

WOLFEBORO, NH, HISTORY

Gazetteer

**Originally Published as part of Bowers'
History of Wolfeboro, Vol. II, 1995**

Updated 2021

Wolfeboro Place Names and Origins

Wolfeboro, NH

A gazetteer and compilation with histories, descriptions, and orthographies of

Care Facilities
Children's Facilities
Commercial Blocks
Developments
Districts
Hills and Mountains
Islands
Monuments
Multi-Tenant Buildings
Museums
Natural Features
Parks
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Prominent Buildings
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Roads and Streets
Routes
Settlements
Streams
Trails
Wolfeboro Town Facilities

and other places and geographical names
PAST AND PRESENT

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Over 1,800 Listings

* * *

Compiled and written by
Q. DAVID BOWERS, 1995

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Updated by
GENE DENU, 2021

Introduction

The following is a listing of town of Wolfeboro streets, geographical features, developments, business and commercial blocks with multiple tenants, graveyards, parks, monuments, and place names from the earliest days to the present. This is the most ambitious gazetteer of Wolfeboro ever attempted.

Not included are schools, school buildings, or churches, which are treated in other sections of Volume II.

Wolfeboro has its share of interesting names including Raccoonborough, Goose Corner, Upper Shoe Island, Dead Horse Hill, Frogg Crossing, Bellywhack, Coffin Shore, Laundry Hill, Skunk's Misery, Dishwater Pond, and Stamp Act Island.

Early Nomenclature

In the early days, roads were often described by where they went, rather than by specific names. Examples:

“Road leading from Frost Corner to Brookfield.”¹

“Road leading by David Piper's house to the Tuftonborough line.”²

“Voted to discontinue the road leading from the road near where Moses Thompson, Jr., now lives to where the Pickering factory lately stood.”³

In the absence of specific names, such roads are not listed in *Wolfeboro Place Names*. However, some are mentioned *inter alia*; see comment under New Garden Road for another road extending from it, as an example.

Standardizing Names

In the year 1890, there was a call for standardizing names, an effort led by Benjamin F. Parker. Around that time, what are now in the 1990s called North and South Main Street were usually called, collectively, Main Street, or West Main Street and East Main Street, or occasionally, North Main Street and South Main Street. In the 1890s the same pond was called Sargent's, Duncan, and Lily. Numerous other examples could be cited. On January 19, 1890, the *Granite State News*⁴ reported street names proposed by a recently-formed committee. In some instances the committee simply formalized names that had been in use earlier. Bay Street is an example.

Arthur F. Chamberlin commented:⁵ “It amuses me to read how many different names there are for the same place. If one is in Wolfeboro Center and going to Sanbornville, one takes the Sanbornville Road. Then, when one gets ready to come home, he takes the Wolfeboro Road. This is true of every road that goes to a place with a name. I once remarked to Town Manager Guy Krapp that I knew two and often three names for every road on my plow route.”

In *The Granite State News*, June 22, 1907, the editor discussed the penchant for changing street and place names in certain sections of the town and noted: “But we would ask if these changes in names are not considered to be an improvement. These local names signify but little to the general public and are more like nicknames used by schoolboys. There is a lack of dignity about such.” On the same subject, note Mabel Fullerton Hatch's commentary under the Dishwater Pond listing.

Over the years, numerous geographical features, natural and man-made, have changed names. Examples:

What was once Smith's Pond is now Lake Wentworth.

¹ Town records, November 21, 1822.

² Town records, 1835, p. 122.

³ Town records, March 1843, p. 289.

⁴ Abbreviated as *GSN* in *Wolfeboro Place Names* entries.

⁵ Arthur F. Chamberlin, letter, November 1, 1993.

What used to be Factory Street is now Lehner Street.

Mud Island is now known as the more euphonious Melody Island. If neither of these suits you, how about Brown's Island?

Mill Village of years ago, nicknamed Slab City, is now Wolfeboro Falls.

Webster Street of the 1960s became part of Lakeview Terrace, name later changed to Old Lakeview Terrace.

What was once Spruce Acres on Wolfeboro Neck became Embassy Estates in the 1980s. In 1992 local land owners abolished the Embassy Estates name; now there is no specific designation for the area.

On December 7, 1994, the selectmen changed to Sky Lane the name of a road that had been known earlier as Penn Air Road, Penn Air Estates Road, and, at one time, Avifauna Lane.

The name of a way known as Old Camp Road was changed on October 7, 1992, to Waterside Lane, but not for long. On October 3, 1993, it became Fullerton Shore.

What is now known as Kingswood Terrace was denied the use of that name by the selectmen and for a brief time became known as Edgewood Terrace, after which the selectmen allowed residents to call it Kingswood Terrace once again.

While efforts to standardize Wolfeboro place names have taken place for over a century, it seems likely that certain designations are apt to continue to change in the future as owners tire of old nomenclature and develop new ideas.

Name Origins

As a diversion it is interesting to note that many Wolfeboro names fit into certain categories. For example, Clark Road, Lary Road, Lucas Street, Sewall Road, Clow Street, and numerous others are from prominent citizens and land owners. Indian names such as Abenaki, Mohawk, Osseo, and Paugus, among others, are preserved in local geography.

All the streets in the Robin Acres development off North Main Street have birds' names:

Dove Street, Finch Street, Lark Street, Loon Street, and Tern Lane.

Elsewhere in Wolfeboro bird-related names include:

Avifauna Lane (near an airstrip, presumably means fauna of the air; *i.e.*, birds), Cardinal Lane, Chick Road (named for a local resident, not a hatchling), Eagle Trace, Goose Corner, Heron Hollow, Mallard Brook, and Partridge Drive.

Some other town place names, past and present, are from fish, insects, and animals:

Bass Island, Beaver Pond Road, Chipmunk Lane, Cricket Hill, Deer Run, Fawn Haven Drive, Fox Street, Frog Hollow, June Bug Lane, Mink Brook, Moose Point, Porcupine Brook, Pork Hill, Raccoonborough, Rattlesnake Brook, Turtle Island, and Whale's Back,

Trees, bushes, and plants furnish a particularly rich source for names:

Applewood Drive (and Apple Hill Road and Apple Way), Aspen Lane, Bayberry Lane, Beech Pond, Berrywood, Birch Road, Blackberry Lane, Blueberry Hill (and Island), Elm Street, Fern Avenue, Grove Street, Hardwood Estates, Hickory Road, Juniper Green, Laurel Circle, Lilac Lane, Lily Brook, Locust Lane, Maplecrest Road, Oak Street, Orchard Estates, Peach Orchard Road, Pine Hill, Poplar Island, Ryefield Brook, Spruce Road, Sugar Maple Community Playground, White Pine Circle, Willow Street, and Wormwood Road.

However, Cotton Valley and other "Cottons" were named after a family, not a fiber-yielding plant.

Other places are named after women:

Beatrice Street, Florence Rock, Jennifer Circle, Lady Frances Drive, Nancys Way, and Normas Lane.

Still others refer to age. Presumably, in Wolfeboro it is more chic to be “old” than “new”:

New Road, New Garden Road, and too many “Olds” to list in this paragraph, but including Old Camp Road, Old Lakeview Terrace, and Old Mill Drive.

Numerous place names indicate direction or position. A small sample:

North Main Street, East Side Road, South Kenney Shore, West Clark Road, Lower Beech Pond, and Upper King Street.

If Wolfeboro place names are anything, they are diverse!

1992-94 Name and Number Changes

On October 7, 1992, October 6, 1993, and August 17, 1994, the selectmen of Wolfeboro adopted many street name changes, based upon the recommendations of the Street Numbering Committee (appointed February 1992) and input from citizens. The objective was to reduce the number of thoroughfares beginning with such locally common names as Kingswood, Wentworth, etc. It was felt that all current street designations should be distinctive and noticeably different from each other, so that in emergency situations involving the use of fire or rescue equipment there would be no mistakes made. In the process, a number of historical and traditional names were discontinued. Examples include Whitton Road, named after a pioneer land holder, which was changed to Bryant Road (Helen Bryant was a dealer in pigs, chickens, and cordwood in the early part of the century); confusing matters is the fact that earlier in the present century, it was known for a time as Helen Bryant Road.

By August 1994, a number of residents had second thoughts about names adopted by the selectmen in 1992 and 1993, and further changes were made. The process continued.

An important word about street numbers: Although street numbers do not play a significant part in this book, those using *Wolfeboro Place Names* may have old addresses they wish to check. On September 1, 1993, the selectmen of the town of Wolfeboro voted to adopt an entirely new numbering system devised by the Street Numbering Committee (the earlier system had been in general use in Wolfeboro and South Wolfeboro since the late 1880s and had been applied erratically). Property owners were given until January 1, 1995 to comply by posting their numbers on their house and/or mailbox, after which the penalty for non-compliance was set a \$1 per day.⁶ Because of the new system, numbers in earlier listings, directories, advertisements, etc., cannot be equated with those in use today, nor is there any formula whereby they can be converted.

In any event, old numbers tended to be erratic and inconsistent. The Avery Insurance Agency on South Main Street arbitrarily assigned 13 as its number to facilitate deliveries, although there were no numbers at the time on the businesses to the left or right.⁷ In another instance, a house was moved across the ice from Alton and placed in position on South Main Street. The old Alton street number remained on the front of the building!⁸

⁶ However, the town did not enforce the January 1, 1995, date as of spring 1995.

⁷ Conversation of the author with Warren Thompson, 1980.

