

PROGRAM

1766 - 1966

LEE, NEW HAMPSHIRE
BICENTENNIAL
Celebration

JULY 30-31



JOHN L. RANDALL, JR.
General Chairman

ROBERT KENISTON
Parade Chairman

SATURDAY, JULY 30, 1966

- 10:00 A.M. Grand Parade "Down the Mast Road" ending at
Town Park
Awarding of Parade Prizes
- 11:30 A.M. Official Welcome - Rev. Marshall Stevenson
Convocation - Featured Speaker, to be announced
Dedication of Park and 4-H Living Memorial Tree
- 1:00- 3:00 P.M. Performances by Westover Air Force Band and
Crusaders Drum & Bugle Corps of Kingston, N.H.
- 3:00- 5:00 P.M. Field Games and Children's Competitions
- 11:00 A.M. -
5:00 P.M. Horse Show sponsored by the Silver Heels Riding
Club of South Berwick, Maine
- 5:00- 7:30 P.M. Old-Fashioned Supper at Grange Hall
- 7:30-11:00 P.M. Block Dancing
Dance Exhibitions

Fireworks following races at Lee Raceway
(Courtesy of Robert Bonser)

SUNDAY, JULY 31, 1966

IN CONJUNCTION WITH LEE CHURCH OLD HOME SUNDAY

11:00 A.M. Old Home Day Church Service, Lee Church
Guest Speaker

12:00 Noon Luncheon on Vestry Grounds

1:30- 5:00 P.M. Tour of Ten of Lee's Historic Homes
Tickets at \$1.50 will be available at the Town Hall
(Ladies . . . Please, no heels)

2:00- 3:30 P.M. Band Concert, Epsom Band, John Yeaton, Director

3:30 P.M. until dark . . . Ball Games

Vesper Service

Special Note: Open House will be held throughout the celebration
at the new Library and will feature special historical
exhibits.

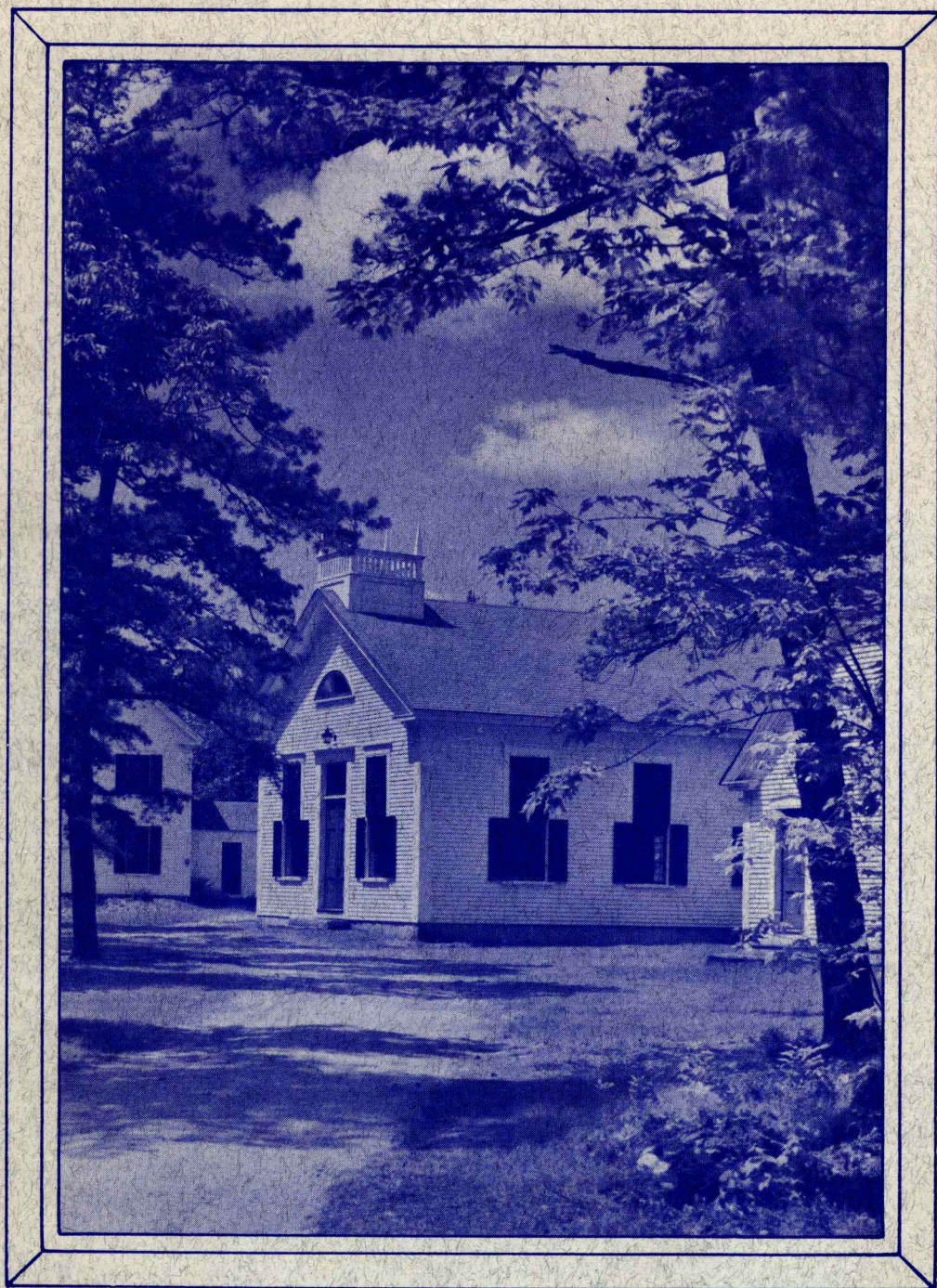
Food Stands will be open throughout the celebration.

* This Program is subject to change.



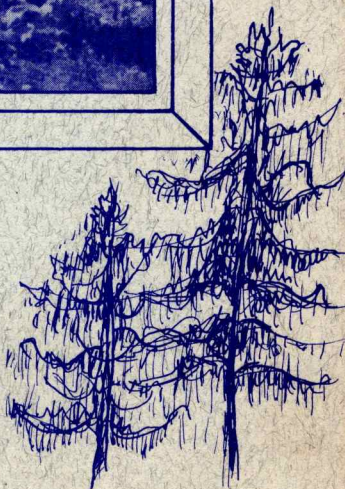
BICENTENNIAL SOUVENIRS

LEE BICENTENNIAL BOOKLET	\$1.00
HISTORICAL MAP75
POSTCARDS10
CHRISTMAS CARDS with LEE LIVING NATIVITY10
SOUVENIR PLATE	1.50
BRONZE COMMEMORATIVE COIN	2.00
SILVER COMMEMORATIVE COIN	7.50
WOODEN NICKEL05



LEE

in
FOUR
CENTURIES



Lee in Four Centuries

Some Historical Notes Published
to Commemorate the
Bicentennial of the Incorporation of the Town

1766-1966

Ursula Baier, Editor

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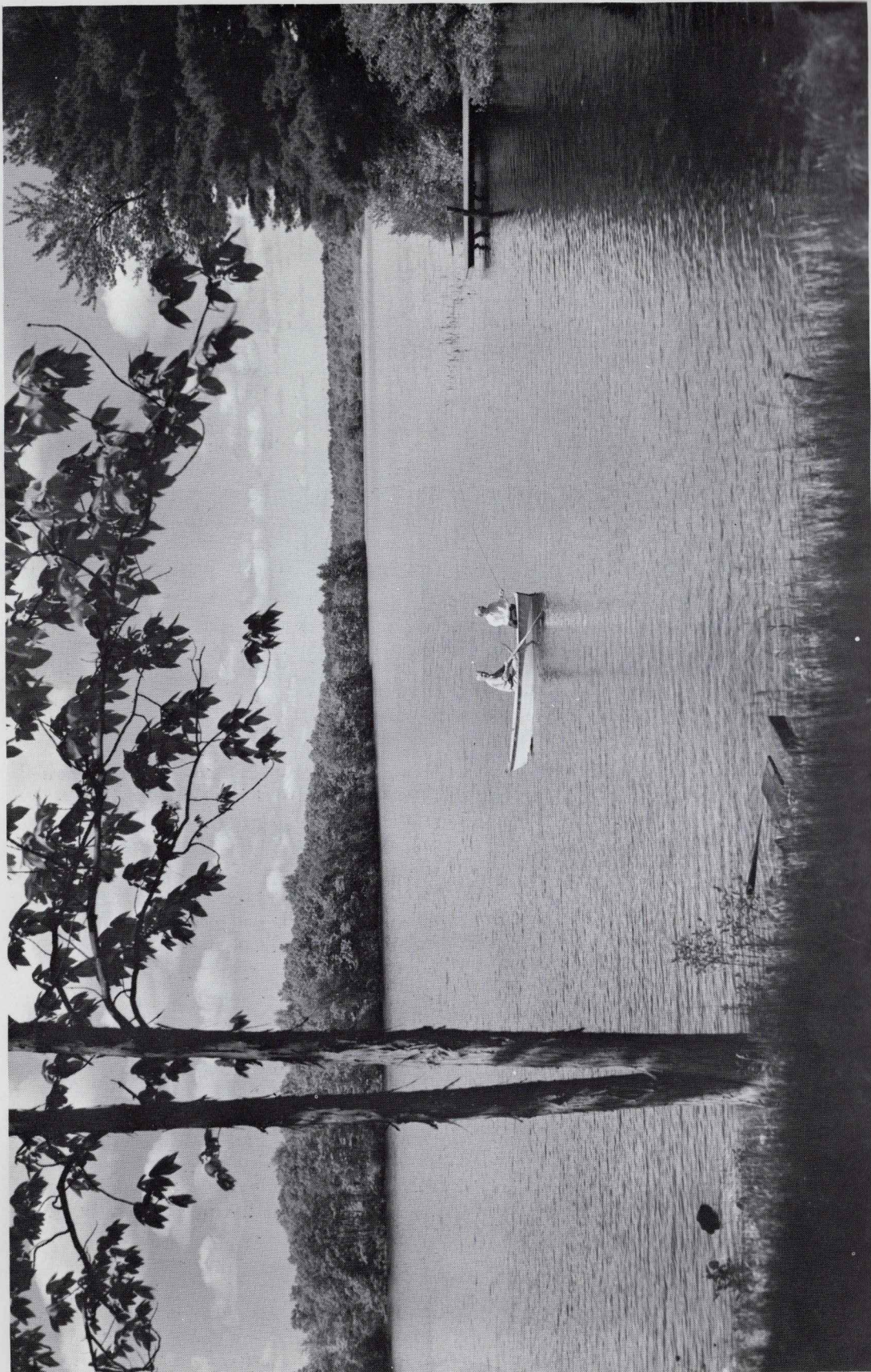


One of the oldest and least altered houses in Lee. Part of this house was built (probably in the 1730's) by Robert Thompson, one of the town's first selectmen; it was later moved up to its present position from the bottom of the hill. (Now the home of Mr. and Mrs. Christopher Cook—Open House No. 2)

Lee Bicentennial

The photographs in this book give some idea of Lee as it is today, a quiet, attractive and once more growing township in a lovely part of New Hampshire. Something of what has happened since the first settlers came to the area three hundred years ago, through the incorporation of the town in 1766 (which we celebrate this Bicentennial year) up to the present time in which we live, is set down in the text.

The town's history was ably written by John Scales in 1916, and we do not attempt to reproduce this here. Instead, we have tried to bring to life some of the everyday events in the town's past, selected from the town's very complete and interesting records, now housed and available for reference in the vault under the new library. We also have drawn from the Town and School Reports which have been published yearly for the past hundred years, from the memories of older residents, and from the invaluable diaries of George W. Plumer and others.



Wheelwright's Pond: main source of the Oyster River, and now a popular vacation area. This was once the scene of a fierce battle with the Indians in which 15 colonists were killed and many wounded. Photo taken 6 July 1960.

