

Madison Historical Society

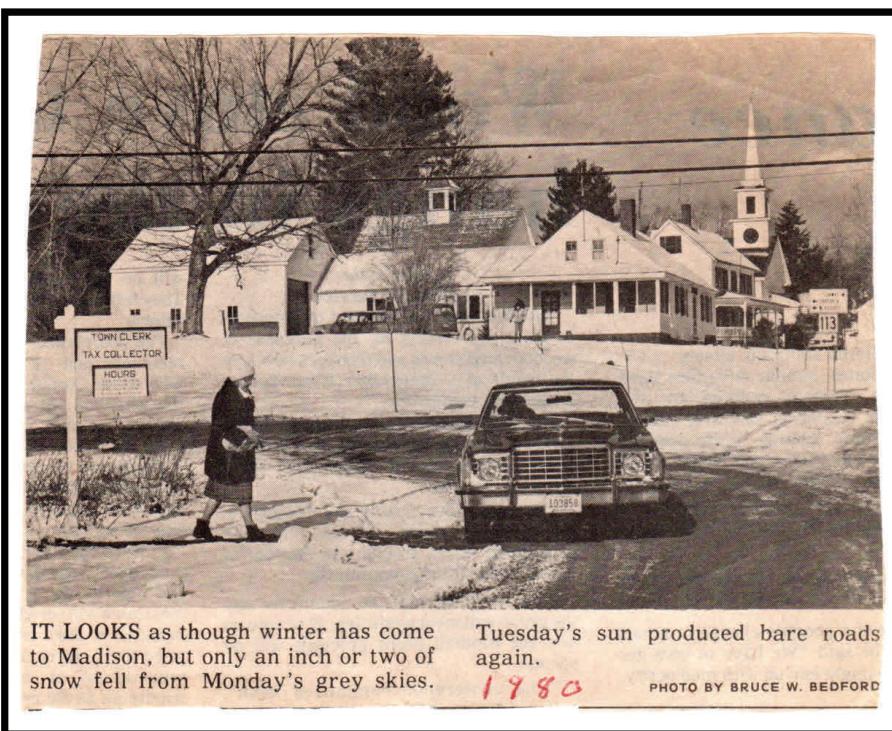
February 2019

COMING SOON: NEW EXHIBIT—OLD GAMES



In This Issue:

Appeal for Games
Annual Report
Snow Rollers
Forrest Memoirs
Savary Poems
Meader Scrapbook Bits



www.madisonnhhistoricalsociety.org

FROM THE CURATOR'S DESK

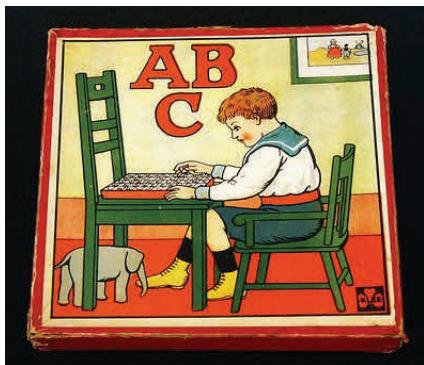
I am excited and looking forward to this summer's exhibit. Our previous exhibits have been fantastic and well received by our community. Thank you all again! The Wedding Dresses and the Quilt Exhibit were just perfect and I loved putting those exhibits together. I was an antiques dealer years ago and specialized in old store items, advertising and litho ephemera. So this year's exhibit, **A CENTURY OF GAMES**, is near and dear to me. Board games in particular were works of art, advertising in a way. Design, color and graphics of their outside boxes were just as important as the inside game and pieces. I'm excited to see what our community & friends find in their attics, basements, closets, & garages.

So, I am actively looking for my community's involvement. If you have a game, old or newer (complete or not) and you would like to loan it to the Historical Society for the exhibit, please contact me.

Thank you,

Karen Lord, Curator
oldstorekml@gmail.com

Just for trivia, here is a sample of games that were most sought after in 2017: Do any of them sound familiar?



