

NEWSLETTER



Holderness Historical Society

Fall 2020

Volume XXXXI

2020 OFFICERS

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Wishing You a
Joyous Holiday
Season!

Colby's Great Idea

Back in 1994, in Jane Kellogg's fourth grade class at Holderness Central School, Colby Lenentine asked the question, "Why couldn't New Hampshire have a special license plate for an endangered species?"

Colby and his class had been reading an article in *Scholastic News* about Florida's manatee plate.

Why not?

The class decided to explore the idea a little further. The 18 students broke into four teams:

the Research Team, Graphics Design Team, Public Relations Team, and Information Management Team.

They learned what New Hampshire's endangered and threatened species are, surveyed the interest of some Holderness adults, designed possible license plates, and gathered information from experts in other states. The class then met with NH Senator Wayne King to find out what steps the class would have to take to do something similar in New Hampshire.

Senator King, at the request of the fourth graders, submitted SB583 (Senate Bill 583). The class attended the bill's first hearing, and a class member, Kaitlin Warren, said, "It's exciting to have such a unique experience to testify in front of a Senate committee!" David White said, "It was fun and I think they liked the idea".

A year later, House Bill 524-FN was introduced "to establish an environmental trust fund and special motor vehicle license plate and association fees, to support New Hampshire's natural and cultural resources." The Department of Motor Vehicles would issue special environmental license plates, in addition to other plates. At that time, the plate would have cost \$30, with renewal at \$25. Most of the fee would go to the trust fund and \$5 to the Division of Motor Vehicles. After reimbursing the Commissioner of Safety for administrative costs, the funds would be distributed equally among the Department of Cultural Affairs, the Department of Fish and Game, the Department of Resources and Economic Development (DRED) and the State Conservation Committee.

The February 22, 1995 *Record Enterprise* article stated that "living in an area such as ours, surrounded by beautiful, clean, clear lakes and majestic mountains, the maintenance and preservation of our environment should be of primary concern to us all. People travel thousands of miles to enjoy what many of us take for granted. Voice your support for House Bill 524-FN to your local legislative delegate."

Throughout the next two years, the legislature continued to send the bill through its committees. Ideas such as the moose, endangered butterflies, and even more endangered peregrine falcons were presented. Also, a plan to honor the late Martin Luther King was introduced by those who wanted civil rights to be brought forward. Because of concerns that such a plan would prompt too many other special interest groups to introduce plates the idea was tabled.



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www.holdernesshistoricalsociety.org

Continued on page 3

The President's Corner

This summer we unfortunately due to the pandemic had to cancel the five programs that we had partnered with the Holderness Library to present. We are working on the schedule for 2021 programs, which will be listed in the spring newsletter.

This summer the museum presented two special exhibits **Art and Memorabilia of Helen Nicolay** (The paintings are on loan compliments of Patty Sue Salvador.) and a **Dugout Canoe** which was discovered in Veerie Cove in 1939. The dugout became part of our collection donated 2018 to HHS by the Shelburne Museum, Shelbourne, VT. The museum was open by appointment only.

Cataloging of our books and pamphlets in our research/library area to make researching families, cemeteries, camps, and other historical events and places simpler continues. Please check our website www.holdernesshistoricalsociety.org for programs, exhibits, museum hours, etc.

Your continued support by way of membership dues and contributions helps preserve our town's history and maintain our building and exhibits. If you have not yet renewed your membership, please use the enclosed envelope to do so. We hope that more of our members will become more active in the historical society. We always welcome your ideas, help, and suggestions. Please contact me, or any other member of the board, if you can help or for more information.

Linda Foerderer

FPLinda@aol.com

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Cancelling stamp of Asquam Lake R.P.O.



Mailboat Days on Squam Lake

There was a time when mail was delivered by boat all around Squam Lake. In fact, such a summertime service existed for 67 years. At a time when today's Postal Service is being re-evaluated and overhauled to better fit the times, it might be interesting to review how it once was so specialized as to serve our lakeside community.

Although a marine freight service and log-rafting enterprise already existed based at Chalmers Landing in Sandwich Bay, near today's town beach, mail delivery did not become an established service until 1902 after the U.S. Postmaster General authorized it for Squam. Eventually Ashland became the base of mail operations under the Asquam Transportation Company, owner of a fleet of steamboats and contractor to the Post Office Department.

At a time there were 24 boys camps, numerous tourist homes, guest cottages, hotels and private camps around the lake, many not connected by an RFD or Star Route, mail was delivered to some 60 "ports-of-call" each day, six days a week from mid-June until the end of September. For this was the only connection folks around the lake had with the outside world; mail with news from home, daily newspapers from Boston and New York, letters of acceptance to college, invitations of all sorts, and how their vacation was going - no junk mail!