⁸ Conversation of the author with Town Manager James McSweeney, 1992.

In general, the number changes implemented by the Street Numbering Committee in 1993 were done using the following system:⁹ Numbers in commercial districts, such as downtown Wolfeboro, were spaced 20 feet apart, beginning with a starting point. Numbers in residential districts were spaced 50 feet apart. Odd numbers were used for right side of a street (as viewed from its beginning) and even for the left. In modern residential subdivisions already laid out by a builder, unimproved lots were assigned numbers. Committee member Dorothy Schafer commented as follows:¹⁰ “The committee numbered each lot in fully subdivided sections, still using the odd-right, even-left formula, adjusting on curves, so that corresponding numbers are opposite each other.”

Thus, the right side of South Main Street, beginning from the first lamp post on the bridge, closest to the Wool Corner store, was assigned the numbers 1, 3, 5, 7, 9, 11, etc., at 20-foot intervals, and the left side received numbers 2, 4, 6, 8, 10, etc., measured from the same lamp post. North Main Street was measured and numbered from the last lamp post on the bridge, closest to Miltner’s shoe store. This lamp-post situation was due to the fact that the Smith River does not run at a right angle to where North and South Main Streets begin; the bridge is skewed.

According to current practice, Wolfeboro selectmen have to accept (by vote) the names for both “town” and private roads. “Town” roads are plowed, repaired, swept, etc., by town road crews. By definition a road name is required if it services two or more residences. However, a way serving two properties is generally called a shared driveway, not a named road. There are some historical exceptions.

In 1992 the Street Numbering Committee discussed the use of route numbers versus road names for Routes 28, 109, and 109A. As each of the routes includes at least two names, the committee opted to continue the use of names, but to modify them. Otherwise, “off Route 28” could be any place from the Alton town line to the Ossipee town line, whereas “off South Main Street” and “off Center Street” are more specific. Route 109 extending from Tuftonboro to Brookfield encompasses parts of North Main Street, Center Street, and the Governor Wentworth Highway. Route 109A includes Elm Street and Pine Hill Road.

Misspellings and Misuses

By fiat in 1992-1993, some misspellings or misuses were created or perpetuated by the town:

For a brief time there was McMannus Road, instead of the historically correct McManus (from an early 20th century land owner). It was changed to McManus Road early in 1994.¹¹

We now have Beech Pond as the official spelling of a local body of water, although nearly all of the citations in official town records and *The Granite State News* years ago had it as Beach Pond. Presumably, any beech trees that may grow around the shore were

⁹ Dorothy Schafer, letter, May 3, 1993.

¹⁰ Note to the author, May 17, 1993.

¹¹ Amanda Simpson, letter, January 31, 1994.

more memorable to the selectmen in the 1990s than the beach it has. Dr. Joyce Brown, who spent her youth in town, commented in a letter to the *Granite State News*:¹²

Regarding the two names for Beach Pond, often misspelled as Beech Pond even by town officials and map-makers—old and new:

Charles H. Brown (1863-1951), my grandfather, owned and operated Beach River Farm on Lower Beach Pond in Tuftonboro. I have it on his authority that Lower Beach Pond and Beach River were named after Upper Beach Pond. Upper Beach Pond has a sandy shore nearly all around—hence, B-E-A-C-H.

It has nothing to do with trees.

In May 1994, the sign at the corner of Pine Hill Road still read the traditional way: Beach Pond Road.¹³

Over the years, numerous Wolfeboro names have had variant spellings or have been misspelled by mapmakers, newspaper writers, scribes for town records, etc. Some of the more common ones are these:

Estabrook: This is the correct spelling, from Arthur F. Estabrook, of a road and building on the grounds of Brewster Academy. However, it has been often misspelled as Esterbrook, especially several decades ago when Esterbrook was a popular brand of fountain pen. Further, local dialect tends to insert r's where there are none.¹⁴

Forest Road: For some inexplicable reason Forest Road has been misspelled as Forrest Road in many accounts.

Keniston Island: Apart from the fact that it has been legitimately called Waveland Island over the years, such erroneous spellings as Kenniston, Kenneson, etc., recur.

Sandstrom Road: Often erroneously called Sandstorm Road and even signed that way in 1994.

Whitten-Whitton: There were two different families, the Whittens and the Whittons, according to cemetery and deed records. The twain meet often and are confused in town literature. Whitton Road (now Bryant Road) was named for the George Whitton family. Whitten Neck was named for the Jesse Whitten family.

Winnepesaukee: This the spelling today, but over 130 different historical spellings have been recorded. Perhaps the most common variant in the 20th century is Winnepesaukee.

Wolfeboro: Variations include Wolfborough, Wolfboro, Wolf'sboro, Wolfeborough, etc.

Wolfeboro Districts

For basic understanding of the geography of Wolfeboro, it is useful to know the several main districts into which the town is divided, more by tradition than by formally defined boundaries. Years ago, each of these districts had its own post office. In alphabetical order, they are as follows:

East Wolfeboro, a.k.a. Cotton Valley: District north of Lake Wentworth including Cotton Mountain, Cotton Valley, the north shore of Lake Wentworth, etc.; boundaries not precisely defined.

North Wolfeboro: District surrounding the intersection known as Dimon's Corner, where Haines Hill Road meets North Wolfeboro Road; boundaries not precisely defined. Earlier called Dimon's Corner.

South Wolfeboro: District surrounding the intersection of South Main Street with Middleton Road, and including Rust Pond, the nearby shore of Lake Winnepesaukee, etc.; boundaries not precisely defined.

¹² Letter to the editor of *GSN*, August 16, 1989; also conversation with the author, April 5, 1994.

¹³ Author's observation, May 21, 1994. Further, Waumbeck (official spelling) road had WAUMBEC signs at both ends (as it still had on a subsequent check May 10, 1995).

¹⁴ Dianne Rogers, letter, April 3, 1995 (about r's).

Wolfeboro Center: District surrounding the intersection of Center Street north and south (concurrent with Route 109 south), North Line Road west, and Route 109 east; boundaries not precisely defined. Sometimes called Center Wolfeboro earlier, especially in the 1920s and 1930s.

Wolfeboro Falls: District beginning on Center Street at or just north of the Wolfeboro Shopping Center and Clarke Plaza (the Wolfeboro Falls Post Office, zip code 03896, is in Clarke Plaza) and extending to about the Allen "A" Resort site; boundaries not precisely defined. Earlier called Mill Village (until about 1900). 19th century nickname: Slab City.

Wolfeboro: General term for the entire town. Alternatively, the name for the central or downtown district of the town and surrounding residential streets, but not including Wolfeboro Falls. Site of the Wolfeboro Post Office today, zip code 03894.

As an example of the inconsistency of use of boundaries of districts, the farm of Rodney Haines was listed in various news accounts of the 1930s as being in Wolfeboro Center, East Wolfeboro, and North Wolfeboro.

Subdivisions

From the 1960s through the late 1980s, there was a rapid development of subdivisions in Wolfeboro, and dozens were platted. Some were well laid out and received many favorable comments (*e.g.*, Robin Acres), while others were below what were felt to be acceptable standards (*e.g.*, Osseo). Still others were announced with fanfare, but went into receivership (*e.g.*, Apple Hill), or simply were never built upon to the extent planned (*e.g.*, Winnepesaukee Hill Estates).¹⁵

Representative of the activity, on February 5, 1980, there was a hearing by the Wolfeboro Planning Board concerning the Perry Subdivision in North Wolfeboro at 7:30 p.m., the Piper Subdivision on North Main Street at 8:00 p.m., the Carr Subdivision on Route 109A at 9:00 p.m., and the Turner subdivision on Cricket Hill at 9:30 p.m.. And this was just *one* meeting!¹⁶

The typical subdivision ranged from two properties to 10 or so. Sometimes, larger subdivisions were given special names (Wyanoke Harbors, Abenaukee Estates, Cricket Hill Estates, Old Mill Estates, Embassy Estates, etc.). Other times, they were simply marketed under the name of the owner or developer. Often, a local real estate agency would be given the marketing franchise.

The inventory of unsold lots for some developments platted in the 1970s lasted nearly a decade. In the early 1980s high interest rates and the scarcity of mortgage and construction money caused a drastic slowdown in new developments, and for some of the existing ones sales fell dramatically.

In the mid-1980s there was a real estate boom of unprecedented proportions in the Lakes Region of New Hampshire. Banks vied with each other to grant loans on new developments, especially of condominiums. While this activity was primarily outside of Wolfeboro, within our town two large land developments included Embassy Estates and Winnepesaukee Hill Estates. The former experienced sales difficulties, but because of its scenic lakeside location all shorefront properties were eventually sold, and most were built upon. The immense Winnepesaukee Hill Estates development in South Wolfeboro

¹⁵ Two of the greatest development failures in the region were outside of Wolfeboro limits: Copple Crown in New Durham and Suissevale in Moultonboro, the latter with 1,600 planned sites.

¹⁶ GSN, January 30, 1980.

remained vacant years later in the 1990s. Real estate loan difficulties were primarily responsible for the collapse, sale, or reorganization of nearly all of the state's banks in the late 1980s including the liquidation in Wolfeboro of a branch of BankEast.

By 1994, building activity had resumed, but not to the extent of the 1980s. Most new structures were erected on individual lots scattered throughout the town, rather than as part of multi-lot development sales plans.