Lost in Space; 1966 Remco
Disney's Haunted Mansion; 1972
Elvis Presley Game; 1956 Teen-Age Games
Trafalger; 1968 Roger Comier
Vintage Monopoly; 1933 Parker Brothers
Fireball Island 3D; 1986 Milton Bradley



TENTATIVE PROGRAM SCHEDULE:

(We will be finalizing it later this month.)

May—Two Statues of Liberty? with Ann & David Wilkins

June—White Mtn Huts: Past & Present; NH Humanities Program at Library

July—to be determined

August—to be determined

September—Madison Bed & Breakfasts

BOARD OF DIRECTORS

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Curator: Karen Lord

Director: Bebe Bartlett

Director: Linda Lovering

Director: Ann Wilkins

Director: David Wilkins

2018 ANNUAL REPORT

The Madison Historical Society is very grateful to Madison voters for their support. We are thankful for our Town Officials who authorized and arranged for the removal of the dead tree on our lawn and a new roof for our leaky kitchen. This year's exhibit "Quilts Then and Now" was a lot of fun, well received by our community and won us a state award for "Exhibition Excellence". We are pleased to announce that our exhibit for 2019 will be "A Century of Games" and will once again involve the community. Proceeds from these exhibits and donations are being earmarked for building a humidity controlled room in our basement to house and preserve our collections.



The museum is open from 2-4 every Tuesday from Memorial Day to Labor Day and by appointment. We have a website where you can find photos, slide shows, newsletter archives and a lot of other useful information. It is www.madisonnhhistoricalsociety.org

The Society has interesting programs from May through September, usually on the 3rd Thursday of the month. This year we had programs by authors Olga Morrill and her book "Vagabond Quakers", Henry Forrest & Joanne Hadlock on Henry's "Memoirs", and MJ Pettengill on her book "The Angels' Lament". We also had a NH Humanities program about New England Quilts, and an antique appraisal night with Tom Troon. During Old Home Week we had an open house and blueberry bake sale, as well as a table at the community craft fair, and in December a table at the PTO craft fair.

THANK YOU AGAIN FOR YOUR SUPPORT!

Board of Directors:

Linda Drew Smith: President Mary McIntosh: Vice-President
Betty Fernandes: Secretary Penny Hathaway: Treasurer Karen Lord, Curator
Directors: Ann Wilkins, David Wilkins, Bebe Bartlett, Linda Lovering

Madison Historical Society, PO Box 505, 19 East Madison Road, Madison NH 03849

By Phil Franklin

WHITE MOUNTAIN SNOW ROLLERS

Our forefathers were an industrious and rugged lot. When faced with problems or challenges, they invented the proper tool, implement, structure, or machine to overcome the issue.

In the 1800s, people living in the north—

roller, nor when the first one was used

for \$200.00

by three more in 1912.



Madison's snow roller packing town roads in 1925. These two receipts are from Parsons Bros for the purchase of Madison's Snow Roller in 1902.
Photos courtesy of Madison Historical Society



This in depth story by Phil Franklin of the Bartlett Historical Society explains when and why snow rollers were used, how they were made and who made them, the difficulties involved with their operation and their demise. The Madison Historical Society is pleased to have been able to contribute in a small way. The picture above also appeared in a 2004 newsletter but has been greatly enhanced due to advanced technology. Hopefully the entire article will become available at the VIBE website www.MWVibe.com. See the Winter 2018/19 edition.

Franklin said, "The story of the snow roller has slipped into the shadows of history...Very few rollers exist in the Valley when there is evidence that there were a great many in use roughly a century ago...Snow essentially caused a halt to travel in rural areas of the valley, even via horseback, at times. A solution was needed, and the 'snow roller' was invented."

