



The Marlow Historical Society's mission is to preserve and illuminate Marlow's history

Spring-Summer 2025

HORSEPOWER ON WHEELS

by Maria M. Baril

The Model T, commonly known as the "Tin Lizzie", was produced by the Ford Motor Company from 1908-1927, and was the first assembly-line, mass-affordable automobile. It was named the most influential car of the 20th century.

In those early years of auto manufacturing (late 1800s to early 1900s), however, it was not unusual for individuals – some right here in Cheshire County – to build their own cars. Reynold Janney, superintendent of a bicycle factory in Keene, built one in 1901. Harry T. Kingsbury, whose Kingsbury Manufacturing Company created several lines of highly collectible toy vehicles, built his own car in 1900.

Most notably, the first American-made, self-propelled automobile was invented and made in Hinsdale by George A. Long in 1875. In one of his "Moments in (Local) History" articles, Alan Rumrill wrote that:

Long's vehicle had a bicycle type frame, wooden wheels, and a driving gear in the rear axle. It could travel thirty miles an hour, roads permitting, which they seldom were.



Not to be driven off the road, Marlow had an "automotive event" of its own. As we reported in previous newsletters*, George M. and Charles L. Tinker, nephews of Marlow citizen Lucian Tinker, built an attractive vehicle run by steam generated by gasoline. It was the very first automobile seen in town, when they drove to visit their uncle on July 7, 1900.

Another vehicle raised quite an outcry in Marlow, as reported in the *Keene Evening Sentinel* on September 16, 1903:

"One of the largest automobiles ever seen here came to town Saturday evening. It was owned by a gentleman from Boston, carried five persons, with the chauffeur, was covered and cost \$5,000. They came from Burlington Saturday and were intending to go on to Antrim, but the gasoline gave out and as none could be obtained here they remained until Sunday noon, in the meantime getting a supply from Alstead. A steam engine or steam roller on a country road would hardly frighten horses worse than this machine, as some people on their way to church can testify."

Above: The Tinker car on Route 10 along the Ashuelot River near the dam (taken from in front of the Christmas Trees Inn). Below: Along the river near the Farley Bridge with lower Main Street in the background.



KEENE EVENING SENTINEL, MARLOW.

One of the largest automobiles ever seen here came to town Saturday evening. It was owned by a gentleman from Boston, carried five persons, with the chauffeur, was covered and cost \$5000. They came from Burlington Saturday and were intending to go on to Antrim, but the gasoline gave out and as none could be obtained here they remained until Sunday noon, in the meantime getting a supply from Alstead. A steam engine or steam roller on a country road would hardly frighten horses worse than this machine, as some people on their way to church can testify.

* Winter 2015 newsletter: "From Cold River Journal, Sat. July 14, 1900"; Winter 2019 newsletter: "The Tinker Family"

A ROAD WELL TRAVELED

by Stephanie Tickner

In his *History of Marlow, NH*, Elgin Jones dedicated an entire chapter to roads. He wrote that for early settlers, after securing shelter, the "second step taken in opening a new country settlement always is the satisfying of the social instinct, man's desire to have easy access to his neighbor. So we find the early laying out of the roads." Jones continued:

The first "ways" were only paths following lines of marked trees. These naturally followed the most direct route. . . . Usually it required no effort to secure a highway; the mere asking sufficed. The explanation being perhaps that the use of the highways was for bridle paths merely, so no expense was incurred in their building or repairing.

In our days of improved roads we can hardly conceive what the definition of "Road" would have been in 1770. In many a case it would be a path, marked by blazed trees, in other cases, a "cut out" way for the saddle horse, the then usual mode of conveyance. Later this would be broadened to permit the use of ox carts in summer and sleds in winter. It is doubtful that, during the first 25 years, any other means of travel than these were known.

Just as in the time of the early settlers, present roads need to be modified and improved to keep up with the vehicles that use them. However, a significant difference between the 18th and 21st centuries is that the "effort to secure a highway" (or make modifications) requires a lot more than "the mere asking."