Cemeteries

There are over 80 known burial sites in town that still have gravestones.¹⁷ All were privately established. In recent years the South Wolfeboro Cemetery came under the control of the town government.

There are five cemeteries presently in use for current interments. The Lake View Cemetery has seen approximately 3,300 of the 6,600 recorded burials in town. The next largest active cemetery is Pine Hill, followed by Hersey Cemetery, Wolfeboro Center Cemetery, and South Wolfeboro Cemetery. It is known that there are other locations that saw burials over the more than 200 years of the town's existence, but markings have disappeared over time.

Many of the old family cemeteries are overgrown by grass, weeds, and trees. The stones have fallen victim to the elements and have been fractured by temperature changes or external forces and scattered by unthinking individuals. However, some are well maintained and are visited every year by those belonging to veterans' groups and fraternal lodges who mark the graves of their former members with American flags or insignia of their organizations. *Wolfeboro Place Names* gives locations of identified graveyards in the town of Wolfeboro.¹⁸

Curiosa

There are numerous odd, curious, and even humorous situations among Wolfeboro place names: Consider these:

You can't get there from here: Browns Ridge Road is a Wolfeboro town road, but it cannot be accessed by automobile except by going to Ossipee first. Also, Burwell Road in Wolfeboro can be accessed only from Brookfield.

Town "adopts" islands: Little Barndoor Island and Big Barndoor Island, not discussed in *Wolfeboro Place Names* as they are geographically in the town of Alton, are serviced by the Wolfeboro Municipal Electric Department and have Wolfeboro exchange telephone numbers.

What's in a name?: Beaver Pond was dammed by concrete, not four-footed mammals.

Not here: There are no elms on Elm Street, but there used to be. On the other hand, there never was an embassy on Embassy Drive.

¹⁷ Introductory paragraphs on cemeteries are from John S. Fipphen, contribution to this book.

¹⁸ Nomenclature note (from John S. Fipphen, November 2, 1994): "The choice of the word *cemetery* or *graveyard* in my book was arbitrary on my part. I sought advice from several experts about the correct term and came away confused. I had a choice of the word *cemetery*, the word *graveyard*, or the words *burying ground*. I called any 'public' burial location a cemetery, and the private- family locations were termed graveyards. They are terms that mean the same thing. When the location was officially called a cemetery, e.g., Lakeview, then I called it a cemetery."

Sounds like a chess game: Knights Pond Lane, King's Hill, Bishop's Gate, and Center Square are local names.

C'mon in, the water's fine: Tourist brochures have been careful to point out that Rust Pond is named after an early family, not from the color of the water.

Make up your mind or else: Residents of a local way were told that unless they picked a name for their street, the selectmen would use Pinkham as part of it. Apparently that was threat enough, and property owners selected Edgewood Terrace.

Can't make it to church on Sunday? Then consider visiting Pulpit Rock, Minister Ledge, or Christian Ridge.

No sadness here: Town names include Happy Haven Lane, Mount Delight, Friend Street, and Pleasant Valley.

Sorry about that: When a new, large, and very expensive carved wooden entrance sign was made for Clarke Plaza on Center Street, the "e" was omitted, thus it indicates "Clark Plaza."

We don't have a Nixon Mountain either: In 1955 it was proposed to change the name of Cotton Mountain to Eisenhower Mountain; the effort failed. There's no consolation in Ike's Cove, for it was named for Ike Johnson.

The town has enough nice names already: Selectmen turned down a proposal to rename Filter Bed Road (leading to the sewage treatment plant) to Lumber Lane or Crabtree Lane and ignored its earlier occasional name of Peach Orchard Lane.

Sounds better than Bank Draft Street: Silver Street was so named as silver coins were used by the town to buy the right of way.

The town that was: Brighton was once a small community within Wolfeboro; today only two cellar holes remain.

Civil unrest: Wolfeboro would be smaller now if a 1785 petition by certain residents of East Wolfeboro had been accepted by the State Legislature. A group of citizens on the far side of Lake Wentworth wanted to secede from the town and form a new entity, joining a number of disaffected Middleton residents. Wolfeboro remained intact, but part of Middleton was separated eight years later to form Brookfield.

Who owns Goose Island? This little rocky prominence poking above the water of Lake Wentworth was pictured on a postcard early in the present century. However, no one ever laid claim or paid taxes on it, a fact noticed by Brenda LaPointe, town tax collector. In 1993 Wolfeboro claimed it.

Don't say we didn't warn you: Perhaps caution should be used when visiting Rattlesnake Brook or Spider Island.

Where is West Wolfeboro? The New England Telephone Co. apparently knew, for it was mentioned in one of its directories, but no one else had ever heard of it.

Then there was Wolfeton Falls, which according to the government had a brief existence in 1891 and 1892.

Confusing? King's Highway was named for King George. On the other hand, King's Hill was named for George King.

Let's re-arrange the words, add an "e", and make it sound fancy: In 1992 the name of Sewall Point Road was changed to Pointe Sewall Road.

We want to call it Beach Pond, and we don't care what anyone else says: Both the town (1895) and the state of New Hampshire (1913) officially decreed that this body of water be called Alpine Lake, but no one paid attention.

Sources and Style

Certain listings found on George E. Norris' 1889 map of Wolfeboro are cross-referenced. Some of Norris' information differs from data found elsewhere and should only be used with caution.

The use of possessives has been inconsistent over the years. Such variations as Clow Hill, Clows Hill, and Clow's Hill, Sargents Pond and Sargent's Pond, etc., are commonplace. The most common form used today is listed first, if the name is in current use. If the name is obsolete, the most common form used in the past is given first. In the 1990s the Post Office advised the town of Wolfeboro that apostrophes and other marks of punctuation were not wanted as part of street names, as they were not compatible with automated postal equipment.¹⁹ Thus, certain possessives used in the past are not acceptable today. An example is provided by what used to be called Aaron's Road, which was changed to Aarons Road (then on December 7, 1994 to Leafy Hill Lane).

Commercial buildings are listed either by the best-known historical name or by the first known commercial owner or tenant. In instances in which multiple buildings stood on a site but were moved or demolished, the history of the building is given under the earliest commercial owner of the *present* structure (examples include the Savard and Latchaw buildings).

To conserve space, certain historical notes and quotations are given in smaller type.

Credits

Prof. Walter P. Bowman provided much information concerning Lake Wentworth and its islands. **Theodore H. Bridgen** contributed histories of the Center of Hope, Haines family (from whom several places were named), the Libby Museum, and the Wolfeboro Public Library. In addition, his book, *Around Dimon's Corner*, was utilized for several listings. **Dr. Joyce E. Brown** reviewed the listings and made numerous valuable suggestions. **Jane Carville** furnished notes concerning the Wolfeboro Nursery School. **Arthur F. Chamberlin** went over the citations with the proverbial fine-toothed comb and made many excellent suggestions concerning historical listings, and furnished additions, revisions, and commentaries. **John S. Fipphen** supplied cemetery and graveyard information and listings from his 1993 book, *Cemetery Inscriptions; Wolfeboro, New Hampshire*. **Louise Gehman** provided information about the Wolfeboro Public Library and assisted with research material. **Priscilla Griffin** furnished information about the Libby Museum. **Robert L. Hanson** provided information concerning the naming of numerous of the Varney Islands he owns in Lake Winnepesaukee, most of which nomenclature he originated, sometimes with a touch of whimsy. **Larry Keniston**, town code enforcement officer, made about 6,000 permit files available to researcher Roberta French, from which much information was obtained. **Brenda LaPointe**, town tax collector, made tax maps available and answered several inquiries.

Alexander McKenzie IV, operator of the *Blue Ghost* mail boat, made valuable suggestions. **Harrison Moore** reviewed the listings and made numerous valuable comments, corrections, and additions. He provided information concerning deeds and dates of ownership changes of certain historical buildings including the several Goodwin Blocks, the Central Block, the Peavey Block, etc. **Elissa K. Paquette** provided an article about Harbor House. **Dianne Rogers** copy-edited the text and along the way suggested a new listing (see Melanson Brook). **Dorothy Schafer**, a member of the Street Numbering Committee, provided much valuable information concerning modern street names and updated several versions of the manuscript.

Beatrice Scott provided information concerning the Wolfeboro Public Library. **Amanda Simpson**, Wolfeboro town planner until November 1994, provided listings of modern street names, information concerning street names changed by order of the selectmen on October 7, 1992, and much other valuable data. In addition, she copy read and annotated several manuscript versions. **Patricia Smith** furnished information about the Libby Museum. **Herbert Vinnicombe** provided information concerning Wolfeboro Home for the Aged, Inc. (name later changed to Hearthstone Homes; supervises Christian Ridge and The Ledges).

Patricia M. Waterman, town clerk, provided a listing compiled in 1986 of street and road names cross-referenced to their original authorization or construction as reflected in town records (early citations from

¹⁹ Dorothy Schafer, letter, May 3, 1993. *Town Report*.

town records given here are from her research, except as noted otherwise). In the early days, owners of land in Wolfeboro generously gave portions of their acreage to the town so that roads could be built (*e.g.*, town records dated November 8, 1804). Although town records give the dates that certain roads were laid out by the town, often these roads used thoroughfares employed for travel at an earlier time; thus, certain roads may appear in historical listings with dates earlier than the authorization dates cited in town records. In such instances, the authorizations referred to improvements over already existing roads or paths.

Additional credits are given in the Acknowledgments section of Volume I.