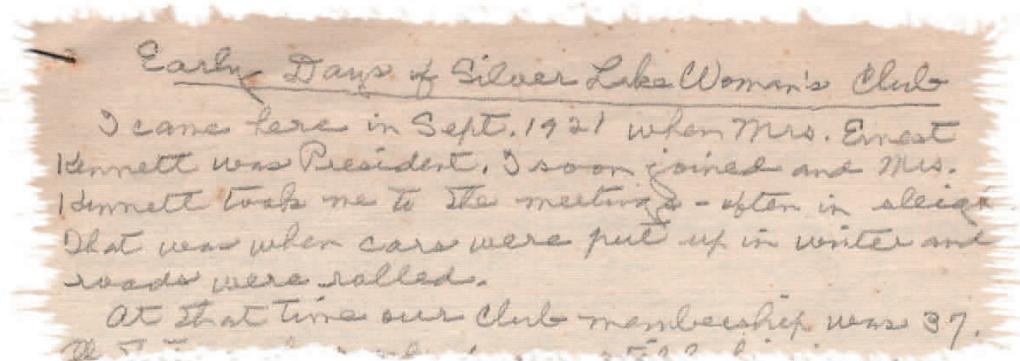
There were usually two teams of oxen or horses attached to the roller device with a driver's seat on top for one or two men to control the teams. It was a tough hard job and took sturdy men to handle the teams and brave the cold. It was a hard job for the animals, too. After five to six miles of rolling, they all were exhausted.

"Rollers also required some additional manpower. The boys and men who supported the rollers were called 'swampers'. Their job was to run ahead of or with the roller, or ride of the back of the roller. When the roller came to a section of drifted snow too high for the team to push through, the swampers shoveled the drift down to a packable height. According to Ray Elliott of Sandwich, whose grandfather drove one of the Sandwich rollers, prior to rollers, as many as 50 men shoveled the roadways. Still with rollers in operation, many men were needed to break through large snow drifts.

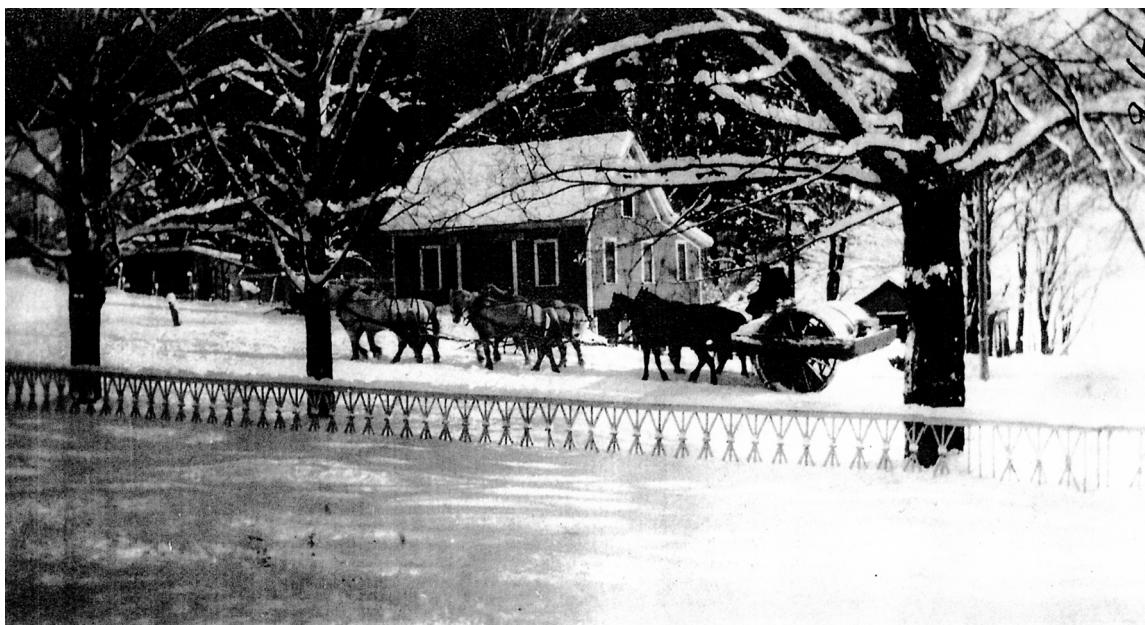
"The era of the snow roller began to come to an end in the late 1920s and through the 1930s (because) first, automobiles were becoming more prevalent...second, road conditions were improving with an effort spearheaded by the Good Roads Movement that started in 1880...finally, people were experimenting with different styles of plows that could push the snow to the road sides and allow for year-round automobile transportation.

