

HISTORY OF WARNER

(Extracts taken from the original written in the "Red Book" in 1885)

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CHAPTER I

The Grant and the Settlement.—The township of Warner is situated in the western portion of Merrimack County and is bounded as follows: North, by Sutton, Wilmot, Andover and Salisbury; east, by Salisbury and Webster; south, by Hopkinton and Henniker; west, by Bradford and Sutton. The area of the town comprises thirty-one thousand eight hundred and fifty-one acres; the number of acres of improved land is about twenty-one thousand. The centre of the town is eighteen miles from the State House at Concord in a northwesterly direction.

The territory now embraced in the present limits of the town of Warner was granted in 1735, by the General Court of Massachusetts, to Thomas Stevens and sixty other inhabitants of Amesbury and Salisbury of that province, under the name of "Number One." The terms of this grant were that each grantee should, within three years, clear and fence in five acres of land and build a house thereon, erect a church and "settle a learned orthodox minister;" otherwise it would revert to the province of Massachusetts.

In April 1737, the several grantees met. The township was rechristened "New Amesbury," in honor of the home of the larger number of the proprietors, and by June of the following year the allotments had been made and sixty-three house-lots, containing about five acres each, had been laid out. These lots were near the extreme southeast part of the town, at what is now called Davisville, where are located several excellent mill privileges. On March 21, 1739, the proprietors "*Voted* to pay Orlando Colby, Joseph Jewell and John Challis, Jr., 120 pounds in Province bills of the old tenor to build a good saw-mill." The mill was erected in 1740. It was at Davisville. The men who built it camped near the stone watering-tough below that village. In the hut which they used as a camp the proprietors held their first meeting in town, May 28, 1740. At this meeting Joseph Jewell was chosen moderator and Ezekiel Morrill clerk. These were the first men elected to office in Warner.

Strong inducements were held forth to colonists, twenty pounds being offered by the proprietors to each man who would settle upon the conditions of the grant. As late as 1749, however, only four house had been built on the five-acre building lots in Davisville. These houses stood some distance west of the store at the corner, stretching along on the five-acre lots. The persons who built them were Thomas Colby, Moses Morrill, Jarvis Ring and Gideon Straw. The beginning of the French and Indian War put an end for the time to all projects for settlement. The sawmill and the cabins were destroyed by the Indians and the progress of civilization was stayed for a dozen years.

During the time that this first settlement was going out in smoke and ashes the Masonian proprietors granted the territory to seventy-six men, mostly residents of Rye

and Newcastle. Many of these grantees bore the name of Jenness, and the town was accordingly sometimes called Jenness town. A sharp controversy now arose between the Amesbury proprietors and the inhabitants of Rye, which assumed at one time a serious aspect. The question was finally settled by arbitration in 1769, the Amesbury proprietors agreeing to pay a certain sum for a quitclaim. Controversy still continued as to the sum to be paid, but it was ended in 1773 by the decision of the arbitrators, who awarded one hundred and forty pounds. The General Court of Massachusetts, to remunerate the Amesbury proprietors for their loss, gave them one-half of the townships of Solon and Poland, in Maine.

The terms of this grant from the Rye proprietors to the Amesbury proprietors indicate the same care for religion and education which was noticed in the charter granted by Massachusetts. Some of these terms were that the grantees lay out three rights or shares of land—one for the use of the first minister of the gospel who should be ordained or settle there; one for the use of the ministry in the town forever; and one for the use of a school, for and towards the support thereof forever; each of said rights to be laid out in lots as the grantees manage the other rights, and to be free from the charge of settlement or any public taxes to that end.” Also, “that they build a meeting-house and maintain constant preaching there from and after the term of three years from the date thereof.”

The first permanent settlement was made in 1762 by Daniel Annis and his sons-in-law, Reuben Kimball and Daniel Floyd. Mr Annis’ house was in Dimond’s Corner District, on the north side of the highway, a little west of the Paine Davis buildings. Reuben Kimball at first lived near by, on the south side of the highway, some twenty rods from where it now runs. Daniel Floyd (or Flood), afterwards known as Captain Floyd, lived on what is now Denny Hill. Annis, Kimball and Floyd all came in under the Rye proprietors and had probably lived in the neighborhood of Rye. Hannah, daughter of Daniel Annis and wife of Reuben Kimball, came into Warner in 1762. She was the first English female who ever lived here, and her son Daniel, born October, 1762, was the first English child born in town. Mrs. Kimball died in Warner February 23, 1823, aged eighty three. Daniel Kimball died in Enfield July 29, 1843, aged eighty years.

In 1763 the proprietors voted to give each of the first ten settlers a forty-acre lot of upland and five acres of intervals. Some engaged to settle on these on similar conditions. Isaac Waldron, his two sons, Isaac, Jr., and Theodore, and Paskey Pressey, came in early in 1763. We cannot name the exact order in which the settlers came afterwards. At the end of 1763 those named above and the following persons, with their families, constituted the population: Thomas Annis (from whom Lake Tom took its name), Moses Annis, Solomon Annis, David Bagley (who was town clerk thirty-nine years, holding office for a longer period than any other man in town), Enoch Blaisdell, Elijah Blaisdell, Isaac Chase, Daniel Chase, Abner Chase, Joseph Currier, Daniel Currier, Theophilus Currier, Moses Clark, Hubbard Carter, Moses Colby, Francis Davis, Daniel Flanders, Ebenezer Eastman, Stephen Edmunds, Eliphalet Danforth, James, Christopher and Philip Flanders, Jeremy Fowler, Joseph Foster, Jonathan Fifield, Seth, Richard and Ezekiel Goodwin, Robert Gould, Nehemiah Heath, Barnard Hoyt, David Gilmore, Samuel Roby, Theodore Stevens; Thomas Rowell, Jos. Sawyer, Jonathan Smith, Jacob Tucker, Nathaniel Trumball, Parmenas Watson, Daniel Young and Abner Watkins.

These settlers, so far as we are able to ascertain, resided as follows: Davis and Gilmore lived at Davisville; Thomas Annis, Moses Annis, Solomon Annis and Fifield, at Dimond's Corner; Smith and Bagley, at Bagley's Bridge; Heath, Hoyt, Joseph Currier Daniel and Christopher Flanders, at the Lower village; Watson Fowler, Moses Clark, and Daniel Currier, at Joppa; Roby, Trumball, Philip Flanders and Seth Goodwin, at Schoodach; Joseph Sawyer, Abner Chase and Richard Goodwin, on Kelly Hill; Joseph Foster, in the Kimball District; Gould, Stevens, Rowell, Theodore Currier and Ezekiel Goodwin, on Waldron's Hill; Moses Colby and James Flanders, on Burnt Hill; Isaac Chase, on Pumpkin Hill; Edmunds and Carter, on Tory Hill; Abner Watkins, in the Gore; Daniel Young, at the Levi Bartlett place, on the Joppa road; and Jacob Tucker, near the site of tile Kearsarge Hotel, at the Center village. By 1770 about fifty-five families were settled in Warner, or New Amesbury, as it was then called.

The habits of the early settlers, their privations, sufferings and endurance, possess a fascinating interest. Their first dwellings were rude and simple. As late as 1773 there were none but log houses. David Bagley built the first frame house at Bagley's Bridge, a little after this date. Francis Davis and Ruben Kimball built the next earliest; Mr. Kimball also built the first frame barn. Rev. William Kelley, the first settled minister, erected the first two-story frame house in 1774. Money was scarce; watches and clocks were few. When houses were built, compasses were set to square them by, so that the sun might shine in at the front doors when it was noon. They had also nine o'clock marks, one o'clock marks and others. These rude timepieces, of course, were available only on sunny days.

The fare of the first inhabitants was plain and simple. Bean porridge, Indian corn, rye, pumpkins, turnips, fish and game were the most common articles of food. One barrel of potatoes was considered a large quantity for one family to store for winter use. Sometimes, when provisions were scarce in the summer-time, boiled beech leaves were substituted. For a number of years after the place was settled the people went to Concord to grind their corn, drawing it upon hand-sleds or carrying it upon their shoulders. Captain Daniel Floyd used to carry two bushels at a time on his shoulders to that place, and bring it back in the same way. Another settler, Jacob Collins, carried the board; of which to build his rye-bins on bis shoulders from Waterloo, through the woods and over the hills, the edge of Bradford, because no team could go by tile wood-path. The first grist and saw-mills were erected in 1765, and they stood at Davisville.

Some of the first roads laid out in town were the main road to Perrytown (now Sutton), which ran over Denny Hill and south of Frank Bartlett's, crossing the Tory Hill road about a third of a mile up; the road to the North village, by the first meeting house and Levi Bartlett's; the one from the first meeting house, by Kimball's-Corner and the Major Hoyt Place to Henniker; the one through Joppa; the one through Schoodach, which crossed the river at *Bagley's* Bridge; and the Pumpkin and Burnt Hill roads. The first bridge built in town was across the river at the Lower village. It was built in the autumn of 1774, and a part of its cost-forty dollars was contributed by Councilors Daniel and Jonathan Warner, of Portsmouth.

The first public meeting of the inhabitants of the town was held December 27, 1770. At another meeting held July 14, 1774, among other actions it was "*Voted* that Captain

Francis Davis shall go and get the town incorporated, if the Proprietors will find the money to do it with.” The proprietors were accordingly consulted, who found the necessary funds, and a petition was drawn up asking for a charter and praying that the town be named Amesbury. Ezekiel Evans, of Salisbury, Mass., agent for the proprietors, and Captain Davis, who was also a proprietor, together journeyed to Portsmouth and presented their petition to Governor Wentworth and his Council. They secured a charter, but the Governor and Council named the new borough Warner. This was by no means an exceptional case, as Governor Wentworth named several other towns to please himself and honor his friends, regardless of the wishes of the inhabitants or proprietors. The town was incorporated September 3, 1774, receiving its name in honor of Hon. Jonathan Warner, of Portsmouth, the Governor’s most intimate friend, his cousin by marriage and a member of the Royal Council.

The Corporate Town.—The first town-meeting of the legal town of Warner was called a month later, October 4, 1774. The first civil officers of the town as elected that day were as follows, viz.: Moderator, Isaac Chase; town clerk, Daniel Flanders; selectmen, Daniel Floyd, Jacob Waldron and Isaac Chase. The number of voters at that time was forty-eight; the population was probably in the vicinity of two hundred and thirty souls. The records of the Committee of Safety, published December, 1775, furnish some interesting facts as to the population at the breaking out of the Revolution. By the census ordered to be taken by the Provincial Convention held at Exeter, August 25th of that year, Warner had, of white males, 78 under sixteen years of age, 45 between the ages of sixteen and fifty not in the army, and 6 above fifty, 126 females and one Negro, -- total, 262. Ten men from Warner had joined the patriot army before Boston. The town reported twenty-one fire-arms fit for service, and twenty-six instances in which fire-arms were wanting. At a town meeting held that summer the inhabitants had “*Voted* that the selectmen should provide powder, lead and flints for a town stock, and as many fire-arms as should be found wanting in town.” At another meeting held at the meetinghouse on the old parade, August 3, 1775, Captain Francis Davis, Captain Daniel Floyd and Daniel Annis, Sr., were chosen a Committee of Safety.

Warner sent no representatives to the General Assembly of the province or the State until 1776, the first election for that purpose being held November 19th of that year. Captain Francis Davis was their chosen; in 1777, Daniel Morrill; and in 1778, Captain Daniel Floyd. The General Assembly met in those days at Exeter. Representatives to that body were required by law to possess real estate to the value of two hundred pounds, lawful money. The following is a list of those who have served as representatives of the town from 1779 to 1885:

Thomas Rowell, 1779; Isaac Chase, 1780; Captain Tappan Evans, 1781; Nathaniel Bean, 1782-83; Captain Francis Davis, 1784; Warner, Sutton and Fishersfield elected Mathew Harvey, of Sutton, representative in 1785; the same towns elected Zephaniah Clark, of Fishersfield, in 1786; the three towns elected James Flanders, of Warner, in 1787-89 (this was the end of the class representative business; hereafter Warner elected and sent her own representative, as before); James Flanders, 1790-94; Aquilla Davis, 1795-98; Joseph Bartlett,

1799-1801; Aquilla Davis, 1802-5; James Flanders, 1806-7 ; Richard Bartlett, 1808-11; Benjamin Evans, 1812 ; Richard Bartlett, 1813 ; Benjamin Evans, 1814; Philip Flanders, 1815 ; Henry B. Chase, 1816-17 ; Benjamin Evans, 1818 -19; Richard Bartlett, 1820 ; James Bean, 1821 ; Benjamin Evans, James Bean, 1822; Benjamin Evans, Henry D. Chase, 1823; Henry B. Chase, Abner B. Kelley, 1824; Timothy Flanders, Caleb Buswell, 1825; Benjamin Evans, Daniel George, 1826 ; Benjamin Evans, Abner B. Kelley, 1827-28 ; Abner B. Kelley, Nathan S. Colby, 1829 ; Nathan S. Colby, Zebulon Davis, 1830; Zebulon Davis, Benjamin E. Harriman 1831; Benjamin E. Harriman, Daniel Jones, 1832; Daniel Jones, Nathan S. Colby, 1833; Nathan S. Colby, Timothy Davis, 1834; Timothy Davis, Philip Colby, Jr., 1835; Philip Colby, Jr., Mitchell Gilmore, Jr., 1836; Mitchell Gilmore, Jr., Nathan Davis, 1837; Nathan Davis, Abner Woodman, 1838; Abner Woodman, Abner Watkins, 1839; Abner Watkins, Asa Pattee, 1840; Asa Pattee, Robert Thompson, 1841; Robert Thompson, John Stewart, 1842; H. D. Robertson, Robert Thompson, 1843; H. D. Robertson, Enos Collins, 1844; Enos Collins, Daniel Bean, Jr., 1845; none elected, 1846; James M. Harriman, Daniel Bean, Jr., 1847; J. M. Harriman, Franklin Simonds, 1848; Franklin Simonds, Walter Harriman, 1849; Walter Harriman, George A. Pillsbury, 1850; George A. Pillsbury, Leonard Eaton, 1851; Leonard Eaton, H. H. Harriman, 1852 ;H. D. Robertson, Ira Harvey, 1853; H. D. Robertson, Levi Collins, 1854; Levi Collins, Benjamin C. Davis, 1855; Benjamin C. Davis, Lewis Holmes, 1856; Lewis Holmes, Samuel W. Colby, 1857; Samuel W. Colby, Walter Harriman, 1858, Cummings Marshall, Ephraim M. Dunbar, 1859; C. Marshall, E. M. Dunbar, 1860; Augustine N. Harriman, Stephen C. Pattee, 1861-62; John P. Colby, Hezekiah B. Harriman, 1863-64; Elijah R. Gilmore, John Rogers. 1865; Samuel Davis, Moses J. Collins, 1867-68; Christopher G. McAlpine, Lemuel W. Collins, 1869-70; Charles Currier, Moses D. Wheeler, 1871-72; John E. Robertson, John W. Clement, 1873; John H. Dowlin, Nehemiah G. Ordway, 1875-76; N. G. Ordway, Henry C. Davis, 1877; Henry O. Davis, 1878; Augustus R. Putnam, 1880; Harlan S. Willis, 1882; none elected, 1884.

Of the value of money, land and labor during the early history of the town, a few facts gleaned from the town records and other sources will give one a good understanding. It should be premised that the “pounds” spoken of in the early records was in the “new tenor” currency, which was six shillings to a dollar. A pound, therefore, was equal to \$3.33, and a shilling to sixteen and two-thirds cents. One stipulation made in regard to Rev. Mr. Kelley’s salary in 1771 was to give him one hundred dollars in labor, at two shillings and six-pence (forty-one and two-thirds cents) per day, or, if dinners were found, then two shillings (thirty-three and one-third cents) per day. Work on the highways was reckoned at three shillings (fifty cents) per day in 1785. March 22, 1791, the town voted to reckon work on the highways as follows:

December 28, 1797, the town voted to allow men for work in building bridges two shillings per day till April 1st and after that three shillings per day until the bridges were finished. February 8, 1798, it was voted to pay minute-men enlisted by the town enough

to make up to them ten dollars per month while they did duty, including what they were allowed by Congress.

Several lots of land, varying from forty to eighty acres, were sold at public auction for non-payment of taxes in 1784, for which prices were paid varying from six-pence to one shilling- per acre, with taxes and costs.

At a similar sale, in 1797, different lots were sold at five cents, seventeen cents, thirty-one, forty-one, sixty and a dollar and fifty-four cents per acre. Twenty lots were sold in the same way in January and February, 1812, the average price being twenty cents. In 1782 the furnishing of the twenty cords of wood, which were a part of Rev. William Kelley's salary, was struck off to the lowest bidder, as follows: Ten cords to Esq. Joseph Sawyer, at forty shillings and six-pence (seventy-five cents) per cord; five to Francis Ferrin at four shillings and five-pence; and five to the same at five shillings (or eighty-three and a half cents).

When the first pound was built, in 1798, which, by popular vote, was to be thirty feet square and seven feet high, of green white-pine logs, with the bark taken off, with a white-oak door and a heavy lock, its building, and providing all the materials was struck off to Tappan Evans for ten dollars and a half, all of a quarter less for what it could be built for now. At the close of the last century a girl's wages were two shillings a week and board. The commonest quality of calico was four shillings a yard, so that a woman could no more than pay for a dress by three months of hard labor. In the year 1788 wheat was rated in Concord at seven shillings per bushel, Indian corn at four shillings, potatoes at one shilling, cheese at six-pence per pound and stall-fed beef at four-pence.

The census statistics of Warner from the close of the Revolution to the census of 1880 will show the period of its greatest growth and likewise of its decline. The increase for the first decade was remarkable, and that of the second as much so, the population nearly doubling in each instance. The large increase between 1810 and 1820 must, in part, be attributed to the annexation of the Gore in 1818, the population of that territory being one hundred and twenty-five persons by the census of 1810. The population of the town has been constantly decreasing since 1825, though at the present time there are more voters than at any previous period. Population in 1783 was 458; 1790, 863; 1800, 1,569; 1810, 1838; 1820, 2446; 1830, 2221; 1840, 2139; 1850, 2038; 1860, 1970; 1870, 1667; 1880, 1537.

