, at the end of its career, the Baldwin was used as a yard switcher. By 1999 the locomotive had been on static display for many years at the entrance to the Loon Mountain resort. It was moved to Clark's Trading Post in exchange for a Porter 50-ton saddle tank engine built in 1917, also used on the East Branch & Lincoln Railroad. The Porter is now located at the entrance to Loon Mountain. The Baldwin has been fully restored by the Clarks, and is run on special occasions.

As the business continued to expand, so did the Clark family. The Clark brothers had married the Avery sisters of North Woodstock, and nine children were the result. On any summer day at the Trading Post, as many as 20 family members, including members of the fifth generation, work together. The family's many and varied talents and strong involvement have helped the business flourish. Today, the Eskimo dogs that launched the business are just a memory, but in their stead you will find museums of authentic Americana, a Victorian-style Main Street, beautiful trained bears, Merlin's Mystical Mansion, Segway rides, an ice cream parlor, Photo Parlor, water bumper boats, scenic train rides (watch for Wolfman!), calliope and other happy music, and the largest gift shop in northern New Hampshire—fun for the entire family.

Florence and Ed would be proud of how their simple beginnings have evolved into the thriving family enterprise it is today!

Also in 1928, the United Shoe Machinery (USM) Corporation opened a heel mill in Lincoln. Parker-Young had been occasionally sawing hardwood logs for a small shop making chair backs. When a second manufacturer using hardwood came to town, Parker-Young razed the old Henry sawmill and built a new building intended to support hardwood operations on the same site. Parker-Young used the upper floor for a new saw mill and the chair back factory. USM leased the lower floor for cutting and drying hardwood to be used in making heels for ladies shoes. [Parker-Young supplied about 30 cords per day of maple and birch cut in 4 foot lengths. USM cut these logs into strips suitable for making different size and shape heels. They dried the strips in steam heated kilns which were built as part of the mill. The brick walls in the Lincoln Village Shops are the remnants of the kilns. The corridors in the Shops originally had a narrow gauge set of rails used for moving the wood strips in and out of the kilns which operated 24 hours a day, seven days a week. After drying, the strips were planed and sent to USM shoe factories. Sending each factory just the right size and shape heels saved USM substantial money. The operation employed 40 workers and lasted about 20 years (1947).

1929

The Hotel Franconia was built in 1929. The main building had three stories and a roof garden from which visitors could get a marvelous view of the mountains. It was built with the idea to provide maximum beauty and comfort for the guests. It had 48 rooms each equipped with 5 electric lights, a telephone, running water, and all but 15 of the rooms had a connecting bath. The grounds were spectacular. The hotel burned in the early 1950's.

The Boothby Company started the production of molded paper plates in another new building constructed at the mill. The plant was capable of manufacturing about one million pie plates daily, using 15 tons of pulp supplied by Parker-Young. Sixty employees worked three shifts. Although they had plans to diversify, the operation only lasted to 1931.

1930

The population of Lincoln at this time was 1548.



Picture of the Power House in 1930

1933

Parker-Young was forced to declared bankruptcy. The devastating flood of 1927 had damaged the logging railroad, washed away dams and penstocks, and nearly wrecked the mill, costing the company a half a million dollars. Then came the Depression years and the mill was only operating three days a week at times. These were difficult times for Parker-Young.

1935

The high school burned in a terrible fire. The fire department was greatly handicapped because, after it had been used to flood a hockey rink, much of the fire hose needed to fight the fire was stored in the basement of the high school. Classes were held in the grammar school until a new high school was built on Maple Street. The two story wooden structure served as the town's high school from 1936 to 1964.

1936

Having declared bankruptcy in 1933, Parker-Young sold one of its major assets, 69,969 acres of forest land in the East Branch watershed, to the U.S. Forest Service for \$2.50 an acre. Signed into law by President William Howard Taft in 1911, the Weeks Act permitted the federal government to purchase private land in order to protect the headwaters of rivers and watersheds in the eastern United States. The sale included an agreement that Parker-Young would retain the timber cutting rights for the next 20 years.

The logging operations had removed almost the entire forest cover between 1890 and 1940, but many years of regeneration have virtually eliminated all signs of that era. Today, as part of the White Mountain National Forest, that land attracts increasing numbers of tourists and sports enthusiasts to Lincoln. Many of the excellent hiking trails are in fact the roadbeds of the EB&L RR and are as solid today as when first built.

1938

The Hurricane of 1938 did not spare Lincoln. In addition to swelling local rivers and destroying bridges, it ravaged acres of virgin timber stands throughout the White Mountains.

1943

The Charkarohen Farm on Pollard Road was the town's last operating farm. It was located about where the Father Roger Bilodeau Community Center property is today. In 1943, fire destroyed the barn. The farm was built by Charles Henry in the years after his family sold out to Parker-Young Company. In its later years, it was known as Mount Coolidge Farm. The main farmhouse subsequently became the home of Sherman and Rachel Adams.

1946

The entire assets of the Parker-Young Company were purchased by the Marcalus Manufacturing Company. What they acquired was a 45 year old pulp and paper mill with the original paper machines and the remains of the East Branch and Lincoln Railroad. Due to financial problems, Parker-Young had not maintained the railroad tracks which were slowly deteriorating. The Shay No. 5 was the only locomotive negotiating the crumbling line into the woods to pick up logs laying rail side or take up track itself as operations were being cleaned up. By 1948, the only rail left in the woods was about three miles of the main line from the Lincoln yard to a point just above Camp 3. In the end, the Lincoln venture did not go well, as the old paper machines could not manufacture enough quantity of tissues, towels, and other low grade paper products to compete efficiently in the market.