"Today, snow rollers are display pieces...in museums...In their day, however, they were a welcomed sight to the people of our region as they opened the snow-covered roads."

* * * * *



The people on the snow roller at the left are Erving and Sewell Kennett with Erving and Jim Tyler's horses. The photo was taken from Harry Harmon's front porch in 1925. The above reference to snow rolling was found in old Silver Lake Women's Club records (author unknown). Below is a snow roller with three teams.



SNOW ROLLER GOING BY AMBROSE BLACKSMITH SHOP

QUOTATIONS

from Henry Nathaniel Forrest "**MEMOIRS**"

Edited by Joanne T. Hadlock; Self-published, 2017

Another reality of my happy childhood was that I lived in an area with such breathtaking natural surroundings. Living in the Northeast, quite close to some of the most beautiful mountains in the Sandwich and Presidential ranges, created ideal conditions for learning to ski. At first aspirations were not as lofty as wanting to ski from the highest peaks. Nonetheless we gathered on the highest hills our small town could offer to perfect our skill. I remember the equipment we used wasn't very sophisticated by today's standards; yet, we had wonderful times.

The skis were locally made and simply long and hard. In the early years a single strap was used to join boot and ski. There was no elaborate harness! You couldn't really turn on them but that was fine because where we skied we just ran straight. The older high schools kids had a fixed front plate for the boot and a strap to hold the boot in place.

More sophisticated harnesses, boots, skis, and poles were introduced during the war years and changes in equipment are now constant, rendering equipment outdated before you've been on the slopes for more than one season. I suppose you can maneuver down the slope more easily with modern equipment; but, I doubt you can have any more fun than we did when things were less complex! I'm certain many modern ski enthusiasts would disagree; but, they didn't share my experience.

A little story here: Several of us second and third graders skied on the little slope close to the railroad in Silver Lake. My skis were made of hardwood but I couldn't ski very fast on the small slope. I was unhappy with the pace and, of course, blamed the skis. The driveway of the house, currently the Bartlett's lawn, had a plowed mound of snow at the bottom of the slope. I came down over the wall and broke a ski! I was actually glad and told my dad about it at dinner time. He didn't say much but suggested we'd see what he could find over the weekend.

I patiently waited and when the weekend finally came he went into our "barn shed chamber" and found a larger ski made of pine. For the rest of the winter I unhappily skied on two different skis which didn't run together. Hardwood skis were much better than pine.

At Christmas that year, when I was probably seven or eight, I got a pair of Hickory Ridge top skis with firm bindings! I was in heaven and used them all the way through high school. Dad really came through and I wonder if he realized just how happy this present made me.

POEMS FROM MADISON HIGH SCHOOL CLASS OF 1950

MADISON

By
Zantford Savary

Glad to be here, am I,
In this town of Madison,
Glad to walk down its lanes,
And to see the work all done.

At one end I see Conway,
On another road I see Ossipee,
And still another: Chocorua.
I like to roam and feel free.

All that we need to do
Is be sure the work is through.
Then we can go out and roam together
And roam our town through.

SMOKE AND SKY

BY
Bessie Savary

Smoke; hazy smoke,
Grey, white and blue,
Trailing up the sky,
While the stars are shining thru'.

Sky, endless sky,
White, crimson, blue,
Many different colors,
All of changing lure.

Smoke and sky
To the nature lover,
Appear in his eye
As sister and brother.