Upon looking at the map Of Warner one will see a narrow neck of land stretching northward, like a mason's apron, between Sutton and Salisbury, till it reaches the Wilmot and Andover lines. This territory constitutes the famous Kearsarge Gore. It originally stretched over the mountain northward to the present site of Wilmot Center. Up to the year 1807 this Gore was a sort of a town by itself, the inhabitants holding their own town-meetings and electing officers like any corporate organization. When Wilmot was incorporated, in June, 1807, the new township took a third of its territory from the Gore. The description of its boundaries on this side reads as follows in the charter of incorporation: "Also all the lands and inhabitants within said Kearsarge Gore, north of a straight line beginning it the southwest corner of Andover; thence running westerly to the highest part of said mountain; thence westerly to Sutton line." The territory on the south side of the mountain continued separate until 1818, when, by an act of the State

Legislature, approved June 13th, the Gore, with the inhabitants thereof, was annexed to Warner. By this the fine mountain of Kearsarge, its glorious bold summit, overlooking the whole central and southern part of the State, became, to all intents and purposes, our mountain.

The first post-office was established in Warner in 1810, at the Lower village, then the chief business centre of the town. Henry B. Chase, who was appointed postmaster at that time, held the office till 1817, when he was succeeded by Dr. Henry Lyman. Levi Bartlett was appointed to succeed Dr. Lyman in 1825 and held the office until 1830, when it was discontinued. An office meanwhile had been instituted at Waterloo, with Philip Colby Jr., as postmaster. In 1830 this office and the one at the Lower village were consolidated and established at the Center village, when Harrison D. Robertson was made postmaster. Mr. Robertson was succeeded as follows: George A. Pillsbury, 1844; William Carter, Jr., 1849; Gilman O. Sanborn, 1851; Abner B. Kelley, 1855; Hiram Buswell, 1861; E. H. Carroll, 1877; E. C. Cole, 1884; Lloyd H. Adams, 1885. In 1865 a post-office was reestablished at Waterloo, which was discontinued after two years. Walter H. Bean and T. Leavitt Dowlin served successively as postmasters. In 1885 another office was established at the same place, with Roger Gage as postmaster. In 1871 an office was established at Roby's Corner and Moses H. Roby was appointed postmaster. In 1884 offices were established at Melvin's Mills, W. Tappan Melvin as postmaster, and at Bagley's Bridge, Fred. H. Savory as postmaster. 1885 an office was also established at Davisville, with Moses Twitchell as postmaster, making six post-offices in town.

The Simonds Free High School was established in 1871. It received its name from Hon. Franklin Simonds left the bulk of his property for this purpose. Mr Simonds died in 1869 and Mrs. Simonds the following year.

At a legal meeting of the inhabitants at the town hall, March 18, 1871, the following resolution was adopted by unanimous vote:

“Resolved, That the Town of Warner, in view of the bequests of Franklin Simonds, late of Warner, of twenty thousand dollars, and of Abigail Warner, of five thousand dollars as a fund, the income for the purpose of a high school, establish a high school, and that said town be and hereby is constituted a high school district, including the whole territory of said town.”

The following summer a brick school building was erected on a pleasant site, and in December the school was opened. The building cost about ten thousand dollars. The succession of principals have been as follows: E. C. Cole, 1871; N. N. Atkinson, 1874; William Goldthwaite, 1876; E. H. Farnsworth, 1880; Charles A. Strout, 1881; H. S. Roberts, 1884.

A home fair was inaugurated in Warner, in 1871, by several of the leading farmers. During two years the exhibitions were at the town hall and in the street. In 1873, Hon. N. G. Ordway laid out twelve acres of land near the village for a fair-ground, erected buildings and stalls and made a race-course. River Bow Park Association was incorporated by the Legislature in 1875. The association, which embraces a dozen or fourteen towns around Kearsarge Mountain, purchased the grounds and buildings in 1876

and have held several successful fairs at the place. In the summer-time the park is open and is used as a driving resort by the citizens.

The Kearsarge Mountain Road Company was chartered in 1866. For several years the company endeavored to secure the co-operation of the town in building a road to the summit of the mountain, but unsuccessfully. At the Presidential election in November, 1872, a resolution was introduced by S. C. Pattee, authorizing and instructing the selectmen to subscribe for and hold, in the name of the town, twenty shares, of the value of one hundred dollars each, of the stock of the Kearsarge Road Company, provided, however, that the foregoing resolution shall not be binding on the town until said road is completed, or until responsible parties shall furnish a bond to the satisfaction of the selectmen, to build said road, without further assistance from the town. An amendment proposed by Major Samuel Davis, providing “ that the town have two-fifths of the five directors, and that the first and second selectmen shall be ex-officio said directors,” was adopted. The resolution, thus amended, passed. Subsequently N.G. Ordway and William E. Chandler furnished a bond in the sum of four thousand dollars to complete the mountain road, without expense to the town beyond the appropriation of two thousand dollars, and binding themselves to finish the road on or before the 1st day of June, 1874, a point some eight rods below the summit of Mount Kearsarge, the selectmen for the town coming under obligation to pay over the two thousand dollars on these conditions.

Work was begun on the new road in the fall of 1873, and by June, 1874, the five miles were completed, a wide roadway being made from Hurricane Gate to the top of the mountain. July 4th of the same year the road was formally opened, a large crowd being present, and addresses being made by Hon. N. G. Ordway, Hon. W. E. Chandler, Hon. M. W. Tappan, Robert Thompson, Esq., and Hon. Walter Harriman.

In 1876 there was a decisive change of political opinion in the town. Warner had always been a Democratic town, and in some years had been the banner town of the Democracy in New Hampshire. In 1838 the town gave a majority of 311 votes for Isaac Hill, which was the largest given him by any town in the State. From the beginning of the century the Democratic vote of the town had averaged 150 in excess of the opposite party, sometimes no opposition being recorded. But after the formation of the Republican party the Democratic majority was constantly reduced. In 1854, the vote for Governor was as follows: For N. B. Baker, Democratic, 257; Jared Perkins, 75; James Bell, 24. In 1874 the vote stood as follows: James A. Weston, Democratic, 242; Luther McCutchins, 172. In 1875, Hiram R. Roberts, Democratic, had 238 votes; Person C. Cheney, 202. In 1876, Person C. Cheney had 253 votes; Daniel Marcy, 222; giving the Republican candidate a majority of 31. For the first time in the history of the town the Board of Selectmen was Republican, and one, of the representatives to the General Court was also a Republican. In 1878 the Democrats regained the board of Selectmen, and at the gubernatorial election Frank McKean, Democrat, received 247 votes, while Natt Head received 272 votes. Since then the Democrats have carried all the town elections, though most of the biennial elections have gone Republican by a small majority.

Warner being such a Democratic strong-hold, it was perfectly natural that her leading citizens should play prominent parts in the politics of the county and the State. We wish to notice a few who in their day and generation “ strutted upon the stage,” acting part at

home and abroad that recalls the Scriptural statement, "There were giants in those days." One of the most prominent men of the last century was Hon. James Flanders, who lived on Burnt Hill, between the Clough and Bartlett places, the buildings having long since been taken down. He was a native of Danville, N.H., and came to Warner about the close of the Revolutionary War. He was by occupation a farmer and cordwainer, but was almost constantly in public life. He was repeatedly moderator of the town meetings, was representative several years to the General Court, both of Warner alone and of the three classified towns—Warner, Sutton and Fishersfield (now Newbury). Beginning with 1794 and ending with 1803, he was State-Senator from his district every year excepting 1799, when Colonel Henry Gerrish, of Boscawen, was elected, and during all this time was a leading man in the councils of the State. His large natural abilities, his sound judgment, his talent as a speaker, gave him an influence much greater than that exercised by men of larger culture and education.

The man of the most commanding influence in town during the first of the present century was Hon. Henry B. Chase, who came to Warner from Cornish, N. H., in 1805, and practiced law at the Lower village. He represented Warner several years in the Legislature of the State, and in 1817 was the Speaker of the House. He was the first postmaster of the town, and in 1823 was elected the first register of Probate for Merrimack, County, serving in that office until 1840. His reputation as a sound lawyer was second to none in the State. Mr. Chase died in 1854, aged seventy-seven years. Another of the "giants" of that period was Hon. Benjamin Evans, son of Tappan Evans, one of the early proprietors of the town. He was born in Newburyport, Mass., but was, during the greater part of his life, a citizen of Warner. He was a man of the Benjamin Pierce stamp, and, like him, was a power in his own town and in the State. He had great business capacity, and though his education was limited, his energy, penetration and sound judgment were untiring and unerring. The town elected him its representative several times; in 1830 he was elected Senator in old District No. 8, and in 1836 and 1837 he was in the Council of Governor Hill. In 1838 he was solicited to run as Democratic candidate for Governor of the State, but because of his advanced age he refused the honor, at a time when a nomination was practically an election. From 1838 to 1843 he held the office of sheriff of Merrimack County, resigning the same a few months before his death. Hon. Reuben Porter, the son-in-law of "Squire Evans," was a man of influence in his day; served as selectman in both Warner and Sutton he resided at the latter place a few years; was representative from Sutton, and was elected Senator in District No. 8 in 1834 and 1835. Robert Thompson, Esq., has been a prominent man in the county for many years, and Major Samuel Davis is a marked man in his party in the State.

The era of greatest prosperity in Warner was undoubtedly from 1820 to 1850. The town had reached the acme of its populousness at the beginning of this period, and that enterprise and activity which make the prosperity of a municipality was just then beginning, to operate in a large measure. There was more wealth then in the town, although that fact is not shown by the amount of valuation as recorded in the town-books. We must remember that one dollar in 1825 was certainly worth two at the present day. There were not so many horses in town in 1820 as now, but there was a greater number of oxen, cows and sheep. Farms were more productive. Every farmer raised his own corn, flour and hay. There was a greater number of useful industries. Every brook turned one or

more water-wheels, and there were sixteen mills and factories on Warner River and its tributaries. More money was brought into tile town than was carried out; the stores and taverns did a prosperous business, and everything was "rushing."

That was the age of style and aristocracy. The village squire, physician, lawyer and minister lived in a more expensive way than their neighbors. Their houses were stately, they wore richer clothes, had the foremost seats in public places and were recognized as beings of a superior order. These old patricians, like Dr. Lyman, Hon. Henry B. Chase, Major George and "Squire Evans," constituted a class by themselves. Their influence was great, and they practically ruled the town. They expended liberally of their means for the good of the town, and they set the tide a-flowing toward a better and more elegant way of living. The first piano in town was brought in by Mrs. Herman Foster in 1832. The first two stoves, of the James patent, were introduced and used by H. G. Harris, Esq., and Elliot C. Badger, in 1825. The first brass door-knocker was put on the residence of Rev. Jubilee Wellman, about the year 1830. A few of the "best families" used carpets as early as 1816.

One of the causes which operated to develop Warner industries and stimulate activity was the building of several new roads. Highways may be considered as an excellent standard of civilization. In fact, there is no better physical sign or symbol by which to understand an age or people than the road. The savage has no roads. His trails through the forest, where men on foot can move only in single file, are marked by the blazing of trees. In half-civilized lands, where law is weak and society insecure, wheeled vehicles are seldom seen, and roads are obstructed, rather than opened. The strength and enterprise of men are utilized in fortifying themselves against the invasion of danger. Huge castles are built on inaccessible rocks, walled cities cover the plain, and horses and mules offer the only means of transportation and communication, by which, along rude bridle-paths, the traveler and the merchant are conveyed from one country to another. It is only civilized art that constructs a royal highway or a magnificent railroad, and by these means offers conveyance for men and goods over rugged steeps along frightful precipices by routes once deemed superable. Roads are the ducts of trade, and commerce is one of the pillars of a civilized State. No nation can become great without intercourse with its surrounding States, and necessarily roads must be built. Something can be learned of the status of society, of the culture of a people, of the enlightenment of a government, by visiting university and libraries, churches, palaces and the docks of trader but quite as much more by looking at the roads. For, if there is any material or art enterprise in a nation, or any vitality to a government, it will always be indicated by the highway, the type of civilized motion and prosperity. All creative action, whether in government, industry, thought or religion, constructs roads.

Prior to 1820 Warner had no highway leading directly west; consequently no great degree of travel passed through the town. Reposing in the deep valley, shut in almost on all sides by high hills, Warner seemed to be cut adrift from the rest of the world. It was distant from all the great lines of travel, and, in fact, the travel that might naturally have come to the town was diverted from it by those very lines. The turnpikes had been the exciting topic for several years, the craze in this State beginning in 1795 and culminating twenty years afterwards. Fifty-three turnpike companies were incorporated in this State, and the enterprise wrought a revolution in public travel, relatively, nearly as great as that

brought about by the railroad system between 1840 and 1850. The second New Hampshire turnpike road, which was incorporated December 26, 1799, ran from Claremont through Unity, Lempster, Washington, Marlow, Hillsborough, Antrim, Deering, Francestown, Lyndeborough, New Boston, Mont Vernon and to Amherst. It was fifty miles in length, and took, of course, all the travel that passed west and south of our town. The following year the fourth New Hampshire turnpike was incorporated and laid out. (The third New Hampshire turnpike road, running from Bellows Falls and Walpole, through Westmoreland Surry, Keene and Jaffrey, towards Boston, was incorporated December 27, 1799.) This turnpike was at the north and east of Warner, and extended from Lebanon, through Enfield, Andover, Salisbury and Boscawen, to the Merrimack River, thus opening the means of communication between the two great river valleys.

It will be seen that these two routes combined to turn the public travel directly from Warner. The condition of affairs aroused the attention of certain of the enterprising business men of the town, and they devised a way to remedy it. The only road leading any way west was the old Perrytown highway, laid out in the early period of the settlement, which went over Kimball's Hill (now Eaton Grange) to South Sutton and Sunapee and Claremont, and thence into Vermont. Just beyond Eaton Grange, at what was called the old Potash, a road branched off from the Perrytown highway which led to North Sutton, Springfield, Hanover and White River Junction. Both of these roads were indirect and exceedingly hilly, and consequently not very inviting to the traveler. A committee of the leading citizens of Warner, Bradford and Fishersfield (now Newbury) met in consultation, and after a thorough examination of the ground, decided to lay out and construct a road from the head of Sunapee Lake to Bradford, thus opening a convenient route from Windsor, Vt., through the Sugar and Warner River valleys to Concord. There was one obstacle in the way: the people of Fishersfield were so poor that they did not feel able to construct their part of the road. What was to be done? Warner necessarily would be benefited more than any other town by this new road. Our citizens saw this, and a number of them took hold of the affair of their own freewill, and without any vote of the town or any help from the municipality. Several of the most able and enterprising men, including Benjamin Evans, Daniel Bean, Sr., and John E. Kelley, accordingly drove to Fisherfield, took their families and plenty of provisions, and boarding in an old school-house, labored there for weeks, giving their labor and "finding themselves." Before the autumn of 1821 the road was completed.

The result was all that its designers could wish. It turned a portion of the travel which had formerly passed around Warner on either side along this new thoroughfare. It became a stage-route, connecting Western New Hampshire with Concord and Boston by the shortest and most easily accessible way. Travel poured in abundantly, and Warner became a grand centre and halting-place for the caravans of people and merchandise. During nearly a decade of years the travel was unchecked, and the individuals who had labored so hard and expended so liberally of time, and money found themselves amply recompensed both in the increased prosperity of the town and in their own natural share of the general prosperity.

In 1830 the adjacent town of Henniker on the south went to road-building, and constructed a good highway from Bradford to Weare, thus devising a nearer cut from the west to Nashua and Lowell on the south. This as effectively diverted the travel from

Warner as water would be turned from a barrel by knocking out its head. Warner people did not, however, give up the battle, but went to work to tap the channel of travel from the west, higher up on the Connecticut. To do this, it was necessary to construct a new highway through Sutton, New London and Springfield, to intercept the stream of travel that naturally poured along the fourth New Hampshire turnpike. The road was laid out in 1831, a serpent's trail from Hanover, through Springfield, New London, Sutton, Warner and Hopkinton, to Concord. The town of Hopkinton shortened the line by building the Bassett Mill road. Springfield and New London did their part, but Pike's Ledge in Sutton was so formidable that the people of that town refused to take hold of the enterprise. Again the spirit and the enterprise of the citizens of Warner met and overcame the dilemma. These citizens met the authorities of the town of Sutton, and gave a bond holding them to the building of two hundred and nine rods of their part of the road, if the town would do the rest. So the work went on. The first ten rods were built by Henry B. Chase, the second ten rods by Harrison G. Harris. Benjamin Evans built forty rods and his son-in-law, Nathan S. Colby, built forty rods. Robert Thompson built five rods. Levi Bartlett four rods. Zebulon Davis two rods. Daniel Runels two rods, and Daniel and Stephen George constructed the road over the formidable Pike's Ledge. The road was finished that fall, and Robert Thompson, Esq., of Warner, was the first person to drive over it in a carriage.

A route was now established as the shortest and most feasible from the north and northwest to the growing cities of Massachusetts; but Warner was not yet satisfied. To still further increase the tendency of travel in this direction, it was determined to put on a flying stage-coach line which would carry passengers from Hanover to Lowell in one day. Many said it could not be done; others thought differently. Nathan Walker, an "old whip," subsequently the second landlord of the Warner and Kearsarge Hotel, made one trip, going through in the time specified, but concluded he did not care for the job. The next year the route was purchased by Major Daniel George, and his son Henry drove the stage for a number of years. Afterwards Moses E. Gould, of Bradford, took the reins, and continued the business until the opening of the Concord and Claremont Railroad in 1849.

This stage-route was one of the best and most successful lines in the country. It became the main thoroughfare of travel from the Canadas to Boston, and the stream of business that poured along the road was enormous. Every town along the route was benefited by it. Stores sprung up and hotels were built, for where there is travel and motion there must be life. In Warner alone there were eight licensed taverns doing business at one time. Those were busy prosperous days.

Public-Houses in Warner.—Washington Irving, in his ever-delightful "Sketch-Book," tells the story of his quest for the immortal Boar's Head Tavern, East Cheap, London, where Shakespeare made his "roystering crew" to gather,—Falstaff, Prince Hal, Bardolph, Dame Quickly, Ancient Pistol and their memorable *confreres* in the drunken bout and social strife. The history of the first inn or hostelry in Warner would be nearly as interesting as the story of the Boar's Head told by this inimitable sketch-writer. The town had been settled four years when it was built. It was made of logs and combined the uses of a tavern and dwelling-house. Jacob Hoyt was the pleasant Boniface of this early hostelry. In 1775 Landlord Hoyt erected a frame house in place of the, one of logs, and this, in turn, was displaced in the beginning of this century by a large two-story house,

which had all the appointments of a country hotel. The successors of Mr. Hoyt, as taverners at this place, were Dr. John Currier, Richard Pattee and William Carter. The old stand was finally sold to Samuel Brooks, who took down the sign and made it a private residence. It was removed about 1862, and not even the cellar remains to show the spot where the first travelers through Warner were hospitably entertained.