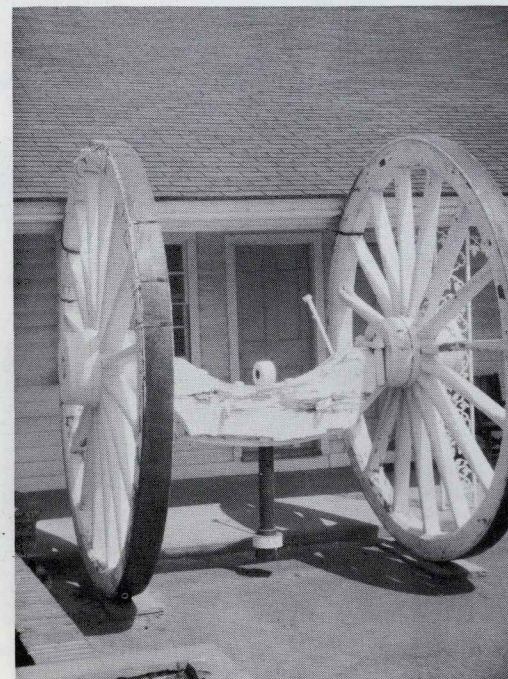
EARLY SETTLEMENT

Lee differs from many other New Hampshire towns celebrating their two hundred years of township at a similar time. These were mostly laid out by "proprietors," chartered, and settled in an orderly fashion by emigrants from other parts of New England and elsewhere, whose arrival and deeds can be traced and whose names, houses, and descendants are known.

This area, on the other hand, which formed part of ancient Dover, was settled and developed over 300 years ago, but the names and sites of the homes of the first settlers will probably never be known to us. They were lumbermen and their homes, mainly the rough and temporary shelters of their itinerant and dangerous trade.

Any history of this time must be sought in the Dover records, which are full of interesting references to the constant danger from Indians, disease, and the elements to which hunters, lumbermen and early farmers were daily exposed.

Dover was first settled in 1623, only three years after the Pilgrims landed at Plymouth and seven years before the settlement at Strawberry Banke or at Boston. Early land grants in the area later to be called Lee, were made to newcomers to the town of Dover, or added to those already owning more central land. The first grants of which we have a record were at Wadleigh's Falls in 1657 and at Newtown in North Lee in 1663.



Eight-foot mast wheels (called bummers) carried the pine trees down the mast ways to tidewater in Pre-Revolutionary times.

THE MAST TRADE

The whole inland area around Great Bay was one vast forest, so that the only access was by water. The great influence in developing this area was the Piscataqua mast trade. Huge white pine trees were drawn from all around Great Bay and shipped overseas from Portsmouth during the period 1660-1770 to supply the King's navy with vital masts and spars. This hazardous and arduous trade had early brought surveyors into the forests, to mark the trees with the King's "Broad Arrow" which reserved them exclusively for mast trees, and they and hunters brought back word of the various natural falls available which would provide waterpower for mills to saw the lesser trees into lumber. The great mast trees, the largest of them anything up to 40 inches in diameter at the base by 120 feet long, were so cumbersome and difficult to turn that special straight "mast roads" or "mast paths," (frequently mentioned in early deeds) had to be constructed from where they were felled in the forest to the head of tidewater in Dover and Oyster River (later Durham).

Contemporary sources tell of 30-40 pairs of oxen, or more, needed to drag these enormous trees to the navigable rivers where they were formed into rafts and floated down to Portsmouth. Then they were loaded into specially constructed mast ships that sailed regularly to England in the mast trade for some hundred years up to the Revolution. By then the great pines in our area had long been exhausted and mast pines were being floated in huge rafts along the coast from Maine.

But many of the mast ways remained, including what is now part of our Route 155, the mast road first mentioned in a deed of 1694, which now gives its name to the new Mast Way School.

* * * *

John Duncan's modern children's novel, "Down the Mast Road" gives a vivid picture of getting out one of the last of the great mast trees and of its progress through Lee.



Harvey's Mill on North River where Lee and Nottingham join. The mill was working until the timber dam was washed out in 1938.

RIVERS, BRIDGES AND MILLS

Lee has four rivers—Oyster River in the north, the Lamprey (or “Lampreel” as it was often called), Little River and North River in the middle and southern parts of the town. Now, these are for the most part quiet-running streams, frequented by fishermen, enjoyed by swimmers and vacationers, used as a water supply for cattle and by the Fire Department, and usually slipping almost unseen beneath the busy highways.

Years ago the picture was very different; a good portion of the town's income was spent in maintaining highways and the 16 bridges over these rivers, which constantly flooded and washed away travel routes, to the great inconvenience of travellers and farmers alike. Wadley's Falls Bridge, especially, is constantly mentioned: In 1764—£177.10 was “Pd sundry men for Building Wadley's Bridge.”

In 1896 it washed out in the great flood of that year; six days later the repairs were completed, and this included cutting two large pine trees (used for stringers) and hauling them to Wadley's Falls with oxen.

Repairs were not always so speedy; in March 1829, we find the entry:

“To N. Durell for building boat to cross river while the bridge was gone . . . \$1.30”

The bridges were needed; Lee was a busy place and the river turned at least 13 different mill wheels, most of them operating more than one mill at different times. The survey carried out for the state in 1804 marks nine falls suitable for, or already running mills. And at *Wadley's Falls* there were, later in the nineteenth century, a sawmill, grist mill, drug mill, cider mill, and a shoe factory, all in operation simultaneously from the same mill dam; it is difficult to imagine this if we look at the area now. The last mill here, a fiberboard factory, burned down in 1921, and the dam was bought by the Newmarket Electric Company. The mill pond has been empty since. *Wadley's* (or *Wadleigh's*) *Falls* had what was probably the first mill in the town; we know that Robert Wadleigh had a mill running there as early as April 1, 1668—even before his grant and “mill privilege” were confirmed by the town of Dover. There may have been one there even earlier than this, as the land was previously claimed by Samuel Symmonds

of Ipswich who had been granted it by Massachusetts Bay in 1657, and who had actually taken possession of it “in the presence and by consent of Moharimet the Indian Sagamore of this region.” This is one example of the many disputed land claims we find when the area was virtually unknown and administered by the distant authorities of Massachusetts Bay, long before New Hampshire became an independent state (which was not until 1779). Vague boundary lines, however, can still cause trouble today as most of us know.

It seems fairly certain that there have been mill wheels running there ever since—from the first “undershot” wheels that could operate directly in a fast-running stream, to the more elaborate “overshot,” and later “horizontal” wheels that relied on a steady head of water provided by a mill pond, which meant that the mill could operate the year round.

The earliest mills were sawmills, having a primitive but effective up-and-down saw to cut the logs (which were floated down the rivers on the spring floods) into boards and timbers for house-building. “Pipe staves,” (for barrel making), shingles and clapboards, were other important early exports of this region.

Contrary to a popular myth, the early settlers in this area did not build log cabins of round, notched logs; even the simple houses of the earliest settlers were built of split or sawed lumber, as this was the traditional method of building where they had come from. Even the Garrison houses, built as protection against Indian attack, were built of huge squared timbers, dovetailed together. An example of this construction may be seen in the old Drew Garrison now in the Woodman Institute in Dover.

Later, the same mills that sawed lumber during and after the spring freshets often turned to grinding corn in the fall, the same building housing machinery for both operations; most mills served at least two purposes. They were often owned by many different people who would own “one-eighth share in the sawmill . . . and two days right in the gristmill”; this might be passed on to several heirs so that wills may eventually talk of “1/64 share in the mill.”



The last mill to work, the last mill to stand . . . For many years Lee had a considerable industrial output, which is difficult to imagine today.

The mills were centers of activity, and farms, houses and probably taverns and stores developed around them; thus the two earliest areas of settlement in Lee were at Wadley's Falls, and in Newtown, around the mill later known as *Layns Mill*. This mill was burned by the Indians in 1712 but was later rebuilt, probably many times, as it was still in use early in this century. Today its site is a picturesque and lonely spot, but its grinding stones may be seen on display outside the "Krazy Kone" at Lee traffic circle.

The *Hook* or *Hook Island* mill is mentioned in early deeds; situated near the present Ferndale Acres, it ceased operation by the 1750's, before Lee town records start, so little is known about it.

↖ *Little River Sawmill* on the old North River Road (Cartland Road) is mentioned in 1733, and it is interesting that the first tavern in the town of which we can find record was situated close by at the junction of the present Mill Pond road; here Moses Dame is mentioned as being an "Innholder" in 1775. At one time much of the town's business is said to have been carried on there, before settlement and trade developed where the roads met on Lee Hill.

One can still see the *Little River Mill's* foundations of huge stones just above the bridge. The mill itself was doubtless made of wood and fell down or burned, but it was still working about 1860. There was also a separate grist-mill and a fulling-mill (for finishing handwoven cloth) below the bridge, belonging to Josiah Bartlett and later known as *Bark's Mills*, but no signs of these remain.

On Lee Hook Road was *Dame's Mill*, (the 1965 Town Report cover photo). This was originally acquired around 1750 by Captain Reuben Hill, who also owned the bridge above the mill pond and was paid by the town for its use. Later it was *Mathes Shingle and Grist-mill*. It ceased running in 1916-17, but the older residents tell of hauling lumber with oxen to *Dame's Mill*, and of rolling it into the river, from whence it was hauled up an "endless chain" onto a saw carriage that could accommodate 50-foot "sticks," the longest in the area.

The only mill still standing today is the old *North River Mill*, better known as *Harvey's Mill*, shown in these pictures. The interesting old building and the varied machinery that it contains give a good idea of what all the other mills must have been like. *Harvey's Mill* continued working until the dam washed out in 1938.

Both this and *Allen's Mill*, across the river, have "horizontal" wheels: these work with a small, localized and very powerful jet of water which rotates the wheel horizontally within a circular box, like a turbine. This was the last and by far the most efficient form of waterwheel before it was superseded by the portable steam-driven mill.

The first *steam-mill* in the area was owned by Job C. Thompson and was set up in George Bennett's pasture before the turn of the century. For fuel it burned the slabs off the trees it was cutting and produced the steam needed to drive its circular saw. It revolutionized the lumber industry by its mobility. But mobility is a relative term; the mill had to be moved by rail for any distance and required at least six ox teams to haul it from the depot to its next destination, an operation often taking a full week by the time all was reassembled.

This is a far cry from the chain saws and diesel mills we know today, which leave behind them only huge mounds of sawdust, broken slabs, and piles of neatly stacked, seasoning boards.



Lee Red Cross Swimming School in action. The Lamprey River has several pleasant vacation areas along its banks.



LEE HILL TAVERNS TODAY

These three beautiful houses, together with a fourth that burned and was rebuilt and whose old barn survives, have formed the center of Lee since the end of the eighteenth century, when business began to congregate on "the Hill." All were at one time inns or taverns, and at least two other taverns, of which only cellar holes now remain, are known to have stood on the land

behind the old well.

There were a number of stores and at least one blacksmith shop between the houses we see today, as well as stabling for a considerable number of horses.

For some fifty years, from about 1790-1840, Lee Hill, standing on an important crossroads, was a busy place, supplying the needs of those who travelled from the coast to upstate towns.



The earliest of these three houses, with its simple massive lines and unadorned exterior, was built by Elijah Cartland about 1785. After his death in 1796 his wife Abigail was "licensed to carry on the business of a taverner" and the records refer to the Selectmen's meetings being adjourned so that they may . . . "repair to Widow Cartland's . . ." for refreshments. Later Edward B. Nealley had a tavern and store here, and his accounts of supplies furnished to the Selectmen make interesting reading. (Now the home of Mr. and Mrs. Hugh MacDonald)



With similar lines but far more elaborate exterior trim, doors and windows, this house also had fine interior woodwork and panelling, some of which remains. It has been carefully restored and its small window-panes replaced.