The Kancamagus Recreation Area, a small ski area owned by the Town of Lincoln, opened in 1946 as the Lincoln Ski Tow. The trails were first cut by local families and it is all about community. In the beginning, a motor from the nearby mill was brought to the area and converted into a rope tow. Edmond Gionet was the first lift operator. It has been improved and kept in operation for decades by locals and later with the help of nearby Loon Mountain. Today, the Kancamagus Recreational Area features a high speed rope tow that serves a large intermediate slope and a side trail. A slope without lift service is available for novice skiers and for sledgers. The area has snowmaking, grooming, and night skiing on the main slope.

1950

The Marcalus Manufacturing Company reorganized as the Franconia Paper Corporation with Robert Marcalus as President. Several million dollars were invested in paper making equipment to produce a competitive high grade sulphite bond paper. Employment at the mill increased.



View of the Mill Area in 1950

After the Franconia Hotel burned in 1950, Lawrence and Marge Woodward built Woodward's Motel on the northerly end of the property. Their sons ran Woodward's Resort at the same location. On the southern end of the former Hotel Franconia property, Natureland was built by Walter Jock from Wells River, Vermont. Natureland started as a wild animal park and evolved into Noah's Ark and Animals which included a few amusement rides. Stan and Francine Hilliard expanded and improved Natureland over many years. In recent history, the Whales Tale Water Park has replaced Natureland.

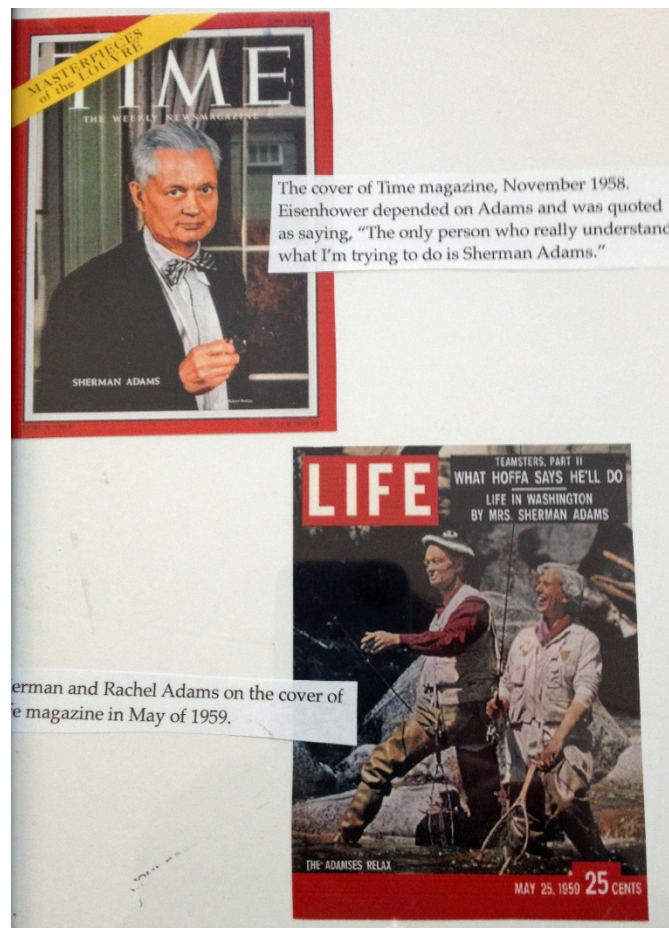
The last of the logging camps to operate out of the Lincoln mill was the Black Mountain camp which ran for several seasons in the early 1950s. Unlike the earlier camps, this camp was accessible by motor vehicle, not locomotive.

1955

One of the more memorable events in Lincoln history occurred when President Dwight D. Eisenhower visited on June 24, 1955. After giving a speech at the Lincoln High School, he went on to celebrate the 150th anniversary of the Old Man of the Mountain. The President was introduced by Sherman Adams, his Chief of Staff from 1953-58. Adams was the first person in this position to enjoy the explicit title of "Chief of Staff" and was considered to be one of the most powerful men in the U.S. at that time. In November, 1958, his picture appeared on the cover of Time Magazine. Eisenhower depended on Adams and was quoted as saying "The only person who really understands what I'm trying to do is Sherman Adams".

Sherman Adams was a long time Parker-Young Company employee who had worked his way up through the ranks to Manager of Timberland Operations. A Dartmouth College graduate, he entered

the political arena in 1940 when he was elected to the N.H. House of Representatives. In subsequent years, he was elected to the U.S. House and served as Governor of New Hampshire for two terms. As Chief of Staff for President Eisenhower, he was exceptionally powerful. It appeared to many that he had virtual control over White House staff operations and domestic policy which alienated traditional party loyalists. Although there was never a judicial finding, he was pressured to resign in 1958 when it was revealed that he had accepted an expensive vicuna overcoat and oriental rug from a Boston textile manufacturer who was being investigated for Federal Trade Commission violations. When Adams left in 1958 and Secretary of State John Foster Dulles departed the next year, the Eisenhower administration went into a two year period that lacked direction.



Adams returned to Lincoln to start Loon Mountain Corporation. Both he and his wife Rachel were very active in the community. Sherman Adams died in 1986 and he is buried at the Riverside Cemetery in Lincoln.

1959

The Kancamagus Highway was opened on a limited basis in 1959 after two dead-end stretches of road were linked near the Kancamagus Pass, creating a connection between what would become Interstate 93 in Lincoln and New Hampshire Route 16 in Conway. Known as "The Kanc," the 34.5 mile road was completely paved in 1964, and, in 1968, it was plowed for the first time. At its highest point, it is just under 3000 feet. It is well known as one of the best fall foliage viewing areas in the country. It has been designated a National Scenic Byway by the U.S. Department of Transportation.