NH Route 10, the old Dartmouth College Highway, is one example of a road that has seen many changes through the years. We wrote about this scenic byway in our Winter 2019 newsletter:

Before Interstate 91 was built in the 1950s, Route 10 was the main route north to the White Mountains and on to the province of Quebec. In New Hampshire it was called the Dartmouth College Highway. Before the 1948 bypass, it went right through Marlow village, connected to Main Street by the Farley Bridge.

That 1948 bypass came about as part of a bigger project to reduce some of the many curves "which plague motorists on the winding north-south artery." The studies, hearings, and the amount of time leading up to the work illustrate the challenges around improving roads. The bypass was mentioned, many years before the work would begin, in a November 17, 1936 *Keene Evening Sentinel* article about state road work in the region, which included "cutting down curves, [and] improving vision" along a four-mile stretch of Route 10 at Marlow Junction north of the village. After that Route 10 project was finished, it was noted that:

Another issue which must be factored in sooner or later by the state highway department is that of bypassing Marlow village the same as was done in Gilsum last year. The present road through Marlow village over a narrow bridge just beyond a right angle turn is far from satisfactory."

Eleven years later a front-page headline in the December 31, 1947 *Sentinel* declared: *Proposed Highway Project North of Keene Includes Bypass of Marlow Village:*

Hearings on the proposed improvements on Route 10, the Dartmouth college [sic] highway, immediately south of Marlow village, which would bypass the community, are expected to be scheduled soon by a three-member commission appointed Tuesday by the Governor and Council. . . . Final approval of the project must be made by the Governor and Council after hearings have been held.

Marlow and Route 10 were again on the front page of the *Sentinel* on January 20, 1948 notifying the public that bidding on the project to replace bridges in Gilsum and Marlow would be solicited and a public hearing would be held: *"The Marlow mill pond bridge [the Farley Bridge] will be replaced as part of a proposed highway relocation project."*

On January 23, 1948 a *Sentinel* headline read: *Proposed Change in Marlow Aired at Hearing: Majority of Residents Reported in Favor of Relocating of Highway:*

Approximately 50 Marlow residents attended a hearing on a proposed state highway relocation project in Marlow this morning and the session adjourned after 90 minutes of debating and counterproposals. Selectman Fred Huntley suggested an alternate route to save the pond which he characterized as a village beauty spot. The three governor-and-council-appointed commissioners who presided at the hearing will continue an investigation of the proposed project.

By May 26, 1948, the *Sentinel* editors expressed frustration:

We Want Answers: Failure on the part of the State Highway Department to order work started on any number of needed highway improvements in western New Hampshire and in Cheshire county in particular, does not stem from any lack of prepared projects. At least six projects, all of major proportions, are now gathering dust in the files of the Concord office. All of the projects have been carefully surveyed and, as we understand, the necessary engineering work has been completed. At least several of the jobs could be advertised for construction bids tomorrow—provided the order was given in Concord.



The Farley Bridge over the Ashuelot River facing west with lower Main Street in the background (before the 1916 fire).

Seven weeks later on July 19, 1948, the *Sentinel* noted:

Steel has been delivered for Marlow bridge bypass project on Route 10 and it is expected that bids will be asked on the project on or about Aug. 4, State Highway Division 8 engineer Alfred E. White said today. The highway relocation project will cross the picturesque Marlow millpond, bypassing the center of the village on the east.

The editorial page of the September 14, 1948 *Sentinel* mentioned the road work, almost nine months after the December 1947 hearing:

The awarding of a contract to build a bridge across Marlow mill pond on Route 10 will eliminate one of the most hazardous spots for those who drive motor vehicles on that Route. It will not only make driving safer but will add to the convenience of those who live in Marlow village. The Marlow project in connection with the building of a steel and concrete span on the same route in Gilsum will add greatly to operation of motor vehicles especially those who use the crooked road that these two bridge projects connect.