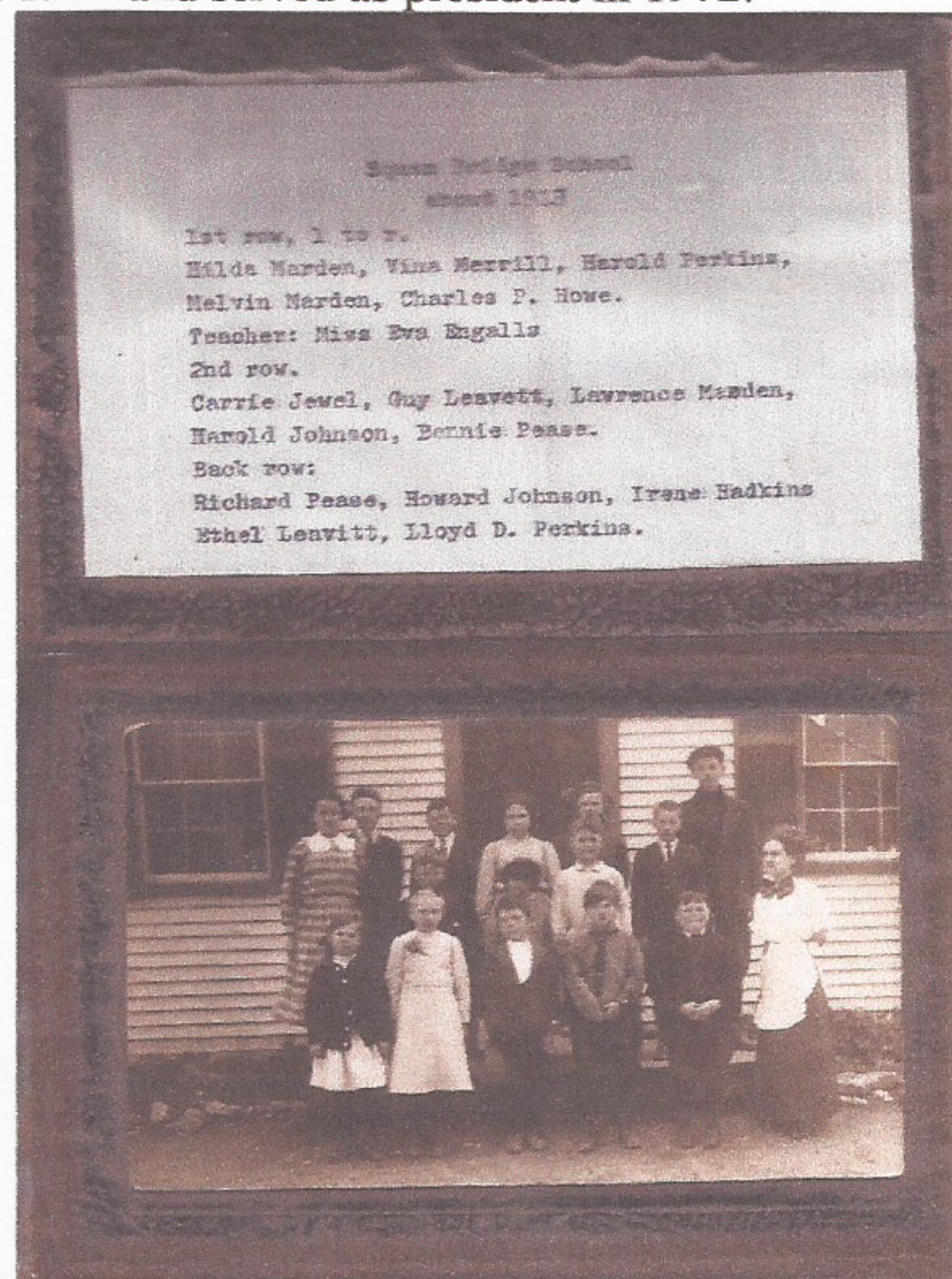
Over the years there was a fleet of mailboats, the most famous of which was the two-decked *Halcyon* with its separate mail room and seating on top. Hinged smokestack so it was able to make it under the bridge at Holderness. But most remembered of all was the 34 foot *Oriole* with overhead canopy. At peak season it had 64 stops beginning at Kesumpe Point and ending at the most westerly shore of Piper Cove. No mail was delivered to Little Squam; there were steamboat stops there. Known as Asquam Lake R.P.O. with its own distinct cancelling stamp, Squam was its own post office, not an adjunct of Sandwich, Ashland or Holderness, able to sell postage stamps, handle certified/registered and special delivery mail, parcel post, and issue money orders.

In 1957 the *Oriole* was retired from service being replaced by a series of faster outboard motor boats. Twelve years later all mail service on Squam Lake ceased by order of the U.S. Postal Service thus ending 67 years of mail-by-boat service and the Asquam Lake R.P.O.

Tink Taylor

Additions to Our Collection

From **Kelly Sprague**, great niece of Vina Merrill Henry, a large collection of items: blueprint maps of Squam Lake, the original of a map by Trojano showing houses present in 1860 and still there on USGS 1968 map, Programs from Old Home Days including the first one in 1918, a 1913 Bridge School class picture, old postcard scrapbooks, a frame for hooking rugs with a partially-finished rug and much more. Vina was a charter member of the Historical Society in 1968 and served as president in 1972.



1913 Bridge School Class Picture

From **Lindsey Bergholm**, a box of glass negatives of local scenes from Laura Heath's home.

Steve Sharp built and donated a birch cradle for our dugout.



The **Concord, MA Historical Society Museum** donated 4 showcases, see one below.



Continued from page 1

Conservation plates, however, were among the most popular types of specialty plates in the nation. New Hampshire backers continued to design plates featuring a purple finch (the state bird), a Karner blue butterfly, a bull moose, and a peregrine falcon among others.