Other listings are from maps, directories, town records, minutes of selectmen's meetings, *Granite State News* citations, tourist guides, and reference books. The Bibliography for this and other studies is in Volume III.

Wolfeboro Place Names and Origins

(NOTE – THIS UPDATE IS CONSIDERED A WORK IN PROGRESS, & WILL BE PUBLISHED ON THE WHS WEBSITE. PUBLIC INPUT TO ADD ANY MISSING ITEMS OR AMPLIFY ANY OF THE ENTRIES IS SOLICITED. MANY CHANGES HAVE OCCURRED IN THE LAST 25 YEARS. SUBMIT COMMENTS TO WHS.)

A

Aaron Road: Previously known as Aarons Road or Aaron’s Road. There are two adjacent roads starting from Keewaydin Road leading to the shore of Winter Harbor, possibly connected at one time. The Selectmen changed the westernmost road to Leafy Hill, Dec. 7, 1994. The other retains the name Aaron Road.

Abenaki-Sewall Woods Bike Paths: A network of biking and walking paths that stretch from Abenaki Ski Area to Downtown Wolfeboro and then on to the Sewall Woods Conservation Area. The paths are crushed stone dust and are easily passable on bikes, walking or wheelchairs. Established about 2010, the system was one of the projects of the Wolfeboro Pathways Commission. Maps were also produced.

Abbott Landing: Alternate name from the 1920s through 1940s for what is best known as Mast Landing. Named for Blake A. Abbott (life dates: July 15, 1863-January 26, 1946), who for many years operated a boat shop there.²⁰

Abbott Street: Laid out on August 17, 1901, commencing at the westerly side of Center Street at the house of carpenter Charles F. Abbott and continuing to the house of Herbert J. Horne. No longer used.

Abenaki Brook: Small stream running from marsh on Pine Hill Road to Tuftonboro line, thence into Mirror Lake. Named for the Abenaki Indian tribe.

Orthography of Abenaki, per Chester B. Price:²¹

This word has been spelled in many ways the most common being Abenaki and Abenaqui. The latter spelling is definitely French. The word “Abenaki” is derived from “Wobauakiak.” “Woban” means “white,” “aki” means “land” or “place,” “a” means “people.” Zozep Lolon (Chief Joseph Laurent) in his *“Indian” Language Book*, published in 1877, and Chief Masta in his book, published in 1912, stated that ‘Wobanakiak’ means “people of the place of the Sunrise, when the earth is bathed in light.”

²⁰ GSN, July 27, 1951.

²¹ GSN, September 2, 1955.

Abenaki Drive: Loop road extending through Abenaukee (*sic*) Estates, a residential area laid out and developed in the late 1970s and 1980s. Starting point: South Main Street. Name changed from Abenaukee Estates Drive (per selectmen's meeting, August 17, 1994).

Abenaki Ski Area: A.k.a. (mainly since the late 1980s) Abenaki Recreation Area. Wolfeboro-Tuftonboro joint recreation area developed in the 1930s by the Abenaki Outing Club (a.k.a. Wolfeboro Abenaki Outing Club) off Pine Hill Road (access road: Ski Slope Road) near the source of Abenaki Brook, on the slope of Poor Farm Hill on land owned by the Carroll Hersey family. The rope tow was added about 1940, making Abenaki one of the ten oldest ski areas in the country; it is also believed to be the oldest community-run area. Closed during World War II. At the 1977 town meeting 30.27 acres of ground were purchased from the heirs of Clarina S. Hersey as the remaining part of the Abenaki Ski Area which the town presently didn't own.²² Popular for many years. Includes ski slope, ski hut, outdoor ice rink, and indoor Pop Whalen Rink (authorized in 1984, opened in 1988). Connected to Pine Hill Road by Ski Slope Road.

1971, February: The U.S. Marine Corps Master Gunnery Sergeant Carroll F. Hersey Memorial Ski Jump was dedicated.

The ski jump was used by the Kingswood Ski Team from 1971 into the 1980's, fell into disuse in the late 1980's and became overgrown. During the 1990's, use of the ski slope dwindled with aging equipment and lean snow years. The cross-country trails around the perimeter of the property remained well used and quite popular.

The Friends of Abenaki was formed in 2005 to restore the area as an attractive small-town recreational facility. One of their important contributions was the purchase of a snow grooming machine, formerly used at Mt. Cranmore. The machine was in use for the 2006-07 winter season, as well as a portable snow making machine. This improvement in snow availability and conditions was a major improvement.

In September 2009, NHDES authorized use of water from the nearby pond for snowmaking, greatly improving conditions and use. The winter of 2010 had almost 3500 visits. The Friends of Abenaki raised private funds and gifted a permanent snowmaking system to the Town in 2012. The new Abenaki 4-Season Lodge was built in 2015, with the Friends contributing \$350,000 of the \$673,000 cost. The cross-country trails have always remained popular, with all levels of difficulty. There is now a connector to the Sewall Road trail system on the other side of North Main Street.

Trail expansion has been quite successful, with 3 trails now in use by a number of High School and other ski teams, while also providing an affordable opportunity for local participation. A season highlight for many years is the annual Winter Triathlon, a popular race combining downhill skiing, cross-country skiing, and ice skating. The main trail has lights for night use. Plans in progress include lighting and snowmaking expansion.

Abenaki Ski Slope: Alternate name for Abenaki Ski Area, particularly the ski slope.²³

²² 1978 *Town Report*, p. 7.

²³ *E.g.*, 1967 *Town Report*, p. 77.

Abenaki Trail: Principal Indian path through what was later to become Wolfeboro, roughly following the present North and South Main Streets in Wolfeboro, thence east of Rust Pond, and on to Middleton and the seacoast. This provided a west link between the Pequawket base at Fryeburg and the Pennacooks at Concord and a connection between Canada and south-central New England.²⁴

Abenaukee Drive: A.k.a. Abenaukee Estates Drive. Old name for Abenaki Drive (name changed per selectmen's meeting, August 17, 1994). Loop road off South Main Street extending through Abenaukee Estates. Accepted as a town road in 1988.²⁵

Abenaukee Estates: Residential development with common lake frontage area off South Main Street in South Wolfeboro. A coined word created in 1977 by the developer by combining ABENaki and WinnipesAUKKEE.

1978, summer: Developer Leslie Rankin offered for sale 28 beautiful wooded lots, all of more than one acre, with nine lots having common shore frontage on Lake Winnepesaukee.²⁶

1991: Abenaukee Beach Association applied for expanded docking facilities; denied because of insufficient shore frontage.²⁷

Abenaukee Estates Drive: A.k.a. Abenaukee Drive. Old name for Abenaki Drive (name changed per selectmen's meeting, August 17, 1994). Loop road off South Main Street extending through Abenaukee Estates.

Academy Avenue: Name in 1891 for road from Kingswood Place (which ran along the side of the Pavilion Hotel, a.k.a. Kingswood Inn) to Brewster Free Academy.²⁸ On Richard O. Hawkins' 1950 map Academy Avenue is shown as the road leading east from the front of Brown Hall in Brewster Academy.

Academy Drive: Main drive into Brewster Academy, extending from northwest to southwest. Starting point: South Main Street, between Chamberlain House and Kimball House. Extends down the hill past the Academic Building (original Brewster building from 1904-1905) to the Pinckney Boathouse, continuing past the Rogers Gymnasium and Estabrook Hall, then toward the Smith Center for Athletics and Wellness.

Academy Street: In 1889 intersected with Brackett Street (which was later called Union Street).²⁹ Academy Street was called School Street after January 1890.

²⁴ Janet Macomber typescript, 1977, from Robert F.W. Meader's earlier research. Some of this may have been derived from the work of Chester B. Price, well-known archaeologist and Indian lore specialist, who gave an account of the Abenaki Trail in *GSN*, August 19, 1955.

²⁵ *GSN*, January 6, 1988.

²⁶ *GSN*, May 1978. *Vacation Guide for Carroll County* supplement.

²⁷ Zoning Board of Adjustment records.

²⁸ 1891 Directory.

²⁹ *GSN*, March 18, 1889.

Adam Brown's Lane: Mentioned in town records July 2, 1832. In Wolfeboro off road leading from Ossipee Corner to Wakefield Corner. Known as Young Mountain Road in the 1990's, it is now called Youngs Road.

Adams Street: Short dead-end street extending from Pleasant Street (starting point) in the direction of the lake.

1899 Directory: "The street extending from Pleasant Street to Paugus Street, first northerly of Sewall Street." (Paugus Street does not exist; it was platted but never developed.)

1950: Ralph G. Carpenter petitioned the town for permission to lay out a "new highway" from the westerly side of Pleasant Street to a point about 285 feet northerly of the corner of Sewall Road and extending from Pleasant Street in a westerly direction about 300 feet, such highway to be 40 feet in width, the same as was known as Adams Street on a certain plan of land prepared by J.C. Kimball, C.E. dated May 1936.³⁰

1950: 160' of 1.25-in. water pipe laid by town.

1967, October 26: Selectmen stated that Adam Street was private and not eligible for town funds.³¹

1993: There were two houses on the street.

Adams-Brown Graveyard: Located off Brown's Ridge Road.³²

Aeromarina: Boat and aircraft facility off North Main Street.