The September 18, 1948 *Sentinel* announced: *Marlow Project Will Start Soon:*

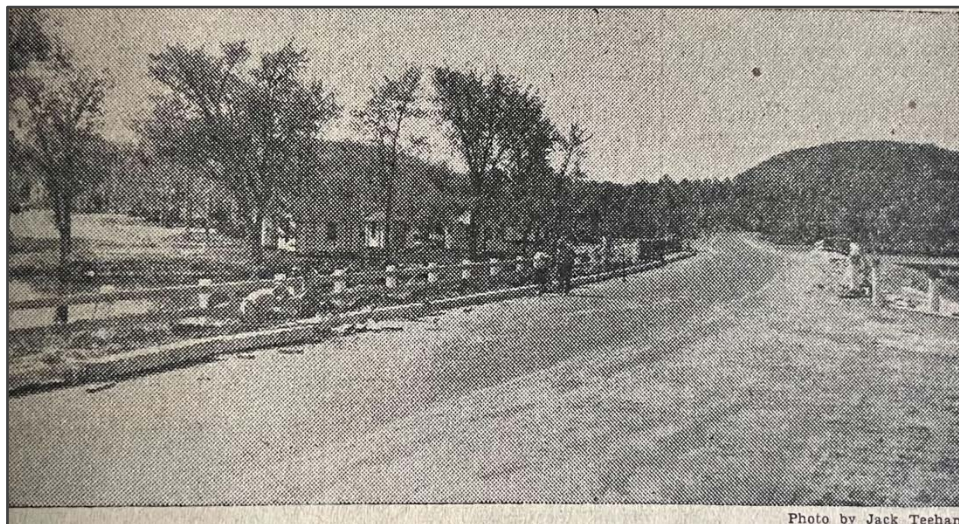
A low bid of \$109,618 was submitted by Arthur Whitcomb, Inc., of Keene, for construction of a new bridge on Route 10 over the Marlow village pond on the Ashuelot river, the Highway Department announced today. Award of the contract to Whitcomb was approved Friday by Gov. Charles M. Dale and the executive council. It is expected that the project will start before Oct. 1. The job calls for about three quarters of a mile of road relocation. The new 60-foot concrete bridge will replace an old wooden span.

It was reported in the September 29, 1948 *Sentinel* that work had begun on the Marlow project, but noted that: *Because of the bridge construction, the job will not be completed until next summer. The work was undertaken to eliminate a dangerously sharp curve approaching the narrow bridge over the Village pond. The new bridge will be built straight across the pond.*

Finally, a photo of the completed bypass appeared on the front page of the June 4, 1949 *Sentinel* with the caption: *New Marlow bypass span is an example of new construction on Route 10. Old road made sharp left turn across old bridge and joined blocked off village street at extreme left.*

Widening the road and creating the bypass required the removal of a house* on the west side of the road by the dam on the Ashuelot River, and Lower Main Street became a dead end. Also, since the new route divided the Village Pond, crossing right over Wenonah Island,** the river current in Tin Shop Pond all but disappeared allowing organic matter to build up considerably in the ensuing years. That problem has yet to be solved.

Although the passage of time does little to change "man's desire to have easy access to his neighbor," the dramatic modernization of vehicle travel has necessitated changes in road configurations that have required careful thought, planning, resources, and clearly some sacrifice for the sake of improved safety and convenience.