In February, 1959, two Hanover area doctors died after their Piper Comanche crashed deep in the Pemigewasset Wilderness along the former EB&L railroad grade. Dr. Ralph Miller, 60, and Dr. Robert Quinn, 32, actually survived the crash, but were unable to find their way safely out of the woods. They succumbed to the elements, never knowing that they were less than two miles from a Forest Service ranger cabin. Despite a major air and ground search, the plane was found some 75 days after the crash lying upside down on the Thoreau Falls Trail. There is a monument just below Jumping Brook which marks the spot where the plane crashed.

1960

In June, 1960, the last log passed through the company sawmill bringing a permanent end to logging in Lincoln. The Franconia Paper Corporation continued to operate its old, outdated pulp and paper mill for another 10 years. Also in 1960, the Flood Control Project upstream from the Franconia Paper Corporation was completed. It included repairing the No. 1 Dam and the installation of about 1500 feet of heavy rock riprap (the levee) along the dike previously constructed by the Franconia Paper Corporation. The rock facing was of such size that each truck could only deliver four or five stones to a load. At this time, the entire project was examined and transferred from the U.S. Army Corps of Engineers to the Town of Lincoln.

The newly built Lincoln Post Office was opened in what is now the location of the Great American Ski Company. Two murals painted by Robert Hughes of Berlin, N.H., portraying different eras of the town's history were dedicated at the opening ceremonies on Memorial Day, 1960. The murals represented the growth of Lincoln from the granting of its charter in 1764 to its settlement and development as a mill town. While the Post Office was moving to Lincoln Center North in 1987, the murals were placed in storage and almost lost. They were subsequently retrieved and now hang in the current Post Office.



In the first mural is seen the wood burning engine J. E. Henry brought from the Zealand, N.H., operation to Lincoln. The figures represent the Boyle, Doyle, and Doherty families, many of whom came from Zealand to work on the logging railroad. The steam dipper duck crane in the background moved on the railroad track and hoisted the logs off flat cars onto log piles near the mill pond.

Other figures represent:

Martin Brown in the yellow raincoat, manager of the Parker-Young Company, and members of the Stanley family, former residents connected with Parker-Young in the early 1900s.

Two lumberjacks with a cross-cut saw and an ax represent the men who emigrated from Ireland, Poland, Russia, Lithuania, and Finland to find work in America. An additional note: many of the men who worked in the woods were of French Canadian descent.

Dr. Burt, a true "horse and buggy" doctor, is waving from a sleigh. He attended the sick from the early 1900s to the mid-1940s in all kinds of weather.

A snowroller with a six horse hitch such as Billy McGee used to roll the snow covered winter roads.

The buildings represent a log house typical of the one built by Thomas Pollard in 1841, the first sawmill, and the first worker homes built by J. E. Henry.

J. E. Henry is seen driving his pair of black horses of which he was very proud. Watching him pass is Jim Cary, the town "cop" for many years, who's "Ye kids scamper!" was fondly recalled by many residents.

On the far right is part of the veranda of the old J. E. Henry home on Pollard Road.



The second mural represents the growth of Lincoln from the granting of its charter in 1764 to its development as a mill town nestled the mountains of New Hampshire. Highlighted is the historic visit of President Dwight D. Eisenhower on June 24, 1955. The setting is the former High School on Maple Street. The two large figures are President Eisenhower and his Chief of Staff, former New Hampshire Governor, Sherman Adams of Lincoln.

The population of Lincoln at this time was 1228.

1961

On September 19, 1961, while driving south on Route 3 to their home in Portsmouth, NH, Betty and Barney Hill observed a large, silent, hovering, brightly lit, cigar shaped object. The Indian Head Resort is the last property they remembered prior to finding themselves miles south of Lincoln with two hours of missing time. It was the first widely reported and documented UFO abduction in the U.S. On July 20, 2011, the State of New Hampshire erected a historical marker to commemorate the 50th anniversary of the close encounter. The marker is located next to the highway in front of Cabin 20 at the Indian Head Resort.

1964

A gala celebration was held for Lincoln's 200th anniversary.

Following the formation of the Lincoln-Woodstock (Lin-Wood) School District in 1962, a new high school serving both Lincoln and Woodstock students was opened in 1964 on land across from the mill property. Enlarged several times in the last 50 years, the facility now holds grades 6 to 12.

During the 1960's, the old high school was home to the Lincoln Opera House. Rachel Adams, wife of Sherman Adams, started the theater in the early 1960s and it operated for 6 years. Plays were presented on the old high school stage. In a speech to the New Hampshire Appropriations Committee in 1967, she stated "When we started the theater there were very few people who had ever seen a live theater show. Within the first two years, we noticed a distinct difference in the village. A drama club was formed in the high school and youngsters came to our plays." During the Lincoln 200 celebration, three performances of The Lincoln Drama (a play depicting Lincoln's history to 1964) were presented at the Lincoln Opera House over three days.