The first hotel was built at the Lower village; the second stood at the Centre. It was built by Captain Asa Pattee, of Haverhill, Mass., who settled in Warner directly after the close of the Revolution. It was the first frame house erected in that village. Captain Pattee sold the stand to Daniel Whitman, who kept open house here until after 1812. Captain Joseph Smith purchased it for a private residence, and it has been occupied since his day successively by Dr. Caleb Buswell and Dr. Leonard Eaton. While the Lower village was still the "Centre" of the town, another hotel was opened at the opposite end from the old Hoyt tavern. It stood a little below the John Tewksbury place, on the opposite side of the highway, and was kept by John E. Kelley, a nephew of the first minister. A store occupied one end. The whole stand was burned January 16, 1828.

At Waterloo stood the fourth house used as a tavern in town. The leading family at this flourishing borough were the Beans. They owned the mills there and carried on a large farm. Daniel Bean, a son of Nathaniel Bean, who was prominent as an early settler, built a commodious mansion about 1804, which was kept open for a tavern near a score and a half of years. It is now occupied by a son of the founder, Dolphus S. Bean.

In the fall of 1828, Major Daniel George, who had purchased the timber procured to rebuild the Kelly house, erected a building for a hotel at the lower end of the North Lower village. This was kept by Major George for a number of years, and subsequently by Ebenezer Watson. This hotel and two or three adjoining buildings were destroyed by fire near the year 1846. Colonel Richard Straw, who lived in that section of the town called Schoodach, was for many years one of the most prominent citizens of Warner, one of the largest landholders, selectman for several years, colonel in the State militia, prosperous yeoman and farmer, also kept a hotel, and was a "licensed taverner." His large mansion-house and inn still stands and is owned and occupied by John Jones.

About 1833, General Aquilla Davis, who had been occupying the old family mansion at Davisville, erected a stately brick residence on a fine site near his former home, where he spent the remainder of his days. His son, Nathaniel A. Davis, then converted the old family mansion into a hotel, which he kept open as long as the public travel required it. At present it is a private residence, the home of Mrs. N. A. Davis. At Dimond's Corner, Hiram Dimond, son of Israel, who was farmer, potter and store-keeper, also kept a public-house. It is still standing a large, old fashioned, red-painted structure, but the tavern sign has long since been taken in.

The ninth tavern came into existence owing to changes of travel and the building of the road from Bradford to Henniker. On that road, one mile and a half from Bradford Pond, and in the limits of Warner, Joel Howe, somewhere about 1831 or 1832, built a tavern, which he kept open until the opening of the railroad, in 1849. Most of these hotels did a lucrative business until the introduction of railroads and the consequent change of travel in this section.

The tenth hotel had a longer and more eventful history than any other in the town. It stood in the Centre village, at the corner of Main Street and the road that leads to North village and the south part of the town. The house was built by Nathan S. Colby, a prominent citizen, in 1832. It was a large, two story building, with an ell and pleasant piazzas and hall in the second story, which wall often used by the public. It was a central stopping-place, and always, very popular with the traveling public. The following is the list of gentlemen who have entertained the public at the Warner Kearsarge House since Mr. Colby's *regime*: Nathan Walker, Messrs. Nevins & Barbour, Joseph Ferrin, Dudley Bailey George & Charles Rowell, Thomas Tucker, Geo. D. Chadwick, P. B. Putney, Martin Bartlett, Fred Smith, A. C. Carroll, E. P. Hutchinson and T. B. Underhill. In 1875, Hon. N. G. Ordway purchased the property and enlarged and remodeled it. Thursday morning, January 26, 1885, the house and its contents were destroyed by fire. Today the town is in the same condition that it was in 1765, in having no public-house. Plans are, however, maturing for the erection of a first-class hotel on the site of the one recently destroyed.

Warner Village in 1825. Future generations may like to know how our main village looked and who were the dwellers therein sixty years ago. In this year of grace 1885 there are one hundred and forty buildings in Warner main village, exclusive of barns; in 1825 there were just forty. Of those who were inhabitants at that time, only four are living today, namely, Abel Waldron, Mrs. Abner Woodman, Mrs. Harrison Robertson and Mrs. Ira Harvey. There were no public buildings then on the street, except the school-house; no bank, no church, no post-office, no hotel, no depot, and only one store. The Lower Village was still the principal place of business, and there all public interests centred.

Beginning at the lower end of the street, where School District No. 13 commences, and where John Tewksbury now lives, resided Deacon David Heath, a prominent citizen and a deacon of the Congregational Church, which edifice stood a few rods below, On the same side of the road. The house this side, afterwards occupied by "Parson Wellman," and now by Moses Johnson, was owned by Daniel Young, son of a Revolutionary soldier. Mrs. French's house, at the corner, was the home of Widow Judith Hoyt and her two daughters, one of whom went as a missionary to Honolulu. After this there was no house westerly for a quarter of a mile, until we arrive at what is now the McAlpine house. Here lived Thomas Hackett. Almost opposite, on the site of Hiram Patten's house, stood a vine-covered cottage, the home of Abraham Currier.

On the site of the John Savory stand was a low, unpainted dwelling, where a Mrs. Folsom lived. Abel Waldron's house, on the opposite side of the way, remains unchanged, the home sixty years ago of his father. Where Mrs. H. H. Harriman now resides lived Captain Safford Watson, who had a wheelwright-shop near by, which was afterwards moved on to School Street, the residence of Zebulon Currier. Just beyond Captain Watson's, where the Kearsarge Hotel stood, lived Dudley Bailey. Ira Harvey's, house was then the residence of Isaac Annis, "the village blacksmith," whose shop stood under the., large elm-tree in front of where Louis Chase now lives. Going back, on the opposite side of the street, to the dwelling-house of Deacon J. W. Clement, we find Benjamin Evans living there sixty years ago. The large mansion that is now the residence of Gilman C. George was then occupied by Nathan S. Colby. Mr. Colby was a

“store-keeper,” and his “shop” was just above his dwelling-house, the same building now used by B. F. Heath. The Uptons lived where P. C. Wheeler resides, and Joseph True in the house Mrs. H. D. Robertson occupies. The Dr. Eaton homestead was then owned and occupied by Dr. Caleb Buswell, who was at that time surgeon of the Fortieth Regiment of New Hampshire militia.

Union Block occupies the site where stood a long low cottage, a part of which was remodeled into the old post-office building, now the office of the *Kearsarge Independent*. Here lived Isaiah Flanders and his daughter, who was familiarly known as “Aunt Y. Anna.” In the broad hall which ran through the centre of the house the songs of the “Osgoodites might have been heard every Sunday morning, for “Uncle Isaiah” was a devoted disciple of that sect. Mr. Flanders’ barn stood where Shepard Dimond now lives. The Harris mansion, now owned by the Misses Harris, has remained in the family all these long years. Harrison G. Harris was the owner sixty years ago, the lawyer of the place, and who had been selectman the preceding year. In the George Upton house, above, where Erastus Wilkins lived a number, of years, there lived Deacon Barrett, who carried on a large scythe-snath manufactory. Where the Arthur Thompson house stands on the hill was a small, unpainted house belonging to Nathaniel Treadwell The house now owned and occupied by Joseph Rogers then stood on the site of the Baptist parsonage and was the home of Josiah Colby.

Moses Colby lived at the place now owned by Hiram Buswell, and Ezekiel Flanders lived where Jacob Rodney resides. Where Leonidas Harriman lives was the home of the Widow Pattee, and on the opposite side of the street, in W. C. Johnston’s house, lived Paine Badger. James Bean, the father of Mrs. Ira Harvey and Mrs. George Rowell, lived at the Uriah Pearson place. In the A. P. Davis house, now occupied by Rev. Smith Norton, lived Ezra Buswell, who had a tannery by the brook just beyond.

Ezekiel Evans owned the house now occupied by S. T. Stanley, and Daniel Morrill lived somewhere near where his grandson, Samuel, now resides. George Savory’s house, the farthest on “the plain,” was then owned by Jonathan Emerson.

Over the river, at the Robbins place, lived David Colby, the road to his place running nearly where the present Fair-Ground road is. Where the sawmill now stands stood a grist-mill, the owner, Stephen Badger, residing in the little red house nearby. The road running to it was across the land owned by W. C. Johnson and through Pine Grove Cemetery, terminating at the mill. The district schoolhouse, a wooden building stood where the brick structure now is, and between it and A. D. Farnum’s place there was but one dwelling-house, occupied by Benjamin Waldron, where P.M. Wheeler resides. Richard Morrill, who lived at the Farnum place, owned a saw and grist-mill on Willow Brook, somewhere near where the Clark Brothers have their mill. On Denny Hill, at the old Floyd place, lived Capt. Denny, and where Frank Bartlett lives resided Simeon Sargent.

CHAPTER II

ECCLESIASTICAL HISTORY

Congregationalists.—For more than half a century the only active evangelical denomination in town was the Congregationalist (orthodox). The history of this church begins with the history of the town.

One of the conditions of the grant, as we have noticed, was that the grantees should, “within the space of three years from the time of their being admitted, build and furnish a convenient meeting-house for the public worship of God and settle a learned orthodox minister.” Before the actual settlement of a minister the proprietors paid considerable sums for the maintenance of preaching in the town. The earliest ministers who are known to have preached in Warner are Timothy Walker and Nehemiah Ordway, Jr. The proprietors records contain mention of sums paid them for their services in preaching in 1767, 1769 and 1770. In 1771, Rev. Robie Morrill, of Epping, preached several Sabbaths and a little later a Mr. Farrington.

Timothy Walker was the son of Rev. Timothy Walker, the first minister of Concord. He was a graduate of Harvard College, and being licensed to preach in 1759, preached in several places a number of years, but was never settled. He was prominent afterwards in civil life: was councilor, chief justice of the Court of Common Pleas, and several times was the candidate of the Democratic party for Governor of New Hampshire.

Nehemiah Ordway, Jr., was the son of Nehemiah Ordway, of Amesbury, one of the proprietors of Warner. He graduated at Harvard in 1764, and after his preaching in Warner was settled a number of years over the church at Middleton, N. H. Of the other itinerants little is known.

The Congregational Church was formally organized February 5, 1772, and Rev. William Kelley, the first settled minister, was ordained the same day. Mr. Kelley had been preaching in town since the first of 1771. He was born at Newbury, Mass., October 31, 1744. He graduated at Harvard in 1767; studied divinity with Rev. Henry True, of Hampstead, and married Miss Lavinia Bayley daughter of Rev. Abner Bayley, of Salem, N.H. He belonged to the old style of ministers, had the manners of a Chesterfield and the theology of the moderate Calvinists. His prayers and sermons are said to have been not so wearisomely long as were most of that day. He was the pastor of his people no less than the minister of his church.

The little church thus organized in the wilderness was weak in numbers and wealth. The covenant was signed and assented to by only eight of the citizens, although there was a larger number of women. Everybody, however, attended meeting and each citizen of the town paid a proportionate part of the tax for support of preaching, for church and State were then one. The church building was a rude, barn-like structure, with rough board benches for seats, and the pulpit was perched like a bird's nest high up on the wall. The first two deacons of the church were Parmenas Watson and Nehemiah Heath, who served the church in this office, the first for a period of fifty-eight years, the latter forty-eight years.

Mr. Kelley was continued in his pastorate until March 11, 1801, when he was dismissed. He spent the remainder of his life in town, and was never settled over any other church. He was elected the moderator of the church, and the people continually

gave proof of their affection for their former pastor. Very often he occupied his old pulpit Sundays, and he went down to his grave honored and revered. After his dismissal the church was without a regular pastor for thirteen years. There had been dissension in the church. It was divided and weakened by the location of the meeting-house "under the ledge," by other causes. The wounds were slowly healed by time.

In June, 1814, Rev. John Woods, of Fitzwilliam, was settled over the church. He was a young man of great intellectual strength, but lacked the courtly manners of his predecessor. His preaching, however, stirred up the dry bones, and there was a wonderful revival. A new church building was erected in 1819, by twenty-nine individuals of the society. It stood, first, a little west of the Lower village, but was removed to its present location at the Centre in 1845. Mr. Woods was dismissed, at his own request June, 1823.

From 1823 to 1827 the church was without a pastor. Rev. Henry O. Wright preached about two years, and several others a few months. September, 1827, Rev. Jubilee Wellman was installed remaining ten years, during which time the church was strong, and prosperous. Mr. Wellman was followed by, Rev. Amos Blanchard, who was settled over the church February, 1837. The Rev. Dr. Nathan Lord, president of Dartmouth College, preached the sermon, and Mr. Wellman gave the charge to the pastor. Mr. Blanchard remained over the church only two years, accepting the pastorate of the church at Meriden, N. H., in 1839, where he remained more than twenty-five years. The next pastor, Rev. James IV. Perkins, was installed March 4, 1840, and dismissed in 1846. He was an earnest, laborious, efficient pastor. Rev. Robert W. Fuller was settled over the church from 1846 to 1850. He was a man of strong will and active habits. The church flourished during his stay. In 1853, Rev. Harrison O. Howland, who had been preaching for the society more than a year, was settled over the church. Mr. Howland remained here until 1857, when Rev. Daniel Warren was installed pastor. In 1863 he was dismissed, and for three years the pulpit was supplied chiefly by Rev. Henry S. Huntington, of Norwich, Conn. In 1866, Mr. Huntington was settled over the church. He resigned, in the fall of 1872, to accept the pastorate of a church at Galesburg, Ill. The one hundredth anniversary of its organization was celebrated by the church in June, 1872.

Rev. Matthew M. Gates immediately followed Mr. Huntington as pastor of the church. He closed his connection, after four years of service, in 1876, since which time there has been no settled pastor. The following are the names of those who have preached for the church during periods of more than one year: Rev. George A. Beckwith, Rev. George J. Pierce, Rev. George E. Foss, Rev. George W. Savory. Rev. Smith Norton, the present pastor, commenced his services with the church April 1, 1885.

Baptists.—In 1793 the religious affairs of Warner were considerably agitated. A large body of citizens separated themselves from the orthodox church and established another religious society. The cause of the schism was a diversity of opinion regarding the baptism of infants, the separatists declaring themselves Anti-Pedobaptists. The new church began a meeting-house, but never finished it, and no settled minister ever presided over the society. It gradually weakened, and in a few years was practically extinct.

The present Baptist Church was organized, in 1833, by twenty-two citizens of the town, who built a church building, and dedicated it in September of that year. The

dedicatory sermon was preached by Rev. Ira Person, of Newport. The first settled pastor of this church was Rev. George W. Cutting, a native of Shoreham, Vt., who remained from January, 1835, to September, 1848, when he accepted a call from the Baptist Church in Lyme. He was a popular citizen and an able preacher. Rev. John M. Chick, of Maine, began his ministry over this church in 1840 and continued his services until 1846, when Rev. J. S. Herrick succeeded him, who remained five years. The fourth pastor, Rev. Lorenzo Sherwin, who began his labors with this church in February, 1832, was obliged to resign his charge, the following year, on account of failing health.

In April, 1853, Rev. N. J. Pinkham, of Dover, began to preach, and retained his connection with the church until February, 1857. Rev. Henry Stetson succeeded him, and was the pastor from 1860 to 1864. From 1865 to 1870, Rev. Albert Heald was over this church, and from 1873 to 1881, Rev. William H. Walker. Mr. Walker resigned in May 1881, and in the fall of that year Rev. N. M. Williams, of Lowell, was installed as pastor, which position he continues to hold. In 1883 the church had existed fifty years, and on the 13th of September its semi-centennial took place.

At times during the last eighty years there has been an organization of Free-Will Baptists in town, though they never have had a church edifice nor a settled minister. For many years they used the old school-house of District No. 8 a sanctuary, having regular preaching and observing the church ordinances in the building.

Methodists.—This denomination at one time had quite an organization in Warner. The church built a meeting-house at the Lower village somewhere about 1835, and maintained public worship until 1870, since which time it has not been regularly occupied. Rev. William Abbott, Rev. Charles Knott and Rev. M. V. B. Knox were pastors of this church at various periods.

Universalists.—In 1844 a Universalist Church organized in Warner, and a meeting-house was built. Regular preaching was sustained during twenty years or more. Walter Harriman, Rev. J. F. Wetherell and Rev. Lemuel Willis occupied the pulpit the larger part of this time. The meeting-house was purchased by N. G. Ordway in 1865, moved from its old site and remodeled. The portion used as a church is now Union Hall.

Osgoodites.—The religious sect known by this name first made themselves prominent about the year 1814. The founder was one Jacob Osgood, son of Philip Osgood, one of the early settlers of the town. He was an enthusiast, a powerful singer and of much skill in repartee. In the early part of this century, he took an active part with the Free-Will Baptists. Naturally ambitious and headstrong, he was disposed to be autocratic, and as some of his religious views were not strictly conservative, he was not approved by them as a leader. He then opposed them, claiming special power from the Almighty, and announcing that he was a prophet, and could heal the sick, and was a sort of vice-gerent. He was opposed to going to law, performing military duty and supporting preachers. For some time his followers increased about Mink Hill, the Gore, Sutton and vicinity. There were also about thirty families in Canterbury led by Josiah Haynes. During two or three years subsequent to 1830 the Osgoodites held great revival meetings, one of which was on Kearsarge Mountain. Their singing and peculiar service attracted many hearers. The hymns sung by them were usually of their own composition. Songs, prayers and exhortations were intermixed in their services without any regularity.

Osgood's custom was to sit in his chair and preach, with two eyes shut and one hand on the side of his face. He was a very large man physically weighing over three hundred pounds. He died in 1844, and Nehemiah Ordway and Charles H. Colby became the ruling elders. There are but few of the sect left. They were an honest, upright people in their dealings with others, and sometimes dishonorably treated by the officers of the law.

History Of The Osgoodites

In the town of Warner, N.H. some eighteen miles west of Concord, N.H. there was founded toward the beginning of the last century a strange sect known as the Osgoodites.

The founder of this movement, Jacob Osgood was born in South Hampton, New Hampshire, on March 16, 1777, the son of Philip Osgood by his third wife, the corpulent Methitable Flanders, daughter of a South Hampton farmer. At the age of twelve Jacob was taken to Warner, where he lived all his life. There, before he was 21, he married Miriam Stevens daughter of Jonathan Stevens of Sutton, and in 1812 built on his hundred-acre farm on the northern slope of the Mink Hills in upper Warner, known-before 1815 as Bean's Hills and subsequently as Waterloo, a low unpainted house with ragged chimneys.