The day finally came, April 16, 1998, when Governor Sheehan signed the law instituting the first conservation license plate in the state. In the photo celebrating the event, the eighth grade (It took that long!) was presented at the signing with Colby Lenentine in front of his class next to the governor. After five years of working on the project, and now entering high school, the class was relieved.

The Department of Safety, which issues license plates, would administer the program. A committee was formed to design the new plate, which would retain the "live free or die" slogan. *Scholastic News*, on May 18, 1998 featured the article "Driven to Change the Law" with a photo honoring the students of Holderness Central School in New Hampshire who were "driven to change the law - a license plate law that is". As the teacher who had realized what a meaningful project this would be, Jane Kellogg was honored in the photo, too.

Still the plate had to be designed. The department sent out a request for a New Hampshire artist who could create a "fantastic design for a conservation license plate". A committee would decide on the best design. Artists presented ideas such as a covered bridge, a stone wall, NH scenery and a maple tree with a sap bucket.

The chosen conservation plate featured a moose standing by a lake with mountains in the background. The cost would now be an extra over the annual fee. The proceeds would go to conserve land, restore historic buildings, plant wild flowers along the road sides, implement local conservation planning and provide research on threatened species, such as the peregrine falcon or Blanding's turtle. Other beneficiaries would include the newly created Land and Community Heritage Investment Project and other departments related to conservation. (*Union Leader*, October 30, 2000.)

There was also a line in the column of *News from Every State* in *USA Today* about the new conservation plate that was to be introduced thanks to a class of students who seven years ago asked law makers: why not?

What an experience for Ms. Kellogg's fourth grade class! Over seven years, they worked and learned about how to make a law. Of course, our many legislators and state department employees also worked hard to bring this project to fruition! Hooray for Holderness Central School's innovative learning!

On December 6, 2000 the *Record Enterprise* printed a photo of Colby Lenentine and Jane Kellogg in front of a blown-up picture of the license plate as well as an almost life size two dimensional moose with the caption: *the moose is loose!*

Georgene Fabian



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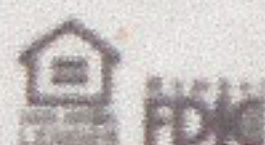
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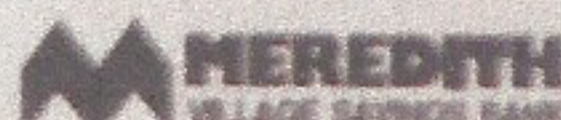
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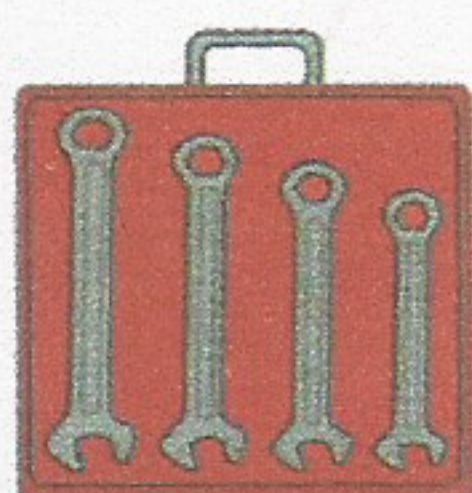