It was the tavern and store of Thomas B. Hall for many years, at least from 1827-56, and probably longer. (Now the home of Dr. and Mrs. Evans Munroe).



Unlike the other two center-chimney houses, this house has the double chimney, center hallway, and beautiful staircase of a later and more elegant style. It was, however, probably built about 1800 and the difference in design might only mean that its builders, or the man he built it for, was more conscious of the current building style of more populous areas. A tavern for many years, it was later the home of Elder A. G. Comings, a well-known Temperance crusader who planted many of the beautiful trees on Lee Hill. Photo taken about 1950. (Now the home of Dr. and Mrs. Samuel Taylor — Open House No. 2).



Clarence Pendergast's blacksmith shop (left) and Daniel Plummer's store on Lee Hill, photographed about 1909. This store, which for many years did a thriving business in grain and general wares, burned down in 1933, when owned by Mr. and Mrs. James Walker. It is the earliest store that can be remembered here, although the records show that at one time there were several in business simultaneously, and the whole of Lee Hill was probably as thickly built up as the area illustrated.

TRAVEL, TAVERNS, AND TRADE

Farms in this area tended to be nearly self-supporting until around the time of the Revolution and most things needed for everyday use were produced at home. Money was very scarce and trading, except in the towns, was mainly done by an elaborate system of barter, which has still not entirely died out.

Because of the muddy or non-existent roads, most travelling and moving of heavy goods was confined to the winter months when the ground was hard and it could be done by sled. Whenever possible, the rivers were used for transportation and, naturally, the earliest settlements had developed within reach of the rivers, which continued to be used for carrying freight even after the railroad era had begun. From the earliest days of settlement goods such as rum, molasses and salt would have been fetched in

bulk by pack horse or ox sled from the nearby ports of Durham, Dover or Newmarket.

As roads improved and more towns were established inland, the settlement on Lee Hill, with stores, taverns and other businesses developing around the increasingly used up-country routes which crossed there, felt the need to separate from Durham and to govern its own town affairs. This was finally accomplished in 1766. With the increase in travel and trade, horizons widened; far more goods, some manufactured by water-powered machinery, were available for trading, and the products of specialization began to reach even the remote farms.

An account of goods, sold to Simon Randall of Lee in 1770, includes the following items, illustrating the fact that taverns were evidently often stores and that many stores also sold liquor at one time or another.

"To 1/2 pint rum & sugar	6 pence
1 gal. molasses	2 shillings & 6 pence
2 gal. rum	10 shillings
1/2 bushel salt	2 shillings
(These were repeated many times.)	
1 pr. buckles	2 shillings & 6 pence
Sythe	15 shillings
2 mugs	6 pence
1 lb. tobacco	9 pence
Saddle	50 shillings
500 pins & 1 thimble	1 shilling & 3 pence
1 black handkerchief	7 shillings

Also various dress materials and nails of different dimensions.

The picture on the previous page gives some idea of what the town must have looked like when it was a busy center of travel. Before the first bridge was built on the Piscataqua River in 1796 much of the traffic from Portsmouth and the coast passed south of Great Bay, through Greenland, Newmarket and Wadley's Falls, and thence either along what is now Route 152 to Nottingham, or, through Lee Hill and up what are now Bennett and Mitchell Roads to Northwood, Concord and the northern part of the state. Traffic from Durham likewise used this old high-road; it is now a quiet back road with hardly a house on it for miles, bordered by fine stone walls and old cellar holes.

Once the Piscataqua Bridge was built, and the first New Hampshire Turnpike completed in 1803, upstate travel increased and the stage coach era soon followed. The Portsmouth-Concord coach line ran along the turnpike through North Lee, and there were three taverns on its two-mile length. But various connecting lines from Newmarket, Nottingham and elsewhere came through "Federal Hill," as it was then called, and stabled their horses there. Short lines, including the Northwood to Newmarket, continued for some time after the railroad had reached Newmarket in 1841 and the other longer runs had ceased to pay. The old Tuttle Tavern, at Kirkwood Corner, was on this route and one can still see the "pass through" in the wall for serving drinks from a central bar. Later this was Lawrence's Store and Post Office; race meetings at the "Union Trotting Park" behind it could be watched from its unusual attic windows.

Tavern licenses, carefully recorded by the Town Clerk each year, may be seen in the "Town Record" book. The names of the taverners, never more than three or four at

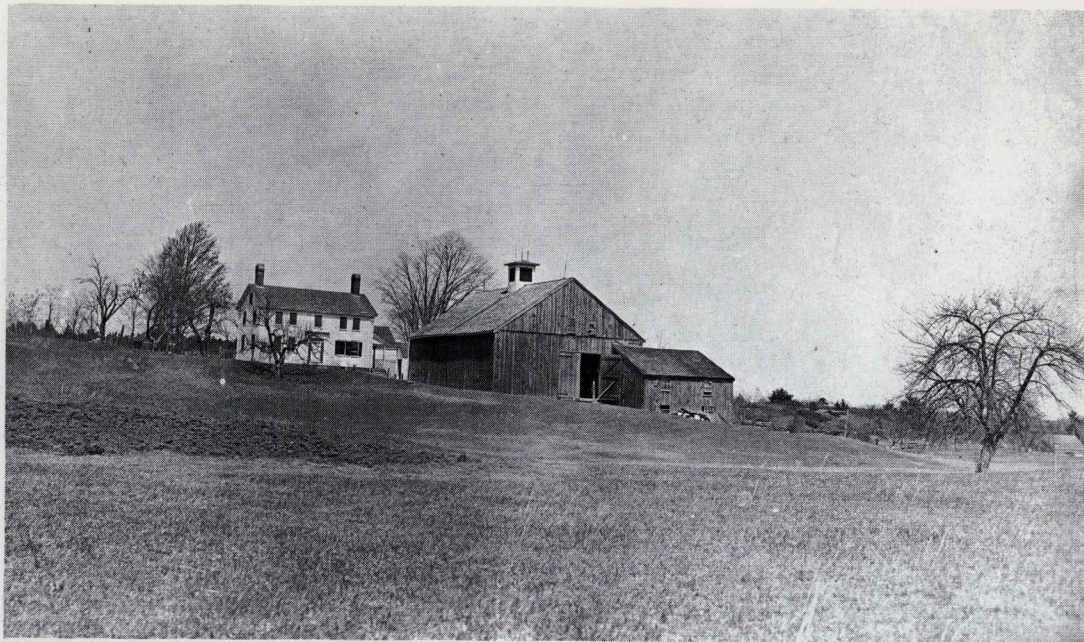
a time, change unaccountably; sometimes one drops out and is replaced by others only to reappear some years later. However, "entertainment" for travellers, as advertised on the old tavern signs (food, drink and overnight accommodations) must have been available continuously. Sleeping arrangements might seem primitive by our standards: only the wealthy hired a bedroom or "chamber" if there was one available; otherwise, travellers slept in one of several beds in a room, or even two or three might share a bed.

The Liquor Laws were enforced by local "Tything Men" who posted notices of any habitual drunkard or "common tipler," forbidding anyone to serve them.

From early days Innholders had to be persons of some standing in the community, able to provide for all the needs of travellers and their horses if they were to keep their licenses. We have records of two doctors who were licensed to sell liquor, William Guy (where the Durost's house is now) and John Sandborn. By the 1840's the licenses insist that the recipient be a "person of good moral character . . . qualified to exercise the business of a Taverner." This is the period of Lee's decline in prosperity, after the railroad reached Newmarket, Durham and Dover in 1841 and the coaching trade ceased to pay; all the business attendant upon it collapsed, people moved away, unemployment increased, drunkenness became quite a problem and the handsome taverns degenerated into "rum shops."

The first Temperance Society was founded in Dover in 1828 and its influence gradually spread as far as Lee, where the subject was hotly debated, amongst other issues, at the fortnightly "Lyceums" in the 1850's. In 1858 a new state law showed that the Temperance Party had won and we find: "Nicholas D. Meserve . . . licensed to sell wine and spiritous liquors for medicinal, chemical, and mechanical purposes *only* at the dwelling house now occupied by him." (His tavern was on the site of Morrison's Boat Shop.) It would be interesting to speculate on the "chemical and mechanical" possibilities that our forebears discovered.

No licenses are recorded after 1850, and by 1869 a correspondent from Lee could proudly boast that there was "no resident physician, no rum shop and consequently not a single pauper." The town did not vote to "go wet" again until about 20 years ago; since then beer can once again be sold here, in the present Village Store.



The Hosea Snell farm, North Lee, photo taken about 1900. (Now the home of Mr. and Mrs. Laurence Hill—Open House No. 10)



The beautiful doorway of one of the few brick houses in the town. Lee was at one time well-known for its brick beds, and the bricks used in the construction of this house are said to have been made on the premises. It was built by Job Thompson in the 1850's, who had one of the many prosperous farms in this area during the nineteenth century. (Now the home of Mrs. Esther Coombs—Open House No. 2)

FARMING IN LEE

Lumbering and farming have always been Lee's two main industries. Many farms here today can boast original deeds dating back before 1750. Much of the earliest land taken up proved to be the most fertile and has remained under cultivation ever since.

When land in the West opened up many New England farmers who had been struggling on the poor land, which had become exhausted within a generation or two of being cleared, pulled out; old cellar holes and stone field walls overrun by scrub oak on many of the back roads testify to this emigration and bear out the census figures.

The coming of the railroad to Lee in 1874 was a great incentive to farming and many new barns went up in the 1880's. The area shipped large quantities of produce to Boston and elsewhere, especially milk, apples, potatoes and lumber.

In 1964 only 7% of Lee's population was employed in farming. In 1966 there are some 23 farms in Lee but only 5 of these are dairy farms, 2 poultry and about 4 general; many of the others are part time concerns, raising mainly beef cattle, horses, fruit and vegetables.

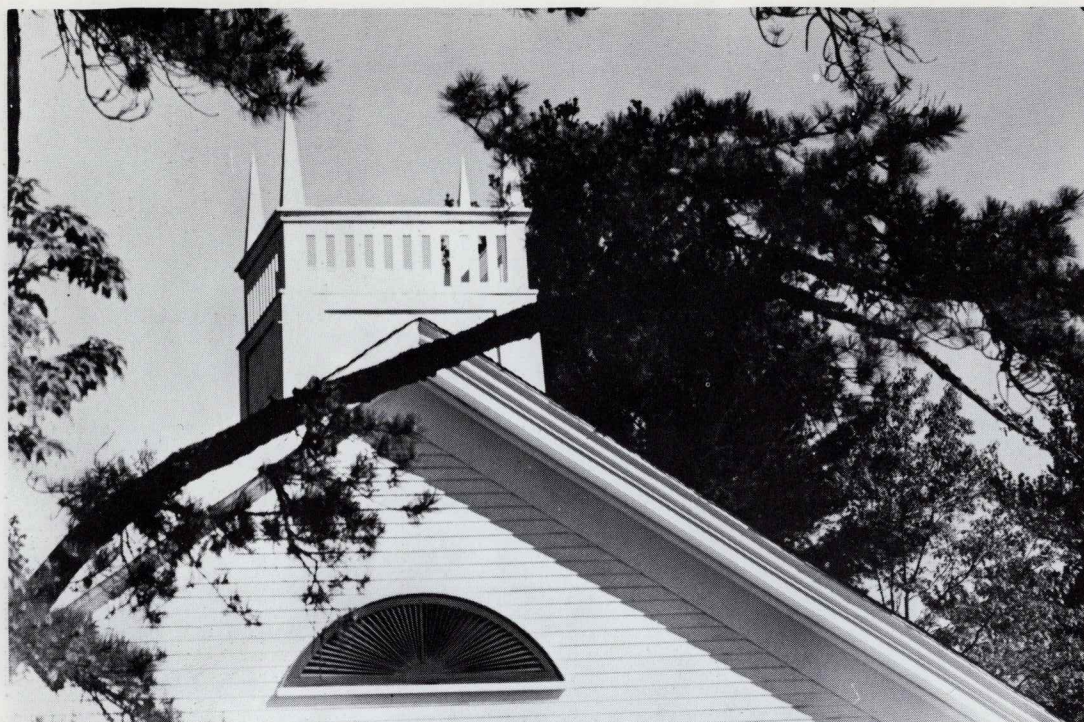


It is said that Capt. Robert Parker, who built this fine house about 1785, also built the brigantine "General Sullivan" here on his farm, five miles from tidewater at Newmarket where she was eventually launched. She did outstanding service as a Privateer during the Revolution and brought much profit to the ten men who had sponsored her construction.