Henry is generously donating the proceeds of the second printing of his book to the Madison Historical Society. They are available for \$20 (\$23 if you want it shipped).

ODDS & ENDS FROM THE MEADER SCRAPBOOK

N.H. People Among Her Many Mourners

1976

Mrs. Babe Ruth, 76, Dies of Cancer

NEW YORK (UPI) — Mrs. Babe Ruth, the widow of the New York Yankee home run king, died yesterday. She was 76. She was known to many people in New Hampshire, especially through her interest in the Babe Ruth League Tournament.

Mrs. Ruth died of cancer in her New York City apartment; her daughter, Mrs. Brenton M. Stevens of Conway, N.H., said, "She didn't want to go to a hospital," said Mrs. Stevens. "She wanted to die at home."

A model and chorus girl, Mrs. Ruth was introduced to the Yankee slugger by actor James Barton. After a long courtship, they were married in 1929, according to Allan Schneider, a family friend. It was the second marriage for both.

Mrs. Ruth, whose maiden name was Claire Merritt, came from a baseball family. Her father was Ty Cobb's attorney and her cousin was Johnny Mize.

baseball, Mrs. Ruth had a lively interest in politics. She worked actively in President Dwight D. Eisenhower's 1952 campaign and was a long time friend of James Farley, the New York democratic kingpin, and of Thomas Dewey, the unsuccessful Republican candidate for president against Harry S. Truman in 1948.

Mrs. Ruth also was active in the American Cancer Society, and the family requested that donations be made to the society in her memory in lieu of flowers.

A year after Ruth's death, Mrs. Ruth talked about the Bambino's last days.

"Death is so completely tragic to most people, a sort of awful, unfinished thing, with loose ends left dangling," she wrote at the time. "Babe suffered terribly. God knows it was tragic, and he died too



Picture found on Internet >

Mid-'70s ?

Page A11



THE SMOKING REMAINS of the main lodge at Camp Tohcomeupog. The dining facilities in the building had

been used during the winter by the King Pine Ski Area.

PHOTO BY BRUCE BEDFORD



Camp Tohcomeupog, on the King Pine Ski area in Madison, was partially destroyed by fire Wednesday morning. Brigades from Madison, Freedom, Tamworth and Conway attended and fought a blaze which destroyed the main lodge and dining building of the camp — shortly to open for the winter ski season.

— Photo by Bill Fennell

TUESDAY JULY 19, 1977 JOURNAL INQUIRER

Aviation Pioneer Ed Granville, Former Vernon Resident, Dies

Edward H. Granville, 64, a pioneer racing-plane designer and builder and former chief of experimental construction at Pratt & Whitney Aircraft Group, died Monday, apparently of a heart attack, at his home in Silver Lake, N. H.

Granville lived in Vernon for many years. He and his four brothers designed and built the famous "Gee Bee" (for Granville Brothers) racing planes which won the Thompson Trophy Races in 1931 and 1932, and, with Jimmy Doolittle at the controls, established a world speed record of 296.28 miles per hour in 1932.

Granville was a native of Madison, N. H., and was only 15 in 1927 when he entered aviation, joining his brother, Zantford, in operating an aircraft maintenance service at Boston Airport. In 1928 Edward and Zantford Granville built their first Gee Bee, a biplane which attracted financial backing and enabled them to set up their own company in Springfield. They were joined by their brothers Robert, Mark, and Thomas.

In 1931 the Granvilles built their most famous Gee Bee, a stubby, single-place, low-wing racing plane with a barrel-shaped fuselage which came to a point at the tail. It was powered by a Pratt & Whitney Aircraft Wasp Junior piston engine.