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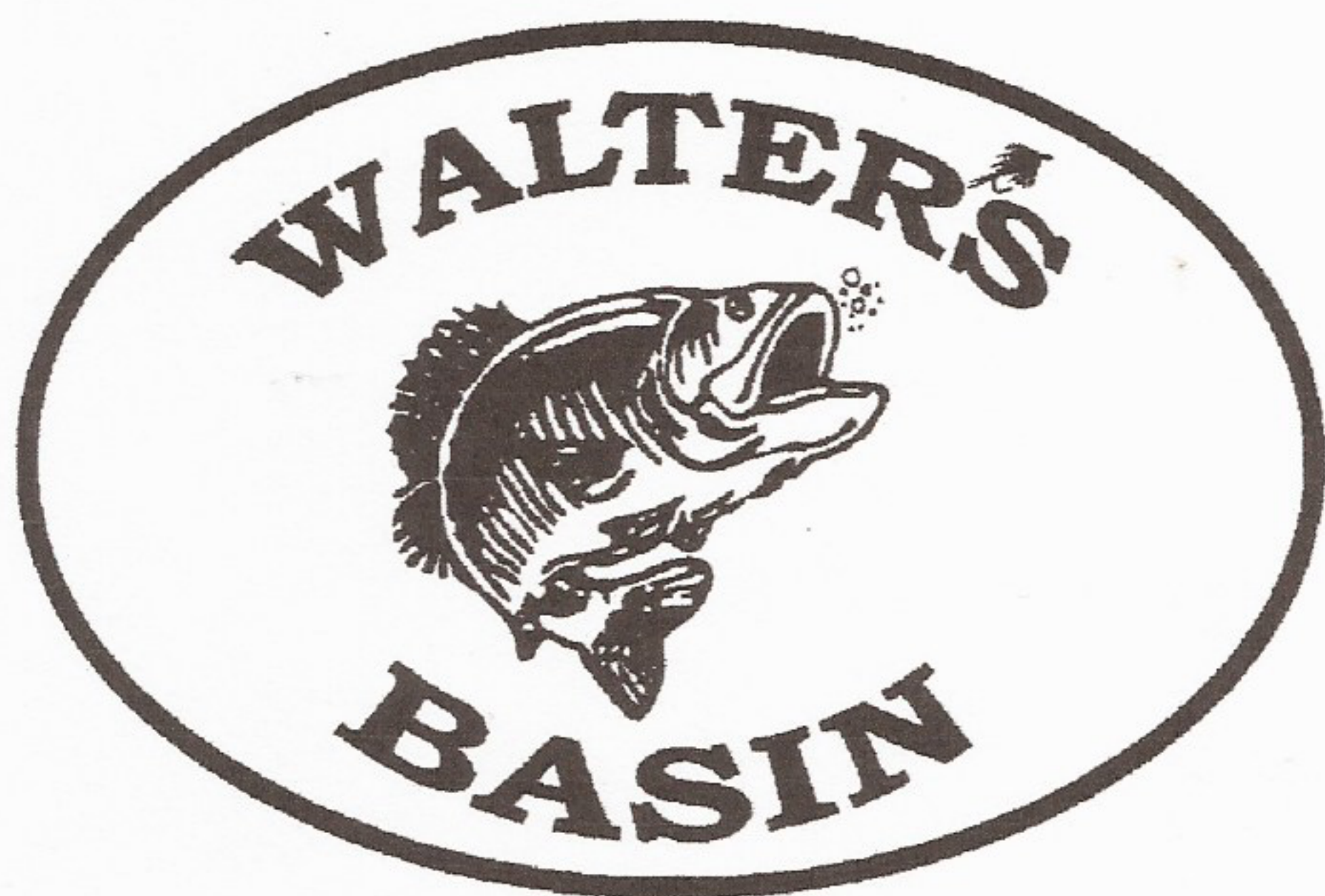
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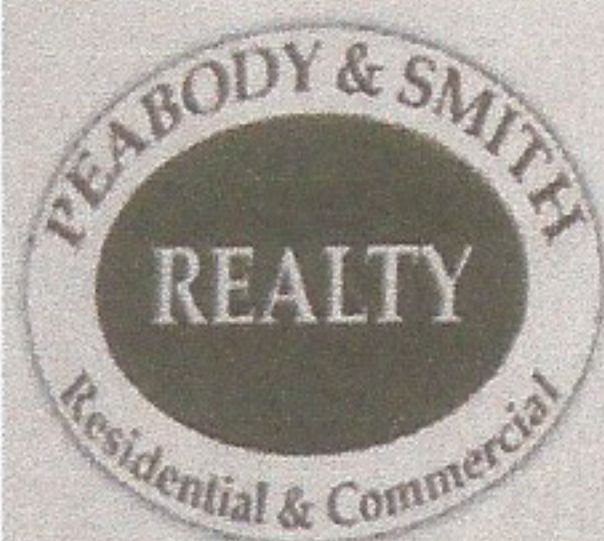


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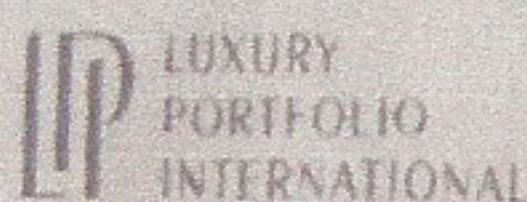
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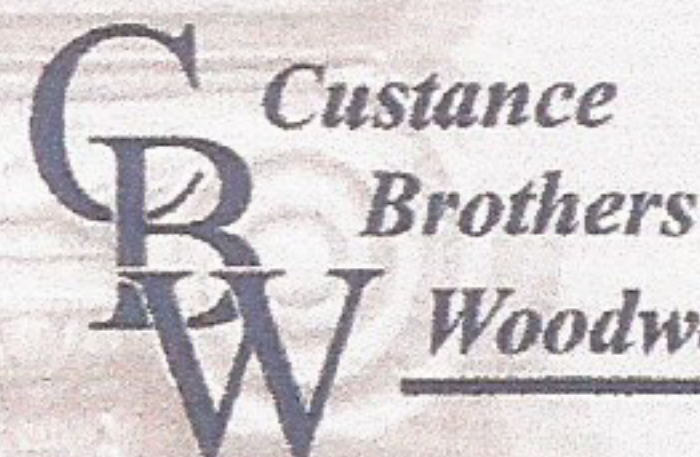
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**Pictured: The Holderness Inn, Holderness, NH
New Home of Samyn-D'Elia Architects, P.A.**