Later the farm was the home of Elizabeth Hale Smith, widow of the famous Judge, Jeremiah Smith, Sr., and their son for whom the Grange is named. (Now the home of Mr. and Mrs. Ralph Booth, Jr., and one of the few remaining dairy farms in the town).



"Buck and Star," George A. Bennett's oxen, plowing shortly after the Calef Highway replaced the railroad. This was one of the last working ox teams in Lee.



CHURCHES IN LEE

There was a church in this area before Lee became a town or New Hampshire became a state. Sometime toward the end of the first hundred years of settlement a Meeting House was built, although it evidently still needed finishing after the residents in this part of Durham petitioned the Provincial Legislature:

"That the western End of Said Town of Durham, be voted to be set off as a parish."

The church already had a settled minister, the Rev. Samuel Hutchins, and the first Town Meeting was held in the building Tuesday 18 March, 1766.

This first Meeting House was located in the southwest corner of the First Parish Cemetery, (corner of Garrity and Mast Road). It served both for church services and, after the parish of Lee was set off, for Town Meetings and other social gatherings. It may also have been used as an early schoolhouse, before the first Mast Way School was built nearby.

Towards 1800, as the town became concentrated around the crossroads at Lee Hill instead of around the mills, "the Hill" increasingly became the center of the town's

activity. Sometime before 1804, therefore, the First Meeting House was moved to a site just southeast of the present church. It was taken down in 1846 when the present brick Town Hall was built; one of the old granite steps and some of the underpinnings were used in the construction of the new building.

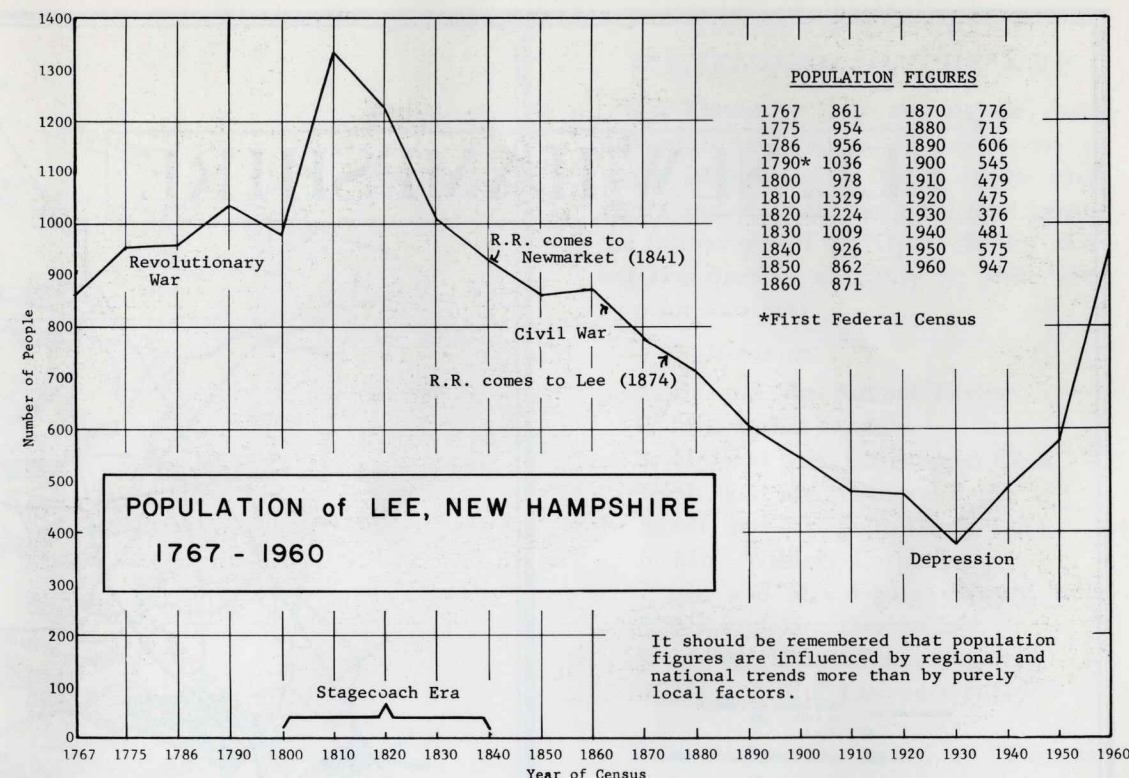
The town records of 1802 read:

"Minister Tax: amount raised for the support of Rev. Mr. Osborn \$155.67 1/2
To the Baptist Society \$ 37.71 "

By the Toleration Act of 1819 the towns in the state were relieved of the duty, which they previously had, of supporting a Congregational minister, and thereafter for many years (about 1820-1850) there was no Congregational Church. There were however, two Baptist Churches, as well as the various other denominations who used the Union Meeting House in South Lee for their services.

There has always been a small but influential group of Quakers in the town, and from 1774-1846 they had their own Meeting House, although they were al-

(Continued on Page 19)



LEE TODAY

Estimated population 1966: about 1000 (by careful computation of school census and tax figures).

Predicted population for 1970: If the rate of growth (62%) over the years 1950-1960 were to continue, the population of Lee in 1970 would exceed 1500!

Faced by the present rapid population increase, the Lee Planning Board have worked to draw up the Zoning Ordinance which was passed by the town this year. It is hoped that this will help to preserve the natural amenities of the area and the rural character of the town.

A survey of the town was made for the Planning Board in 1964 to obtain information on the general characteristics of the town at this time. A brief summary follows: (from 1964 Town Report)

HOMES: 1/3 built before 1850

About 1/4 built from 1850 to 1950

Almost 1/2 built since 1950 (43%)

WORK FORCE

Artisans 42%
Professionals 22%
Businessmen 15%
Farmers 7%
Retired 14%

EMPLOYMENT

1/4 of Lee citizens *work in Lee*
1/3 in Durham
2/10ths in Rockingham County
1/10th in Dover

SHOPPING AREA: More than one-half of the citizens of Lee shop in Dover.

FARMS: All established before 1900; most before 1850.

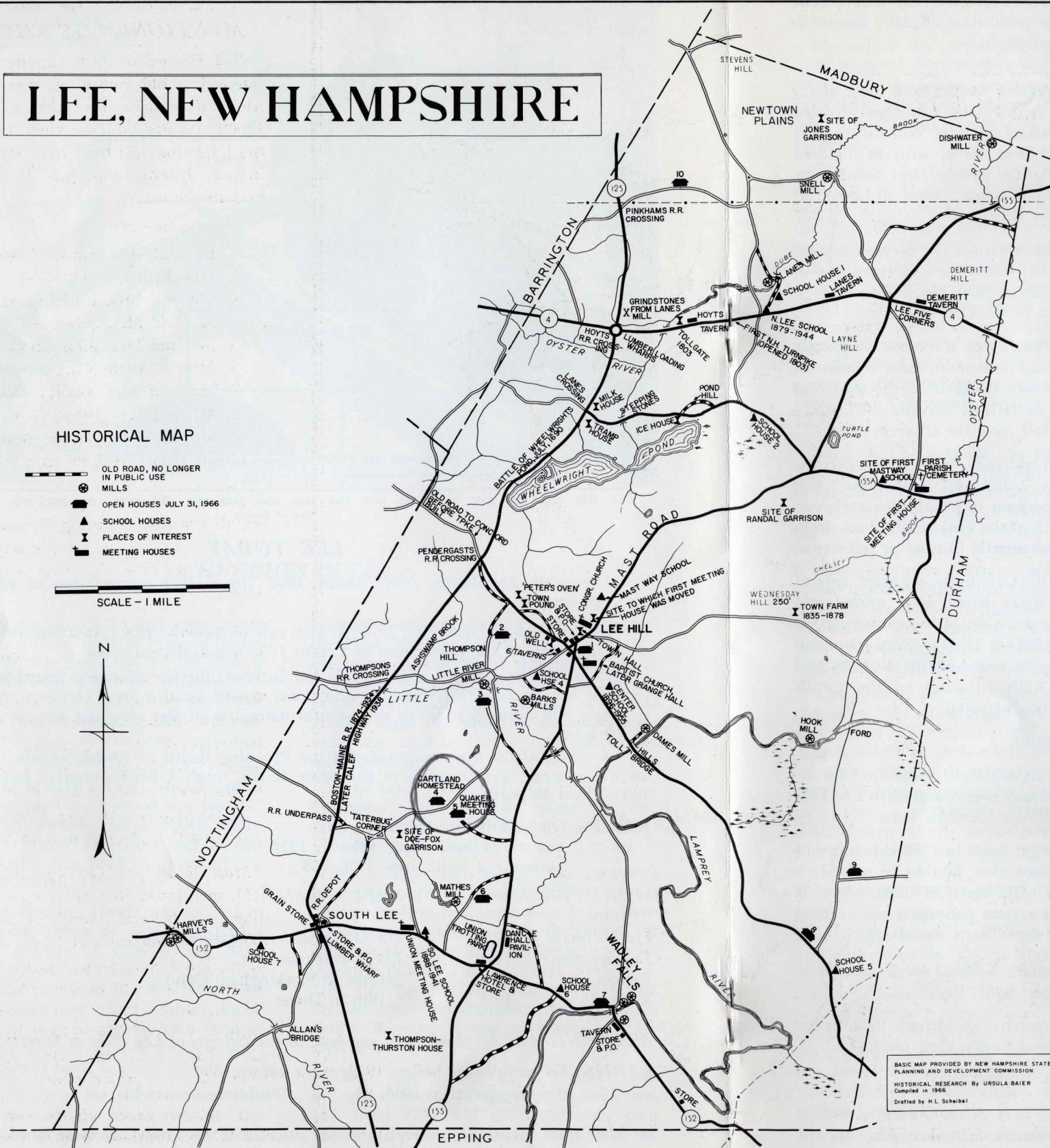
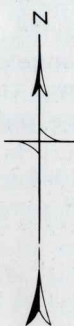
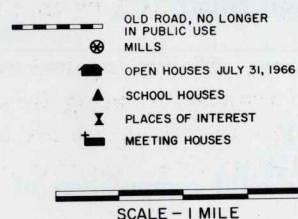
Working farms in 1966: 23

Full-time farms: 10

BUSINESSES: About 15, nearly all started since 1950. Two-thirds of those employed by Lee businesses live outside the town.

LEE, NEW HAMPSHIRE

HISTORICAL MAP



BASIC MAP PROVIDED BY NEW HAMPSHIRE STATE
 PLANNING AND DEVELOPMENT COMMISSION
 HISTORICAL RESEARCH BY URSULA BAIER
 Compiled in 1966
 Drafted by H.L. Scheibel

PLACES OF INTEREST MENTIONED ON THE MAP

Old Houses in Lee: Among the many interesting old houses in Lee, many of which date back (in part) to the early 1700's and are built on early land grants, the following will be "Open Houses" during Lee Bicentennial, July 31, 1966: (See map for location)

Home of:

1. Dr. and Mrs. Samuel Taylor
2. Mrs. Esther Coombs
3. Mr. and Mrs. Christopher Cook
4. Mr. and Mrs. Osborne Earle
5. Mr. and Mrs. John Gund
6. Mrs. William Carpenter
7. Mr. and Mrs. George Sawyer, Jr.
8. Mr. and Mrs. David Clark
9. Mr. and Mrs. George Bradford
10. Mr. and Mrs. Lawrence Hill

Taverns: Houses marked as "Taverns" are all recorded as being licensed for several years to sell liquor, although not all at the same time. Some have now disappeared.