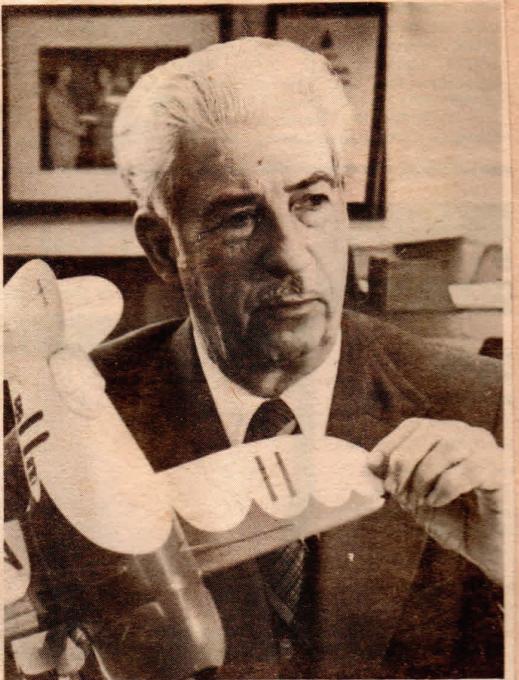
The new Gee Bee won the Thompson Trophy Race in Detroit in 1931. Another Gee Bee piloted by Doolittle won the Thompson Trophy at Cleveland in 1932 and two days later set the world speed record. The same year Gee Bees took six first-place trophies in nine major air races.

Granville later recalled: "We were just a bunch of kids from a New Hampshire farm who moved to Boston and five years later broke the world speed record. I guess we just didn't know any better."

Granville Brothers built 24 aircraft before financial pressures and the death of Zantford led to the end of the family business. Edward Granville joined Pratt & Whitney as a flight test mechanic in 1933. He retired as chief of experimental construction of the United Technologies Corp. unit in 1976.

Granville was a member of Quiet Birdmen and the OX-5 Club, both pilot organizations, the Society of Automotive Engineers, the Connecticut Aeronautical Historical Association, the H.H. Franklin Antique Automobile Club, and the Connecticut Valley Region of Veteran Motor Cars of America. He was a former trustee of the Vernon Congregational Church, and moved from Vernon following his retirement last year.

He is survived by his widow, Charlotte; a brother, Robert, of Skowhegan, Maine; two sisters, Mrs. Edward Spooner of Park



UNITED TECHNOLOGIES PHOTO

HE DESIGNED IT — Edward H. Granville holds a scale model of the Gee Bee racing plane which he and his four brothers designed and built and which Jimmy Doolittle flew to a world speed record in 1932.

Forest, Ill., and Mrs. Hiram K. Jones of Madison, N.H.; two daughters, Mrs. Donald H. Lang of Centerville, Ohio, and Mrs. Gregory Burnham of East Hartford; and three grandchildren.

Calling hours are 7-9 p.m. Wednesday at the Richard White Funeral Home, Conway, N.H.

The funeral will be Thursday at 2 p.m. at the Madison Baptist Church. Burial will be Friday in Hillcrest Cemetery in Springfield, following a graveside service at 1 p.m. Memorial gifts may be made to the Heart Association of Greater Hartford or Memorial Hospital, North Conway, N.H.

Prayer in Schools Issue

Addressed to William Loeb: James Madison, who introduced the First Amendment in Congress, never objected to prayer in schools. Nor did George Mason, who wrote the amendment. Nor did Thomas Jefferson, who endorsed the amendment. Nor did any judge in the first 160 years of our history. The United States Congress has never voted against prayer in schools. No President has issued an order against prayer in schools. We fought 200 years ago against distant judges dictating what we should do.

The original form of the First Amendment as introduced in the House was that we were not to have a state church with its form and ritual. This did not mean religion was not allowed in the schools. Thomas Jefferson wrote: "How can our liberties be assured if we remove the only firm basis and ultimate sanction, faith in God? Apart from His gracious providence, no nation can endure."

CHARLES G. HAMILTON

Aberdeen, Miss.

Madison, NH 03849
PO Box 505
Madison Historical Society

MEMBERSHIP FORM:

Single Membership - \$10.00

Family Membership - \$15.00

Junior Members (under 18) - free

Senior Members (over 80) - free

Donation

TOTAL ENCLOSED

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