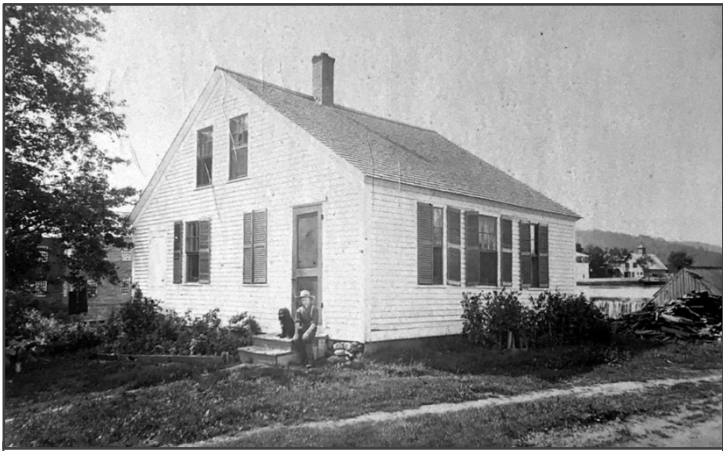
This June 4, 1949 Sentinel photo was taken from the junction of Washington Pond Road and Route 10 looking north. With the removal of the Farley Bridge, lower Main Street became a dead end at the Ashuelot River, as seen on the far left.

**The house that was removed for the bypass has been called the "Alonzo Brown-Hale house" and "Cummings Hale house".*

***According to historian Tracy Messer, Wenonah Island was so named around the turn of the 20th century as a result of a contest offered by then owner, E.D. Shepardson. The state acquired the land in 1947. You can see the island in the masthead photo on page 1.*



The "Alonzo Brown-Hale house" is the white house on the far right in this photo (facing southeast from the Farley Bridge). It was removed for the Route 10 bypass.



The "Alonzo Brown-Hale house" facing northwest from Route 10.
It was removed for the Route 10 bypass



View of Wenonah Island as seen from Odd Fellows Hall.
Route 10 crossed right over it as part of the 1948 bypass.

SPEAKING OF AUTOMOBILES AND WINDING ROADS...

According to a February 2025 Facebook post by the White House Historical Association: *"For the first century of White House history, horses provided the primary mode of travel. This all changed in 1909 when President William Howard Taft, an early car enthusiast, embraced the future by bringing automobiles to the White House."* The Association shared the rare photo on the left below of the Taft family in a steamer vehicle, taken just before his Inauguration, March 4, 1909.

Was that perhaps the car that carried President Taft through Marlow on October 10, 1912 while he campaigned for a second term? D. R. Proper described this first presidential visit to Marlow in a September 10, 1975 *Keene Sentinel* County History article: *"President Taft seems to have been the victim of some of the road's hazards in that early day of the automobile, for the party became lost between Newport and Marlow and was two hours late finding its way in South Acworth."* Tracy Messer wrote a thrilling account of the incident for our Fall 2014 newsletter noting, *"By the time the wandering president was retrieved from the maze of backroads, the sun had set over Tin Shop Pond; darkness prevented photographing the biggest moment in Marlow's history."*

Thankfully we found the photo on the right that shows people gathered in front of the Tinker Store on lower Main Street hoping to catch a glimpse of the presidential candidate. The handwritten inscription on the back notes, *"Thursday, Oct. 10/1912, President Taft passed through here enroute for Keene N.H. about 6 PM. This is a view of the U.S.S [Secret Service] car."* It was this very car that suffered a flat tire, triggering the events that led to Mr. Taft's misadventure.



"President Taft and his Family in their White Steamer"
White House Historical Association image



After fixing a flat tire, Secret Service agents reached Marlow, distressed that the President's car had not yet arrived.



Did you know that the current concrete dam on the Ashuelot River was constructed in 1921 by the L.S. Watson Manufacturing Company? It replaced an earlier "crib dam" which was composed of timber forms filled with rocks and sand. At one time, water power from the site provided electricity for many of the village homes.

Per Tracy Messer in the 1989 Marlow Village Gazetteer. You can read about electricity in Marlow in our Spring/Summer 2020 newsletter.

FOOTPRINTS IN HISTORY

During Black History Month in February we learned about an ongoing research project by the Historical Society of Cheshire County and the Monadnock Center for History and Culture, called "Recovering Black History in the Monadnock Region". They "have traced the life stories of nearly 500 individuals and families that called the region home between 1730 and 1930," including enslaved people. The collaborative project has identified three Black residents in Marlow in the 19th and early 20th centuries:

Alonzo G. Heald was a blacksmith working in Marlow in the 1860s. According to the 1860 US census Alonzo lived with blacksmith Reuben Whitney, Reuben's wife Jane, and their five children. He was described as a 29-year-old mulatto* who was born in New Hampshire around 1831.