Garrison Houses: Were built against Indian attack; there is no record that the three in this area were ever attacked. **Jones:** North Lee on Nehemiah Snell's farm, probably late 1600's. **Randall:** on Mast Road just west of Plant Protection Institute, about 1720. **Doe (later Fox):** in South Lee, on old North River Road, about 1737. All were taken down in late 1800's. Nothing remains although sites are known.

Mast Road or Mastway: (Now Route 155), mentioned in earliest records as running from farthest bounds of the town to the head of tidewater at Dover and Oyster River (later Durham). Present Mill Pond road is referred to as the "Mast Road to Nottingham, through Ash Swamp" in the town survey of 1804. The mill pond (of Little River mill) came close to this road when the river was dammed.

Wednesday Hill: Highest point in Lee. Site of celebration bonfires and outings.

(Continued on next page)

Origin of name unknown, although various stories exist.

Peter's Oven: Small natural cave in the side of steep ledge on north side of old road from Lee Hill to Nottingham, where present Bennett road straightens the old highway before it reaches Route 125. Mentioned as a landmark in many early deeds: 1) A boy named Peter is supposed to have been saved from (or burned by) the Indians by hiding in it. 2) An Indian named Peter, wounded in the Battle of Wheelwright's Pond, crawled there to die. 3) The haunt of a local character of ill repute named Peter. In Britain the name "oven" is frequently found referring to a cave.

Town Pound: Immediately below Peter's Oven . . . only foundation now visible. Pound was first built in 1784 (to impound animals found straying). New pound built 1802, gradually fell into disuse as farmers increasingly kept stock in enclosed fields; taken down in WPA times and stones used in rebuilding abutments of Allen's Bridge, South Lee, after the great flood of 1938.

Old Well: Dug in 1804 for \$100 this was the only source of drinking water on the Hill for a hundred years. Three householders owned it and deeded their rights to successors. Fine stone walls of the well, going 35 feet down were built in 1844 at a cost of \$70.00. Water level now measured monthly for U. S. Geological Survey as an indication of the water table throughout state.

Milk House and Ice House: (Sites of) Ice cut on Wheelwright's Pond in January-March, was used to keep the milk cool in Hood's Milk House at Layne's Crossing. Milk was collected here and at Lee Depot, and shipped to Boston daily on the "milk train."

Tramp House: (Site of) Used to provide overnight shelter for tramps travelling on the railroad; there was another behind the Town Hall. Town would pay 25c per night for boarding and lodging tramps.

Pond Hill: Old Stepping Stones Road ran over this steep hill. Early this century a new road, running by the water's edge, was blasted out of the overhanging rock.

This place is at present the only public access to the pond now officially known as "Lake Wheelwright."

School Houses: Throughout most of the nineteenth century the town was divided into seven school districts. When these were consolidated into three, with new school houses at North, Center, and South Lee, the old school houses were disposed of: (See map for sites)

No. 1: *Lane's:* Originally on the old road to Lane's Mill, rebuilt on the turnpike in 1846 and again in 1879. No. 2 joined this in 1886 to form North Lee School.

No. 2: *Mastway or Caverno:* Originally on Mast Road (see map) and rebuilt on Stepping Stones Road in 1835. Sold and moved to Lee Hill to become a Christian Endeavor Hall, now the Church Vestry.

No. 3: *Wednesday Hill:* Constantly referred to as "small and inadequate," this had a sloping floor to enable the teacher to see the pupils at the back, with plank desks and seats. Eventually burned or fell down.

No. 4: *Hill:* Originally on north side of old North River Road, later moved and rebuilt on south side of the same road; it was sold in 1894 for \$4.50 to John Jones and taken down. It, too, had plank desks and seats, and high windows so the pupils should not be distracted!

No. 5: *Hook:* ?

No. 6: *Wadley's Falls:* Sold in 1894 to Greenleaf Keniston and moved to Lee Hill to become Ernest Menter's barn.

No. 7: *Langs:* Built in 1863 this was sold in 1894. It took two days to be moved to Nottingham with teams of oxen, where it was used as a store for many years (now storage shed for "Liar's Paradise").

Later Schools: North Lee: Ceased 1944 and became a private home.

Center: Ceased 1955. Moved, 1962, to become present Library (see photos).

South Lee: Burned 1941.

New Mast Way School: Part of Oyster River Cooperative School system, opened November 28, 1960.

Marian took us to Dover meeting

ways under the jurisdiction of the Dover Meeting.

Methodism was very strong in the nearby mill town of Newmarket and for many years huge revivalist meetings were held at Camp Hedding. Many people from here attended and crowds of 10,000 were reported.

The Rev. John Osborn, who succeeded Rev. Samuel Hutchins in 1800, started life as a Congregationalist, but in 1819 founded the First Christian Baptist Society in Lee, apparently taking his congregation with him. The new "Christian," or later "Disciples," church was built between 1820-1840; its pews, sold to defray building expenses, were passed on in people's wills and deeds. His successor was Rev. Israel Chesley who lived at Wadley's Falls. We have copies of the marriage records of these two ministers which cover, between them, 1801-1866.

Elder A. G. Comings was pastor of the Free Will Baptist Church during 1860-80, at the time when the railroad was built and the sale of liquor was an illegal and prosperous business. Being a strong temperance supporter, he saw to it that the state prohibition laws were enforced, despite threats of fire to his house and of violence to himself. We are also told that he was largely responsible for planting "the beautiful trees that changed the Sahara-like desolation of Lee Hill to a place of beauty."

The present Lee Church was built as a chapel in 1861, then organized as the Congregational Church in 1867, with Rev. Mason Moore as its first minister. For some ten years prior to this there had been summer preaching supplied by Andover Seminary, and "a respectable Sabbath school." The church at its organization had 14 charter members and today, a century later, there are 91. Unlike the other meeting houses, its pews were always free.

At a church meeting on January 1, 1872, a building committee of seven was elected and authorized to "choose a situation and erect what seems to them a suitable building for a parsonage." The parsonage and outbuildings were constructed during the early 1870's. It is believed that the well at the parsonage, bored about 1911, was the first bored well in Lee. Before this water was carried in buckets all the way from the well on Lee Hill.

The Vestry, recently extensively renovated, was once the old school house on Step-

ping Stones Road. Built in 1835 for \$115, the school was bought in 1896 by the church for \$50, to be used as a Christian Endeavor Hall, and moved to its present location. It is now also in use as a school once more, five days a week, since a flourishing cooperative nursery school, which is a great addition to the community, was started in October 1965.

The old horse-sheds, some of which can still be seen behind the Vestry, used to extend from there all the way down to the parsonage barn. The sheds were built and maintained by individual members to shelter their horses while their owners attended church; they were also used during the town meetings and social gatherings at Lee Hill.

Since the organization of the Congregational Church, there have been approximately 25 ministers, plus many student pulpit supplies.

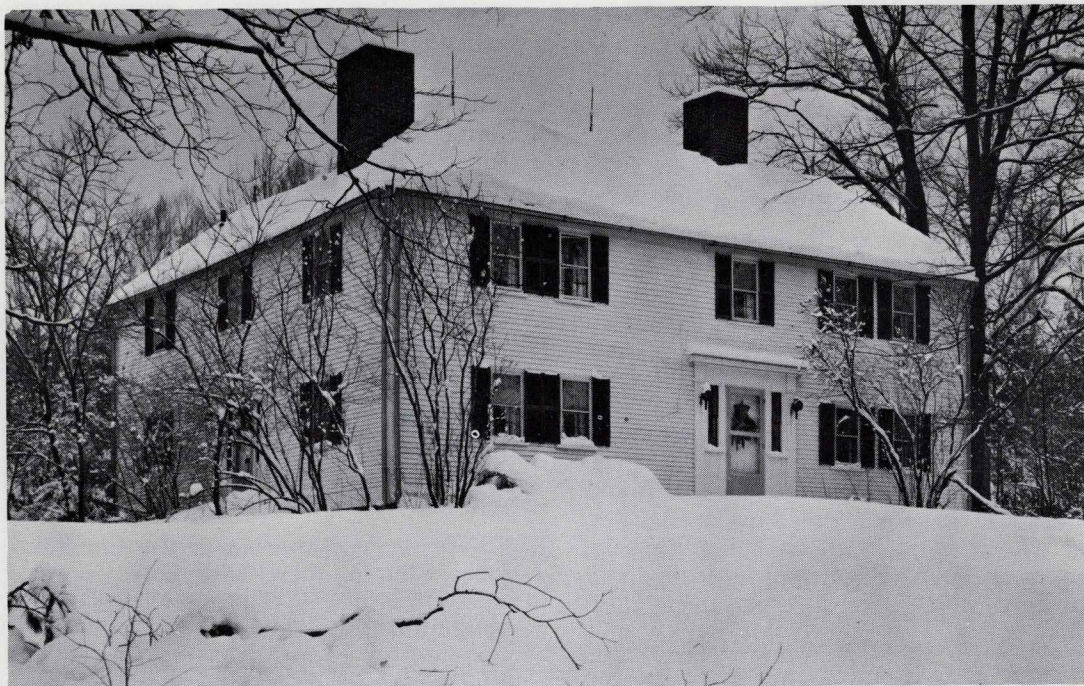
The Congregational Society was founded in 1886, for the purpose of giving the non-church members in the community who had donated to the church, a chance to vote on how their money was to be spent. The Society was disbanded in 1956, when the Congregational Church assumed its present name and form of "Lee Church Congregational, Inc."

"Old Home Day," which is being celebrated this year in conjunction with the town's Bicentennial, has been a yearly event in the church's life since 1900, and many former residents of the town return to worship together and to renew old friendships.

LEE 4-H CLUB

Of all the many worthwhile organizations that have flourished in Lee at different times, there is space to mention only one here.

The 4-H Club for many years now has provided an interesting and educational program for the young people of the town and today is one of the largest and most lively in the state. Its active participation in community affairs is typified this year by its generous contribution of time and talents to the success of the Bicentennial celebration. The members have done much to make the town look more attractive, trimmed the trees and planted flowers and shrubs. They are also helping with the refreshments and taking part in the parade. We are proud of them.



The Cartland Homestead. (Now the home of Mr. and Mrs. Osborne Earle—Open House No. 4)

*my great, great, great grandfather
His father John Cartland came from Lee, Scotland in 1720*

THE CARTLANDS OF LEE

Joseph Cartland, in 1737, did six months labor for the original 25 Cartland acres. He married in 1745 and built part of the Cartland House about that time. The house was passed on to his son, Jonathan, who added to the building and to the acreage. His son Jonathan, with his sisters and brother, Moses, entertained many distinguished visitors, as well as local folk. Amongst these visitors were Frederick Douglass, the famous fugitive slave, and John G. Whittier, who, with others, is said to have carved his initials on a beech tree located on the Cartland property. Bartholomew Van Dame, a well-known teacher in the area, was a frequent visitor and, for a time, taught at the Walnut Grove School. George Plumer, a local pedlar, frequently stopped at the farm to trade and talk. The late Martha Hale Shackford, a Wellesley professor and herself a Cartland, said of him, "A reader, a shrewd, keen judge of character, a vagrant by taste, and a writer of not bad poetry . . . he did a great deal to educate the people and to give them a sense of something beyond their own dooryards."

The Cartlands belonged to the Society of Friends, in fact were leaders in the area. They apparently did not join in communi-

ty affairs to a great extent, but were much interested in the anti-slavery movement. The old homestead, called by some "the poor man's retreat," was also one of the "way stations" of the underground railroad. There is—or was—a small room in the cellar of the Cartland house where the slaves apparently were hidden during their trip north. In 1902 one of these slaves, Oliver Gilbert, came back to the farm with his son, a student at the University of Pennsylvania, and said that he had helped build the stone wall in front of the house.