In his autobiography, begun in 1820 in the Hopkinton jail and continued into the year 1827, Jacob wrote, I then took the art of singing and became master of the art. All the comfort I took at this time was in singing. I then went on very wickedly and graciously, being constantly at meetings on the Sabbath days, full of harisee works. he was referring to the fact that he sang, as did his wife, in the choir of the Congregational Church in Warner. according to his autobiography, he was "very zealous after the world. But became greatly moved by attending the funeral of a woman about his own age. Thereupon, as he puts it, the devil preached Calvinism and Universalism to him, but he knew they could not be true.

Next, he writes, God called upon him to warn the wicked to flee from the wrath to come, yet for some three years he did not do Gods bidding but became a Pharisee, strict to the meeting house. Finally, however, on a Sunday in October, 1805, he arose in the Congregational Church and began to speak, but, he adds, "they soon began to stamp and rap," and Jacob left that church for good and joined the Free Will Baptists. There, too, unfortunately, the elders presently began to find fault with his testimony. He therefore founded his own sect, and, as he expresses it, "God led me out of town meetings and training's, but the churches were all in them, believing in politic religion, fighting and killing one another.

His first convert was Thomas Hackett of Warner, and for a time these two labored together. But, Jacob writes sadly, "Brother Hackett did not humble himself enough, but he fell away and went into the world, and went to drinking rum and smoking cigars, and so remained until the day of his death."

Undaunted by the backsliding of brother Hackett, Jacob toiled diligently and at one time had forty to fifty followers in Warner, thirty families in Canterbury under the leadership of Josiah Haynes, and other disciples in Sutton, Bradford, Gilford, Gilmanton, South Hampton, Newton, Amesbury-Mills and Newbury-Byfield.

The path that Osgood chose was no easy one, for as he writes, "persecution came hot against the church in Warner. even my own relations would turn me out of doors". To make matters even worst, he was opposed by his own wife, who, according to Charles H. Colby in his life of Jacob, warred against him seven years, as long as the American War, until the devil had fired away all of his ammunition. at last she fell under the mighty hand of God. One night, as they lay in bed, she began to cry out, saying that she should go to hell, and she was converted to god and became a strength to him in the gospel.

For the most part the Osgoodites were simple, honest folk with little education; but some persons of talent joined the sect, among them Charles H. Colby and Nehemiah Ordway chief poet of the movement and the Honorable N.G. Ordway. Their beliefs were such as to bring them into conflict with the State, the clergy and their neighbors. In his autobiography, Jacob indicates that he fully realized what had roused the ire of the professional and business men.

The churches and the world all got together, but we had heavenly meetings and we kept faith which was delivered to the saints: to heal the sick by laying on of our hands, which made hypocrites awful mad, and doctors would swear, and the lawyers would swear too, for we put the woe on lawyers, The gospel leads people to pay their debts without lawyers, and it troubles merchants and all craftsmen.

The creed of the sect, as it is found in Jacobs autobiography is, indeed, hard on lawyers and ministers. " We believe", he writes in one Lord, one faith, and one baptism, one God and one father over all and one Jesus Christ. We believe in God's power to be above all and we believe in worshiping none other God but one, and of any do wrong, to confess and restore the wrong, and not to employ lawyers or ministers, for them that you have to hire you had better be without than with, but it appears to many to be a strange work. In man-made clergy, Jacob scornfully states that he has no faith, for they are proud, and in high seats in the synagogue with their hair stuck up and their servons studied out, and the love of money in them. You can hire them to preach and you can hire them to leave off. You can buy them and you can sell just as you can a fiddler.

Difficulties between the law and the sect grew out of refusal of the Osgoodites to train as required in the militia, and out of their stubborn determination not to pay fines levied against them for such refusal to undergo military training. Charles H. Colby, in his narrative of Jacob's life, explains that members of the group thought it wrong to learn war or use carnal weapons... At length God called them out from all these things, town meetings and training's and all the high days and doings that the wicked delight and trust in. The military authorities were quick to take action, and between 1819 and 1826 some of the brethren were jailed or had property taken from them because of their stand as conscientious objectors. In May, 1820, Osgood and others of his following haled before Judge Henry B. Chase in Warner. The account of the hearing as recorded by Charles Colby illustrates his skill at repartee.

When he said I am a Gospel preacher, Chase answered, you prove that. You prove that I am not, said Brother Osgood. Chase then said, Who ordained you? You tell me who ordained Jesus Christ, said he, and I will tell you who ordained me. Chase made no answer. Brother Osgood then said, Who made you a judge? He said God. Did God make you a judge to condemn his children? said Brother Osgood. No, No, said Chase, God has nothing to with our works. Brother Nehemiah Ordway then spoke and said: You will find that God has Something to about it before you get through. And as they Talked, Chase trembled, for the power of God fell on him, and on the people, and some were in tears.

In spite of their arguments , Jacob Osgood and Nehemiah and Samuel Ordway were imprisoned on July 1, 1820 in the Hopkinton jail. There Jacob and his comrades received many visitors and had no lack of vitals or drink. The weather was very warm and they had good beer to drink, and called for it when they wanted it.

Jacob evidently made the most of his martyrdom, and like Bunyan, turned to literary endeavors in prison by starting his autobiography and penning a hymn, which the editor of the Concord newspaper ungraciously refused to print. After eleven days of Jacob's incarceration the authorities decided to release him, but he would not leave until he was taken out and carried home by his prosecutors. That was somewhat complicated by the fact that he normally weighed over three hundred pounds.

The other two brethren were soon joined in jail by Plummer Wheeler, and their release did not come until September, 1821. Leach the jailer, had been greatly distressed by the cost of feeding these prisoners and had applied to the State Legislature for relief. Thirty members of the lower house voted for release of the brethren, but one hundred, led by Ezekiel Webster of Boscawen, voted against this. Charles Colby deletes with gusto that the same Ezekiel Webster a few years later fell dead upon the floor as he was pleading a case in court in Concord.

The God of Jacob was indeed most active in avenging wrongs done to his Saints. In his autobiography Jacob tells how one officer defied the God I worshiped to kill him, and my flesh trembled on my bones, and I told him that God would take him out of the way, and he did no more work till he was carried to the grave. Similarly, when the father of Leach, the jailer in Hopkinton, swore at the brethren, Jacob "told him that if he went on so, something would come upon him." And not long after, as he was driving a yoke of oxen with a cart through a gate, the wheel caught him up against the post and killed him. As persecutions continued, even more sweeping vengeance from on high is recorded by Jacob.

In the year 1826, my God formed grasshoppers, and they troubled the persecutors and eat almost all before them; but they did not hurt my farm much.... God sent a judgment of rain on the persecutors' wheat, and they lost a great deal; but we could thank God for just judgments, and this made them mad.

For the medical profession the Osgoodites had no use, since they believed that they had the power to heal by the laying on the hands. " We healed the sick," writes Jacob. " by the faith in Christ." And he tells, for example how he cured of consumption a girl in Canterbury whose case had been given up by physicians as hopeless. This miracle,

he states, "made awful work among the Pharisees and friends of the world, for they trust in Doctors and Lawyers and Ministers."

In September, 1823, Osgood and Nehemiah Ordway made a trip on horseback to Newton, Concord, Pembroke and Raymond, and during this journey, Jacob suffered a severe fall from his horse. True to his teachings, he consulted no physician, and he writes triumphantly, "The saints healed me by faith in God, and it is better than doctors stuff."

On various occasions Jacob is reported to have demonstrated that he could control the elements. In the spring of 1832 the weather was exceptionally bad and the corn was rotting in the ground, until Jacob prayed at a meeting in Canterbury for an end of the rain and for warm weather. The next day, according to C. H. Colby, the sun shone and the weather was warm. The previous year Jacob had offered prayer with equal success, for an end of cold weather, which at once gave way as a result of his supplications. Likewise, during the summer of 1840, when the crops were suffering from a prolonged drought, Jacob held a meeting in Warner at the home of Sally Bradley and prayed for rain, whereupon, Colby assures his readers, rain came in plenty the next day.

The Osgoodites movement first became prominent about 1814 and won new converts chiefly through the efforts of its founder and those of his Lieutenants Nehemiah Ordway and Charles H. Colby, with one or both of whom Jacob would make trips to neighboring towns. Charles Colby has recorded some journeys of the nature, one of which, in 1832, took Jacob as far as Kittery, York, Kennebunk, Scarborough and Parsonfield in Maine. On this excursion Jacob addressed a gathering of cochranites, and at Portsmouth a group of Separatists.

The Osgoodites had no churches but met in private homes or schoolhouses. Everyone present was free to take active part in the service, which consisted of prayers, exhortations and songs, all without any regularity. the language employed was earnest and from the heart, but often crude and vulgar. The members of the sect did not hesitate to upbraid without restraint the shortcomings of the other people, even of persons present. this fact often attracted the curious to their meetings, during which laughter and ribald interruptions sometimes greeted the speakers.

Jacob always preached, prayed, and sang seated in his chair, with his eyes closed and one hand on the side of his face. " He would," Write his biographer, " talk and weep and laugh almost at the same instant, and his talk never seemed tedious and wearisome, like the talk of many, but new and full of life, showing the way of God, and revealing the thought of his heart. When a lull would come, Jacob would remark," If no more is to be said, meeting is done.

Their prayers were often in the nature of conversations with the Lord, in course of which he was given advice rather than supplicated. The elders were wont to undertake to answer any question that might be asked by anyone in the audience. Sometimes those present who did not belong to the sect were inclined to regard the meeting as an entertainment rather than a religious service and would propound to the elders questions designed to bring out in the replies the oddities of the members.

In dress as in many other matters, the Osgoodites were unwilling to conform. the men wore their hair long and unkept, while the style of their clothes was always

outmoded. the dress of the women were cut straight and entirely plain, across the shoulders they wore a white kerchief and on the head a linen bonnet in summer and a woolen hood in the winter. Their hair dress was plain and without regard to fashion.

Even their coffins were peculiar, for they were usually made of white pine, without paint or any finish or decorations. On occasion their tombstones would bear witness to the beliefs of the sect. So with the tombstone inscription of one of the elders, Josiah Haynes, in the cemetery on Zion's Hill in Canterbury, which records the well known dislikes of the Osgoodites for doctors and paid clergy, It reads: He kept his faith unto the end and left the world in peace. he did not for a doctor send nor for a hireling priest.

In June, 1844, Jacob foretold his approaching death, and on August 23 he was taken ill. After a brief recovery, he again took to his bed and died on the morning of Friday November 29, at the age of sixty-eight. He was survived by all but one of his eight children and by his wife, who out lived him by thirty-seven years, to die in 1882 at the age of (102) one hundred and two.

The founder of the Osgoodites was an early riser and a great talker. He has been described as a man of large heart and almost always cheerful and free, (who) did not despise the weak, and was much beloved for these things. it is, more over recorded that Jacob was very kind and that during the winter of 1836-7 when hay and corn were scarce because of unseasonable weather, he gave generously of his own supplies to his less fortunate neighbors.

After his death the movement was led by Nehemiah Ordway and Charles Colby. Frederick Myron Colby writes of having attended an Osgoogdite meeting in Warner in 1860, when Ordway, the ruling elder, and others prayed and also sang songs of their own composition. Another meeting, held in the spring Of 1871 in a schoolhouse in Northfield, is described by James Lyford in the history of Canterbury. Jacob Osgood had been opposed to the Republicans because the great persecution of his followers had occurred under a republican government. It. It happened that the meeting in 1871 came just after the election of James A. Weston, a democrat, as Governor of New Hampshire, and the meeting was colored by this event.

Only five Osgoodites were present, but the room was filled with spectators. In addition to the desks in the school room, extra seats were provided by putting boards upon blocks of wood. Soon after the service opened, Elder Charles E. Colby, referring to the recent Democratic victory, thanked God for turning the "black legs" (Republicans) out and putting the "Hunkers" (Democrats) in. "Now", now said the speaker, "We shall have a good apple crop and plenty of cider. the Republicans have had prohibition in this state and God has cursed the apple trees, so that they have borne but little fruit for years. You can see his pleasure in the defeat of the Blacklegs in the bountiful blossoming of the apple trees. It has been very difficult in past years to do our having without cider.

The members of Jacob's flock rejoiced in speaking out "the truths' at their meetings in general, a habit their not calculated to endear them to their contemporaries. they designated the clergy of organized churches as "priests of Hell" or "Pharisees,"

while Waterloo was nicknamed "Dog Street" by the sect, and the center village of Warner was called by the uncomplimentary title of "Little Hell".

Sally Grover, the last survivor of the movement in Canterbury, exemplified the untruth telling spirit of the sect. She was wont to call at homes near the meal hour, and when invited to sit down at the table, would admonish the members of the household in prayer. Her supplications would break out at any time during the repast. Once, when the lady of the house was not a favorite with Sally, Sally told the lord that the husband was a "just man and feared God."

The autobiography of Jacob Osgood which was published in Warner in 1867 was contained in nineteen hymns used by the sect. The republication of this autobiography in Warner in 1873 with additions by Charles H. Colby contained sixty-four hymns and spiritual songs. One of two songs were composed by Jacob Osgood and a few of the others were written by Colby, but the chief poet of the was Nehemiah Ordway, who became ruling elder upon the death of Jacob. the hymns reflect the strong feelings of the Osgoodites on a great variety of subjects and display the outspoken untruth telling" which characterized the movement.

Subjects for the hymns ranged all the way from war and military training to castigating other religious sects, and included dissatisfaction with Lincoln and all other public officers, paper money, taxes, political parties, individual statesmen, lawyers, higher education and smoking. the Osgoodites drank beer and cider though with great moderation, and they vigorously opposed prohibition, largely because it was favored by the more orthodox churches. Indeed, according to Charles H. Colby, the influence of the churches and clergy was so strong that "hardly anybody dared to buy rum or drink it except they did it by stealth as it were in secret, and it made thousands of hypocrites, and I think that such religious is worse in the sight of God then drunkenness. On the other hand. they warn that liquor "makes the fool think he is wise, deceives every sex, every age. and that heaven is barred to drunkards.

Improved transportation whether by highway or railroad was fought tooth and nail by the Osgoodites. When it proposed to build the present line from Concord to Claremont, the followers of Jacob voiced their disapproval in another hymn. The suggestion that a road be built from Warner to Mt. Kearsarge stirred the very depths of the Osgoodites bitterness. For they felt such folly would add to the burden of taxes under which they were staggering.

The Osgoodites never attained widespread importance, and indeed the sect was limited to a few towns in the State of new Hampshire. Its founder was the real force behind the movement. The leaders who succeeded him failed to maintain or increase their numbers. Meetings came to be held more and more infrequently and before 1890 they had ceased altogether.

Early Ordainments: The following is a list of the names of the natives of Warner who have gone out and taken a position in the ministry: Hosea Wheeler, son of Daniel Wheeler, graduated from Dartmouth in 1811, and became a minister in the Baptist denomination. Asa Putney, son of Asa Putney, Sr., graduated at Amherst in 1818, and became a Congregationalist minister. John Gould, son of John and grandson of Jonathan,

one of the flat settlers, was for a long time connected with the Methodist denomination. Daniel Sawyer, son of Edmund and grandson of Joseph, studied at Gilmanton Seminary, and was settled over several Congregational societies. Reuben Kimball, son of Jeremiah and grandson of Reuben, the first settler, studied at Gilmanton, and entered the Congregational ministry. Mrs. Lois S. Johnson, daughter of John and Judith Hoyt, educated herself for the work of a missionary, and went with her husband to the Sandwich Islands about 1831. Richard Colby, son of Jonathan Colby, of the Congregational Church, went in 1830 as a missionary among the Western Indians. John Morrill pursued his studies at Amherst College and Andover Theological Seminary, and became a home missionary in the West. Joseph Sargent, son of Zebulon, born in 1816, entered the ministry of the Universalist denomination, and during the war was the chaplain of a Vermont Regiment. Alvah Sargent, brother to Joseph, is a minister in the Freewill Baptist denomination. Samuel Morrill, son of Daniel and grandson of Zebulon, graduated at Dartmouth College in 1835, and died while a member of Bangor Seminary. James Madison Putney, son of Amos and grandson of Asa, Sr., studied at Dartmouth and entered the Episcopal ministry. Isaac D. Stewart, son of John Stewart and grandson of Deacon Isaac Dalton, entered the ministry of the Free-Will Baptist denomination in 1843. Marshall G. Kimball, son of John Kimball and grandson of Daniel Bean, Sr., studied at Dartmouth and Cambridge Divinity School, and entered the ministry of the Unitarian denomination in 1855. Elliot C. Cogswell, son of Dr. Joseph Cogswell and grandson of Elliot Colby, entered the Congregational ministry about 1822. John C. Ager, son of Uriah, born in 1835, is settled over the New Jerusalem Church at Brooklyn, N. Y. John George, son of Charles and grandson of Major Daniel, is in the ministry of the Free-Will Baptist denomination. Rev. George W. Savory., son of Cyrus Savory and grandson of Benjamin E. Harriman, was ordained in the Congregationalist ministry, and is settled over the church at Stratham, N.H.

CHAPTER III

MILITARY HISTORY

Warner did not participate in the old French and Indian-Wars, for the township was not then settled. When the War of the Revolution commenced she was not behind her neighbors in patriotic ardor and enterprise. Upon the first alarm at Lexington and Concord ten of the citizens seized their arms and hurried to the scene of action. Among these were James Palmer, John Palmer, Richard Bartlett, Jonathan Roby, Francis Davis and Wells Davis. These men were never organized into any regiment and probably returned home. The State allowed the town for their services as follows: Lexington ten men, 1775, 22 pounds and 10 shillings," which was about \$7.50 to each man.

Five Warner men were in the battle of Bunker Hill, namely, William Lowell, Amos Floyd, Francis Davis, Wells Davis and Jonathan Roby. In the same year Richard Bartlett and Charles Barnard (the latter settled in Warner after the war) participated in a skirmish with the British near New Brunswick.