SCHEDULE 1.—Free Inhabitants in Marlow in the County of Cheshire State of NH enumerated by me, on the 34 day of June 1860. Smith & Nash Ass't Marshal. Page No. 8

Post Office Marlow

Reuben W. Whitney	37	M	Blacksmith
Jane W. "	35	F	Housekeeper
Allen W. "	13	M	
Clement J. "	11	M	
Anna J. "	8	F	
Mary J. "	6	F	
Christopher "	4	M	
Alonzo G. Heald	29	M	Blacksmith

William I. Brown was a farmer who lived on East Road (now Sand Pond Road) on a lot originally granted to Sylvanus Huntley, according to Marlow historian Elgin Jones and the Cheshire County Registry of Deeds. The 1910 census noted he was a 56-year-old Black man born in New York around 1854. His wife, Mabel Brown, was White. They had five children, although only one was still living in 1910. (*William Brown's middle initial was written as "E" on the census, but two different property deeds and the Jones History show his middle initial as "I".*)

DEPARTMENT OF COMMERCE AND LABOR—BUREAU OF THE CENSUS
THIRTEENTH CENSUS OF THE UNITED STATES: 1910—POPULATION

NAME OF INCORPORATED PLACE Marlow ENUMERATED BY ME ON THE 22 DAY OF April

Brown William E	Head	56	M	66	M
Mabel E	Wife	58	F	68	M

DEPARTMENT OF COMMERCE—BUREAU OF THE CENSUS
FOURTEENTH CENSUS OF THE UNITED STATES: 1920—POPULATION

NAME OF INCORPORATED PLACE Marlow

Billings Fred M	Head	10	F	60	S
Bolio Robert H	Servant			42	M
Eva M	Wife			45	M
Mundough Charles E	Head	18	M	23	M

Eva (Wheeler) Bolio was born in Lewis Center, New York, in January 1870. She married Robert Bolio in Monkton, Vermont on December 1, 1896. Eva is listed on the 1920 Marlow census as a 45-year-old mulatto, and her husband as a 42-year-old White man who worked as a trader. They were tenants of Fred M. Billings. Eva and Robert moved to Cheshire County in the early 1910s, living first in Surry and then Marlow. She continued to live in Marlow for the next 12 years. Eva Bolio died of "apoplexy" in 1927 and is buried in the Marlow Village Cemetery.

We appreciate the comprehensive research that has allowed us to learn about and honor the lives of these individuals who are among so many who have left their footprints in Marlow history.

**The word "mulatto", describes a person with both Black and White ancestry. It was used in census records and other documents, but is now considered derogatory. The US Census Bureau stopped using it in 1930.*

Eva Bolio's name appeared in the February 15, 1921 Keene Evening Sentinel society notes for Stoddard when she attended a surprise 47th birthday party for Charles Goodale. There was dancing, singing, games, and a midnight supper with guests from as far away as New Jersey.

KEENE EVENING SENTINEL,
TUESDAY, FEBRUARY 15, 1921

STODDARD
A surprise party was tendered to Charles Goodale of Stoddard Wednesday evening, Feb. 2, it being the 47th anniversary of his birth. Dancing, singing and playing games were enjoyed. Those present were Mr. and Mrs. H. J. Waldron of Stoddard, Clifford French, Walter Bartlette Shaw, Harold and William Pierce, W. Hubley, William Lane, Edgar Shaw, Lawrence Holmes, Billy Hanson, Fred Lowe and Eva Bolio from Marlow, Elsie Shelley, Miss Beatrice Waldron, Mae Powers from Bennington, Miss Forest from New Jersey, C. Goodale and wife. A midnight supper was served.