Moses, best known of the Cartlands, was a prolific writer, editor, and teacher, having taught in Weare, N. H., and in the Friends' School in Providence, Rhode Island. When he married in April, 1846, Moses returned to the old homestead with his bride. They lived and raised their children in a small house (now gone) a short distance west of the homestead. "Uncle" Jonathan and "Aunt" Phebe, Moses' brother and sister, lived in the main house.

In 1847 Moses started the Walnut Grove School, which eventually rated as one of the best academies in the state. It was in existence for nearly fifteen years.

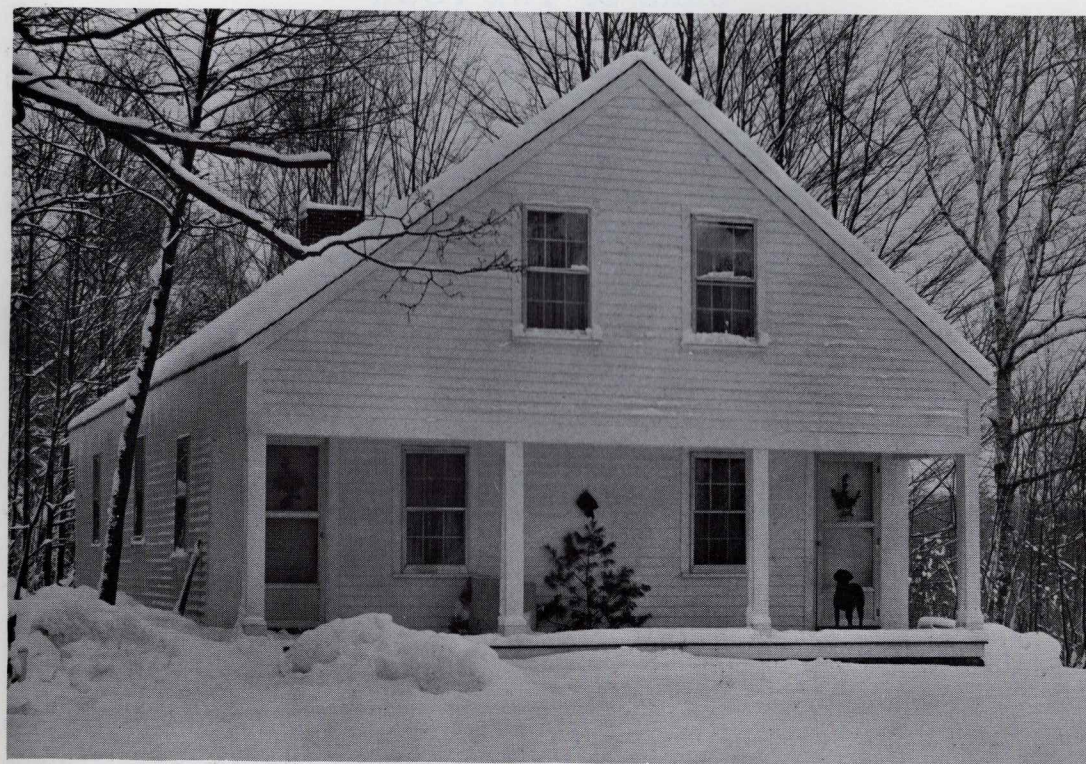
The old schoolhouse itself has an interesting history. It was originally built in 1774 as a Quaker Meeting House, presumably on Wadleigh's Falls Road. In 1775 the Friends in Lee received permission from the Dover Society of Friends, the Central Meeting in the area, to relocate the Meeting House to its present position on what was the property of Joseph Cartland, on the old North River Road. For the next 70 years it was used as a meeting house until the number of Friends in the vicinity became too few to make it worthwhile. It was then (1847) that Moses Cartland started his school.

Students came to Walnut Grove from surrounding towns, as well as from Massachusetts, Rhode Island, New York, and even as far away as Ohio. There were day students and boarders, who stayed in the Cartland homestead. Joseph Thompson, Moses' assistant, wrote in his diary of January 1850, of the Lyceums which were held in the schoolhouse as well as in the old Union Meeting House at the end of Fox Garrison Road. From near and far, sometimes travelling from Maine or Massachusetts for an evening, people came to these Lyceums which played an important part

in the social life of the town. A favorite topic for discussion at the Lyceums was slavery. Moses was well liked as a teacher, and for 50 years after the school closed his former scholars returned to the schoolhouse in August for reunions. Moses' gravestone, in the Cartland cemetery, was "Erected in Grateful Remembrance by his pupils," 1864.

In 1885 the homestead and the schoolhouse were acquired by Moses' only son, Charles, who bought out the other ten interests. A prominent Dover banker, he farmed the property but lived in Dover, enjoying frequent visits to Lee during the summer. His sister, Ellen, lived in the big house and hired men to take care of the farm. One of them, John Buzzell, was particularly well liked around Lee, and it is remembered that he took a group of young folks to see their first moving picture at the Town Hall, around 1915.

Charles' only son died before him and after Charles' death the property was sold—for the first time in 200 years it was out of Cartland hands. Since then it has had several owners. Mr. Earle, its present owner, is of Cartland descent, his line stemming from Caroline, sister of Moses.



Old Quaker Meeting House—later "Walnut Grove" school house. (Now the home of Mr. and Mrs. John Gund—Open House No. 5)



Once the Town Farm, with Wednesday Hill in the background. (Now a dairy farm and the home of Mr. and Mrs. George LaRoche)

CARE OF THE POOR

In 1966 when we take life insurance, savings banks, Social Security, and accident compensation for granted, it is not always easy to imagine a time when there were none of these benefits. True, there was a greater habit of thrift and hard work, but when disease or accident suddenly removed the breadwinner, or when fire consumed an entire house including the savings in the mattress, then a family that had been hard-working and fairly comfortably off could suddenly be reduced to poverty and extreme want, especially during the long, hard winter. For those who found themselves destitute the town, from earliest days, had to provide help—often for the rest of their lives. The town records are full of such stories, told often by a few cryptic entries in the account books.

It was an early custom throughout New England to provide a woman and fatherless child with a cow for their support: "the said cow is the property of the town of Lee."

The poor in the care of the town were "bid off at public vendue," (auction) to whoever would agree to keep them for the least money for that year. An elderly man

and his wife cost £21/12/0 to keep, but two single women were bid off at about £4/10/0 apiece—evidently, they were expected to be able to do more work to pay for their keep.

"The conditions for letting out the poor," in the Lee Town Day Book for 1803, stipulate that the bidder shall provide all things "necessary for their support and maintenance . . . except clothing and doctor bills." These were paid for separately by the town, and many old records showed carefully itemized accounts:

7 June 1816

"Rhoda Bickford to Dr. O. Crosby
Visit 6/- Sundry medicines 6/- \$2.00
To make coffin for Rhoda Bickford
12 June \$2.00"

"For Daniel Runnels . . . a pauper
20 weeks board at 6/- \$20.00
1 pair cotton & linen
shirts 9/- 1.50
1 pair thin trousers &
jacket 6/- 1.00

Dec. 22 1817 \$22.50"

(Notice that "shillings" are still being used to itemize accounts, the rate being 6/- to the dollar.)

Girls were normally indentured until they were eighteen, boys until twenty-one. In 1808 Aaron Davis, aged four or five, was bid off and bound to Jonathan Dockum for \$16. Dockum was to give the boy six months of schooling before he was fourteen and six more months before he was twenty-one and, on his twenty-first birthday, to give him "two decent suits of apparel fitting all parts of his body—one suit new, the other partly worn."

By 1830, annual cost to the town of care and support of the poor was about \$300 to \$500, 1/5 to 1/4 of the town's yearly expenses.

After long discussion, the town voted in 1837 to buy a Poor Farm and the Samuel Jones farm on Wednesday Hill Road was bought for \$2000. John S. Walker was the first superintendent and many of the town poor were thereafter housed there. Among the Town records is the Yearly Inventory of the Town Farm 1859-75, which shows every article on the place, down to the last pudding bowl and 1/3 barrel of ashes (for soap making). Town accounts show purchases of equipment and supplies including:

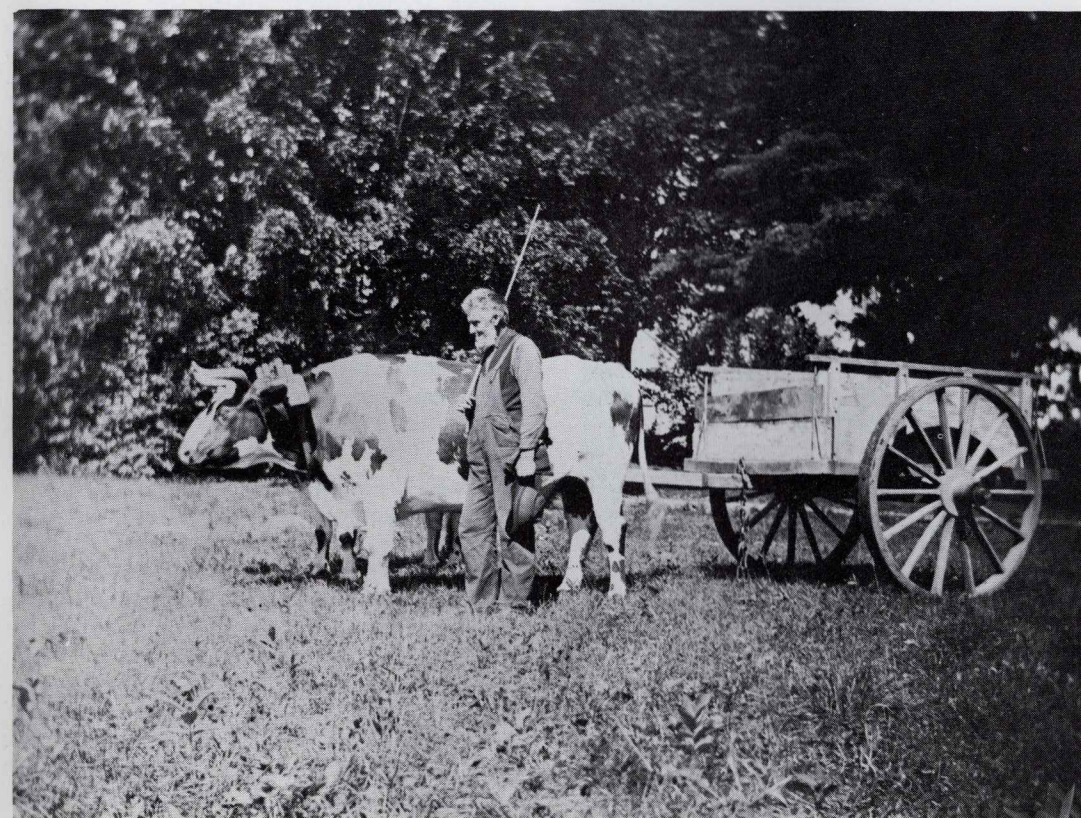
"one bushel of beans	\$ 2.00
sixty bushels of potatoes	15.00
a pair of oxen	76.24
one cow	29.02"

After 1866 towns could board their paupers at the County farm in Dover for \$1.50 a week.

The Town farm in Lee was finally sold at auction in 1878 by George W. Plumer to Daniel Smith for \$1790. It is now owned by George LaRoche.

In spite of an increasing population the number of paupers and old folks supported by the town has diminished steadily over the years, until the town now has no one on permanent relief. In 1965, the town spent \$185.40 on the poor and \$749.15 as the town's share of the state Old Age Assistance.

Tramp Houses: During the sixty years that the railroad ran, the town had the task of supplying food and overnight lodging for the "Knights of the Road," who travelled up and down the country without tickets on the freight trains. They were lodged in "Tramp Houses," (one of which remains behind the Town Hall today) and various people were paid 25c per night by the Selectmen to feed these men.





Lee Town Hall, built in 1846. and the new Library opened in April 1964. The 4-H and other organizations are working hard to landscape and improve this area which, it is hoped, will eventually become an attractive center of town activities.