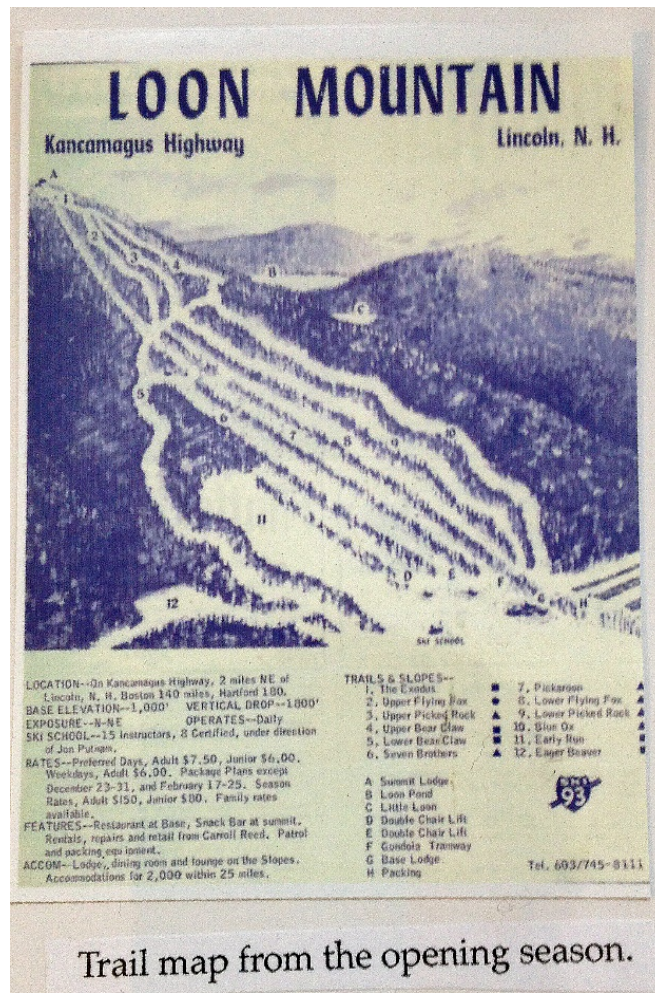
Rachel Adams was an active member of the Lincoln community and headed the Lincoln Arts Council. She was also an accomplished artist herself. Her community spirit and love of the arts was carried forward by her daughter Jean Hallager.

In 1968, the high school was purchased by the Penguin Ski Club which continues to occupy the building today. After its purchase, Rachel and Sherman Adams often stopped by the club to visit and stay for dinner. Sherman continued to visit even after his wife passed away in 1979. During the summer months, the Ski Club has retained its theater connection by providing residence to visiting actors performing in the current Playhouse.

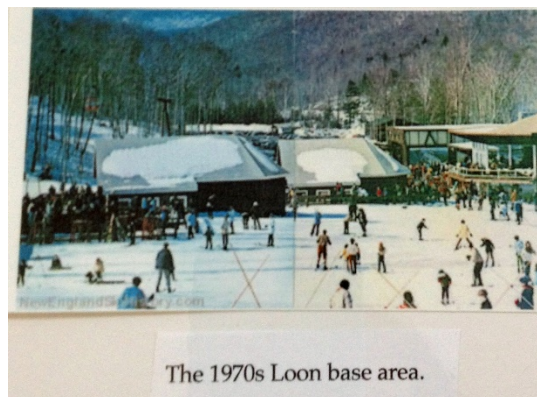
1966

Loon Mountain was founded by a group of local businessmen led by Sherman Adams, former governor of N.H. and White House Chief of Staff for President Dwight D. Eisenhower. Loon opened December 27, 1966, with 10 trails and three lifts, including two chair lifts and a gondola. The first major expansion happened in 1980 with the addition of the Governor Adams Lodge and two additional double chairlifts. In 1984, Loon developed North Peak, adding another chairlift, doubling the amount of advanced and expert skiing terrain and increasing the vertical drop to 2,100 feet. At this time, there were six chairlifts and the gondola to carry skiers to 35 trails. The South Peak expansion added two additional quad lifts and 60 acres of terrain in December, 2007. Today Loon covers three peaks and offers over 60 trails and six terrain parks serviced by 12 lifts. The majority of the skiing terrain is located in the White Mountain National Forest and is leased from the US Forest Service.

Loon was built at a time when Lincoln's paper mill was on its last legs and helped transform Lincoln from a community solely dependent on the mill to a four season destination for tourists and sports enthusiasts.



Trail map from the opening season.



1967

The Kancamagus Hotel, formerly Labrecque Hall, was destroyed by fire. The hall was previously damaged by fire in 1922 and rebuilt closer to the road with balconies facing Main Street. The original building was the residence of Joseph and Elisa Labrecque and their ten children. It had a floor for roomers and servants and rental space for barbers, clothing stores and others. It also had the first large meeting space in Lincoln and was used for many events. There was a 45 foot steam laundry and barn out back. The Kancamagus County Store now stands in that location.

1970

The Franconia Paper Corporation was forced to shut down the paper mill in June 1970 for failure to comply with anti-pollution regulations. The company subsequently filed for bankruptcy in August. With the introduction of new river classification standards it would become even more difficult for the aging mill to meet increasingly stringent pollution control requirements in subsequent years. Although \$13 million went into pollution control at the mill and it became a model for a non-pollution paper mill, with old equipment (some dating back to 1902), it couldn't compete. This led to its final shut down in 1980.

1971-1972

The paper mill was owned by Franconia Manufacturing Company. It was shut down in April 1972 and there was a mortgage sale in August of that year.

1973-1975

The paper mill was owned by Profile Paper Company. When a flood washed out the rail tracks, the B&M RR ceased rail operations above Meredith, N.H., and the mill was forced to close in 1975.

1974

The completion of Interstate 93 through Lincoln to Exit 33 was a very important event in the transformation of the Lincoln area from an industrial to a tourist community.

1975

In 1975, BURNDY® established a manufacturing facility in Lincoln. BURNDY® was founded in 1924 as Burndy Engineering Company by Bern Dibner. Having identified a need for improved methods for connecting electrical conductors and joining power system substations, Dr. Dibner designed a universal connector, requiring neither soldering nor welding, which enabled a unified grid. In 2009, BURNDY® was acquired and became a subsidiary of Hubbell Incorporated. BURNDY® today is a global organization that has pioneered the manufacture of electrical connectors for Commercial/ Industrial, Utility, Renewable Energies, Telecommunications, and OEM markets. The original BURNDY® product is manufactured in one of six locations: Lincoln and Littleton New Hampshire, Bethel Connecticut, Brechin Canada, Toluca Mexico, and Sao Paulo Brazil. In Lincoln, BURNDY® is located on Bern Dibner Drive off Connector Road.