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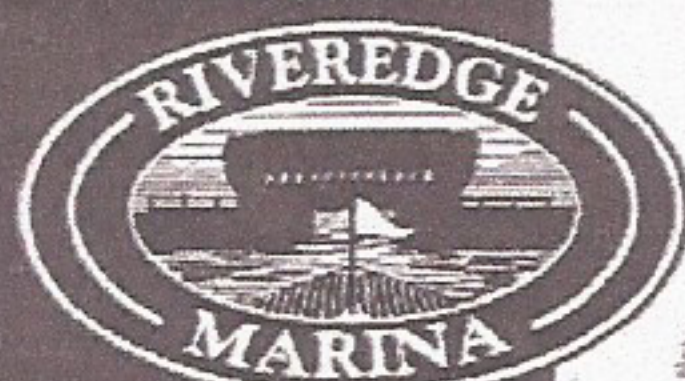
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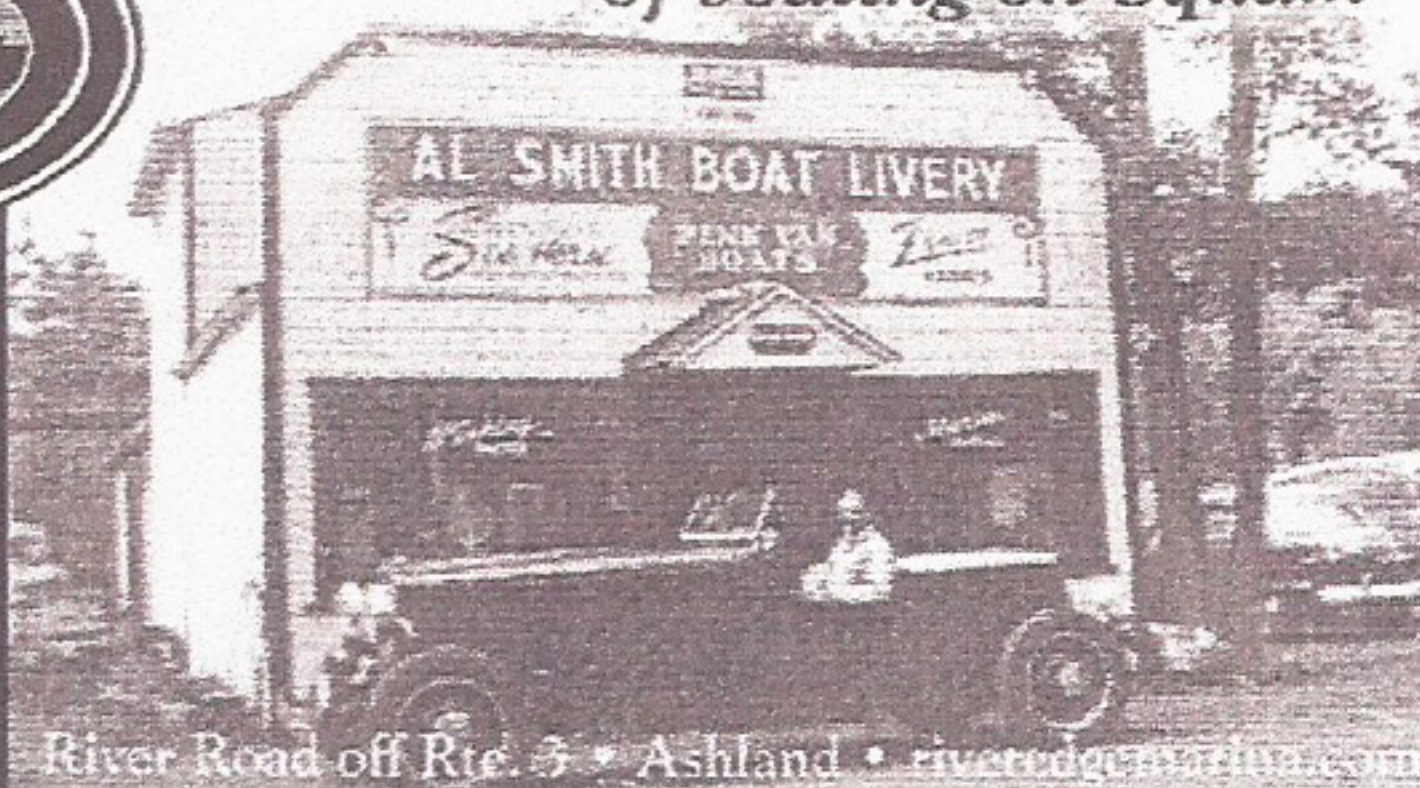
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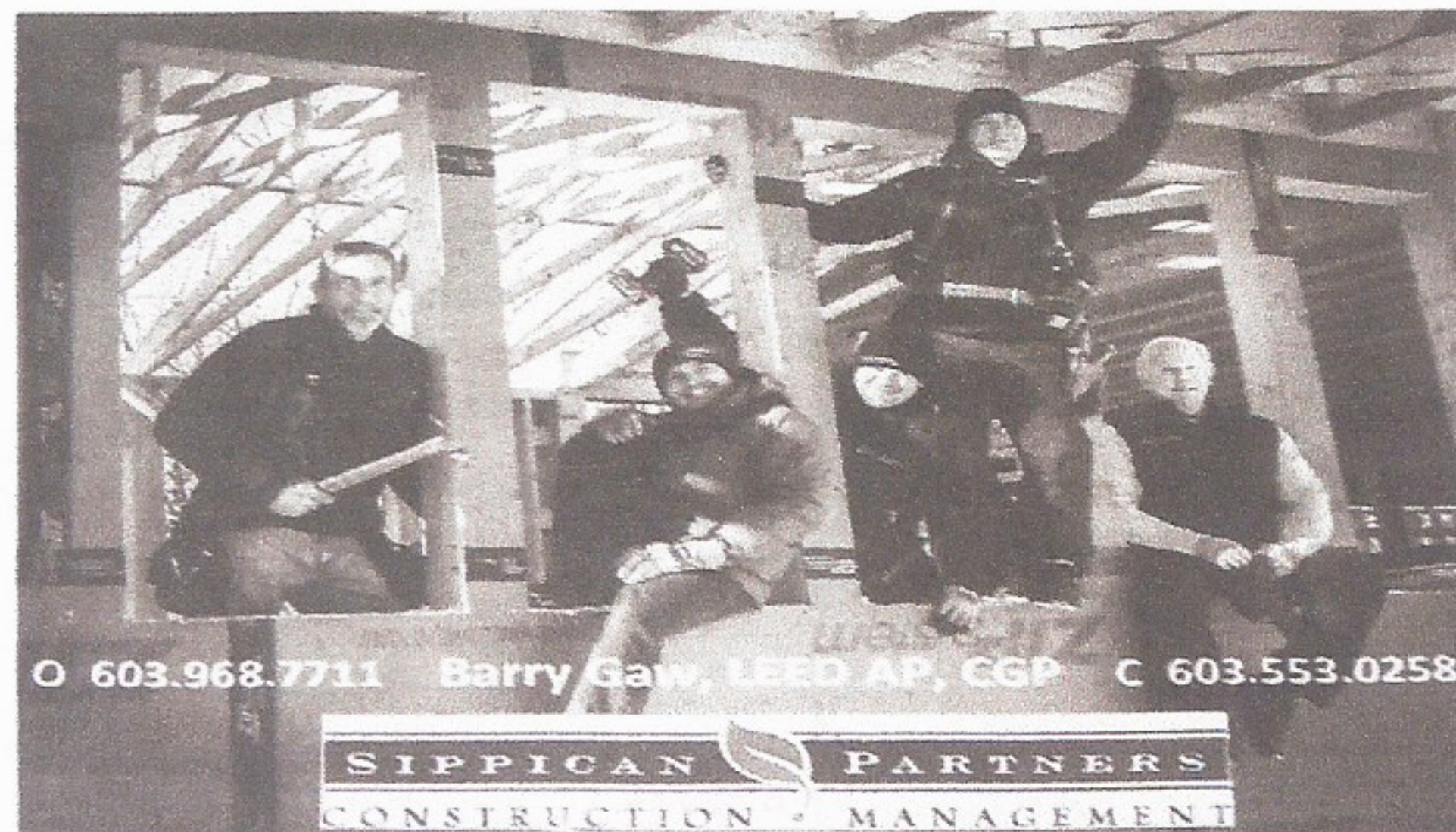