Of these men, Hubbard Carter enlisted for the war and Isaac Walker, Paskey Pressey, Daniel Young as militiamen. Three Warner men--- Aquilla Davis, Amos Floyd and Philip Rowell---enlisted for a term of three years. At the expiration of service of these men, William Lowell, Isaac Low Stephen Colby and Icbabod Twilight, a mulatto, were enlisted to succeed them. During Burgoyne's campaign several of our citizens were in service at Bennington and Saratoga. Elliot Colby, Francis Davis, John Palmer, Ezekiel Goodwin, Samuel Trumbull, Paskey Pressey, Robert Gould, Abner Watkins and perhaps others took the field at that time.

Ebenezer Eastman was not the only Warner man who was raised for the defense of Coos. When, in October, 1780, an eruption of British and Canadian Indians swept over the eastern part of Vermont plundering and destroying the settlements, New Hampshire was alarmed for the safety of her own soil, and raised a volunteer force to proceed to the threatened locality. Warner furnished fifteen men for the expedition, the greater number being old men and boys under age. Jacob Hoyt, mine host of the first hotel, was one of these volunteers. The names of the others are not known, as there are no rolls of these men in existence. Their term of service was short, for the invading army took the alarm and made a hasty retreat. They were allowed by the State the sum of 12 pounds 17 shillings, or \$2.62 each.

Warner Soldiers in the War of 1812.—There were two hundred and sixty men enrolled in the town in 1812 as capable of doing military duty. Of these, between eighty and ninety did service at one time or another during this second war with the mother-country. The following is the muster:

ROLL OF CAPTAIN JOSEPH SMITH'S COMPANY

Enlisted February 1, 1813, for one year.

Joseph Smith, captain; Daniel George, first lieutenant; James Bean, second lieutenant ; Richard Patter, ensign ; Stephen George, sergeant ; Philip Osgood, sergeant; David Straw, sergeant; Daniel Floyd, sergeant; Benjamin Evans, corporal ; Daniel Bean, corporal; John Barnard, promoted to corporal; Ezekiel Roby, promoted to corporal ; Samuel Roby promoted to corporal; Jeremiah Silver, musician; William Barnard Walker, musician; David Bagley, Robert Bailey, Timothy B. Chase, Timothy Chandler, Moses P. Colby, Charles Colby, Phineas Danforth, Zadoc Dow, John Davis, Jesse Davis, Joshua Elliott, Stephen G. Eaton, Moses C. Eaton, Enoch French, Amos Floyd, Mariner Floyd, Thomas W. Freelove, David Hardy, James Hastings, Richard Hunt, Isaiah Hoyt, David E. Harriman, Ezra Jewell, Winthrop M. Jewell, William Little, James Little, Joseph Maxfield, John Morrill, Nehemiah Osgood, Eben Stevens, Royal W. Stanley, Samuel G. Titcomb, Abraham Waldron, Plumer Wheeler, Samuel Wheeler, James Wheeler, Ebenezer Woodbury, Humphrey Burseil, John Smith, Ambrose C. Sargent, Jonathan Stevens, privates.

In Captain Jonathan Bean's company of Salisbury Warner had fifteen men, as follows:

Nicholas Evans, sergeant; Joel B. Wheeler, corporal; Isaiah S. Colby, Mariner Eastman, Joseph Goodwin, Seth Goodwin, John Goodwin, Nathaniel Hunt, David H. Kelley, James G. Ring, James H. Stevens, Stephen Sargent, Thomas Thurber, Abner S. Colby, Jacob Harvey, privates.

In Captain Silas Call's company of Boscawen there were six Warner soldiers, who enlisted October 2, 1814, for forty days. They were:

Reuben Clough, ensign; Christopher Sargent, musician; Marden Seavey, sergeant; John Hall, Simeon Bartlett and Jacob Colby, privates. There were four Warner men in Captain Josiah Bellows' company of Walpole, who were enlisted September 26, 1814, for sixty days, namely: David Harvey, Samuel Page, Benjamin Spalding and Daniel Wheeler.

Other Warner men served in various companies. The following are their names:

Winthrop D. Agar, sergeant-major in the regular army; Daniel Pillsbury, corporal; Obadiah Whittaker, corporal; Dudley Trumbull, Nathaniel Tones, Benjamin C. Waldron, Joseph Burke, privates.

In conformity to the suggestion of the Governor, the Legislature, December 22, 1812, passed an act establishing the pay of men detached, or to be detached, including the pay from the general government, at the following rates: Sergeant-major, \$13 per month; quartermaster-sergeant, \$13 per month, principal musician, \$12 per month; sergeant, \$12 per month; corporal, \$11 per month; private, \$10 per month; and it was also provided that the towns that had paid, or should pay their detached soldiers extra pay to the amount paid by the general government, should be refunded by the State to the amount per month for each soldier, as specified above.

The citizen of Warner most prominent in this war was General Aquilla Davis, son of Captain Francis, the first representative, and a large mill-owner and lumberman. In 1812 he raised the First Regiment of New Hampshire Volunteers, enlisted for one year, and was chosen and commissioned its colonel. The law for raising volunteers having been repealed January 29, 1813, by Congress, the First New Hampshire Regiment of Volunteers was mostly transferred to and formed the Forty-fifth Regiment of United States Infantry and Colonel Davis was commissioned its lieutenant-colonel. It is related of Colonel Davis that, while stationed on an island in Little Champlain, he mounted a battery of huge guns, and kept the British at a respectful distance from the shore by his formidable battery. The chagrin of the British officers was not small when, too late to profit by the knowledge, they discovered that the Yankee in command had exercised his mechanical skill, and had improvised a battery of huge guns from pine loss, hewn, fashioned and painted in imitation of "the real article." General Davis retired after the war to his mills, and spent the rest of his life in his avocation. He died February 27, 1835, while on a journey to Sharon, Me., aged seventy-four years. He was prominent in the old State militia, was lieutenant colonel commandant of the Thirtieth Regiment from 1799 to 1807, and brigadier-general of the Fourth Brigade, from 1807 to 1809.

The first man to hold a military commission in Warner was Francis Davis, father of General Aquilla, who was commissioned a captain by His Excellency, John Wentworth, in 1773. The earliest military trainings in town, were at the Parade, near the First Church. Here, in the last days before the Revolution, Captain Davis used to call together the Twenty second Company of Foot, in the Ninth Regiment of militia. Here, for years and years, those liable to military duty were warned to appear "armed and equipped as

the law directs.” There were two trainings, generally, each year, in May and in September.

The militia laws of the State, passed in 1792 and remodeled in 1808, remained the laws of the State, without any very essential modification, nearly forty years; and perhaps our militia was never better organized or in a more flourishing condition than for the twenty years succeeding the War of 1812-15. But innovation and change are natural laws. Forty years of peace made men forgetful of that truth embodied in our Bill of Rights, that a “ well-regulated militia is the proper, natural and sure defense of a State.” Our militia, by legislative enactment of July 5, 1851, became a mere skeleton, and that existing only upon paper. The days of the old-fashioned musters were over.

The following is a partial list of general and field officers which Warner furnished the State militia from 1792 to 1851.

Brigadier-General, Aquilia Davis; Colonels, Richard Straw, Simeon Bartlett, Isaac Dalton, Jr., James M. Harriman, John C. Ela; Lieutenant-Colonels, Hiram Dimond, Timothy D. Robertson, William G. Flanders, John A. Hardy, Calvin K. Davis, Bartlett Hardy; Majors, Daniel Runnels, Joseph B. Hoyt, William H. Ballard, Joseph Burke, Daniel George, Joseph S. Hoyt, Eliezar Emerson, Stephen K. Hoyt; Captains, Jacob Davis, Timothy Flanders, David Harriman, Nathaniel Flanders, Nicholas Evans, William Currier.

Warner in the Civil War.—When the Rebellion broke out, in 1861, and New Hampshire raised a regiment to proceed to Washington, this town sent seven men who were mustered May 2, 1861. This first regiment were three-months’ men, and were discharged August 9th of the same year. Five of the Warner men enlisted again in other regiments. New Hampshire raised, from first to last, seventeen regiments Of infantry, two battalions of cavalry, a regiment of artillery and one of sharpshooters, embracing all thirty-four thousand five hundred men. Warner had men in most of these organizations. The whole number furnished by the town was two hundred, of which one hundred and twenty-four were citizens and seventy six were recruited abroad. Three Warner men were mustered in the Second Regiment of New Hampshire Volunteers, of three-years’ men; one in the Fifth Regiment; two in the seventh Regiment; forty-six in the Eleventh Regiment; thirty-one in the Sixteenth Regiment, nine months; eight in the Eighteenth Regiment, nine months; two in New Hampshire Battalion, First New England Cavalry; six in the First Regiment New Hampshire Volunteer Cavalry; three in the First Regiment Heavy Artillery; eleven men in the First Regiment United States Sharpshooters; four others served in various organizations out of the State.

Of the citizens who held prominent positions in the service during the War of the Rebellion, was, first, Walter Harriman, who was commissioned colonel of the Twelfth Regiment August 26, 1862. He fought with his regiment in the battle of the Wilderness, and entered Petersburg in command of a brigade of nine regiments. March 13, 1865, he was appointed brigadier-General by brevet, for gallant conduct during the war. General Harriman subsequently went into civil life, became Secretary of State, 1865 and 1866, and was elected Governor of the State in 1867 and 1868.

Samuel Davis, who served as major of the Sixteenth New Hampshire Volunteers, was born in Bradford, but has been a citizen of Warner since 1859. He was educated at the military academy at West Point, and in 1853 and 1854 he was in the North Pacific Railroad exploration and survey, under the late General I. I. Stevens as engineer, and for one thousand miles had charge of the meteorological department. He studied law in the office of Hon. Herman Foster, of Manchester, and is now engaged in the practice at Warner.

David C. Harriman, a brother of General Walter, both sons of Benjamin E. Harriman, Esq., was commissioned second lieutenant September 4, 1862; promoted to first lieutenant February 27, 1863 resigned July 1, 1863 ; appointed first lieutenant of the Eighteenth Regiment October 6, 1864; mustered out as captain June 10, 1865. Charles Davis, Jr., enlisted as first sergeant September 2, 1862; promoted to second lieutenant, and then to first; appointed captain September 20, 1864. Philip, C. Bean was commissioned second lieutenant November 4, 1862.

CHAPTER IV

MANUFACTURING

Manufacturing Interests.—The inhabitants of Warner are principally employed in farming, but manufacturing is in important and growing interest. The town is watered by Warner River, a pleasant and rapid stream, which takes its rise in Sunapee Mountains and in Todd Pond, Newbury. From Newbury it passes through Bradford and enters Warner at the northwest corner; thence running in a northeasterly direction through the town, separating in nearly two equal parts, and uniting with the Contoocook River in Hopkinton. In its passage through Warner it receives a considerable stream coming from Sutton. This river affords abundant water-power in its passage through the town, and during two or three miles of its course the water can be used over every thirty rods. At Melvin's Mills, at Waterloo, and at Davisville there are excellent privileges, which have been utilized more or less since the first settlement of the town. More than a hundred years ago there were saw and grist-mills at Waterloo (Great Falls), and at one time since the little borough could boast of a tannery, a clothing-mill, a trip-hammer and a paper-mill. The latter factory was in operation from 1816 to 1840, manufacturing all grades of paper from the finest note to the coarsest wrapping.

At Melvin's there was also a saw and a grist-mill, a bedstead-factory, a chain-factory and a woolen cloth factory, all of which did considerable business. The grist and saw-mill are still in operation, the woolen-factory was destroyed by fire, the others have discontinued business. At Davisville there was an iron foundry, at which clock-weights, hand-irons and like articles were manufactured. Old iron was run up and used for these purposes instead of ore. The business was discontinued about the year 1830. There was also a woolen-factory at the same place, but the cloth-mill was washed away by the great freshet of 1826. This was the same freshet that destroyed the Willey family at the White Mountain Notch. All the bridges of Warner were carried off by the flood, and the crops

on the lowlands were entirely destroyed. August 28th is still remembered as the day of the "Great Freshet."

Notwithstanding the decay and suspension of several manufactures, it is believed that the manufacturing which is done in town at present will equal, if not surpass, that of any previous period. The leading manufacturing industry is probably at Davisville. Here the Davis Brothers are engaged in the manufacture of straw-board. The firm consists of Walter S. Davis and Henry C. Davis, grandsons of General Aquilla Davis. They began business in 1871, and at present employ about forty hands. They manufacture some seven hundred tons of straw-board annually, amounting in value to seventy-five thousand dollars. The firm also own a grist-mill and a saw-mill, and this very year have commenced the manufacture of boxes. Five hundred thousand feet of pine timber is now lying in their yard for this purpose.

At the Centre village the Merrimack Glove Company has established a very thriving business. The company procured, on favorable terms, the commodious building near the freight and passenger depots of the Concord and Claremont Railroad, which had been erected by the defunct Boston Boot and Shoe Company, and established its business in the early part of 1883. Late in the fall of the same year a large tannery was erected in connection with the factory. During the year 1883 the factory was run eight months, turning out some twenty-five hundred dozens of different kinds and qualities of buckskin gloves, which were sold to the largest jobbing-houses from Maine to California, giving perfect satisfaction and finding no superior in the market. The managers, having perfect confidence in the success of their enterprise, in 1884 increased the business more than one hundred per cent, and manufactured five thousand, employing some thirty-five hands. The amount paid for help during the year was fifteen thousand dollars. The company purchased, during the time, eighty-five thousand pounds of deer-skins; and the entire product of the factory, five thousand dozen gloves and mittens, were sold to different parties throughout the country. A cash dividend of six per cent was paid the stockholders January 1, 1885. The stockholders of the company are as follows: A. C. Carroll, W. II. H. Cowles, George Savory, B. F. Heath, L. W. Chase, I., H. Carroll, Ira Harvey, J. R. Cogswell, R. S. Rogers and A. G. Marsh. The directors are A. C. Carroll, W. H. H. Cowles, George Savory, L. N. Chase and E. H. Carroll.

The Warner Glove Company, located on Depot Street, are doing a large and increasing business. The company employ about fifteen operatives, and do an annual business of ten thousand dollars. The stockholders are A. P. Davis, P. C. Wheeler and H. M. Giffin. Another enterprising firm is that of Bartlett Brothers, who manufacture coarse and fine excelsior at Melvin's Mills. This firm began business in 1871. They have six thousand dollars invested, and do a business amounting to seven thousand dollars annually. Number of employees, seven. At Roby's Corner O. P. & C. W. Redington are engaged in the manufacture of hubs. They have a large establishment, employing some ten or a dozen men, and do a business of fifteen thousand dollars annually. The Kearsarge Fruit Evaporating Company have erected two large buildings at the centre village, containing five evaporators of the capacity of five hundred bushels of apples per day. They employ between fifty and sixty operatives during three months of the year, and sometimes evaporate forty thousand bushels of apples per year. Arthur Thompson is

general manager. The total value of manufactured goods annually produced in town is not far from four hundred thousand dollars.

CHAPTER V

GEOGRAPHICAL FEATURES

An article of this description would hardly be complete without some allusion to the more interesting features of Warner. The main street is situated in a valley, through which flows the Warner River with graceful, sinuous curves, while on either side the hills rise grand and green and beautiful, towering far above the spires of the churches. There is not, of a verity, a pleasanter or a more picturesque hamlet in the county of Merrimack. The streets are wide and beautifully shaded by maple and elm. Neatness and thrift characterize the whole surroundings. It is only eight miles to the summit of Kearsarge Mountain, which affords some of the finest scenery in New Hampshire. Summer tourists have had their attention attracted by the fine scenery of the adjacent country, and have visited the town in large numbers. The income from this class amounts to more than three thousand dollars.

Warner is famous for its picturesque nooks and rural drives. One of the most charming drives in Merrimack County is on the road from Warner village to Bradford. The distance is about nine miles, following the river valley and crossing the stream several times. Three little hamlets are passed on the route, each dignified on the map as railroad-stations, namely: Waterloo, Roby's Corner and Melvin's Mills. The former contains some twenty or twenty-five houses, a saw-mill, depot, post-office and schoolhouse. Ex-Governor N. G. Ordway, of Dakota, and ex-Secretary of State William E. Chandler have very fine summer-residences at this place. The name Waterloo was bestowed upon this little rural neighborhood in honor of that great battle whose issue decided Napoleon's career forever. When the result of that conflict was announced, most of the citizens were collected at a mill-raising. The victory of the Allies was pleasing to those fine individuals, and one, in the excitement of the moment, broke a bottle of rum (they drank liquor in those days), and christened the mill and the village with it,-- Waterloo. The name has "stuck."

Two miles beyond Waterloo is Roby's Corner station, the residence of H. Roby and George C. Eastman. A beautiful scene lies here. A broad interval stretches to the south; green slopping pastures are on the west, and the east and north are bounded by high hills, covered with sombre pines and gnarled oak's that have bid defiance to the storms of years. Between Roby's and Melvin's Mills there is a gorge of wonderful beauty and wild grandeur. The river, bound in by a narrow defile, dashes and foams and roars, so as to be heard many rods away. Several dwelling-houses and a busy factory nestle below in the valley, and the railroad, with its high grade and trestle-work over the river, carries the steaming iron horse high above the chimney-tops. It is a wild and picturesque scene.

Melvin's Mills was so named after the Melvin brothers, who built a saw and grist-mill there as early as 1825. The Melvins were large, muscular men, and their feats of strength are still the wondertales of many rural neighborhood. To the generations that have passed away Melvin's Mills and the Calico school-house were landmarks of particular interest. Davisville, in the southeasterly part of the town, is a beautiful and busy little village. It has the finest water-power to be found on the Warner River, and from the time the first mills were built here until the present time, it has been taken advantage of in every possible way. Most of the manufacturing interests of the place are controlled by various members of the Davis family, who have given their name to the little hamlet which has grown up around this valuable water-power. There is a small store at the place, a post-office and some fine farms in the adjacent section.

"North village," so called, is one of the pleasant little neighborhoods of Warner. The name has been in use during more than a hundred years. In the early days of the settlement there was quite a farmers' village on the Gould road and over Waldron's Hill. Between Bartlett's Brook and "Kiah Corner," a dozen deserted building-sites can be counted where families once resided. These, with the buildings that still stand, made a lively, bustling street, the first of the century. At the north of this line of dwellings extended another cluster of farm-houses taking in the Elliots, at the J. O. Barnard place, and Isaac Dalton and his tannery, at the Levi O. Colby place. The people of the South road called the settlement of the North road the North village. It is not strictly a village or hamlet now, the houses being too scattered to allow such a dignified appellation but within the radius of a mile are some twenty-five houses, principally the homes of hard-working and prosperous yeomen. The surface of the land is uneven and somewhat rocky, but the soil is strong and fertile and large crops are raised. A wild, dashing little stream, called Silver Brook, having its sources among the eastern slopes of the Minks, flows down through the valley and joins the Warner River near River Bow Park. Along the banks of this rivulet the highway leads, lined on either side by the farm houses, the shops and the ample barns of the rural populace. Graceful willows and birches, with here and there a maple or an elm, throw their branches out the breeze and maple a grateful shade in the warm summertime. A drive through this neighborhood on a still, hushed noon or at the sunset hour is perfectly enchanting; and if one drives round by "Kiah Corner," he will view a scene that is not easily surpassed in New England. Another beautiful drive is through the Kimball District. A view from Kelley Hill, looking to the north and west, at the sunset hour, the whole Warner Valley, with the village in foreground and Kearsarge Mountain as a sentinel in the background, is worth going miles to see.