BURNDY® selected Lincoln as they were looking to expand their manufacturing base into an area within a reasonable driving distance of the corporate headquarters at that time. They were also looking for a community that had an available labor pool and a business friendly environment. Today BURNDY® employs approximately 250 people at their Lincoln location. Over 12,000 different products (electrical connectors) can be manufactured in the Lincoln facility.

Founded in 1975, the New Hampshire Highland Games & Festival began as a Clan picnic at Loon Mountain Resort with events, much the same as many of the “games” which are put on in Scotland today. As the Games grew the originators incorporated the organization as a non-profit organization under the name, New Hampshire Gathering of the Scottish Clans, Inc., since it involves far more than a single clan group. The New Hampshire Highland Games & Festival (NHHG&F) is one of the largest and most diverse celebrations of Scottish arts and culture in North America. A unique blend of competitions, music, dancing, education, food, vendors and activities for the entire family, the Games draw people from New England, eastern United States, Canada and Europe. NHHG&F has been recognized as the largest cultural festival held in New Hampshire each year. The NHHG&F draws people who have Gaelic connections, want to be Scottish for a day, or those who love the pageantry and color of the ceremonies and the sounds of the pipes and drums reverberating in the New Hampshire highlands.



1975-1978

The paper mill was owned by the New England Pulp and Paper Company and then the Connecticut Bank and Trust Company.

1976

The White Mountains Visitor Center opened.

1978-1980

The paper mill was owned by Franconia Paper Company, Inc. June 11, 1980, was the final day of the Lincoln mill operation, some 78 years after it had been built by J. E. Henry and Sons. In October, the mill was auctioned off to Franconia Investments.

1984

The state Industrial Development Authority gave preliminary approval of up \$7.8 million in industrial development bonds to CMB Construction of Campton to develop The Mill at Loon Mountain. Phase I of the Mill would include a 60,000 square foot specialty center containing a new 230 seat restaurant, several retailers, boutiques, and even a food court. Nearly two thirds of the first phase involved renovating the old mill buildings, some of which dated back to the late 1800s. The only new construction in Phase I was to link the old buildings so that shoppers could get from store

to store without going outside. Every effort was made to preserve the materials and integrity of the old buildings. Phase II was to be a neighborhood shopping center including a supermarket and other commercial elements designed to service an imbedded population and a motor inn. The developers, Lincoln Mill Associates, believed that the first two phases were definitely feasible. The ultimate development of an associated resort community to include a hotel, conference center, sports center, golf course and residential condominiums would be conditional based on many factors, not the least of which was the development of Loon's South Mountain and the US Forest Service.



Lincoln's growth spurs Mill at Loon Mountain

The state Industrial Development Authority has given its preliminary approval of up to \$7.8 million in industrial development bonds to the developers of The Mill at Loon Mountain, a multi-million-dollar resort development that's being built along the Kancamagus Highway in Lincoln.

The Mill at Loon Mountain is the brainchild of CMB Construction, a Campton-based firm that for the last 12 years has specialized in the construction of vacation homes and condominiums throughout central New Hampshire.

"We've waited all those years to be in the right place at the right time," said

'We've waited all these years to be in the right place at the right time'

CMB spokesman Tom Mullen. "Lincoln, New Hampshire, is the right place at the right time."

Until recently, it wasn't possible to describe Lincoln so enthusiastically. The town's economy had been linked for decades to the paper industry, but that connection died by the end of the 1970s.

But in 1979, the town community leaders were successful in encouraging a Connecticut-based electrical components manufacturing firm, Burdury Corp., to locate a major new plant in Lincoln. Perhaps even more significant to the future

of the town, was the emergence of Lincoln and the surrounding area during the late 1960s, and through the '70s as a major vacation home and destination, four-season resort area. Led by the explosive growth of the Loon Mountain Ski Area and the entire Ski 93 complex during the last half-dozen years, Lincoln and its neighboring towns are beginning to see the promise of widespread prosperity on the horizon.

The announcement of CMB's plans for The Mill at Loon Mountain is the latest and, by far, the most ambitious effort to both continue and capitalize on the new-found growth.

"Phase I of The Mill," said Mullen, "will include a 60,000-square-foot specialty center containing a new 230-seat restaurant facility, a major sporting goods and sportswear retailer, a well-known factory shoe outlet, a contract furnishings store, three separate ethnic food operations, commonly referred to as a food court, and a variety of other retail shops and boutiques designed to appeal to the high volume of tourists and visitors to the area as well as the local community."

Nearly two-thirds of the first phase will involve renovating old mill buildings, some of which date back to the late 1800s. The only new construction in Phase I will involve linking the old buildings so that a shopper can get from store to store without going outdoors. "Every effort will be made to utilize existing structures and the original building materials such as heavy wooden beams and old brick," said Mullen.

"Significant portions of Phase I have already been reserved," according to The



Using his firm's master plan, Peter Gould, leasing agent for The Mill at Loon Mountain, points out Phase I of the development to Phil Gravink, left, president and general manager of the Loon Mountain Ski Area, and Jim Bujeaud, right, chairman of the Lincoln Board of Selectmen. Buildings that will be renovated as part of Phase I are shown in the background.

Mill's leasing agent, Peter Gould, "and we expect to have those tenants in place and open for business for the foliage season. We thought leases would be hard to come by in Lincoln, we simply weren't prepared for the explosion of interest in our complex and in Lincoln in general. I've been kept busy responding to unsolicited inquiries and frankly haven't had the time to advertise for tenants. We're hopeful that we will be able to move right into Phase II before next winter."