1947, June 20, *GSN*: "Unique on Lake Winnepesaukee is a combination marine and aircraft base opened this week at the rear of 36 North Main Street by the Northeast Equipment Co. Called an Aeromarina [it accommodates] both boats and seaplanes." This facility had a long history until 1982, when the assets were sold to the newly formed Wolfeboro Corinthian Yacht Club. For complete details, refer to Bowers' History of Wolfeboro, Volume III, page 366.

Airport Road: General term in use in the 1940s and 1950s for the section of Forest Road past Carry Beach, particularly the section past Camp Wyanoke extending to the airport.³³

Albee Beach: Short name for Allen H. Albee Beach (see listing). Serviced from Center Street by Albee Beach Road.

Albee Beach Road: New name³⁴ for Beach Road; extends from Center Street (Route 28) southeast to Albee Beach on Lake Wentworth. A.k.a. Beach Road.

Alberg Drive: Early name for Alberg Road.

³⁰ *GSN*, August 4, 1950.

³¹ *GSN*, November 3, 1967.

³² Details in John S. Fipphen, *Cemetery Inscriptions; Wolfeboro, New Hampshire*, pp. 201, 202.

³³ Improvements were made by the town in 1958 and 1959; the reference at that time was to the road from Camp Wyanoke to the Lakes Region Air Park.

³⁴ Selectmen's resolution, October 7, 1992.

Alberg Road: Earlier called Alberg Drive.³⁵ Extends north off Heritage Road, which, in turn, is off Beech Pond Road north of Beech Pond. Part of the Hidden Valley development.

All Saints' Church Cremains: South Main Street cemetery operated by All Saints' Episcopal Church. Began in the 1970s.³⁶

Allen, Ethan Road: See Ethan Allen Road listing alphabetized under E.

Allen H. Albee Beach: Town beach on Lake Wentworth; formerly the Allen "A" Resort beach. Purchased by the town for \$730,000 in 1989.³⁷ 9.59 acres.³⁸ Named for Allen H. Albee, founder of the resort in 1934 (using property he purchased in 1933). At one time in the 1980s it was called the Wentworth Winds Beach (Wentworth Winds being the name given at the time to the former Allen "A" Resort; later the name was dropped).

Allen Road: Extends north from Center Street (Route 28). Named for Rev. Ebenezer Allen, minister in Wolfeboro 1792-1806.³⁹ Name applied c.1954; formerly known as Old Route 28. Town House Cemetery is off this road.

Alpine Lake: Official name given in 1913 to Beech Pond (a.k.a. Upper Beech Pond and Beach Pond).

1895, July 16, *GSN*: "There is posted on the shore of Upper Beach Pond, near the intake, the following: 'L.S. [location of seal]. Wolfeboro, N.H. July 4, 1895. Know ye all persons that after this date, July 4, 1895, this sheet of water will take the name of Alpine Pond instead of Beach Pond. Per order Naming Committee (of 100).'"

1913: The State Legislature decreed that the name Alpine Lake be used. However, it never caught on despite its official status.

Alpine Meadows: Residential development off Middleton Road on slope of Mt. Long Stack.

1964, June 5, *GSN*: "Harry Hopewell has begun development of a 100-acre area on the east side of Mount Long Stack across from the Robert Hale home. The road up the mountain is now passable, and he hopes to sell lots this summer and begin building chalets in August..."

1964, June 9: First offered by Yankee Pedlar real estate. Large lots, \$2,500 up.

1967, January 13, *GSN*: "Alpine Meadows on top of Mount Long Stack has been sold to John Dunnan of Concord, president of Town & Country Homes."

Alpine Meadows Drive: See Alpine Meadows Road.

³⁵ *GSN*, July 24, 1969 (first homes in the Hidden Valley development were being built).

³⁶ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 230, 231.

³⁷ 1989 *Town Report*.

³⁸ 1991 *Town Report*, (schedule of town-owned property).

³⁹ Ida Pineo, note, April 1994, and other contributors. Modern statements that the road was named for Allen H. Albee, who bought property in the area in the 1930s, are not valid.

Alpine Meadows Road: Road extending southwest from Middleton Road; area of new home development begun in the 1960s. Alpine Meadows Road is the official designation, although it is also known as Alpine Meadows Drive.

Alpine Pond: Official name given in 1895 to Beech Pond (a.k.a. Upper Beech Pond and Beach Pond). See Alpine Lake listing for more information.

Alps of Wolfeboro: Archaic once popular but unofficial term for a group of high hills in the north section of the town including Beacham and Moody mountains.⁴⁰ In the Wolfeboro Highlands district.

The term was also used in general to apply to other hills between Wolfeboro and Ossipee. The November 7, 1866, issue of *GSN* noted that on the preceding Saturday afternoon citizens came to the Town Meetinghouse to discuss the matter of a new highway between Wolfeboro and Ossipee. There had been divided opinion concerning the project. Now, opinion seemed to be in favor. “So there is some prospect of the public having a highway to the county seat without climbing the Alps, as has been done from time immemorial.”

Alton Hill: A.k.a. Kehonka Hill. Partly in Alton on the town line with Wolfeboro. Part of Camp Kehonka was once located on the hill.

Alton Road: Old name for the road from South Wolfeboro to Alton.⁴¹ Today known as South Main Street as far as the Alton town line; part of Route 28.

Alton-Wolfeboro Highway: Name used extensively in 1929-1930 for the road from South Wolfeboro to Alton. Work was begun on August 27, 1929. Involved was changing the roadway in some areas, cutting down the top of “Old Perk” hill and raising the bottom grade by 17 feet.

Ambrose Way: Winding road starting at North Main Street past Lakeview Cemetery, extending to the end of Hemlock Drive. The road was built about 2006 as part of the Ridgeview Estates development, which is still active in 2021.

American Legion Hall: Wolfeboro Falls. See Legion Hall listing.

American Legion Lot: Located behind the U.S. Post Office building in downtown Wolfeboro and surrounded by three streets. Offered for sale to sealed bids by Harriman-Hale Post No. 18 in 1970.⁴²

1980s: The lot was built upon, and Sound Spectrum and other businesses located there.

2021: The lot has had a number of tenants since the Sound Spectrum Photo Shop closed in 2015.

Amley Way: Off South Main Street. Spur off Timberlane, which intersects the former Winneconnett Road.

⁴⁰ Parker, p. 40.

⁴¹ *E.g.*, Wolfeboro selectmen’s notice of September 1930; also 1937 Directory.

⁴² *GSN*, January 29, 1970.

Anagance Lane: Road to left off Canopache Road. Added to town road system in 1963; officially accepted as a town road in 1970.⁴³

Apple Hill: A.k.a. (in advertisements) Apple Hill in Wolfeboro. Part of the Port Wedeln real estate development off North Main Street, later separated from Port Wedeln.

1974, August 22 advertisement, *GSN*: “Apple Hill at Wolfeboro. Prestige residential living. Only 22 over-acre graduated and heavily wooded home sites.” \$9,900 each. An 86’ wide Royal Barry Wills country colonial house with five bedrooms was featured as a showcase home. Sales were through Wedeln Realty. Mr. Michele LaMedica and the Winter Haven Realty Trust were developers.

1976, August 9, *GSN*: Noted that Apple Hill would be sold at public auction on Friday, August 20. The opinion of an attorney was being sought with regard to the “violation of the intent of a town ordinance.” Selectman Lawrence S. Toms explained: “The Board of Adjustment understands that persons who plan to purchase the 22 lots known as Apple Hill also plan to purchase a back lot on Port Wedeln, thus providing beach rights for those persons who would buy an Apple Hill lot. He said that the lots in Apple Hill do not have deeded beach rights as do those which are part of the Port Wedeln subdivision. They plan to buy a back lot in Port Wedeln and give 1/22 of the lot to each person who buys a lot in Apple Hill.”

1976, August 9, *GSN*: Brenda McBride, a member of the Planning Board, commented: “When the Apple Hill Subdivision was approved by the Wolfeboro Planning Board in 1974 it carried the stipulation that the lots would not have deeded beach rights to the Port Wedeln beach. There simply is not enough beach area available to accommodate persons who purchase lots in Apple Hill.”

Apple Hill went through foreclosure sale in 1976 as scheduled.

Apple Hill Road: Former, seldom-used name for Winterhaven Drive, a road in the Port Wedeln area. Name not official today.

Apple Way: Popular but unofficial name for road near Winter Harbor extending through the Earl apple orchard to Earl Shore.⁴⁴

Applewood Drive: Street off Maplewood Drive on Cricket Hill. Developed in the 1970s and 1980s.

Apron Ledge: In Lake Wentworth offshore from the site of the Governor Wentworth mansion.

Area C: Name for town garbage dump near the Wakefield Pit Dump (see listing). In use in the 1960s.⁴⁵

Armory Hall: A.k.a. G.A.R. Hall; best known as the Central Block (see Central Block No. 1 listing). Meeting hall in Wolfeboro (mentioned in town records, May 1, 1886). In the 1880s and early 1890s the local unit of the State Militia, Company K, met there.

⁴³ 1963 *Town Report*, p. 13; 1970 *Town Report*, p. 16.

⁴⁴ Arthur F. Chamberlin, letter, October 12, 1993.

⁴⁵ *GSN*, August 11, 1967,

Armstrong Road: No. 1. Armstrong Road has two sections. A short dirt road runs south from North Main Street. Another short road, paved, runs north from the junction off Berrywood Road and Maplewood Road. The two sections do not join. Water lines were paid for by the developer and connected to town lines in 1970.

Armstrong Road: No. 2. Road off Cotton Valley Road.