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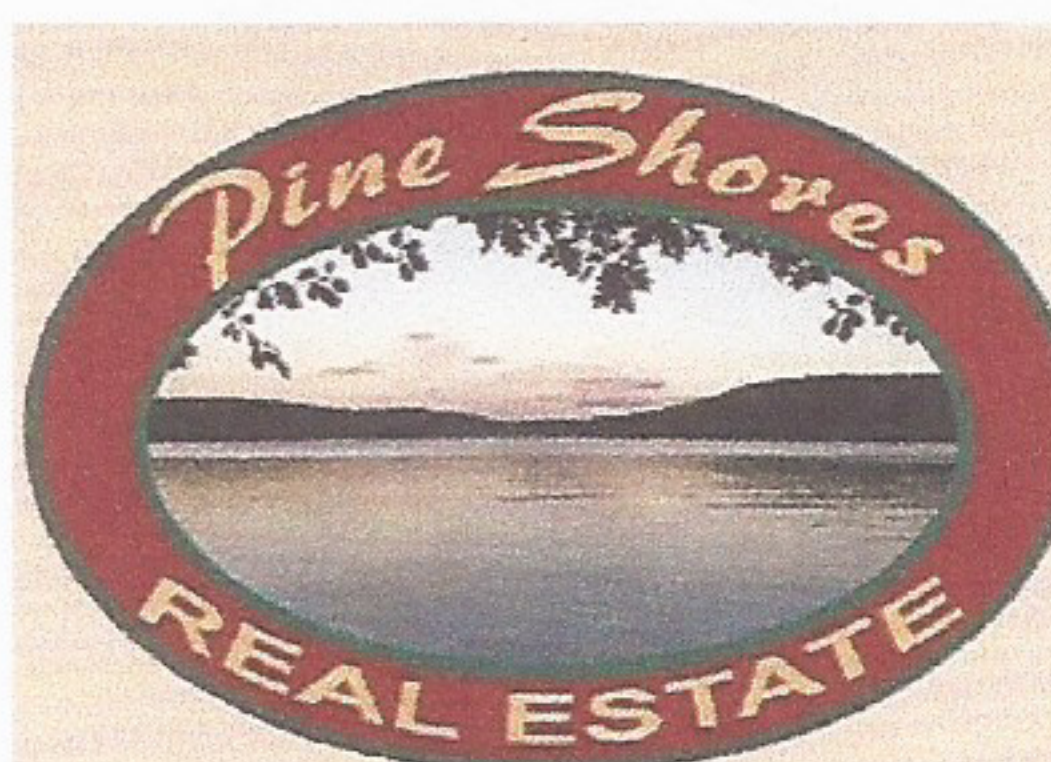
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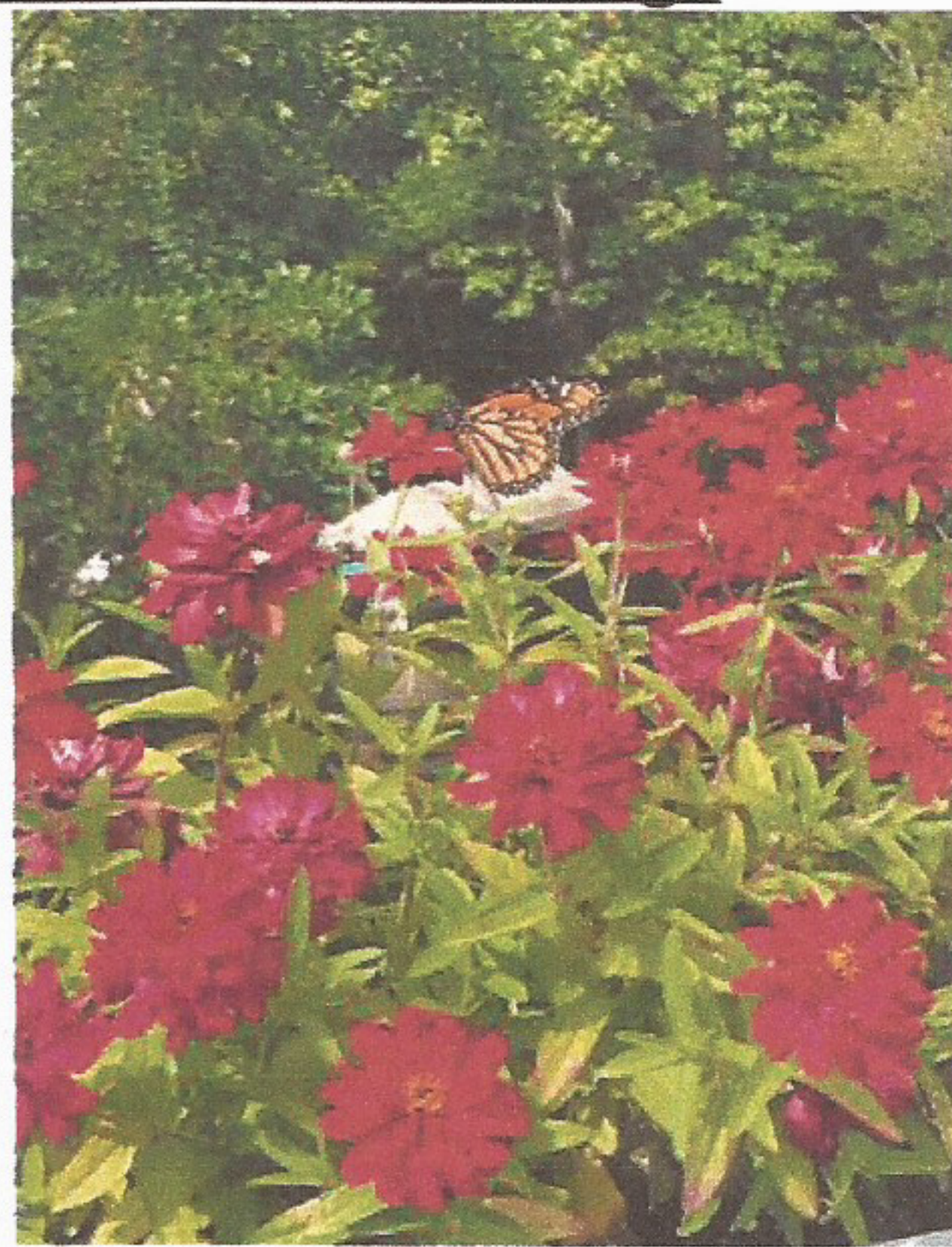
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Flowers on the Bridge