Six ponds are within the limits of the township, namely: Tom, Bear, Pleasant, Bagley's, Simmonds and the largest of these is Tom Pond, or, rather, as it is now called "Lake Tom." This is a beautiful sheet of water half a mile long and quarter of a mile wide. Its shores are attractive, its waters clear as crystal. During the last few years it has become quite a summer resort. A company has erected a commodious pavilion on its western shore, improved the adjacent grounds and built a fleet of boats for aquatic and piscatorial purposes. The pavilion and grounds were formally opened and dedicated on July 4, 1884.

CHAPTER VI

MEMORABLE EVENTS, NATURAL AND SOCIAL

Old Meeting-House Fight.—The quarrel in Warner was involved over the question of the location of the meeting-house, from 1783 to 1790, was fought out to the bitter end with intense feeling, and has probably never been equaled by anything which has occurred since in the history of the town. Prior to 1819, when the State Legislature passed the “Toleration Act,” by which the building of churches and the support of preaching was divorced from the State and the meeting-houses and the ministers were remanded to the support of those only of the citizens who were voluntarily disposed to give their aid, it was binding on every tax-payer to contribute his share, according to his means, to build meeting-houses and to pay the minister’s salary. Therefore, it followed that every voter had a personal and direct interest in churches and ministers.

In our review of the evangelical history of the town we had something to say about the first church. This structure, which was built at the South Lower village, was small and rude, and was in use only four years. In 1770 it was superseded by another of larger proportions and superior architectural design, erected on the same site. This, too, in process of time, became too small for the needs of the citizens, and the question of a new one was agitated. Meanwhile the population had been increasing on the north side of the river, and they, for reasons of the greater convenience to themselves, wished a meetinghouse built on their side of the river. The town could support but one church, and as the people on the east side, for similar reasons, wished a meeting-house built on their side of the river. The town could support but one church, and they, for similar reasons wished the new building to be erected on the old site, a sharp controversy grew out of the matter. Innumerable town-meetings were held, and votes for and against a new house and against changing the location were passed in alternate confusion for several year.

Finally, at town-meeting held in May, 1788, the town voted both to build and not to build, and, in hopes of a final adjustment of the vexed question, voted, according to the record, “to petition the general Court for a committee to appoint a place where to set a meeting-house in this town.” In June of that summer Benjamin Sargent and Richard Bartlett, two of the selectmen, appeared before a committee of the Legislature with a formal petition, and the court accordingly appointed a trustworthy committee to decide on the location of the meetinghouse. This committee was composed of Col. Ebenezer Webster, of Salisbury; Robert Wallace, of Henniker; and Joseph Wadleigh, of Sutton; and their report was as follows:

“ The committee, having attended to the business referred to, and after viewing the greater part of the town, with the situation of the inhabitants thereof, agree to report as their opinion that the spot of ground where the old meetinghouse now stands is the most suitable place to set the new meeting-house on.

“Warner, Sept. 12, 1788.”

This did not, however, end the fight, for at a meeting in October and at another in November the town repudiated the decision of the committee and voted not to build on that site. At last, April 25, 1789, it was voted to build between Ensign Joseph Currier's and Mr. Isaac Chase's, on the north side of the road, under the ledge, at the northwest end of what is now the Lower village. A building committee was appointed at the same time, consisting of Joseph Sawyer, Tappan Evans, Richard Straw, Jacob Waldron, Benjamin Sargent, Reuben Kimball and William Morrill.

In the face of a protest of forty-six of the prominent men of the town, headed by Aquilla Davis, the committee proceeded about their work, and before the end of the summer erected a church, which was called "The House under the Ledge." But this did not soothe the spirit of discord, and the evil results of this division lasted for some time, as is shown by the vote, which was passed at the November town election not to meet in the new house, and that preaching should not occur there. There was even an effort on the part of some to get a vote to move the house over to the South side of the river. Opposition, however, gradually died away, and in August, 1790, it was "Voted That Mr. Kelley should preaching in the new meetinghouse for the future, and the inhabitants meet there for public worship." In March of the next Year a vote was passed to take down the old meeting-house and appropriate the stuff towards fencing the burying-ground.

A Day of Terror.—The 19th of January, 1810, was, in the central part of New Hampshire at least, a day of terror one never to be forgotten in the annals of the "hill towns" of this beautiful State. The afternoon of the 18th was unusually warm and mild; the thermometer indicated forty-three degrees, or eleven degrees above freezing. Before light the next morning, a winter hurricane was sweeping over the mountains, hills, plains, and valleys, snapping off good-sized pine-trees, in its extended path, as if they were but fragile reeds. Great oaks were twisted by the force of the wind like withes in the hands of a giant. Barns were swept to ruin, and sheds of lighter construction were carried away by the storm of wind like chaff. This horrible blizzard continued during nearly a whole day. Nearly all the while the air was filled with fine, hail-like particles of snow, caught up by the gale, so that it was impossible to see more than a few rods away. To add to the gloom of the occasion and its deathly danger, the mercury of the thermometer sank, in the sixteen hours following the previous day's thaw, to twenty-five degrees below zero. The mercury runs as low every winter as it did that day, but mortal man has never known a severer day in this New England. Thousands of fowl were blown away and never seen by their owners again; rabbits, partridges and crows were frozen in thickest woods; young cattle were frozen solid as they huddled together in the half-open barn-yard sheds, some of which withstood the force of the wind; many cattle perished where they were tied in their stalls.

The heavens roared like the sea in a cyclone. Branches of trees, hay from demolished barns, loosened clapboards and shingles from such houses as had great oaken frames and immense chimneys to hold the structures in place, rose in the air and mingled together in terrifying confusion. The loss of live stock and buildings in Merrimack County aggregated scores of thousands of dollars. The "cold Friday" was known and is remembered throughout the New England States.

A Year without a Summer.—The year 1816 is known among the few old men who remember it as “the year without a summer.” In every month there was a severe frost, and the greater part of the crops were substantially destroyed. There are old farmers living in Warner who remember it well. It was often referred to as “eighteen hundred and starve to death.” January was mild, as was also February, with the exception of a few days. The greater part of March was cold and boisterous. April opened warm, but grew colder as it advanced, ending with snow and ice and winter cold. In May ice formed half an inch thick, buds and flowers were killed and corn frozen. Frost, ice and snow were common in June. On inauguration day, in June, there was snow to the depth of four inches on a level in Warner; in Maine the snow was ten inches deep. Almost every green thing was killed, and the fruit was nearly all destroyed. July was accompanied with frost and ice. On the 5th ice was formed of the thickness of window-glass in New York and all the New England States. In August ice formed half an inch thick. A cold northern wind prevailed nearly all summer.

Corn was so damaged that a great deal was cut and dried for fodder. Very little ripened in New Hampshire, and even in the Middle States the crop was small. Farmers were obliged to pay four dollars, and even five dollars a bushel for corn of 1815 harvest for seed for the “next spring’s planting. The first two weeks of September were mild; the rest of the month was cold, with frost, and ice formed a quarter of an inch thick. October was more than usually cold, with frost and ice. November was cold and blustering, with snow enough for good sleighing. December was quite mild and comfortable.

The Tornado of 1821.—Warner has not often been visited by great and note worthy disasters, either natural or otherwise. The great whirlwind or tornado of 1821 was the most terrible of the kind that ever visited this section. Many of the older inhabitants of the town still remember the catastrophe, and the path of the tempest is visible in several places after the passage of more than sixty years.

The month of September, 1821, according to the testimony of those who were living at the time, was eminently a season of uncommon storms and tempests. But the most of them, severe as they were, produced little injury in comparison with the whirlwind of the 9th of the same month. The tornado is said to have commenced near Lake Champlain, gathering in violence as it went along. It passed over Lake Sunapee and through a portion of New London and Sutton, and entered that part of Warner called the Gore not far from the base of Kearsarge Mountain. The tempest carried away the barn of William Harwood, injured the houses of M. F. Goodwin, J. Ferrin and Abner Watkins, completely destroying Ferrin’s barn and unroofing Watkins’. Next in the path of the wind stood the dwelling of Daniel Savory. Apprehending a storm, Samuel Savory, aged seventy-two, the father of the proprietor, who was himself absent, event up-stairs to fasten a window that was open. The women went to assist him, but all were too late. The tornado seized the house in its giant grip, lifted it and whirled it around, burying six of the family in its ruins. The body of the aged Samuel Savory was found six rods away, his brains dashed out against a stone. Elizabeth, his wife, was badly injured by the falling timbers. Mary, the wife of Daniel Savory, was severely bruised, and an infant that she had in her arms was killed. The others escaped with slight wounds.

The house of Robert Savory was also demolished. The family, consisting of eight persons, were all wounded, but not seriously. John Palmer, who lived half a mile away, saw the cloud coming, in shape, as he represented it, like an inverted funnel, the air filled with leaves, limbs of trees and pieces of timber. Before he could enter to give an alarm, the house came down over his head. Mrs. Palmer was considerably hurt, but the rest of the family were not sensibly injured.

Between Savory's and Palmer's the wind tore up everything in its course. Whole acres of corn and grain were swept off clean, trees were uprooted, stories half-buried in the earth were overturned; one stone weighing six hundred pounds was moved several feet.

From this place the tornado passed two and a half miles, sweeping away the buildings of Peter Flanders, killing a Miss Anna Richardson and injuring the infant child of Mrs. Flanders so severely that for several days her life was despaired of. Mr. and Mrs. Flanders testified that no sound of wind was heard, although some might have observed the cloud, until the crash of the building took place, and then all was over in an instant.

The buildings of Deacon Joseph True, in the corner of Salisbury, were next swept away. The whole family was buried in the ruins. Mr. True was saved by a huge timber, which fell endways into the ground, within two feet of the place where he stood, and the other timbers falling upon that one protected him from injury. By almost superhuman exertions he dug Mrs. True and four children out from beneath the bricks, where they were actually buried more than a foot. The oven had just been heated, and the bricks were so hot that in removing them from his children the deacon burned his fingers to the bone. Mrs. True was badly hurt. The youngest child, an infant, seven weeks old, was found at the distance of one hundred feet under the bottom of a sleigh, the top of which could not be found. After this the tornado passed into Warner again, tearing down a barn and passing over a Pond, the waters of which were drawn up in its centre, and finally terminated its ravages in this quarter in the woods bordering on what is now Webster.

Lafayette's Visit.—In 1825 the Marquis of Lafayette made his famous journey through the United States. In the course of fourteen months he traversed the whole country, visiting every State in the union and all the leading cities, and was received everywhere with sincere tokens of reverence and affection. June 22, 1825, he was at Concord, where grand reception was given him. Among the military companies of the State that were in attendance at that time was the Warner Light Infantry, under the command of Captain William Carrier. Monday, the 27th of June, the Marquis proceeded westward to Vermont, going through Warner. When he reached the Warner line an escort of our citizens met him, and Dr. Moses Long made an address of welcome. The party then marched in a formal procession to Captain Kelley's tavern, where the old veteran alighted from his carriage and was conducted to the church near at hand. It was now noon, and, in front of the church, on the level green, stood a long table spread with choice refreshments. The general partook lightly of these, being waited upon by several of the beautiful young ladies of the village. One, who remembered how he looked at this time, says that his appearance surprised every one. He presented a fine, portly figure, nearly six feet high, and his weight of years was lightly worn, his only apparent infirmity being a slight lameness resulting from his old wound at Brandywine.

After the collation was served, and Lafayette had shaken hands with every man, woman and child, the distinguished visitor remounted his carriage and continued his way through Warner, the old and young thronging the door-yards to catch a glimpse of the great man's face. As he passed out of sight the old brass cannon was fired repeatedly, awaking the echoes of the hills around him. And so the "Nation's guest" passed from Warner.

Citizens of Note.—Warner has raised her share of noted characters. Near the northeastern border of the town still stands the birth-place and early home of ex-Governor Ezekiel Straw. At the opposite extremity of the town are the ruins of the old homestead where ex-Governor Walter Harriman was born and brought up. Half-way between these extremities, and under the very shadows of the Minks, was the early home of ex-Governor N. G. Ordway.

Hon. John Pillsbury, ex-Governor of Minnesota, spent a part of his boyhood here, and his brother, Hon. George A. Pillsbury, mayor of Minneapolis, was once a trader in the store now occupied by B. F. Heath. More extended notices will be found of these men in another portion of this volume.

A short distance from the road leading from Warner to Henniker is an old ruined cellar, all that now remains of what was once the habitation of Prince Hastings. Prince was a Negro, who, for many years lived in the Warner woods, enjoying a local reputation not below that of many better men. Yet Prince was no ninny. He was a great jokist, and could sing songs and play on the bones. Many stories are re rated of him, but none, perhaps, better than the one told of his being discovered in the mill stealing meal when he explained, "It is not I; it's Tony Clark. Tony, or Anthony Clark, was another Negro, who was quite a character fifty or sixty years ago. He was fiddler and dancing-master, and probably did more to wards instructing the young folks in the arts an graces of politeness than any other man of his day or generation. He was born a slave, served in the Revolutionary army, was a waiter for several years to General Washington, and finally was manumitted and came to Warner to live. Prince Hastings was born free, and, consequently, always regarded Tony with contempt. So, when caught in the flagrant dereliction before alluded to, it was natural that he should charge the deed to his rival, though the manner in which he did it did not materially serve to exculpate himself. Prince died in 1846 at about, the age of seventy-five. Tony Clark also lived to a great age, dying in 1854, aged one hundred and four years. In honor of his Revolutionary service, they gave him a military funeral, which was a splendid affair.

In 1876 (centennial year) a little excitement arose over the matter of changing the town's name from Warner to Georgetown. A petition, backed by the names and influence of a number of the prominent citizens, was presented to the General Court for this purpose. But a counter petition, containing the names of three-quarters of the citizens of the town, several of whom had signed the first, was also presented, and, after a protracted discussion by the representatives of both parties, the committee decided not to change the name; so Warner it is to-day bearing the noble cognomen of the patrician councilor whose very name recalls all that wealth and ease and almost baronial greatness that is associated with the great crown officers of colonial times.

CHAPTER VII

BIOGRAPHICAL SKETCHES

GENERAL WALTER HARRIMAN

The name of no New Hampshire man of the present generation is more broadly known than that of Walter Harriman. His distinguished services to the State, both in the Legislature and in the executive chair, his honorable service as an officer of the Union army, the important trusts he held at the hands of one and another of our national administrations, and, not least, his brilliant gifts as an orator, which made him always welcome to the lyceum platform, and caused him to be widely and eagerly sought for in every important election campaign for many years, combined to make him one of the most conspicuous men in our commonwealth.

The Harriman family is of English origin.

Rev. Ezekiel Rogers, a man of eminence in the church, was born in Yorkshire, England, in 1590. He graduated at the University of Cambridge in 1610. Becoming a dissenter from the Church of England, after twenty-five Years of faithful service, his ministerial functions were suspended. He says of himself,—“ For refusing to read that accursed book that allowed sports on God’s holy Sabbath, I was suspended, and by it and other sad signs driven, with many of my hearers, into New England.” This staunch Puritan arrived on these shores in 1638. In his devoted flock there was an orphan lad, sixteen years of age, named Leonard Harriman, and from this youthful adventurer the subject of this sketch descended, being of the seventh Generation.

Rogers selected for his colony an unoccupied tract of country between Salem and Newburyport, Mass., to which he gave the name of Rowley, that being the name of the parish in Yorkshire to which he had long ministered.

The oldest son of Leonard Harriman was Massacred, with ninety of his comrades,” the flower of Essex County,”—in King Philip’s War, September 18, 1675, at Bloody” Brook. The great-grandfather of Walter Harriman saw eight years of hard service in the French and Revolutionary Wars. His grandfather settled in the wilds of Warner, LN. H., at the foot of the Mink Hills, but lost his life by an accident at the early age of twenty-eight. His father, the late Benjamin E. Harriman, was a man of character and influence through an honorable life. He reared a large family at the ancestral home in Warner, where the subject of this sketch, being a third son, was born, April 8, 1817.

Muscle and intellect and the heroic virtues can have no better nursery than the rugged farm-life of New England, and the Warner homestead was 2 challenge and stimulus to the qualities that were needed in the future man of affairs. This child of the third generation that had occupied the same home and tilled the same soil grew up with a physical organization and a fine loyalty to his native town, a deep interest in its rude history and traditions, and a sympathy with the common people which, in turn, made him a favorite with all. To him there was no spot to be compared with his birthplace, and

there were no people so interesting sad endeared as his old neighbors in the rugged hill-town. A few years before his death he wrote a "History Of Warner," which is regarded as "one of the most systematic, comprehensive and generally interesting works of the kind yet given to the public in the State. His schooling" was obtained at the Harriman district school and at the academy in the adjoining town of Hopkinton.

When hardly more than a boy, he made a successful trial of the excellent self-discipline of school-teaching and at different times taught in New Hampshire, Vermont, Massachusetts and New Jersey. While in the latter State, at the age of twenty-two, he became deeply interested in the principles of Liberal Christianity (the form of religious faith to which he always held), and occasionally wrote sermons, which were well received from the pulpit, and some of which found their way into print. It was certain, from his early youth, that nature designed him for t public speaker, the rare oratorical gifts which afterwards distinguished him having shown themselves Gradually and prophetically in the district school-house and the village academy. This tentative experience in preaching, undertaken of his own motion and without conferring with flesh and blood, resulted in his settlement, in 1841, over the Universalist Church in Harvard, Mass., where he remained in active service four years. Returning now to Warner, and soon leaving the pulpit altogether he became the senior partner in trade with John S. Pillsbury, late Governor of Minnesota, probably the only instance in our history where two young business partners in a retired country town have afterwards become the chief executives of different States.