SITTING AMONG ITS ELDERS

Jones Hall, the Methodist Church, and the Odd Fellows Lodge must look down upon the new little library shed with approval and affection. After all, it takes after them! And it helps the library carry out its mission, which they value.

The idea for the shed grew out of a dire need for storage, after the State Fire Marshall ordered that the closet spaces under the stairs in the lobby of Jones Hall be emptied and sealed. Donated books and other items then started accumulating on the library floor and behind the circulation desk.

Librarian Jen Brown researched plans, deciding that the 8 x 12 foot structure, with two wide doors and two windows, would best meet their needs. The Library Board of Trustees approved the design, and set aside all monetary donations for a shed fund. Jen then crafted a site plan for consideration by the Board of Selectmen. The shed needed to be close enough to the library to be accessible in the winter, and located away from the snowmobile trail and the Jones Hall leach field.

Immediately after the Selectmen's approval, Library Treasurer and Kroka Expeditions Facilities Manager Linda Fuerderer secured donated labor from their carpenter, Hugh Landis, other Kroka employees, and herself.

One feature that enhances the shed is its windows. "To save a lot of money," Jen explained, "and give the shed some character and age, we used old windows. I found the 12 over 12 sashes for the project in the attic of my house (*once the John Giffin house**). I believe the sashes were original to the house, built in 1817, as they were stored in the attic with other original windows, swapped out sometime in the late 19th, or early 20th century. I cleaned them up, replacing several broken panes, and did the reglazing and painting." The shed was painted the same color as the historic buildings, and it was ready for use shortly before Christmas on the Pond 2023.

Remarkably, Jen noted, the work was completed in just one month, using all volunteer labor, and without a dime of taxpayers' money.

**Read about the Giffin family in our Spring/Summer 2020 and 2022 newsletters.*



PERSONAL WAR SKETCHES

In previous newsletters we have written about the book *Personal War Sketches*, which was donated in 1893 by the Honorable James Burnap to the Henry Stevens Post #86, local affiliate of the Grand Army of the Republic. Inside are handwritten sketches about eighteen Civil War veterans, most of whom were from Marlow. The sketches have been transcribed by Tracy Messer to make them legible and available to all without handling the book itself. We will proceed with the remaining sketches as space allows.

Personal Sketch of Comrade Daniel W. Howe

Who was born the Twentieth day of October, Anno Domini 1837, in Newport, County of Sullivan, State of New Hampshire.

He entered the service in August 1862 by enlisting as a private at Newport, New Hampshire, in Company K, 9th Regiment, New Hampshire Volunteers. He was promoted to 3rd Sergeant August 15th 1862, and to First Sergeant, January 3rd 1864 and transferred to Company F, 17th Regiment, Veterans Reserve Corps, by special orders No. 11 dated at Washington, DC, January 3rd 1864.

The first battle engaged in by Comrade Howe was at South Mountain, Maryland, September 14th 1862. He was also engaged in the Battles of Antietam, September 17th 1862; slight engagement at White Sulphur Springs, Virginia; Battle of Fredericksburg, Virginia, December 13th 1862; Siege of Vicksburg, June 15th until its surrender July 4th.

He was in the Field Hospital a short time at Milldale, Mississippi, and at Dennison, Ohio. He was transferred to the Invalid Corps November 11th 1863. Comrade Howe finally discharged at Indianapolis, Indiana, June 30th 1865 by reason of close of war, having served 2 years and 10 months.

Among his most intimate comrades were Captain J.B. Cooper, Lieutenant B.R. Allen, Corporal S.F. Lane and Private A.A. Young.

I certify that the Sketch of my War Service as above written is true as I verily believe.

We certify that Comrade Franklin G. Nevers joined Henry H. Stevens Post No. 86, Department of New Hampshire, January 28th 1893. Held offices of Quartermaster, Commander.

Ezra G. Huntley, Adjutant, Commander

IT'S A PLANE!