SCHOOLS

"The question of schools is the greatest question of the times and one that vitally concerns us all." So wrote F. P. Comings, Superintending Committee of Lee Schools in 1886. His words are as true today as they were 80 years ago. Schools have been important in N. H. since the first settlements. As far back as 1647, when N. H. was still part of Massachusetts, a law was passed that every township of over 50 freeholders should support a public school.

Schools were rare at first, however, as the settlers had more important matters to attend to, and by 1771 Governor Wentworth was seriously concerned about the lack of public education throughout the state. Addressing the legislature he reprimanded, "... nine-tenths of your towns are wholly without schools, or have such vagrant foreign masters, as are much worse than none ..."

In 1805 towns were empowered by the legislature to divide into school districts. But by this time Lee already had seven school districts established (see map). There were also several private schools in town during the 19th century.

The public schools were administered by a superintending school committee who examined teachers, visited and inspected the schools twice a year, determined what text books should be used, and presented an annual report to the town. The superin-

tending committee were assisted by prudential committees, one elected for each district, who took care of the school house, hired teachers, furnished fuel, determined length of sessions, and reported to the first committee.

The annual reports included scrupulously honest appraisals of the teachers and conditions:

"Miss C. was an experienced teacher, whose 'experience' in this school was not pleasant to scholars, committee or herself." "Miss M. came very highly recommended. Perhaps she was a little eccentric, and a little more discretion outside of the school room would have made it pleasanter for her ... " "This school was not the place for her. She had taught here before, and, knowing something of what she had to contend with, should not have engaged it a second time." "The teacher reports but one case of whispering during the term."

There were compliments also: "This school was a good illustration of modern methods (1883). Grammar was taught with so much skill and spirit that even boys, usually uninterested in the topic, awoke to excitement ..."

"What she taught was not merely a book fragment, but a part of herself. Pupils trained according to her plan will be likely, hereafter, to have an idea of their own.—How desirable!"

Until the 1880's, school attendance was a haphazard thing; teachers were not specially trained and it was unusual for a school to have the same teacher two terms consecutively. Teachers' salaries were pitifully meagre (\$20 to \$30 per month), although this did include board. The privilege of boarding the school-teacher was leased to the lowest bidder for about \$2.50 per week. The school rooms were poorly ventilated, poorly heated, poorly equipped (reports mention only one blackboard, one globe, two maps in the entire town), and had no standardized curriculum.

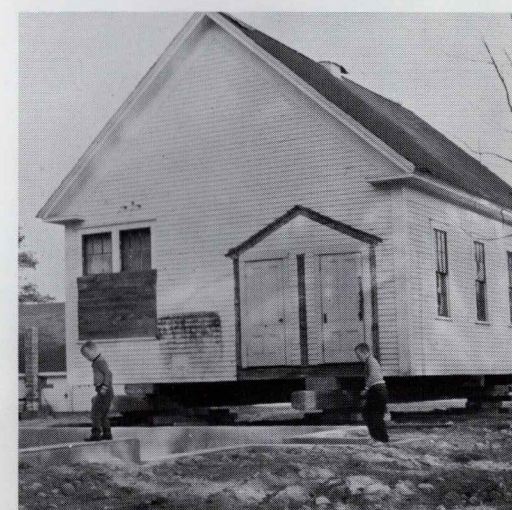
Horace Scales summed up the whole situation in his 1884 report: "We should provide suitable buildings centrally located and constructed to promote the comfort and sanitary conditions of the pupils. The schools are small, and in some cases, of short duration, and it will be well to consider the advisability of consolidating, and make four districts of the seven." Late that year the town did vote to consolidate four districts into two which was a big step forward.

In 1885 the state legislature passed a law abolishing the old district schools and re-establishing the town school. The superintending and prudential committees were replaced by a three-member school board elected by the voters. This system stayed in force until Lee joined the Oyster River Cooperative District in 1954.

Further consolidation took place in 1888 when the South Lee school was built to replace the Wadley's Falls and Lang school-houses. The Center School, which combined the Lee Hook and Wednesday Hill districts, was built in 1897. (Now the Lee Library—see photographs.) In 1911 the town schools were graded for the first time.

Starting in 1900 reports mention a few scholars going on to a "higher" school, and by 1935 the town was paying tuition for 21 students to attend high school in Dover and Newmarket.

In 1941 the South Lee school burned to the ground. As a result the Town Hall was opened for use as a school. The North Lee school closed in 1944 and the town, which once operated seven schools, was down to



The new Library, once the Center School house, was moved half a mile from its original site on Lee Hook Road in April 1962. It is shown above passing (top) the Grange Hall and (center) the Town Hall. The operation took most of the day and the necessary renovation many months to complete. Under the Library a well-designed fireproof vault was constructed where the town records are now housed and carefully arranged and indexed.

two: the Town Hall and the Center.

With the population trend on the upward swing again, there arose the need for future expansion, so in 1945 a building committee was elected to investigate "improved school facilities." Their recommendation was to build a modern, well-equipped and centrally located *two-room* school. Plans were drawn up and land purchased and cleared on the southerly part of the present Mast Way school grounds. But the final financial commitment stalled. In 1949 a citizens' committee met in Durham to discuss an alternate plan—the development of a cooperative district with neighboring towns. (This had been suggested as far back as 1883!) For three more years these discussions continued while the town kept setting aside money for a new school building of its own. Finally in 1953 the voters petitioned the State Board of Education to become a member of a proposed cooperative district composed of Durham, Lee and Madbury. This was the first inclusive cooperative school district formed in New Hampshire, and it became official July 1, 1954.

For a year, until an addition could be built onto the Durham school, Lee students in grades 1 and 2 were still housed at the Town Hall while grades 3 and 4 were in the Center School. Pupils in grades 5 through 8 were transported to Durham,

and high school students attended neighboring secondary schools.

As the district grew beyond all expectations, new buildings had to be erected. A wing on the high school was finished in 1957; the first completely new unit, Mast Way School in Lee (which houses kindergarten through fourth grade) was opened in November, 1960. The new Oyster River High School located in Durham was finished in 1964. School authorities, as well as the citizens long-range planning committee, foresee the need for additional facilities by 1967-69.

At present the Oyster River district is considered one of the best public school systems in the state; programs are constantly being appraised on all levels, with new approaches and techniques tested, tried and evaluated. The teachers are highly qualified and dedicated to their profession. Thus, by pooling its resources, Lee is now able to provide the town children with the finest educational opportunities at a reasonable cost.

For this bicentennial year, Lee will contribute only 19% of the total district budget, or \$125,325 out of \$591,779. Although this may seem a far cry from the 1802 school budget of \$204.78 the town's founding fathers would undoubtedly approve of the educational benefits received by Lee's children.



Mast Way School, part of Oyster River Cooperative school system, opened November 1960.



The annual Grange-Church Fair draws large crowds to Lee and is enjoyed by young and old alike.

JEREMIAH SMITH GRANGE #161 *Patrons of Husbandry*

Jeremiah Smith Grange was organized on February 19, 1891 with twenty-four charter members. Meetings were held at the Town Hall until the widow of Elder A. G. Comings gave to the Grange the old Baptist Church, of which her husband had been pastor, with the stipulation that the Grange repair the building, which was fast becoming dilapidated. The gift was accepted and became the permanent home of Jeremiah Smith Grange on October 31, 1891, when repairs had been sufficiently completed to make it safe, comfortable, and usable.

After due consideration of various prominent men, the name was selected in honor of Judge Jeremiah Smith, Jr., a distinguished citizen and benefactor of this town. A Justice of the N. H. Supreme Court at the age of 30, for 10 years he was a trustee at Phillips Exeter Academy where he had been educated, and from 1890-1910 was one of Harvard Law School's most famous professors. His mother, Elizabeth Hale Smith, whose portrait hangs in the Lee Library, (widow of Judge Jeremiah Smith, Sr.) lived for many years at the Hale Farm (Green Dream Farm, now owned by Ralph Booth, Jr.) and both she and her son did much for the town. Among other philanthropies, a permanent fund was established by them for the purchase of books for those children who attended Sunday School faithfully.

Jeremiah Smith Grange has just celebrated its 175th birthday and has a good record of service to the town and community. In the beginning the Grange helped to repair and improve the Town Hall, did

landscaping in the cemeteries, and set out shade trees along the roads and around the public buildings. It has aided in educational opportunities, helping the newly initiated and younger members to read, recite and debate, thereby gaining self-confidence. It has been one of the sponsors of the 4-H Club, and each year has given to some deserving student a scholarship to the University of New Hampshire. Many years ago, when people received their mail only by going to the Post Office for it, the Grange was instrumental in establishing Rural Free Delivery, "R. F. D." so-called. When the Fire Department was young, the Grange gave money towards the new Fire House and some grangers gave of their time to help build it. Later the Grange paid for the installation of the "Red Network."

In recent years, grangers were among those who gave of their time, equipment and materials to put the Park in usable condition for recreation and as a ball field for the Little Leaguers.

When catastrophe struck in any home or family in town, the Grange has been one of the first to give aid, financial or otherwise. For the shut-ins there's a ray of sunshine on holidays through gifts of flowers or fruit.

The Church and Grange have always worked closely together and on September 10, 1966 will hold the eighth Annual Fair, the proceeds of which are equally divided between the two organizations. With its share, the Grange has been able to improve the Hall greatly with interior decorating, the facilities of hot and cold running water, and a new, fully equipped, modern kitchen.

LEE FIRE DEPARTMENT

Recognizing the need for more extensive fire protection as the town rapidly expands, voters sanctioned the purchase of a new tank truck this bicentennial year. This makes a full house at the fire station with all three stalls occupied. At present the Lee Fire Department is one of the most modern, well-equipped, small town fire units in the southern part of the state. This was not always the case, however. Until the late 1940's Lee had no fire fighting unit at all.

In the early days of the township the "bucket brigade" and prayers were the only means residents had of responding to that dreaded shout "Fire!" More often than not these methods were useless; the many overgrown cellar holes are mute testimony to this. The late Walt Plumer told of the morning he and his father looked up to see smoke and flames spewing skyward from the direction of their neighbors' (B. F. Davis' farm). Rushing over to help, they could only stand, powerless with other friends, as the barn burned to the ground taking with it all the farm equipment and animals. Donald Thomp-

son of Wakefield, Massachusetts, recalls the time he and his brother were boys at their grandfather's home on Tuttle Road and were summoned to the Alfred Durgin house fire. Jumping from their beds, they raced through the back pasture, scantily dressed, to find the house already enveloped in flames.

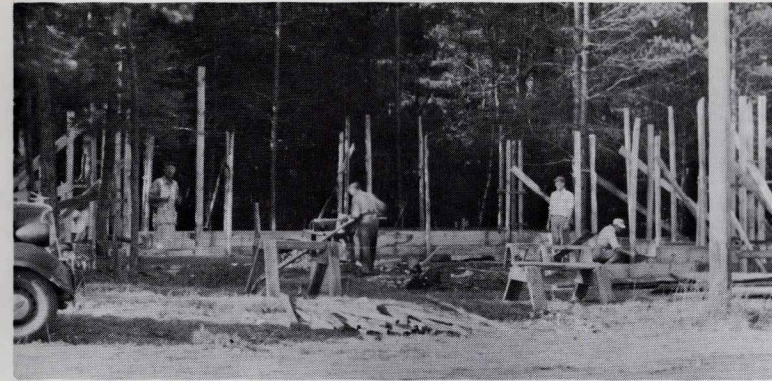
Not all houses and barns were lost, however, as noted in George Plumer's 1887 journal. "Dec. 1 . . . Toward night the barn of J. True Bartlett caught fire and I ran down across Sammy Cartland's pines and found a number of men putting water on the barn and on the house—which saved it."

Fires were kept at a minimum only through use of extreme caution brought about by the homeowners' awful dread of their devastation.