This year's red and yellow double profusion zinnias proved to be fairly drought resistant. The irrigation system watered for 30 minutes daily but they were exposed to strong sun and wind. We thank Tom and Sally Daigneault at Squam Boat Livery who donated the electric costs for irrigation. Expenses were \$362 for the irrigation set up and winterization and \$258.72 for plants and soil. That leaves a balance of \$99.28 in the Flower Fund for next summer's flowers. If you enjoy this splash of color as you go by, please donate so we can continue the project. We can use volunteers, too, since the flowers need to be deadheaded and sprinkler heads adjusted occasionally.

In Memoriam

Kay Beij died February 17. With her late husband, Pierce, she owned a farm on East Holderness Road which had been in use since the 18th century.

Tom Garesche died February 29. With his wife Margy, he was a major contributor to our new roof three years ago.

Harold Webster died May 19, shortly after his 101st birthday. He was Holderness' oldest citizen the last several years.

Rose Avery Zimmer who lived in Holderness her entire life died August 19, age 91. She was a long-time member and gave the Society vintage clothing for our textile collection as well as photos of River Street in the floods of '38, '39, '49 and '53.

Member **Priscilla Alvord** died September 13.

Membership Report

If you have not yet renewed your membership, please return the enclosed envelope with a check payable to the Holderness Historical Society. Individual membership is \$15 and family is \$25. Your membership money is important to the financial day to day running of the Society.