CMB's second phase will be a "neighborhood shopping center." "This type of center contains all those commercial elements that are designed to service

the imbedded population," said Gould. "It will include a supermarket, drug store, hardware store, bakery, beauty shop and last, but not least, a major chain-owned, fast food operation."

Gould said the first two phases are feasible "because they can be supported by the growth that has already taken place in the Lincoln area and because they will not place any significant strain on the town's sewer and water systems. Future elements in CMB's master plan for The Mill at Loon Mountain will be conditional upon many other circumstances falling into place, not the least of which is U.S. Forest

During this same period, there was rapid condominium and second home development. The Village of Loon (site development started in 1974 and in 1984 was the town's largest tax payer); Lincoln Station, 1983; Riverfront at Loon Mountain, 1984; The Lodge at Lincoln Station, 1985; Nordic Inn, 1986; Rivergreen, 1987; the Links, 1988.

In 1984, the total taxable property valuation in Lincoln was \$47 million. The value of all the projects, those nearing completion, in the planning stages, or proposed was more than \$35 million. If the long term projections for the mill project were included, the value would soar to \$100 million. The town was experiencing the architectural equivalent of the "Big Bang". During this time, the Lincoln town government was careful to control the growth, maintain the town's identity, and preserve its history.

In the same year, the former Lincoln train station was moved more than a mile in two pieces from its location near the paper mill factory to North Woodstock to become a restaurant (Woodstock Station) attached to the Woodstock Inn. Train service to Lincoln began in 1894, when J. E. Henry built a connecting line from the mill to the Boston & Maine main line in North Woodstock. In 1931, B&M started running Snow Trains to the White Mountains, including Lincoln. Each train had a dining car and an Armstrong Company Service car which sold and rented boots, skis, and poles. During the 1930's, trainloads of down country skiers came to Lincoln. Regular passenger service was discontinued in the 1940s, and the train depot became a bus station.



1985

In November, 1985, the Millfront Marketplace opened for business. The landmark feature was the huge drying shed linked to other buildings to form a retail marketplace within the confines of the original mill. Constructed in 1928, the drying shed had been used by the mill to hold waste wood from the saw mill and bolting operations. In the fall and winter, this wood was sold to workers and residents for fire wood. Inside the remodeled drying shed was the Tavern at the Mill, a restaurant with multiple levels of dining and a three sided view of surrounding town and mountains. There were two levels of specialty and retail stores in the Marketplace. The anchor store was Carroll Reed. Other shops included Benetton, Campton Video, Cook's Secret, Country Carriage, Crystal Palace, Innisfree Bookshop, Inside Look, Liberty Leathers, Loon Gallery, Millside Antiques, McKenzie's Rugged Teens and Kids, Mountain Boutique, Original Design Company, Outdoor Specialties, Starlite Jewelry, Three Crowns Boutique, and York's Hallmark. Additionally, there was Carlos

O'Brien's (Mexican Food), Deppe's Ice Cream, Pocketbank, Loon Homes Realty, and Millfront Realty. The "mill" had been revitalized. Today the Millfront Marketplace is known as the Lincoln Village Shops.

GRAND OPENING

The MILL at LOON MTN.
MILLFRONT MARKETPLACE

Carroll Reed
SKI Equipment & Clothing

The Tavern at the MILL
Fine dining, fun food & heavenly spirits

Jamie's
The 1980's Ice Cream Parlor

THE CRYSTAL PALACE

ORIGINAL DESIGN CO.
Handscreened silk & suede

THREE CROWNS BOUTIQUE
Handscreened silk & suede

NOW EVEN SANTA SHOPS AT LOON

You're gonna love the shopping, dining and goodtimes of The Mill at Loon Mountain's Millfront Marketplace!

There's always great shopping values, food and fun galore... for breakfast, brunch, lunch, dinner and snacks! Plus all sorts of special events and more for the better during our month long Grand Opening Christmas Celebration!

You're gonna love shopping at Loon... New England's most creative and totally fun shopping experience!

OPEN FRIDAY NOVEMBER 29th
• Santa's Christmas Lighting Display
• Cards and Holiday Fun

OUTDOOR SPECIALTIES Men's & Women's sportswear and Mountaineering Gear	Yorks Hallmark Cards & Gifts
MILL VIDEO The area's finest, most complete Video Tape Library	THE LOON GALLERY CUSTOM FRAMING ART WORK, PRINTS, POSTERS
McKENZIE'S BUGLES, BEANS & TEENS Babies, Toddlers, Kids & Young Men and Women's Wear!	Mountain Boutique Ladies Fashion and Sportswear
MILL ANTIQUES Fine & Selected Antiques	THE COOK'S SECRET Provisions for the busy gourmet!
Starlite Jewelry The best deal, fine jewelry where there's most money!	Inside Look Home furnishings & accessories from Country to Contemporary

PLUS...

- Kite Photo
- Bloomin' Petals
- Loon Realty
- Coloratura
- Plymouth Travel
- and more!

NOW 15% OFF ALL 14 KARAT GOLD JEWELRY

You're gonna... love it at Loon!

We offer Specialty Shopping.

If you haven't found the right gift for that special person on your list, visit the 24 fine shops and boutiques at the Marketplace.

You'll find sportswear, books, videos, jewelry, cards, country gifts, contemporary furniture, imports, antiques, leather, skis, skiwear and more.

Plan lunch or dinner during your visit too. The Marketplace has two fine restaurants to choose from.

MILLFRONT MARKETPLACE

Open Monday through Saturday 10am-9pm
Sunday 10am-6pm

“HEY KIDS...bring in your Christmas wish list!”