Dorothy Schafer commented as follows in 1993:⁴⁶ “At the October 6, 1993 public hearing on roads, Arthur F. Chamberlin asked about the name of the ‘town road,’ first left off Cotton Valley Road, before Dallas Road. Investigation is proceeding.”

This “newly discovered” Armstrong Road accesses a property owned by a Massachusetts family named Armstrong. Curtis Pike reported to Mrs. Schafer that he believes it has been a town road since about 1926 and has been plowed by the town much of the time since then.

Arthur F. Chamberlin commented further:⁴⁷ “This Armstrong Road is off Cotton Valley Road and used to be called Nelson Road when Paul Nelson lived there. The Street Naming Committee is having a small problem with this one since an Armstrong family now lives there.”

2021: Dallas Road is now called Jenness Farm Road. The Armstrong Road name is no longer used at this location. It was never a true road as it is the long driveway leading to house number 54. That house remains in the Armstrong family today.

Arthur Perry Road: A.k.a. Perry Road (name in use before October 7, 1992). The old road from Cotton Valley Station to Brookfield. This dirt road is passable for vehicles only a short distance to the last house in Wolfeboro and is now identified as part of Cotton Valley Road.

1937: Mentioned as Arthur Perry Road in *GSN*, August 13, 1937, where it was noted that Everett Cotton had a residence there (it had been a tavern in Governor Wentworth’s day and later a store). “Has the most interesting cider press in the large shed which we have ever seen.” Arthur Perry lived in the last house next to the Brookfield line.⁴⁸

1965: Elevation of road raised 3 1/2 feet.⁴⁹

Autumn Lane. This short road goes north off the northern end of Waumbeck Road. Is was built about 2003 as part of a small (3 lot) development.

Aspen Lane: New name for a road in Port Wedeln area; starts at Port Wedeln.⁵⁰

Avery Building (or Block): No. 1. The former Peavey Block on South Main Street; see Peavey Block listing.

Avery Building: No. 2. Name sometimes used in the 1930s for the block behind the Bank Building. See Central Block No. 1 listing.

Avery Cemetery: Located off Stoneham Road. Described in *GSN*, May 29, 1909, as where Civil War and other soldiers were buried.⁵¹

⁴⁶ Letter to the author, October 12, 1993.

⁴⁷ Letter to the author, August 22, 1994.

⁴⁸ Arthur F. Chamberlin, letter, February 22, 1994.

⁴⁹ 1965 *Town Report*, p. 54.

⁵⁰ Selectmen’s resolution, October 6, 1993.

⁵¹ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 197, 198; there called Avery Graveyard.

Avery Hill: A.k.a. Avery Ridge. Hill in the northeastern section of Wolfeboro; Avery Road is on it. *GSN*, April 17, 1931, noted that Jenness Road ran over the hill. However, the identification of this hill is not precise. Arthur F. Chamberlin noted this:⁵²

Avery Hill almost has to be one of two possibilities:

1. Avery Road runs uphill most of its distance. The highest part could have that name.
2. However, I favor the taller hill where Spike Taylor recently lived. At least both hills are in sight of each other.

Avery Hill is adjacent to Hardy Hill in the direction toward Cotton Mountain. Avery Hill and Tibbetts Hill stood between Hardy Hill and Cotton Mountain, according to *GSN*, November 25, 1960.

The farm of Mr. and Mrs. George Bagge was identified as being on Avery Hill; the Bagges summered there in the 1940s and sold the farm in 1952.

Avery Hill Road: Road on Avery Hill. Name not used today.

Avery Lane: This lane was originally platted between North Main Street and Varney Road, south of Friend Street.⁵³ Never developed, it now appears on tax maps as a short unnamed strip off Varney Road, not connecting to North Main Street. Looking like a dirt driveway, it is in use as the only access to three lots, two vacant and one with a garage.

Avery Ridge: Same as Avery Hill. Avery Ridge nomenclature used in *GSN*, April 17, 1931, in a report on the miserable condition of Jenness Road.

Avery Road: In North Wolfeboro. Extends from Stoneham road to the northeast. Cowper Road intersects with it near its end. From a Wolfeboro family name. 2021: An unmaintained Class VI dirt road, but a resident reports that it is occasionally passable.

1991: Avery Road from Stoneham Road to Cooper Road was designated as a Scenic Road (official term) under the provision of RSA 231:157 at the Town Meeting. The purpose was to “protect and enhance the scenic beauty of Wolfeboro.”

Avery Shore: No. 1. 1890s usage. Shore of Wolfeboro Bay near the Avery residence on South Main Street. Mentioned in *GSN*, July 31, 1894.⁵⁴

Avery Shore: No. 2. 1890s usage. Section of shore area of Crooked Pond (later known as Crescent Lake).⁵⁵ This shore is on the southwest corner of the lake, accessed by Millwood Road.

Avery Street: This short street is on the Brewster Campus. In the northwest corner of the campus, it runs from Academy Drive to several residence houses.

Avery-Trickey Building: A.k.a. Avery-Trickey Block; Trickey-Avery Building or Block. Name in the 1920s to 1957 for the wooden business block behind the Bank Building. See Central Block No. 1 listing.

⁵² Letter to the author, November 16, 1993.

⁵³ Amanda Simpson, letter, January 31, 1994.

⁵⁴ *GSN*, July 31, 1894.

⁵⁵ *GSN*, October 22, 1895.

Avery Woods: Section of woods in Lot 20 in the original division of land by the proprietors; in the Pine Hill district.

1897, September 7, *GSN*: Messrs. Piper, Edgerly & Clow recently acquired it.

1897, September 14, *GSN*: Report of holdup there the preceding Sunday evening.

Aviation Colony: Name beginning in the 1950s for a group of lakeshore cottages near the airport on Wolfeboro Neck.⁵⁶ Not an official town name.

1971 advertisement in *Carroll County Vacation Guide*: “Shore lots available in the Aviation Colony adjacent to the runway [of Lakes Region Airpark]. Restricted to those who have an interest in aviation.”

1970s: A.k.a. Horn Subdivision.

Avifauna Lane: Early name for what is now known as Penn Air Road, a.k.a. Penn Air Estates Road off Route 28 (Center Street).⁵⁷ Name changed to Sky Lane per action of selectmen, December 7, 1994. Today, the main entry to the development is Penn Air Road, and Sky Lane is on the north off Penn Air Road.

Axford Way: Newly named road.⁵⁸ Starting point: Rusty Lane. In Middleton Road area. Provides access to camps on Rust Pond.

Ayers Hill: A.k.a. Wyanoke Hill⁵⁹ (or, rarely, Carry Hill⁶⁰). Hill on Wolfeboro Neck immediately past Carry Beach. Much of Wyanoke Harbors and the area formerly known as Embassy Estates development are on this hill. 629 feet high (USGS survey, which places the level of Lake Winnepesaukee at 504 feet, meaning this hill is 125 feet above lake level). Named after an early settler, Joshua P. Ayers (a.k.a. Deacon Ayers), who farmed the area at the end of the Neck.⁶¹

Ayers Point: Extreme tip of Wolfeboro Neck. Named after an early settler, Joshua P. Ayers, who farmed the area at the end of the Neck.

⁵⁶ *GSN*, April 17, 1956; February 5, 1965 (sample citations).

⁵⁷ *GSN*, February 8, 1968.

⁵⁸ Selectmen’s resolution, October 7, 1992.

⁵⁹ *E.g.*, 1959 *Town Report*, p. 56; 1960 *Town Report*, p. 18.

⁶⁰ 1968 *Town Report*, p. 17.

⁶¹ Discussed in detail in *GSN*, July 31, 1915.

B

Baas Drive: See Baas Road.

Baas Road: Extends from North Main Street to cove on Winter Harbor. Named for Leendert J. Baas, former owner of the Piping Rock motel and cabins. Earlier called Baas Drive.

1976: Accepted as a town road on November 17, 1976; added 2/10 mile to the town road system.⁶²

Baas Subdivision: Area at Baas Road developed by Leendert J. Bass in the mid-1970s.

Babayaga Graveyard: Located off Haines Hill Road. Members of the Nudd family who burned to death when the old house burned in 1816 are buried there.⁶³

Babson Island: Name for Nosbab Island (Nosbab = Babson spelled backwards) until changed in 1993; name changed again, to Overnight Island, by Donald P. Babson, May 9, 1994.⁶⁴

Small island (0.15 acre) in Lake Winnepesaukee; one of the Varney Islands. Named after Paul Babson, Massachusetts publisher and entrepreneur, who bought the island. Babson owned Standard Statistics and c.1940 sold it to Poor's Publishing Co., which then became known as Standard & Poor's.⁶⁵ Paul was a cousin of Roger Babson, who founded Babson College in Wellesley.

The Paul Babson family frequently vacationed at the Brook & Bridle Inn, a resort in Alton near the Wolfeboro town line.⁶⁶ Visible across a small stretch of Lake Winnepesaukee were the Varney Islands. Years later on December 30, 1961, Paul Babson purchased two islands from Melody Island Associates just prior to building a summer retreat, Cove Point, a complex of several buildings on the mainland shore near the Brook & Bridle. He felt that by acquiring the two closest Varney Islands, he would forever protect his view of the lake.

On the Wolfeboro tax records, the two Babson islands are listed as Sublot 29 and Sublot 30 of Melody Island, but the two small islands are distant from Melody. Neither of the Babson Islands has been built upon.

1994: The islands were called Overnight Island and Lone Pine Island.