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Sid Lovett on Holderness' History

On October 8, Sid Lovett told stories from his 96 years in Holderness in a Zoom presentation from the Holderness Library. From Kip Hawkins and Joe Long who met up with Louie Francesco in New Guinea during WWII to the many celebrated summer visitors along Coxboro Road, Sid covered the "5 Ws." "Who's Who: Holderness in the Past" is now available on YouTube via the library.

Those Venerable Ski Areas

"I'll pick you up at 2:30 Peter", said his dad, Louie.

It was just another fun day at the Holderness Outing Club Hill: a little rope tow. It was winter; sometime in the 1960s and early 70s, on Route 175 in Holderness. The youth of the town gathered at this little enterprise owned by Stanley Adams and run with lots of help.

Back in those days, local ski areas were very popular in this state and definitely everywhere there was a good snow pack in winter months. Some parents even constructed something simple in their back yards! Stan and several friends made this possible because of a nice hill in Stan's yard. Buzzy Currier and Sam Baker took the innards of a Volkswagen, gears and all, attached a rope tow by using wheels from Model A cars as the mechanism to pull skiers up the hill. If the rope had to be stopped, everyone had to get off and wait. Sam would start the engine again changing all the gears. Then everyone would get back on and keep going. Ralph Colliander ran his snow machine up and down the hill to pack it down.

Children were dropped off there after school and picked up at some designated time - there was no parking lot.

Stan had an old blacksmith shop that passed as a warming hut.

What fun! But as time went on, insurance companies caused the closing of such enterprises.

Believe it or not there were over 70 ski areas built in central New Hampshire in the 'old days'. On the other side of town, also on Route 175 near the Campton border, another ski area of a larger magnitude had been constructed and became very popular in the 1930's and 40's. Huckins Hill, a six slope area with one of the first overhead cable lifts was a more sophisticated business and drew skiers from a wider area. It definitely was in competition with Frontenac and Mount Pero in Plymouth. Much later it even touted a ski jump that was owned by the O'Donnells. From the 50's to the 70's, both the Holderness School for Boys and Plymouth High School used the area.

In the 70's, the Holderness School built its own ski area and jump. Don Henderson, ski coach (and head coach of the US Olympic ski team) wrote (paraphrased): it took 12 years to build our own ski area with a jump. When finished, the technique we used was to jack up the rear end of an old pickup, wrap the rope around one of the rear wheels as a pulley and the other at the top. (Does this sound familiar?) At one point when the school could not afford anti-freeze, they carted water from the brook, ran the tow for an hour or so and then drained the radiator!

The old days! What a lot of work, but what a lot of fun...

Recollections from those days: Greg Baker, Shelagh Connelly, Linda Folsom, Peter Francesco, Peter Hendel, Gail Colliander Mears, Mike O'Donnell, Marty Reihs, Mike Royea, Beverly Smith.

Other sources: Holderness.org and Lost Ski Areas of the White Mountains by Jeremy Davis.

Georgene Fabian

Building Report

No major work was required this year.

Board member Ron Huntoon has agreed to take on many of the building maintenance jobs outside and in. We appreciate his stepping up! He and Squam Lakes Plumbing and Heating have worked out a way to winterize most of our water lines while still allowing us to tap water for the humidifier we run to keep the dugout canoe in the suggested 40-60% humidity range.

M. Mason

Georgene Fabian Elected Secretary

At our September board meeting, Georgene was elected as Secretary of the Historical Society. She did the minutes for that meeting and has helped write thank-you notes, along with Dodie Greenwood and Susan Kemp. She will help Missy Mason produce our mailing labels for the newsletters, too. Many thanks to all!

Keep up the Good Work!

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HOLDERNESS
NEW HAMPSHIRE
OLD HOME DAY



TUESDAY
AUGUST 20, 1918

Programme Forenoon

10:00 Band Concert by Centre Harbor Cornet Band.
11:00 Sports on Town House Grounds and at Lake Shore, by boys at Dr. Webster's Camp.
1:00 Basket Lunch.
1:20 Music by Band.

* * *

Afternoon in Hall

2:00 Singing by audience, "Star Spangled Banner."
History of the town by Dean Hodges.
Reading, Miss Adaline Gay.
Address, "The Voice of New Hampshire," by C. H. Spalding, D. D.
Song by Miss Ella S. Flemming.
Reading by Miss Phoebe Webster.
Address by Hon. Andrew L. Pelzer.
Song, "Hurrah for Old New England," by audience.

Programme Evening

* * *

8:00 to 8:30
4:30 Music by Band.
Concert by Mt. Livermore Orchestra.
Reading by Miss Phoebe Webster.
Speaking by Ned R. Sanborn.
Song by Miss Ella Flemming.
Address by Miss Frances Goodrich.
Reading by Miss Adaline Gay.
Singing, "Star Spangled Banner."
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Old Home Day or Old Home Week is an event that originated in New England in the 19th and 20th centuries. It is a town reunion; a celebration by citizens of the past, present and future and a way for them to honor the history of their town. It traditionally includes a parade, town dinner, class and family reunions. It is a celebration for all of the people who live in a town and love their town.



On April 16, 1998 Governor Jeanne Shaheen signed the bill to institute the first New Hampshire conservation plate with the original class behind her, who started it all. New Hampshire Representative Martha Fuller Clark, far right, kept the students involved at every step of the process.