Around the time of the depression many farms and residences were abandoned as people moved to other areas and the population dropped to a low of 376 in 1930. This too helped in keeping down fire incidences. During the period from 1935 to



Lumber was cut on the town lot (where the Town Dump is now) and hauled out with Lloyd Stevens' team.



Erecting the frame.



The firehouse was built by volunteer labor in 1950.

1947 (when the first volunteer fire department was organized) the town paid a flat sum of twenty-five dollars yearly to the Durham and Newmarket fire units to fight fires in Lee.

The hilarious true story of "The Major" and his attempts to start the town's first fire department is well told by Everett Sackett in the June, 1957, issue of *New Hampshire Profiles*. In spite of these early difficulties, the desire for a real fire department had been established and a handful of dedicated volunteers organized the Lee Volunteer Fire Department (the "Volunteer" was later deleted when the town voted to support the department financially). These same volunteers, with the help of other townspeople, cut and sawed the timber and built their own fire station.

The town's population has doubled since then, and new buildings are being erected at an alarming rate. Chief Lloyd Stevens predicts the time soon will come when a new sub-station and more equipment will be necessary to protect the buildings and woodlands of Lee.

Although the town supports the department, all the men, including the Chief, are volunteers and they include college pro-

fessors, farmers, business men, retired men and school boys.

In 1955 a Ladies Auxiliary was formed. This dedicated group has devoted itself to financially assisting the department and engaging in other civic projects. During its 11 years, the Auxiliary has donated over \$3,000 worth of equipment to the fire department. One of the most significant gifts was an artesian well to supply water for the fire station; this well has since provided water for the new library and the cemetery. At all prolonged fires the members provide food for fire-fighters. Each year the Auxiliary publishes the *Lee Community Booklet*, which is distributed free to residents. It also sponsors the highly-rated Red Cross Lee Swimming School each summer for the benefit of town youngsters. Four Auxiliary members, Mesdames Hatch, Libby, Sanborn and Stevens are responsible for answering the Red Network fire phone and dispatching firemen to the scene of the fire. These women are truly dedicated fire fighters! The Chief has high words of praise for the Auxiliary's co-operation, and he is now planning to train several members in the operation of fire trucks and equipment in case their services should be needed.

THE RAILROAD

The first train ran through Lee, along the tracks of the Worcester, Nashua and Portland Division of the Boston and Maine Railroad, on November 24, 1874. The tracks followed the general path of what is now known as Calef Highway (Rt. 125) but it was a much more winding route, referred to as "The Trail" by railroad men; it was considered a good line to work on because the firemen could look back from the engine along the cars and check for "hot boxes."

It was a single track line, between crossings where there were sidings, with traffic running in both directions; consequently there were frequent accidents. Wrecker trains with large cranes that lifted derailed cars back onto the tracks came to clear away the debris of accidents; such as the one in 1894 that came "gathering the fragments of the smashup at John Thompson's crossing." Special trains carrying Railroad commissioners and other dignitaries came to "set upon the damage" when sparks caused a fire, or an engine could not be stopped soon enough to avoid hitting stray cattle on the track, or the more serious business of personal injury.

During the sixty years that the Railroad served Lee, tying the town to the outside world and carrying its products to market, there were seven crossings within the town limits: *Lee Depot*, in South Lee, was a milk and freight depot for lumber, shoes, apples and grains. The first portable steam sawmill in town was brought into this station; as late as 1894 four mast poles were shipped to New Bedford, Mass. from here. The only passenger depot was here, a square wide-roofed building with flower gardens along the boardwalk. A small community of buildings surrounded the double siding at the crossing: freight houses and a milk house, built on pilings for easier loading, an engine house and a great raised wooden water tub for refilling the steam engines. This was fed by a 25 ft. diameter brick well built in 1894, (now a water supply for the Lee Fire Department). Here also was George W. Plumer's home and general store, the livery stable, John Noble's grain store, and Haley's Post Office.

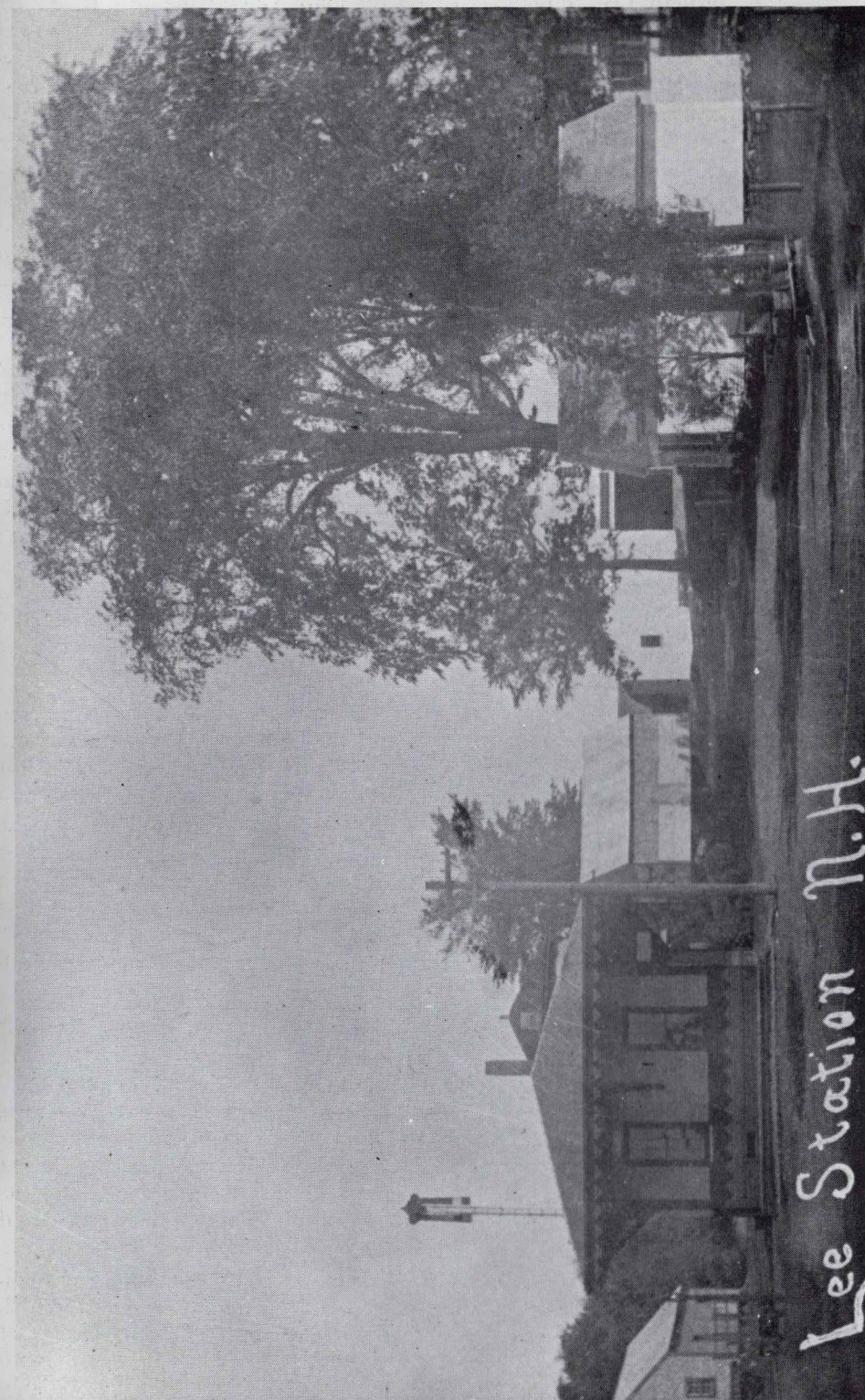
Other crossings, moving north, are mark-

ed on the map: *Davis'*: the only R. R. underpass in Lee. Kelsey Road was built over the tracks near where Roger Gibb now houses his school buses. *Thompson's*: Sparks from a train may have started the fire which burned John Thompson's fine brick house about 1900. (Guy Mann's home is on this site.) *Pendergast's*: Lumber was shipped from here on a "stop when notified" basis as these last three crossings were not scheduled stops. *Layne's*: A regular stop with a milk collecting house, supplied with ice from nearby Wheelwright's Pond; milk was shipped daily from here and from Lee Depot to H. P. Hood Co. in Boston. *Hoitt's*: Was a busy crossing on the Turnpike (Lee Traffic Circle). There is no trace of the four sidings and a spur line that were here, as well as a number of R. R. buildings, Samuel Hoitt's home and Lane's store. Great quantities of lumber regularly went South from this stop. *Pinkham's*: Granite blocks on the East side of Calef Highway between Hayes Road and the cemetery are all that are left.

The Railroad continued to serve the town and improve itself (steel tracks were laid in 1888) through the early 1900's, but then its usefulness began to wane. The passenger service was the first to show the decline. The excursion trains to Rochester Fair, Bar Harbor, and Old Orchard Beach no longer ran. Regular passenger trains were replaced by a Gascar which was similar in function to the more modern Budliner.

No longer did Wm. A. Plumer need his livery stable full of horses to carry the passengers to and from "the 11" or "the 4½." No longer did as many as twenty two-horse teams stand and wait for the men to put their wagon loads of lumber on the freight cars, nor meal and beans come in by the carload to supply Noble's grain store, and Dan Plummer's store on Lee Hill.

It all came to end when the last regular train went through Lee on March 2, 1934. The tracks were taken up almost at once, working from South to North, with short work trains taking the materials to Rochester for shipment to other areas. By 1938 most of the obvious signs of the railroad were gone and the Calef Highway was built and opened.



Lee Depot, South Lee, a center of constant activity during the sixty years that the railroad ran, 1874-1934. On the right is the house built by George W. Plumer, who lived here from 1862-1901; trader, auctioneer, peddler, funeral conductor, and poet, his regularly kept diaries contain a heritage of interesting details concerning the town of Lee.

The following provided generous financial support toward the expenses involved in producing this booklet.

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— IN MEMORIAM —

Elizabeth A. Bartlett
John C. Bartlett
George A. Dudley
Grace Bartlett Dudley
Elizabeth Hale
Benjamin F. Lang
John L. Randall
Jeremiah Smith



"The Lee Room," early eighteenth century, in the "American Museum in England," Claverton Manor, Bath. The beautiful feather-edged panelling came from the kitchen of the old Rundlett-Thompson-Thurston house in South Lee (now collapsed; see map). The furnishings, which are from the same period, might have been found in some of the more prosperous homes in this area.

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We are greatly indebted to the family of the late Walter Plumer for allowing us to refer to the invaluable diaries kept by their great-grandfather, George W. Plumer and grandfather, William A. Plumer, which contain a wealth of unique information concerning the town in the latter half of the nineteenth century.

The final result is the editor's responsibility. Inevitably a booklet of this length can tell only a very small part of what is known of Lee's past; there is much still to find out and much that should be recorded for the future before it is too late.

MAIN SOURCES

<i>Lee, New Hampshire:</i>	John Scales	1916
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<i>History of New Hampshire:</i>	E. S. Stackpole	1916
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<i>Notable Events in the History of Dover:</i>	George Wadleigh	1913
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<i>The History of New Hampshire:</i>	Jeremy Belknap	1791
<i>Ports of Piscataqua:</i>	Wm. G. Saltonstall	1941
<i>Maps of Lee:</i> published 1806, 1832, 1856, 1871, and 1892.		
<i>Lee Town Records:</i> 1776 to present.		
<i>Lee Town and School Reports:</i> published yearly, 1864 to present.		
<i>Deeds, Wills and Probate Records:</i> in Dover Court House 1773 to present.		

Records earlier than this are reprinted in:
New Hampshire State, Provincial and Town Papers, available in most local libraries.
New Hampshire Laws, 1679 to present.

For further information on available sources, see list, compiled by the editor, in Lee Library.

*This booklet is gratefully dedicated by the Town of Lee
to Mrs. Ursula Baier, whose hours of devoted research
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