2021: The tax records now indicate Overnight Island has reverted back to its original name, Nosbab Island. Lone Pine Island is unchanged. Both remain in the Babson family.

⁶² 1976 *Town Report*. Also *GSN*, September 23, October 21, and November 17, 1976.

⁶³ Historical information from Arthur F. Chamberlin. Details of tombstones in Fipphen, *Cemetery Inscriptions*, p. 208.

⁶⁴ Per letter of Alexander McKenzie IV to Donald P. Babson, May 10, 1994, confirming conversation of the previous day.

⁶⁵ Certain information concerning the Babson family was furnished by Jesse Putney.

⁶⁶ As was the case with certain other Alton tourist attractions and camps, the Brook & Bridle used a Wolfeboro postal address in advertising.

Babson Island II: Name until 1993 for what was known as Long Pine Island, apparently a mis-transcription of Lone Pine Island; name confirmed as Lone Pine Island by the owner, Donald P. Babson, May 9, 1994.⁶⁷ Small island (0.11 acre) in Lake Winnepesaukee; one of the Varney Islands. Named after Paul Babson, who bought the island.

Back Bay: Bay located between the Smith River outlet and Lake Winnepesaukee, bordered by much of the Wolfeboro commercial district. Cited as Back Bay in town records dated November 12, 1881, among many others. However, from time to time it has been referred to as Inner Bay and Front Bay, the latter emerging in print every now and then as a newly-discovered “correction” for the traditional Back Bay nomenclature.

In 1899, it was known as Inner Bay (see listing) on at least one map. Incorrectly called Smith’s Pond on some Sanborn fire maps of the turn of the century and later.⁶⁸ Also rarely and inaccurately called Front Bay (as on 1987 USGS map, a map with other inaccuracies as well including assigning Back Bay a two-foot higher water level than Lake Winnepesaukee).

At one time the State Legislature ruled that it was not part of Lake Winnepesaukee; thus, pollution laws referring to Lake Winnepesaukee did not have to be followed for Back Bay, and Wolfeboro could thus dump sewage into Back Bay; this philosophy was later changed.

Much of what was earlier known as part of the Back Bay, or Inner Bay, or Little Back Bay, was filled in; it once included what is now the town parking area, Foss Field (Guy Foss Memorial Playground), the Wolfeboro Shopping Center and Clarke Plaza; this now-filled area was at one time a body of water between the railroad tracks and Centre Street.

1936: On February 17, 1936, the Works Progress Administration (WPA) workers began filling in Back Bay, starting by the Wolfeboro Laundry, although for many years earlier much filling had been done by dumping rubbish, fill, etc., into the lake, especially near Center Street. By the time the WPA workers were finished, just an additional part had been filled. Much water and swamp remained.

1966: Most of the part of Back Bay extending toward Center Street was filled in.⁶⁹ Filling was completed in 1967.

1967, autumn: River between Back Bay and Wolfeboro Bay, under the Main Street bridge, dredged and improved.

1981: Bridge with a 200’ span with walkway 8’ wide, across Back Bay from the Back Bay Boathouse to Wolfeborough Railroad Station, was proposed by developer Richard Hammer; never built.⁷⁰

1981, summer: Milfoil harvested by Massachusetts firm.

⁶⁷ Per letter of Alexander McKenzie IV to Donald P. Babson, May 10, 1994, confirming conversation of the previous day.

⁶⁸ See Bibliography. These maps showed the locations of buildings and gave information concerning water supply, material of construction, etc., useful for fire insurance underwriters.

⁶⁹ 1966 *Town Report*, p. 57.

⁷⁰ *GSN*, May 13, 1981 (Hammer asked for used telephone poles from the town; financial assistance was not requested).

1986, May: The State Legislature approved funding of \$45,000 to experiment with the removal of milfoil; in 1987 UNH Professor Alan Baker worked with a crew from Aquatic Control Technology of Northborough, MA, with a hydraulic rake (one of only six in the world) and limestone and non-toxic chemicals.⁷¹

1990: A donation from Q. David Bowers and Raymond N. Merena and contributions from the Trust for NH Lands resulted in the town's acquiring 940 feet of natural shoreline and 10 acres of woods on Back Bay. The site was found to have historical value as per this account in *GSN*, December 19, 1990: "The site will be used for a low-impact park. The historical interest was sparked when William Swaffield heard from nearby resident Justin Tibbetts that 50 years ago Tibbetts' brother, Charles, had often walked through the wooded area with a man named Will Paris and saw Paris collecting 'all sorts of Indian artifacts.' Swaffield and Gary Hume [state archaeologist] walked the area, and Gary found two pieces of Indian artifacts within a hour.... Hume said he thinks Winnepesaukee Indians speaking a local dialect of the eastern Abenaki language lived here from about 6000 B.C. to the early 1600s. The camp may have been seasonal when salmon were running."

1990s: Back Bay presents a very attractive appearance and for the most part is well kept around the shore.

2021: The area remains a prime attraction with the well-used Bridge Falls Path and Foss Field on the east side, Bean Park near downtown, and Front Bay Conservation Area on the northwest side. See separate listings. With calmer waters than Lake Winnepesaukee, Back Bay is popular for water skiing tournaments, canoeing, kayaking, and paddle boarding.

Of particular interest is the waterskiing activity of the Abenaki Water Ski Club, formed in 1959 as the Wolfeboro Water Ski Club. The club regularly gave exhibitions and held tournaments, initially in Rust Pond, then Wolfeboro Bay in the mid-1960's, and moved to Back Bay in 1981. To make the Bay safe for use, about 150 logs, remains of the Great Hurricane of 1938, were removed from the bottom. Exhibitions were held yearly until 2000, stopping due to increased boat traffic and permit restrictions. Practice runs and tournaments continue, in slalom, jumping and trick competitions. Since 1981, there have been about 120 tournaments in Back Bay. This is believed to be the only site in the state today with all these events.

Back Bay Dump: Former town dump site on Back Bay off Center Street; now completely filled in. The Wolfeboro Shopping Center businesses are there.

1955: Dump still being used; being filled in over a period of time at a cost of \$500 per year, with an estimated \$5,000 still needed.⁷²

1958: Filling was accelerated, and in 1958 the Wolfeboro Shopping Center was built on part of the site.

1965: Town appropriated \$6,000 to convert dump behind the Wolfeboro Shopping Center to a recreational park. Now known as Foss Field.

Back Bay Park: A.k.a. Back Bay Recreation Park. Name c. 1966 onward for the area behind the Wolfeboro Shopping Center, now known as Foss Field (officially, Guy Foss Memorial Playground; in memory of Guy L. Foss, who was the Wolfeboro Fire Chief for 28 years). In November 1967, the area had been recently resurfaced but was full of broken glass from the dump that had been there for many years.⁷³ Circa 1972-1975, it was better known as the Back Bay Recreational Area. See Foss Field listing.

Back Bay Recreational Area: Name 1972-1975 for what on June 25, 1975 became known as the Guy Foss Memorial Playground, popularly known as Foss Field.⁷⁴

⁷¹ *GSN*, August 12, 1987.

⁷² Cf. 1955 *Town Report*.

⁷³ *GSN*, November 22, 1967 (account of selectmen's discussion on November 15).

⁷⁴ *GSN*, January 18, 1973, and other issues. Also see Foss Field listing.

Baker Brook: Small brook in South Wolfboro extending from Trapper Pond and draining into Mink Brook. Earlier called Rust Brook.

Named for Isaac F. Baker, who built a summer lodge (a.k.a. Baker Estate and Stonehenge) in 1908, on 40 acres with 1,200+ feet of Lake Winnepesaukee frontage through which this brook flowed. Baker was an avid trout fisherman and built several trout pools on the brook which remain today.⁷⁵

Baker Cove: One of two coves on the southern end of South Wolfboro Bay. This cove is to the east of Furber Point. Baker Brook flows into Baker Cove. Baker Cove is the most easterly part of Lake Winnepesaukee.⁷⁶

Baker Island: A.k.a. Baker's Island. Designation for what is now known as Keniston Island, on Edson C. Eastman's 1878 *Map of Lake Winnepesaukee*, and on *Map of Lake Winnepesaukee and Surroundings* issued by the Passenger Department, Boston & Lowell Railroad: undated, c.1872-1875. Also see following listing.

Baker Islands: This and Fisher Islands were alternate names earlier in the century for what are known as the Varney Islands (see listing).⁷⁷

Banfield Graveyard: Located off Anagance Lane.⁷⁸

Bank Building; Bank Block: A.k.a. Boot & Shoe Factory Building, Lake National Bank Building, Lake Factory, Piper Block (but see separate Piper Block listing), Cotton Block, French Building. Two-story plus finished attic, brick structure built c.1855 on South Main Street. Named for the Lake Bank, although earlier (c.1855) known as the Boot & Shoe Factory Building. Built and owned by John M. Brackett, William Thompson, and Capt. William Walker.

c.1855: Brick building erected on land purchased by William Walker, Jr., on February 28, 1854.

Parker (p. 531) related that the *site* of the building, when Piper's Store was located there before 1856, was Winnepesaukee lakefront, and boats could be loaded and unloaded at the store. Later, the lake was filled in with 10 to 12 feet of logs, dirt, rocks, etc., creating what is now a section of South Main Street, the Avery Building site, Dockside, etc.

1856, January 9: William Walker, Jr., deeded 1/2 interest in common, Boot & Shoe Factory Building with machines, to the Lake Bank.