In 1849, Mr. Harriman was elected by his townsmen to the New Hampshire House of Representatives. where he almost immediately became prominent as a leader in debate on the Democratic side. Of his record as a party man little needs to be said, except that from first to last, and whatever his affiliations, he displayed great independence in espousing Measures and principles which commended themselves to his judgment and conscience, even when it put him in a minority with his political associates. In his first legislative term, on the question of commuting the death sentence of a woman who was sentenced to be hung for murder, he not only advocated such commutation, but was a leader in the movement for the abolition of capital punishment altogether, to which purpose he always stood committed. In the Legislature of 1850 he was the leading advocate of the Homestead Exemption Law. at which time a resolution was adopted submitting the question to the people. The voters of the State gave their approval at the next A March election, and in the following June the act was consummated. No Legislature has dared to repeal it, and the foresight and courage of its authors and earliest advocates have been so approved by thirty years of experience that it is doubtful if a single citizen can be found to-day who would desire to undo their work.

It was no accident or trifling smartness that could give a man prominence in those two Legislatures of a third of a century ago. Among, the men of marked ability, now deceased, who held seats in those years were Horton D. Walker, Samuel H. Ayer, Lemuel N. Pattee, Edmund Parker, Samuel Lee, John Preston, William Haile, Richard Jenness, William P. Weeks, Thomas E. Sawyer, W. H. Y. Hackett, Nathaniel B. Baker, Charles F. Gove, Thomas M. Edwards, Josiah Quincy and scores of others, now living, of equal merit. In this galaxy of brilliant minds it is no exaggeration to say that, young as he was, Mr. Harriman was an honored peer in legislative duty and debate. Besides the two years

named he represented Warner again in the House in 1858, when he was his party's candidate for Speaker. He also represented District No. 8 in the State Senate in 1859 and 1860. In 1853 and 1854 he held the responsible position of State treasurer. Appointed, in 1856, by the President of the United States, on a board of commissioners, with ex-Congressman James H. Relf, of Missouri, and Colonel William Spencer, of Ohio, to classify and appraise Indian lands in Kansas, he spent a year of official service in that inviting territory, then turbulent with ruffianism. Border raids, burning and murder were daily occurrence; but the duties of this office were faithfully attended to, and no breath of complaint was ever heard against the delicate work of the board.

During the reign of that un-American political heresy popularly called Know-Nothingism, in 1854, 1855 and 1856, Mr. Harriman was its firm and unyielding enemy. In a discussion of this question with Hon. Cyrus Barton, at Loudon Centre, Mr. Harriman had closed his first speech, and Mr. Barton has just begun a reply, when he dropped dead upon the platform, a tragedy which lingered sadly in the memory of his friendly antagonist of that day.

The outbreak of the Civil War began an era in the life of every public man in the nation. It projected issues which made party allegiance a secondary affair. It sent many earnest and honest men across the party line, while some of our best citizens simply took their stand for the time being outside all political folds, independent and ready for whatever calls the exigencies of the country might give forth. In that fateful spring of 1861, Mr. Harriman became the editor and one of the proprietors of the Weekly Union at Manchester, which heartily espoused the war policy of Mr. Lincoln's administration for the preservation of the republic, and thus found himself the leader and spokesman of what were known as the "War Democrats." He was placed in nomination as a candidate for Governor of the State at a large mass convention of this class of voters, held at Manchester in February, 1863, and the movement resulted in defeating a choice by the people and throwing the election into the Legislature.

No man uttered braver or more eloquent words for the Union cause than Mr. Harriman, and his tongue and pen were an important element in the rousing of the citizens of New Hampshire to the graver duties of the hour. In August, 1862, he was made colonel of the Eleventh New Hampshire Regiment of Volunteers. He led his regiment to the field, and was at its head most of the time until the close of the war, except the four months, from May to September, 1864, when he was an inmate of Confederate prisons. With some other captured Union officers, he was for seven weeks of this time imprisoned in that part of Charleston, S. C., which was most exposed to the fire of the Union guns from Morris Island; but, providentially, though that part of the doomed city was destroyed, no harm came to him from the guns of his fellow-loyalists.

The first set battle in which the Eleventh Regiment bore a part was that of Fredericksburg, in December, 1862, when, with unflinching courage, Colonel Harriman and his men faced the dreadful carnage of that long day before Marye's Heights, less than three months after their arrival in the field. The loss of the regiment in this engagement was terrific. Passing over much (for want of space) that is thrilling and praiseworthy, we find the Eleventh, under their colonel, at the front in the battle of the Wilderness, May 6, 1864, where they made a daring and stubborn onset on the Confederate entrenchments,

carrying before them two successive lines of the enemy's works. But among the five thousand Union men that were captured in that bloody engagement, the commander of the Eleventh New Hampshire was included. Colonel Harriman and the survivors of his charge were present at the final grapple of the war, before Petersburg, and on the 3d day of April, 1865, he led a brigade of nine regiments (a force three times as great as the whole American Army at Bunker Hill) into that fated city on the heels of Lee's fleeing command. The war was now virtually ended; the surrender of Lee at Appomattox followed six days afterward, and the Eleventh Regiment, of proud and honorable record, was mustered out of service the following June. Their commander was appointed brigadier-general United States Volunteers, by brevet, "for gallant conduct during the war," to date from March 13, 1865.

On his arrival home, at the close of the war, General Harriman was elected to the office of Secretary of State by the Legislature then in session, and he at once entered upon the duties of the office, which he held two years, and until his promotion to the gubernatorial chair. In the large Republican Convention, consisting of six hundred and seventy-five delegates and held at Concord in 1867, he was nominated on the first ballot as candidate for Governor of the State. One of the most salient and memorable incidents connected with this period was the joint canvass, made by amicable arrangement between General Harriman and the Hon. John G. Sinclair, the Democratic candidate. Such canvasses are not uncommon in the West and South; but in New England, and with men of such forensic ability as the distinguished nominees possessed, it was an event fraught with great popular interest, and which drew forth, possibly, the most earnest and eloquent discussions of questions to which a New England people has ever listened. Many flattering notices were given of these discussions there were thirteen in all. Commenting on one of the number, a leading newspaper said of General Harriman: "Soaring above all petty personal allusions, he held the audience as if spell-bound, and made all his hearers, for the time being, lovers of the whole country the Union, of liberty and independence throughout the world. He spoke not as a politician, but as a patriot, a statesman, a philanthropist, and his noble sentiments had such power of conviction that it was impossible to ward off the results by argument." His election followed by a decisive majority.

The campaign of 1868 occurred at a time when a strong reaction was setting against the Republican party throughout the country. Fresh candidates for the Presidency were about to be nominated; the impeachment of Andrew Johnson was in progress; military rule had been established in the South; utter financial ruin was hotly foretold; and the dominant party was suffering crushing reverses in many of the States. To add to the discouragements of this party in New Hampshire, when the municipal election came on, in December, Portsmouth and Manchester rolled up adverse majorities, and the tide was tending strongly in one direction. Encouraged by such promising signs the Democratic party held its State Convention at the early day of the 14th of November. Their old and tried war-horse, John G. Sinclair, was again put upon the track, and his election was, by that party, deemed a foregone conclusion. A long and fierce contest ensued. Governor Harriman met his fellow-citizens face to face in every section of the State. He addressed immense meetings, holding one every secular day for six weeks, and failing to meet no appointment on account of weariness, storms or any other cause. He was triumphantly re-

elected, obtaining a larger vote than any candidate for office had ever before received in New Hampshire.

Of Governor Harriman's administration of the affairs of the State, in its principal features, with the exacting duties and the keen prudence required of the chief executive in those days of large indebtedness, unbalanced accounts and new legislation to meet the new and unprecedented demand, his constituents seem to have been hearty and unanimous in their approval. Their feelings may be summed up and expressed in the words of the Boston Journal when it said: "The administration of Governor Harriman will take rank among the best that New Hampshire has ever had."

General Harriman was appointed naval officer of the port of Boston by President Grant in April, 1869 which office he accepted after the expiration of his gubernatorial term, in June following He was re-appointed 1878 for a term of four years. The affairs of this office were conducted in such a manner as to preclude any word of criticism.

General Harriman engaged in political canvasses repeatedly in most of the Northern States, and in 1872 participated extensively in the State campaign in North Carolina. In this later canvass the key-note of the national campaign was pitched, and the result desperate contest there in August made the reelection of General Grant in November a certainty.

Thousands have warmly testified to the rare oratorical powers of the subject of this sketch, the Meriden Connecticut *Recorder* being one of the number. That paper says of him: "As a platform speaker we never heard his equal. His delivery is fine, his logic clear as a crystal, his manner easy and natural and physical force tremendous. With a voice clear distinct as a trumpet, of immense compass, volume and power, his influence over an audience is complete. He affects nothing, but proceeds at once to the work in hand, and from the very outset carries hearers with him, rising at times with the inspiration of his theme to the loftiest flights of eloquence."

In 1881, General Harriman was chosen to the Legislature from Concord, and in the Hall of Representatives, where he had stood over thirty years before, took a fearless and independent position on the great questions that were agitated at that session. In 1882 he made an extended tour through Europe and portions of Asia and Africa, visiting London, Paris, Rome, Athens, Alexandria, Cairo, Jerusalem and many other places of note, going to the heart of the great pyramid and bathing in the Dead Sea and the waters of Jordan. On his return he wrote a book of his travels, which was his last work, entitled "In the Orient." The book is characteristic of the author, who saw much in a short time, and taking one rapidly through that interesting country, on foot and horse back, where brave armies fought and where patriarchs, prophets and Apostles went. The book was published by Lee & Shepard, of Boston, and two editions have been sold.

General Harriman was twice married: first, in 1841, to Miss Apphia K Hoyt, daughter of Captain Stephen Hoyt, of Warner, who died two years afterwards; and again, in 1844, to Miss Almira R. Andrews, Warner, who survives him. By the latter marriage he had three children,—Georgia, the only daughter, the wife of Joseph R. Leeson, an importer, of Boston, Walter C., the oldest son, a lawyer in Boston; the younger son, Benjamin E., having prepared him for the medical profession at some of the best schools in the land,

took his degree at Dartmouth College in 1877 and began practice in Manchester, N.H.; but his health soon failing, after patient and determined efforts for its recovery, and after attempting, in Troy, N. H., to follow his profession, where, in short space of time, he acquired a large practice and aroused the strongest feelings of friendship and sympathy of the people, he returned to his father's home in Concord, where he died of consumption and a heart difficulty May 28, 1880, lamented not only by his own family, but by a large circle of devoted and enthusiastic friends. His wife, so early bereaved, was Miss Jessie B., only daughter of the late Colonel Isaac W. Farmer, of Manchester.

A biographical paper, read before the New Hampshire Medical Society by Dr. A. H. Crosby, a physician of wide reputation, and printed, portrays the character of Dr. Harriman in generous outline and fine and tender tinting. He was a young man of a keen mind and of high integrity, large capacities for friendship and superior equipment for his life-work. There are two grandsons and one granddaughter of General Harriman's surviving children to represent the family.

In the month of July, 1883, General Harriman was prostrated, although apparently in his usual health, with cerebral embolism, resulting in aphasia, and although he made a wonderful and unexpected recovery therefrom, it was evident that his days on earth were hastening to a close. Early in the spring of 1884 he became confined to his home. Calmly he awaited the great transition, as the shadows gathered about him, with the oft-expressed wish that it might come suddenly and that his days of weariness might not be prolonged.

Like passing into a deep sleep, he died on the morning of July 25th. His remains repose in Pine Grove Cemetery, beneath a tall granite shaft, among his kindred, where the waters of the river ripple below and in full view of the hills that overshadow the place of his birth.

BENJAMIN EVANS

Benjamin Evans, son of Tappan Evans, was born at Newburyport in 1772, but was brought to Warner with the family before 1780. His mother was called the "handsomest woman in Newburyport," and the son was a man of striking personal appearance. The writer has been unable to gather many facts in relation to the early life of this noted man. His education was limited, but, having commanding natural abilities, he wielded a large influence in Warner and in the State for many years. He married a Miss Wadleigh (an aunt of the late Judge Wadleigh, of Sutton) and commenced life at Roby's Corner. There he had a farm and saw-mill, the mill being a few rods below the present river bridge. In 1803 he went into mercantile business at South Sutton and at once became a prominent and influential man in the town. Though he only remained at Sutton four years, he served several times as moderator at town-meetings and several times as selectman. In 1807 he returned to Warner and made his home from that time through life at the village.

He was the leading business man in town for a long period of time; besides carrying on his country store, he dealt largely in cattle.

He lived some twenty-five or thirty years in what is now known as the Bates house, and the remainder of his life at the Porter house. He was a soldier in the War of 1812. He

knew every man in town and could readily call each man by name. He served as moderator of town-meetings, as selectman and as representative to the General Court a great many years.

He was elected Senator in old District No. 8 in 1830, and was in the Governor's Council in 1836 and 1837. He was appointed sheriff of Merrimack County in 1838 and held this, his last office, till 1843, the year before his decease.

His children were Abigail, married Reuben Porter; Susan, died in infancy; Susan (2d) married Dr. Eaton; Lucinda, married Nathan S. Colby; Sophronia, married Stephen C. Badger; Sarah, married H. D. Robertson; Hannah M., married Abner Woodman (he was a farmer and did considerable justice business in settling estates in the town of Warner, Benjamin, the last child, died at the age of six years. Mrs. Hannah M. Woodman is the only surviving-child of the late Benjamin Evans, and furnishes this illustration as a tribute to her father's memory.

LEVI BARTLETT

Levi Bartlett, oldest son of Joseph Bartlett, was born in Warner, N.H., April 29, 1793, and is, therefore, at this date, ninety-two years of age.

His grandfather, Simeon Bartlett, of Amesbury, Mass. (a brother of Governor Josiah Bartlett, of Kingston, N. H., who was first after General Hancock to vote for and to sign the "Declaration of Independence"), was one of the original proprietors of the town of Warner, and he gave to his three sons, Joseph, Richard and Simeon, valuable tracts of land in the then newly-settled township.

The Bartlett family are from Stopham, Sussex County, England. John and Richard, progenitors of most of the name in this country, came over in 1634 and 1635, and settled at Newbury. They trace back their family for over eight hundred years of unbroken pedigree. Sir Walter B. Barttelot, a lineal descendant of Adam Barttelot, who came over with William, the Conqueror, now inherits the old family estate, consisting of some seven or eight thousand acres.

Sir Walter is member of Parliament, a Conservative and a staunch supporter of the Queen.

The subject of the present sketch, Levi Bartlett, of Warner, was early employed in his father's store, at the Lower village. A country store was then, even more than now, the centre of all masculine gatherings for the interchange of news and political and religious ideas. The incidents of the Revolutionary War were still fresh in the minds of the old *habitues* of the place, and the lad, always eager for information, listened with breathless interest to tales of daring and heroic deeds, and gazed with flashing eye as some old veteran of the war "shouldered his crutch and showed how fields Severe won." Added to the history of his country they orally delivered were the contents of the town library, kept at his father's store, and supplied, among other works, with copies of most of the popular histories then extant,—Hume, Gibbon, Goldsmith, etc.,—and while the rest of the family

were gathered of an evening in the “ east room “ for social and neighborly converse, the young man, stretched on the old-fashioned kitchen settle, read, by the light of a tallow candle, or possibly by a blazing pine-knot, history, Shakespeare, translations of Virgil and Homer or whatever else of poetry or romance those early times afforded. His extreme predilection for agriculture was fostered, if not induced, by the “Georgics,” read at that susceptible age. Opportunities for education were very limited in those days, and the common district school did not set ordinary pupils very far on the road to knowledge. Private instruction, through a couple of winters, by Eon. Henry B. Chase, then a rising young lawyer of the town, and a “finishing term” at Amesbury Academy were all the additional scholastic advantages enjoyed by Mr. Bartlett. This rather meagre training was, however, largely supplemented in his case by constant, varied and extensive reading, and by a critical study, in later years, of geology, chemistry and other works connected with what was then dubbed, rather sneeringly, by the popular voice as “scientific farming.” He was sent early to Newburyport to the book-store of Thomas & Whippie, and later to the store of his uncle, James Thorndike, of Salem, Mass., with the expectation that he would engage in mercantile pursuits. But he had little taste for “ trade “ and the embargo and nonintercourse with foreign nations, owing to the unfriendly and exasperating conduct of England, which worked so disastrously upon the fortunes of those once opulent merchants in the “City by the Sea,” completed the disgust of young Bartlett for that occupation. The trade of tanner and currier appeared to him the only safe and lucrative business, and his father arranged to set him up accordingly.

He pursued this avocation for several years ut the passion for agriculture, which had all this time found vent in the cultivation of fruits and flowers, grew too powerful to be resisted, and he left what was fast becoming a lucrative employment for the pursuit of farming, which he has since followed.

He began at once to write for agricultural papers, experimented largely in different ways of managing crops, adopted most of the new theories of scientific men in relation to the constitution of the soil and it’s adaptation to certain growths, etc. His opinions and writings were favorably received, and he, as pioneer in a new field, since pretty thoroughly investigated, was considered “authority” on most points relating to improved agriculture.

In 1834, Mr. Bartlett was invited to become a regular contributor to the *New England Farmer*, and from that date till after he had passed his eightieth year he wrote regularly for various agricultural periodicals. He was special correspondent and associate editor of *The Boston Journal of Agriculture* during its brief life. He wrote constantly for the *Country Gentleman*, occasionally for the *Farmer’s Monthly Visitor*, *The Statesman* and *Manchester Mirror* and many other papers. He was for a time associate editor of the *Boston Cultivator*. His writings have been published in various States of the Union, and not unfrequently copied into English papers.

When an Advisory Board of Agriculture met at the Patent Office, Washington, D. C., in 1859, Mr. Bartlett was selected by a committee of that board to represent New Hampshire, and he was present during its session of eight days.

A year later, when a series of important lectures on scientific agriculture was to be given at Yale College, Hon. Henry B. French, then of Exeter, late Assistant Secretary of the Treasury at Washington, and Mr. Bartlett were invited from this State to be present.

After he had passed his eightieth birthday he began and completed a "Genealogy of the Bartlett Family," which has been largely called for all over the country.

The work cost a vast amount of labor and research, and proved a very trying labor for the aged compiler.

In politics Hr. Bartlett has been an "old-time Whig," and in a town which was for many years the very "keystone of the Democratic arch" in New Hampshire, was seldom troubled with offers of office, but held the office of postmaster for five years immediately preceding General Jackson's term at the White House.