Santa Claus will be visiting the Marketplace every Saturday and Sunday afternoon from Thanksgiving to Christmas. Santa wants to check your list, so be sure and bring it with you when you visit.

Plus one of Santa's elves will be here to give each child a free gift and offer to take their picture with Santa as a memento.

Visit Santa at Millfront Marketplace

Santa will be at the Marketplace from 1-3 p.m. on November 29 & 30, and on December 6, 7, 13, 14, 20 & 21.

Sleigh Rides

Again this year, Horse Logic will be offering horse drawn sleigh rides around The Mill complex. This is old fashioned fun for everybody.

You'll be taken on a leisurely ride around the grounds and past the picturesque Penit River. It's a turn of the century experience.

Tickets may be purchased at the Tavern at the Mill. Special rates available for groups of 20 or more.

24 Shops, Restaurants & more

Benetton Casual and dress wear for the whole family. Campton Video Video rentals, stereo & video equipment Carlos O'Brien's Fine Mexican food from South of the Border Carroll Reed Women's fashions, men's & women's active-wear, & ski equipment Cook's Secret Mountain munchies, cookware, provisions for the busy gourmet Country Carriage Country gifts, decorative accessories, reproductive furniture Crystal Palace Crystal jewelry & figurines Deppe's Ice Cream 32 flavors of Hershey's premium quality ice cream	Innisfree Bookshop Books, cassettes, toys, cards, calendars, magazines Inside Look Country to contemporary furnishings Liberty Leathers Leather jackets, handbags, business accessories Loon Gallery Contemporary crafts, pottery, framing Loon Homes Realty Information center for second-home properties Millfront Realty Headquarters for information on second homes & condominiums Millside Antiques Quality antiques & collectibles from a dozen select dealers McKenzie's Rugged Kids & Teens Bikes, footies, snowcar, footwear... for their young adults	Mountain Boutique Women's contemporary fashions & accessories Original Design Co. Custom silk-screened t-shirts, fashions & accessories Outdoor Specialties Hiking, climbing, camping equipment & clothing Pocketbank Cash when you need... accepts most bank cards Starlite Jewelry Diamonds, gold & silver, Oriental rugs, clocks, fine gifts Tavern at the Mill Breakfast, lunch & dinner daily, lounge Three Crowns Boutique Scandinavian & German imports, quality women's clothing York's Hallmark Hallmark cards, gifts & party supplies
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Everything for your Christmas can be found at our Marketplace!

At the same time, the Lincoln Station Development Corporation began construction of the Depot, a 35,000 square foot retail center intended to attract outlets, furnishings, service establishments, a full service restaurant, and office space. It was completed in 1986. After almost 30 years, Gordi's Fish and Steak House is still serving the Lin-Wood community and its increasing visitor population.

1986

The rail line that meanders along the banks of the east branch of the Pemigewasset River, as well as the "Pemi" itself, hasn't always been home to a bustling tourist railroad as it is today. In fact, back in the late 1880's, the 22-mile section of rail that connects Lincoln and North Woodstock to the Plymouth area and points south was commissioned as the Pemigewasset Valley Railroad. The primary intent of the rail line in the early years was to bring tourists and vacationers from cities like Boston and New York, as well as from areas throughout the Northeast, to the North Country where they could fish, hike, camp and relax enjoying the carefree lifestyle the area offered compared to the hectic lifestyles that existed in the cities and towns where they lived and worked.

As the Lincoln area became more industrialized, the rail line also served as the primary route for many businesses to move freight, including pulp logs and paper products, to companies located in larger towns and communities located in and around the Lakes Region as well as Concord, Manchester, Boston and New York. With the introduction of improved highway systems, automobiles and trucks became an alternate way to travel and carry freight. When a flood washed out the rail tracks in 1975, the Boston and Maine Railroad ceased rail operations above Meredith, N.H. In late 1975, the State of New Hampshire purchased the track between Concord and Lincoln from the Boston & Main Railroad and after repairing it, freight service resumed with the Wolfeboro Railroad serving as the first of several operators.

The historic rail line was given a rebirth of sorts in the mid 1980's when Edward and Brenda Clark decided to leave the family business (Clark's Trading Post) and develop a business of their own. They heard there was interest in reopening the rail line from Plymouth to Lincoln by a railroad group that included Edward M. Clark, Ed Clark's father. He knew that the land that Ed and Brenda had purchased from Herman Sanborn and his sister Sarah Luthie, which was previously part of the Bell Estate, was also previously part of the Deer Park Hotel which they operated. In his heart, the elder Clark knew this land would serve as the ideal site to re-establish a railroad operation. He also had connections with the State of New Hampshire Bureau of Railroads as a holder of a freight operating agreement.

After a series of negotiations for financing and track rights, roughly 10 acres of land was cleared from the 20-acre parcel by a team from Loon Mountain. The Plymouth & Lincoln Railroad was then formed in 1986 with the purpose of operating a tourist railroad out of Lincoln NH - Edward Clark and his wife Brenda Clark were the proud owners. In addition to repairing the track, a new station was needed to operate from. Designed by Ed Clark with help from his longtime friend Jim Fadden, Fadden Construction from neighboring Woodstock built the classically designed railroad station that the business continues to operate from today, nearly 27 years later.



As for the name of their business, the “Hobo Railroad”, that came about as Ed and Brenda wanted to develop an iconic name for their company that had long ties to the railroad community, yet evoked an image of fun and relaxation – much like the life that Hobos who rode the rails enjoyed for many, many years. Hence, the name “Hobo Railroad” was adopted and the Hobo character has been part of the visual experience and marketing efforts of the company since it first opened its doors in July 1987. In fact, nearly 30 years after opening, the phrase “Free from work, Free to play, Come be a Hobo for the day!” still exists in the company’s brochures.