We have written about the WWII US Army Ground Observer Corps, and especially about the Marlow Observation Post, where volunteers kept their eyes glued to the sky day and night watching for enemy aircraft. George S. Morrell, owner of the Morrell Cabins, was once Chief Observer (*see articles in our Fall 2016 and Fall 2024 newsletters*).

Evidently George's vigilance rubbed off on his son Gerald. On June 22, 1950 Gerald detected a suspicious flying object. Fortunately, as the *Keene Evening Sentinel* reported, "That strange object in the sky was only a four-engine bomber flying at high altitude."

Jack Strickland's experience was more mystifying. On October 24, 1973 he spotted what appeared to be two UFOs hovering over Marlow village. Again, the *Keene Sentinel* was on it!

FRIDAY, JUNE 23, 1950

Says 'Flying Saucer' Was 4-Engine Bomber

That strange object in the sky Thursday was only a four-engine bomber flying at high altitude.

Gerald V. Morrell, Marlow service station operator, observed the plane with a powerful telescope.

The white streak behind the plane was a vapor trail, caused by the churning of propellers through the air at certain temperatures.

Morrell said the tail of the craft was red, the color used by military aircraft for easy spotting when forced down in the Arctic.

Friday, Oct. 26, 1973

2 UFOs Reported By Marlow Man

MARLOW — A Marlow man has reported seeing what appears to be the region's first UFOs—two craft with red lights, flying low near Marlow village for 90 minutes Wednesday night.

Jack Strickland, as assistant manager of Cheshire Oil Co. in Keene, said the lights were seen by three other persons, including the town police chief, who is Strickland's brother.

The craft, Strickland said, were flying close together, only several hundred feet off the ground, and showed three red lights and one white.

Their sound was similar to the "deep-throated drone" of multi-engine planes, he said. But he said the sound never changed pitch as the craft crisscrossed Route 123 near Marlow village.

He said the craft first looked like two red spots hovering off the ground.

They approached to within 200 yards of him, Strickland said, and then the four lights—one blinking—could be picked out on each craft.

He said the sighting was

confirmed by a friend, Martha Plumb of Marlow, and Miss Plumb's father.

Strickland said the two craft "could have been planes if they hadn't been so low and so close together."

"It's the first time I've seen anything like it," he said.

FROM OUR ARCHIVES

❖ The Marlow Historical Society ❖

June 2000

Newsletter

Marlow, NH

Memorial Day Services ☆ Marlow NH

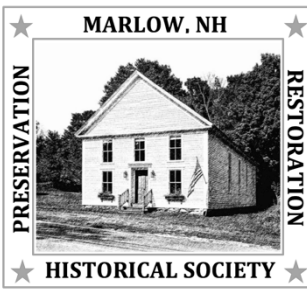
☆☆☆ Richard Rock, Master of Ceremonies ☆☆☆



Photo by Bob George

Marlow's Memorial Day Services and Parade took place on Sunday May 28th. At the ceremonies a memorial plaque for the years 1945 to 2000 was laid on the common. Richard Rock arranged for the plaque to be made and mounted in time for the ceremony. Fifteen people visited the Historical Museum during the open house.





Marlow Historical Society
Founded in 1976

President: Peter Kinson
Vice President: Pam Little
Treasurer: Pat Strickland
Secretary: Patty Little

Directors
Sharon Davis
Gail Rowe
Stephanie Tickner

Newsletter Editor
Stephanie Tickner

admin@marlownhhistoricalsociety.org
marlownhhistoricalsociety.org

PO Box 12, Marlow, NH 03456

Help preserve local history
for future generations.
Please consider including
the Marlow Historical
Society in your legacy
planning.



What did Earth's first flower look like? Botanists theorize that the ancestral plant first bloomed between 250 and 400 million years ago, when dinosaurs were part of the landscape.

Flowers bring joy to our lives. We look at these lady's slippers that grow in Bob and Becky Sharp's property in Marlow village with awe and gratitude. They are transient and endangered, but hopefully they will thrive in our woods for endless years to come.