It is curious to note the difference in that "institution" between those years and the present time. Sir. Bartlett declares that more papers and letters are received in a single day now at our office than he distributed in the course of a whole year.

Mr. Bartlett married, June 1, 1815, Hannah Kelly, only daughter of Rev. William Kelly, the first minister of Warner. They had two children, who lived to mature age,—William K., who married Harriet N., daughter of Nathan Walker; Lavinia K., the daughter, married Dr. Dana D. Davis, who died soon alter of yellow fever in Baton Rouge, La., where he was in the practice of his profession. Their only child, William D. Davis, married Louise Harding, of Virginia, and is a clerk in the Custom-House, New York City.

[A difference of opinion seems to exist concerning the derivation of the name of this town. Hon. Walter Harriman claimed that it was named in honor of Seth Warner, of Bennington, Vt., while others claim that it derived its name from Hon. Daniel Warner, of New Hampshire. Isaac W. Hammond, however, author of Town Papers, and an indefatigable searcher in matters relating to the early history of New Hampshire, says he finds himself of the opinion that Governor Wentworth named the town for his intimate friend, Colonel Jonathan Warner, of Portsmouth, who married a cousin of the Governor, and was, at the time of the incorporation of Warner, a member of the Governor's Council."—Publishers]

CHAPTER VIII

TRANSPORTATION

RAILROADS, AUTOS and COVERED BRIDGES

THE RAILROAD ERA

A gazetteer of New Hampshire, compiled by Alonzo J. Fogg and published in 1874, relates that at that date "no iron horse had ever wound its way beside her river banks or through her mountain passes, and its shrill whistle had never echoed through her deep, dark forests; but today, nearly every hamlet in the State can hear the clarion sound of the locomotive and see the white, curling smoke as it hovers o'er the track of the swift passing train."

Now, more than a hundred years later, the great railroad era is over. The last passenger train stopped at Warner on November 4, 1955, and the last freight in 1961. In the latter year the tracks through town were torn up and sold as scrap iron.

The railroad through Warner was originally charted as the Concord and Claremont Railroad on June 24, 1848. Six of the seventeen incorporators were from Warner, namely, Harrison D. Robertson, Robert Thompson, Franklin Simonds, Stephen C. Badger, Samuel Jones, and Daniel Bean. The other eleven were from neighboring towns.

The sum of \$139 was raised on July 3, 1848, from thirty citizens of Warner for the purpose of making a preliminary survey of the route. The individual sums contributed, ranging from one to fifteen dollars, were allowed as a credit against the first assessment of stock taken in the railroad.

Construction commenced on November 19, 1848, and about ten months later, on September 21, 1849, the railroad was formally opened to Warner. To celebrate the event a train of nine cars with 500 people from Warner and other towns was dispatched to Concord in the morning. At eleven o'clock an expanded train of about eighteen cars, carrying 800 people, started the return journey. Two locomotives were required for this extra-heavy trainload. One was placed in the front and the other in the rear. A fatal accident occurred when a coupling broke and a young man fell under the train. Several other people were injured. This unfortunate incident cast a shadow on the subsequent festivities, but the train continued on to Warner, arriving at about one o'clock. There, a procession guided by Daniel Bean as marshal and headed by the Fisherville band, marched along Main Street and back to the speakers' stand near the depot. Speeches of a congratulatory and encouraging nature were made by Governor Hill, General Low as president of the railroad, Joseph A. Gilmore, Walter Harriman, and others. Bountiful refreshments were provided by the citizens of Warner, and then the train returned to Concord late in the afternoon with nothing further to mar the Occasion.

The length of the railroad from Concord to Warner was eighteen miles. When the line was extended to Bradford on July 10, 1850, the trackage was increased to a little more than twenty-seven miles. Unfortunately, expenses were greater than receipts, and by 1852 the Concord and Claremont Railroad was bankrupt. It was merged in January of the following year with the New Hampshire Central Railroad to form a new corporation named the Merrimac and Connecticut Rivers Railroad Company. By 1874 this had merged with the Sugar River Railroad and the Contoocook Valley Railroad, again to form the Concord and Claremont Railroad, but this time under the control of the Northern

Railroad. It eventually became the Claremont branch of the Boston and Maine Railroad, and by 1916 Warner had three passenger trains a day each way on week days in winter and one train each way on Sundays. In summer there was additional service, with Pullman cars attached to the trains. There were also daily freights each way, besides the Monday morning special and the express service.

William Henry Dole was the first station agent at Warner in 1849 with a salary of \$1.25 per day, and he was followed by John Kimball in 1851. Kimball was succeeded by Frank P. Harriman and D. W. Waldron, and later by John Mace. In the spring of 1868 Augustus Putnam became the agent and served until his death in 1888. J. M. Holmen served from 1888 to 1896, when George E. Brockway became agent. He stayed until 1937, when Osborn Smith was appointed.

The old station building in Warner Village is thought to date from about the time the railroad was established there. A hall on the third floor was for years used as a meeting place for various organizations, notably the Independent Order of Odd Fellows. An outside stairway, which led to the hall, was removed in October 1893. The Warner station was occupied by a laundromat for a number of years. Currently there are apartments within the building and in the additions that have been added.

The other six railroad stations within the township of Warner were:

Dimond — A small unheated flag station. After it closed it was moved in 1939 to a location a quarter of a mile from the tracks and used as a summer cabin.

Bagley — A small unheated flag station. In 1941 the building was bought by John Kirk and moved to Tom Pond in Davisville.

Lower Warner — Another small unheated flag station. It was eventually bought by Pat Quinn, track supervisor, and moved to Tom Pond. A story told by an old-timer related that school children used to hitch a string to an apple and let it down to the engineer or fireman when the train stopped under the bridge at Lower Warner

Waterloo — There were two stations at Waterloo. The first one is now part of a house formerly belonging to Leon Pingree; the other was converted to a bowling alley which ran for a few years and currently is the home for Brayshaw Printing.

Passenger, express, and freight service to Waterloo, was discontinued in May 1941. The station, serving the western section of Warner as well as East Sutton, had been a flag stop. John D. Gage was caretaker for the railroad and postmaster. Mr. Gage tendered his resignation as postmaster, and his position as caretaker was automatically done away with by the closing of the station. Gage, and before him his father, Roger S. Gage, had served Waterloo as postmasters and station agents since 1885. During their tenure railroad traffic through Waterloo declined from a peak of eight passenger trains a day, two freight trains, and need of a twelve-car siding, to an occasional freight and four passenger trains a day that no longer stopped. Formerly the summer home of Sen.

William E. Chandler and Nehemiah G. Ordway, governor of Dakota Territory, Waterloo had been the destination of many distinguished politicians, diplomats, and business leaders.

Roby's Corner — This station stop, later known simply as Roby, was named after its first station agent, Moses H. Roby, who served from 1886 to 1909. Herbert O. Colby was the next agent. The station was dismantled in 1940 and moved to Tucker Pond in Salisbury.

Melvin — This was a combined railway station and post office managed by W. T. Melvin and his son Walter. The December 17, 1943, issue of the Kearsarge Independent and Times tells how an accident was narrowly averted here. Leonard Rowell and Justin Thorpe had been hunting at Melvin Mills. Crossing the railroad track, they saw that a gigantic spruce tree and a small maple had been blown down across the track just above the trestle beyond Melvin, and quick thinking on their part averted what could have been a bad train wreck. They realized that it was time for the 5:19 down train to come roaring through. Rowell started running up the track toward Melvin. Before he got there he saw the train rounding a curve and bearing down on him; the train had not stopped at Melvin that evening. Rowell whipped out a red handkerchief and flagged the train to a stop. Then he hurried home, got axes and saws, and he, Thorpe, Walter Craig, and the train crew went to work to remove the trees. Soon section gangs from Warner and Bradford arrived and the chips began to fly. Even so, the train was held up for nearly two hours. Cattle, hogs, and sheep from Warner were loaded into freight cars every Monday morning. It was said that the crew would load anything that could walk, but nothing that had to be dragged in. Carloads of apples were among the many other Warner products shipped by freight.

In 1931 the first "snow train" operated by the Boston and Maine Railroad carried more than 100 passengers from Boston's North Station to Warner. As interest in skiing increased, the railroad began to offer weekend excursion trips from Boston to Warner. The round-trip fare was \$3.75. Eight hotels in Warner advertised accommodations for winter-sport enthusiasts.

On the hundredth anniversary of the railroad in 1949 a group of Warnerites, dressed in Halloween costumes and led by Jack Chandler and Douglas Ladd, swarmed unannounced into the last car of a train, where they passed out candy, cigars, and cigarettes to the startled passengers and crew. Only a handful of passengers were aboard, one of them asleep. Chandler shook him awake, and with his black mask and costume really gave him a scare. No doubt he thought that his time had come.

Aside from the railroad, the only other means of transportation available in Warner before the turn of the century were shanks' mare and vehicles drawn by animals. Both oxen and horses were used for lumbering, farm cultivation, haying, and harvesting. Horses hitched to carriages of various kinds were used for family travel.

THE FIRST MOTOR CARS

It was not until 1899 that an automobile was seen in Warner. The first one was demonstrated at one of the last of the Warner fairs. On September 14, 1899, before a crowd of from 2,500 to 3,000 people, it was driven around the racetrack to the astonishment of the onlookers. It was accompanied by a farmer from the Mount Kearsarge area who, with his bull hitched to a wagon, drove onto the track with his entire family aboard as the automobile was making its rounds. On the side of his wagon was a sign that read "Horseless Carriage."

Sen. William E. Chandler was the first person in Warner to own a motor car—a Stanley Steamer. Frank G. Wilkins owned the second one, a Pierce Arrow with engine number eighteen. He kept it for five years and then sold it for fifty dollars.

A report for the year 1908 lists the eleven owners of motor vehicles in Warner as well as their license-plate numbers: George W. Annis (1892); E. H. Carroll (725); George C. Chase (1859); Carl L. Cutting (2008); Henry C. Davis (815); Theodore L. Davis (1320); Mason T. Ela (790); Charles H. Hardy (2018); Herbert N. Lewis (1859); John F. Merrill (2221); and Fred H. Savory (2156).

These individuals, with the exception of Theodore L. Davis, also had driver's licenses. Two persons had their registrations cancelled during the year for reasons not stated. In view of present-day speed limits, it is interesting to note that in 1908 a motorist was breaking the law if he drove his car at a speed of twenty-two miles per hour.

With the coming of the automobile, garages and service stations began to appear on Main Street. Among the early ones were those operated by Herbert N. Lewis, the Jewell brothers and Alvin A. Jepson, George Chase, Cloues and Sawyer (later Sawyer and Howlett), Roger Durgin, Stan Kimball and George Guimond.

Bus service to and from Warner is no longer available. Most recently The Vermont Transit Company operated one bus a day with a stop at Warner in each direction on its Boston-White River Junction line. Service into Warner was discontinued about 5 years ago.

On November 25, 1968, the last section of Interstate Route 89 through Warner was officially opened to traffic. The limited-access superhighway, eight and one-half miles of which pass through Warner, extends from Interstate Route 93 in Bow to the Canadian border in northwestern Vermont, providing easy transportation through some of the most scenic countryside in New England.

The road was designated by the New Hampshire legislature as the "Frank D. Merrill Highway" in honor of Major General Merrill, who commanded the unit known as "Merrill's Marauders" in World War II. General Merrill was a resident of Hopkinton and until his death served as state commissioner of public works and highways.

The cost of constructing the part of the highway that traverses Warner was approximately \$6,697,000, or \$784,294 per mile. There are three interchanges with Route 103 in Warner, two of which provide access for both north and southbound traffic at Warner Village and Dimond Corner. The third interchange, in Lower Warner, has an "off" ramp for northbound traffic and an "on" ramp for southbound traffic.

The nearest airports to Warner with scheduled plane service are those at Lebanon, Laconia, Manchester, and Keene.

In recent years Warner, like many other rural communities, has seen a great increase in the number of motorcycles, snowmobiles, bicycles, and saddle horses. There is little evidence, however, that shanks' mare is becoming any more popular as a means of getting around.

COVERED BRIDGES

"Shunning the black top highways, taking to the gravel roads, creeping along slowly in my car, coming upon many a beautiful vista missed by the sixty-mile-an-hour tourist, I used to look forward with pleasure to a bend in the road that would bring me beside one of New Hampshire's smaller rivers and a hidden covered bridge. These old bridges came to be friends of mine, and each time I look forward to seeing them, with their weather-beaten sides, loose clapboards, and floors worn with the traffic of many decades. As the years went by, I began to realize that some of my old friends had disappeared. Here and there as I came to a crossing, a new steel or cement structure had replaced the old 'pal' I had known." So wrote W. Edward White in his 1942 booklet *Covered Bridges of New Hampshire*, and since then the tempo of the covered bridges' disappearance has increased.

Warner possessed three covered bridges as late as December 28, 1966. On that date the Bagley covered bridge was trucked away, having been sold for one dollar. The town showed no interest in preserving it, and at the time there was no local historical society to try to protect it. The bridge crossed the Warner River at Bagley, and its dimensions were: Overall length, eighty feet; roadway, seventy-two feet; width of roadway, fourteen feet. It was built about 1800 and may have been the oldest surviving covered bridge in New Hampshire. It was what is known as a "Town" bridge, since it employed the lattice-truss type of construction named after its inventor, Ithiel Town.

The two covered bridges still here are the Dalton and Waterloo bridges. The Dalton bridge spans the Warner River, and is eighty feet in overall length; roadway, seventy-five feet; outside width, seventeen feet; inside width, thirteen feet. It is said to have been built sometime after 1800. It is a Haupt-truss bridge, named after General Haupt, an engineer in charge of railroads for the Union forces during the Civil War. In 1962 the Dalton bridge underwent extensive repairs and rebuilding at a cost of more than \$10,000. In 1990 it was repaired and re-roofed by the State of New Hampshire Bridge Department at a cost of \$18,000.

The Waterloo Bridge crosses the Warner River just above the falls at Waterloo. Its overall length is seventy-six feet; outside width, seventeen feet; inside width, fourteen feet. It is supposed to have been built in the 1840s, then completely rebuilt in 1857. It is a Town lattice-truss bridge. In the 1980's The bridge was rebuilt again by the State of N.H.

Harriman's history states that the first bridge in town was built in 1773. It stood about "20 rods" down the Warner River from the present bridge near the Lower Warner cemetery. At first it was an uncovered bridge; later it received a roof. At one time there were at least eight covered bridges in town. They included, besides the aforementioned ones, a railroad bridge at Bagley; a railroad bridge and a highway bridge at Roby; one

covered with a roof, near the old fairgrounds; and one at Davisville which was swept away in the flood of 1936.

An examination of Warner town reports dating back to 1852 reveals much about the cost of repairs to bridges and who did the work, but does not always identify the particular bridge by name. It is therefore of considerable interest to record here the details of two old bridge contracts that have come to light, dealing specifically with the old Davisville bridge. One is dated 1839, for the repair of an older bridge swept away in a flood. The other, dated 1855, is for building a completely new bridge. The outer cover of the first document bears the following notation: "Articles of Sale for building the bridge near Nathaniel A. Davis in Warner. Will be sold as follows in one Job putting up of said bridge & the furnishing of the following materials—1 new pine Post 20 by 20 inches square, 1 new brace 12 by 14 inches square, 2 Inside traces 6 by 6 inches square, 1 Cap Piece 20 feet long 16 by 16 inches square, and half of said bridge to be covered with Hemlock or pine plank 3 inches thick of sound stuff. The railing of said bridge to be the same & finished as said bridge was before it was swept away by the late freshet and the pier of said bridge to be planked on each side with 3 inch plank from the bottom of the cap piece 5 feet towards the water and to be aided in the posts of said Pier 4 inch by 3 deep—and all to be done in a good and workmanlike manner.

"The above sold at Auction February 8, 1839, to Thomas Chase for fifty dollars—by the selectmen of Warner."

"Second Job. The drawing of the strings and all the plank and other materials now in the vicinity of said bridge and to be delivered as near said bridge as can be done with oxen. The stuff as follows—10 Strings, 2 Caps, 1 brace, 1 post etc., etc."

"The above sold to Auction Feb. 8, 1839, to Charles Davis by the Selectmen of Warner for twenty dollars."

"Mr. C. Davis Job done & paid Feb. 19, 1839, In his receipt." The second contract, dated 1855, reads as follows: "Lewis Holmes, J. M. Harriman, Ruben Clough, Jr., Selectmen of Warner in the County of Merrimack & State of New Hampshire and Dutton Woods of Concord, County & State aforesaid agree as follows:

"The said Woods for considerations hereinafter named agrees (at his own expense) to furnish all the Labour—Pins—Bolts & Nails for the construction of a Truss Bridge across Warner River at the Davis Village (so called) & on the site of the old Bridge now standing.—Said Bridge to be built according to the plan shown the said selectmen. To be 16 feet wide in the clear roadway— sides to be sheathed with rough square edged boards—Roof to be covered with 18 inch shingles.—The work to be done in a thorough and workmanlike manner & the Bridge to be completed ready for travel in three weeks after the stone work is ready for the reception of the same.

"The said Selectmen in behalf of said Town of Warner agree on their part to furnish (at their own expense) all the timberboards & shingles necessary for said bridge & according to the bill furnished them by said Woods. The timber to be free from ware—of suitable quality—well sawed & delivered to the acceptance of the said Woods. The old Bridge to be kept standing for a scaffolding to raise the new one upon.

"The opening between the abutments not to exceed 66 feet in length. The stone work to be completed ready for bridge on or before the 20th day of Sept. next. The timber to be delivered on the ground near the south end of Bridge free of expense to said Woods by the first day of Sept. next.

"The said selectmen in behalf of the Town of Warner agree to pay the said Woods three hundred dollars when the Bridge is completed as above agreed on his part." Aug. 28th 1855. Signed sealed and delivered in presents of Seth Low and Dutton Woods

This bridge lasted quite a long time, receiving major repairs by J. H. Dowlin and crew in 1870 and new shingles from Davis Brothers in 1889. Following the disastrous flood of 1936, when it was destroyed, an ordinary concrete replacement was erected, which is still in use.

Numerous theories have been advanced as to why bridges were covered. One reason was, of course, to protect the wood from the elements. The sides were also a comfort to anyone driving a skittish horse, and the roofs afforded a welcome haven during a sudden shower, especially if one was caught with a load of hay. They were not without their glamour, too. No doubt many kisses were stolen while passing through the pleasant seclusion of a covered bridge.