Since opening their railroad in 1987, the Clark family has offered popular one hour and twenty minute excursions out of their Hobo Junction Station along the Pemigewasset River to Woodstock and back – a distance of 14 miles round trip. In addition, many special events have been created over the years that still take place today – like the annual 4th of July Family Party Train, Fall Foliage Trains and the always popular Santa Express Trains. Onboard family entertainment has always been a signature product at the Hobo Railroad as well – be it balloonists, clowns, or magicians, there’s usually someone onboard to entertain children of all ages who ride aboard the Hobo Railroad.



Another signature product that harkens back to the years of the Hobo are the famous “Hobo Picnic Lunches” served to guests at their seats aboard the train. In the early years of operation, lunches were actually served to guests aboard the train in what Hobos called a “bindle stick”. Although bindle sticks are rarely used anymore by actual Hobos, their symbolism is still used in cartoons, art and media. A typical bindle stick was seen as the small sack of belongings most commonly carried by transients and Hobos, especially during the Great Depression. The sack was attached to a large stick, usually a tree branch, and slung over the shoulder. One of the best known representations of

the bindle stick was in Normal Rockwell's illustration, "The Runaway." Today, Hobo Picnic Lunches are freshly made on a daily basis and served to guests at their table by Car Hosts. Following lunch, guests are given the option of selecting either a souvenir bindle stick or back pack to take home with them to remember their onboard dining experience.

After a number of years of operating the Hobo Railroad in Lincoln, Ed and Brenda Clark were invited to bid on the lease for the state-owned track from Tilton, NH to Plymouth, NH – a distance of 47 miles - which would give the company a combined total of 54 miles of rail to operate on from Tilton to Lincoln. As fate would have it, they were successful in their bid and in 1992 the Winnepesaukee Scenic Railroad was formed. Since then, the Winnepesaukee Scenic Railroad has offered a combination of 1-hour and 2-hour excursions between Meredith Station to the north, traveling south along the western shore of Lake Winnepesaukee and Paugus Bay to Lakeport siding and back, with intermediate stops at Weirs Beach.

Unfortunately, Ed Clark passed away in the summer of 1998. Since his passing however, Brenda, along with her son Benjamin and daughter Jennifer, have continued to grow and expand the family-owned business to where it is today – a major local employer which includes a combination of seasonal and year-round staff members. These days, on-track operations begin at both railroads in mid-May and conclude for the season in early November in Meredith and late December in Lincoln. Nearly 30 years after first opening the doors of their classically designed Hobo Junction Station in Lincoln, NH, the Clark family and their staff continue to offer quality, family-oriented rail excursions, onboard entertainment, packages for tour operators and community organizations as well as a full calendar of special events created for all age groups.

The way the Clark family has always looked at it, they believe to this day that their purpose, in addition to providing a quality experience for their guests on each and every excursion, is to also serve as Stewards of this valuable asset - the rail corridor known as the Concord to Lincoln line. This very rail line that stretches from the Capital city of Concord, past the Lakes Region to the foothills of the White Mountains is of great historical value not only to the State of New Hampshire, but to the people who live and work in Lincoln area and the surrounding communities as well as to the visitors who come from around the world each and every year to enjoy what travelers experienced nearly 130 years ago.

To benefit both the local culture and the tourist experience, the North Country Center for the Arts (NCCA) was formed. To gauge local interest in the arts, the first planned event was produced in the summer of 1986 – a two month long Children's Theatre Festival under a tent at the Mill at Loon Mountain. Support for the arts was great. NCCA quickly hired its first Producing Director, Van McLeod, to build the foundation of what would eventually become the Papermill Theatre Company and Jean's Playhouse.



The Millfront Office Building at the entrance to the shopping center was built.

1987

Lincoln Center North, the neighborhood shopping center which was part of Phase II of the Mill at Loon Mountain development project, was completed and opened.

NCCA transformed what had been a machine room in the old Franconia Paper Mill (officially closed in 1980) into the Papermill Theatre. Productions in the inaugural season included *Carnival*, *Harvey*, *Deathtrap*, and *Cabaret*. For more than two decades, the theater performed over 80 productions in this historic building, winning many awards and becoming a vibrant center for the arts in New Hampshire and New England.



1991

Part of the Lincoln-Woodstock (Lin-Wood) School District, a new K to grade 5 facility was built on the Lin-Wood school campus and opened in 1991. The old school on Church Street was sold and is now privately owned having been converted to condominiums.

2005-2006

Centrex Corporation began development of South Peak Resort with the roads and infrastructure to support Phase 1 (individual lots for single family homes). The first home was built in 2006. Currently, there are about 25 completed homes. The multifamily condominiums near the Memorial Bridge to South Mountain were built by Conneston Construction about the same time.

2009

After years of success in the restored paper mill building, NCCA played its final summer season in the Papermill Theatre. That fall, the paper mill was demolished. To house the NCCA performing arts companies, a new facility would be built on land donated by the Town of Lincoln of Lincoln and adjacent to the old machine room. It would be named Jean's Playhouse for long time NCCA supporter and community leader, Jean Hallager, the daughter of Sherman Adams, former New Hampshire Governor and founder of Loon Mountain Ski Resort, and Rachel Adams, responsible for creating the Lincoln Opera House in the old Lincoln high school. After two seasons of performances at the Governor's Lodge at Loon Mountain, Jean's Playhouse officially opened in its new and current location in July 2012. Today, the Playhouse offers year round production of high quality performances and is valuable asset of the Lincoln community and a prized attraction for visiting tourists.



2014

The population of Lincoln is currently 1662.

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