1857, August 13, *Carroll County Pioneer*: First-floor tenants included George Y. Furber, general merchandise; Lake Bank; printing office. The second story and basement were occupied by Brackett & Thompson, shoe manufacturers. "In the attic a hall has been fitted up and furnished in the elegant style and is occupied by the Morning Star Lodge of Free and Accepted Masons."

1860s: Carroll County Five Cents Savings Bank (a.k.a. Carroll County Savings Bank) located there.

1881-1884: Charles F. Piper bought out interests in what was deeded as the Boot & Shoe Factory Building and its machines.

⁷⁵ Alexander McKenzie IV, note, February 9, 1994. Baker was McKenzie's great great-grandfather, and his son Isaac was named for him.

⁷⁶ *Ibid.*

⁷⁷ *GSN*, August 28, 1931.

⁷⁸ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 231. Just one tombstone is listed: Addison W. Banfield.

1881, January 7: Charles S. Paris and Charles W. Thurston (of Boston) deeded 1/12th interest to Parker.
1881, November 16: Read, Hawkins & Reed, of Boston, deeded interest to Emily S. Thurston, of Dover.

1883, March: Interest deeded by Thurston to Piper. Became known as the Piper Block.

1884: The firms of J.M. Cromptley and Brother and F.W. & I.W. Monroe Co., both shoe manufacturers, were located in the so-called Lake Factory awaiting completion of the "Big Factory" on Factory Street.⁷⁹

1884, January 25: Additional interest deeded by Eleazer D. Barker to Charles F. Piper. Bank Building usually called that, but also sometimes called the Piper Block, although the building behind the Bank Building, also owned by Piper, was also called the Piper Block.

1887, October 14: Major fire destroyed the Piper Block (building attached to back of Bank Building) and caused extensive water damage to the Bank Building. Both buildings were owned by John M. Brackett and Charles F. Parker.

1889, November 25: "The work of repairing and remodeling the Bank Building recently purchased by Springfield & Parker has been awarded to A.J. McDonald, who made commencement last week."

1892, November: Right front side used for Lake National Bank. Left front side used for dry goods store. Dry goods store extended all the way to the back of the building. Behind the bank was a store room.

1893: Sold by the insolvent Lake National Bank to the Wolfeboro Loan & Banking Co.

1899, May 28: Fire at the Town Docks and Goodwin Block endangered nearby structures. *GSN* account: "The blazing embers alighting upon the roof of the [Bank Building] owned by the Wolfeboro Loan & Banking Co. quickly ignited, and as every line of hose was engaged in other work, the flames soon gained headway. Willing work by the students at Brewster Academy with lines of small hose, aided by one line from Rollins Hose Co. No. 1 and, later, one from Eagle Hose Co. No. 3, prevented the total destruction of the building.... Work was commenced Wednesday morning on the repairing of the roof of the building owned by the Wolfeboro Loan & Banking Co." The building and fixtures sustained a \$6,000 loss including extensive water damage, against insurance of \$2,000.⁸⁰

1901 map: Dry goods store on left, bank on right, with store room behind bank.

1905: Bought by Henry D. Cotton and subsequently known as the Cotton Block through the 1920s.

1906: Wolfeboro National Bank opened for business on right side of first floor.

1960s: Owned by Charles French. Sometimes called the French Building.

1980s, late: Sold at auction.

1980s through January 1994: Housed Moods of Wolfeboro, a clothing store.

1994: Moods ad in *GSN* Jan. 5: going out of business. Fixtures, office supplies and equipment also for sale. Carol Bush had opened the store 23 years ago when she was a 19-year-old college student. She and her husband, Steve, had many factors in the decision to close, including poor economy and poor banking atmosphere. They had five stores, and had closed all but the one in Wolfeboro. The Christmas season had been dismal, their lease was expiring and the building across the street (probably Latchaw) wasn't going to be ready in time (*GSN* 1/12/1994). The Moods building would be vacant for a while. Owner Paul Medeiros of Pocasset, MA, was intent on selling the structure, for \$500,000.⁸¹ In the meantime, the Chamber of Commerce was trying to use the windows for displays, to make it seem less vacant. Building was painted yellow.

1995: December: Spencer-Hughes Real Estate and Construction business was opened there by the Hughes family. Spencer was the family dog.

2021: Real estate business continued with several name changes. Today it is named the Berkshire Hathaway Home Services, Verani Realty.

⁷⁹ *GSN*, December 24, 1883.

⁸⁰ *GSN*, May 30, 1899.

⁸¹ *GSN*, March 2, 1994.

Bank Square: A.k.a. Banking House Square. Name for Post Office Square in the 1920s and 1930s.⁸² The Wolfeboro National Bank was located there. The area was more a section of South Main street than a “square” in the usual sense. A.k.a. (rarely; see listing) Wolfeboro Square.

BankEast Plaza: Name officially used beginning in 1991 for Wolfeboro Shopping Center; name fell out of use after 1992 when BankEast was bankrupt and branch of bank closed. Known as the Wolfeboro Shopping Center and then Kingswood Plaza, before the BankEast Plaza name was assigned in 1981. Name later changed back to Wolfeboro Shopping Center (see listing).

1990: Interior, exterior, and sign renovations made by the Bank Design Team, Manchester. Bank portion received new siding, walkway, trim, and roof.⁸³

1991, May 18, 11 a.m. to 1 p.m.: Grand reopening. Food (Pepsi-Cola and a hot dog for 10¢), prize (color TV, cruise, \$200 savings bond, six pizzas from Louis’, etc.), activities.⁸⁴

Bankers’ Row: Popular 19th century nickname for group of large residences along east side of South Main Street from Glendon Street to Pickering Corner. Blake Folsom, Daniel Pickering, Dr. Rufus King, and others had fine homes there. Today, Hunter’s IGA, Fritz’s Texaco, Town Hall, and Carpenter School occupy much of the same area where these buildings used to be; the Pickering, Avery, and Scott buildings still stand.

Barn at Lake Wentworth, The: Four-unit condominium on Whitten Neck Road.⁸⁵

Barn Door Islands: Group of four islands near Wolfeboro as described on December 24, 1781. Included what today are known as Big Barndoor Island (now in Alton), Little Barndoor Island (now in Alton), Keniston Island (Wolfeboro), and Melody Island (Wolfeboro). See further discussion below under “Lake Winnepesaukee (Islands)” entry.

Bass Island: Island in Lake Wentworth named for the fish plentiful in its waters. Bass Island is a thousand or so feet from Stamp Act Island and is connected to it underwater by a rocky ledge. Earlier, Bass was called Goss Island, from Walter H. Goss, who built the first cottage on it. Goss was a flutist and a member of an orchestra in Haverhill, MA. Still earlier Bass Island was called Townsend’s Island.⁸⁶

1902: An auction was held by deputy sheriff John G. Cate on Goss Island, July 22, 1902, to liquidate two cooking stoves, various utensils, kitchen furniture, and many other articles, as a result of a successful legal action brought by Oscar E. Place against Goss.

⁸² *GSN*, October 25, 1924; March 25, 1932.

⁸³ Town permit records.

⁸⁴ *GSN*, May 15, 1991.

⁸⁵ *GSN*, May 16, 1984 (pre-completion sale offer).

⁸⁶ *GSN*, March 2, 1897 (“Townsend’s is now occupied by Walter Goss, of Haverhill, Mass. On it he has erected a cottage and a lookout.”).

Bassett Road: No. 1. Extends from Old Lakeview Terrace south, curving to end on Forest Road. Lary Road connects to it. Developed by J. Frank (Jeff) Goodwin as a part of Goodwin Estates (see listing) beginning in 1968. Named for an early property owner, an ancestor of the Goodwin family. First called Bryant Road; name then changed to Bassett Road. Accepted as a town road on January 11, 1978.⁸⁷

Bassett Road No. 2. Old name for what is now known as Sandstrom Road.⁸⁸

Batchelder Ridge: Area near the present Pine Street uphill from Center Street. Developed in the 1880s by Moses Thompson.⁸⁹

Bathing Beach: Name in the late 1920s and 1930s for what was earlier called Sandy Beach, the public beach on Lake Winnepesaukee, Wolfeboro Bay, now known as Brewster Beach. A.k.a. Public Bathing Beach, Sandy Beach.

1927: During a six-week period in the summer 3,700 visitors used the facility.⁹⁰

Bathing Beach Road: Road leading from Clark Road to the Bathing Beach (Brewster Beach).⁹¹ The name is no longer used.

Batson Brook: Drains Batson Pond; feeds into Willey Brook.

Batson Mountain: Near Batson Pond. Also called Batson's Mountain and Batson Hill. 1,300+ feet high (USGS map).

Batson Pond: 20-acre pond near the Ossipee line; named after an early proprietor. Drained by Batson Brook. Also called Batson's Pond. 998 feet above sea level (USGS map). Approximately circular, but with a cove on the east side.

1986 Town Meeting: The pond was designated as prime wetland in accordance with RSA 483-A:7.

Bay Manor: See Durgin Block.

Bay Shore Road: The 1908 town warrant listed an article proposing that Sewall Street be changed to Bay Shore Road, but the name was changed to Sewall Road instead.

An editorial in the *GSN*, February 29, 1908, may have influenced the decision: "Bay Shore Road is suggested as a name desirable to take the place of Sewall Street. First, no harm will be done in so doing, but, pray, what good? If the town keeps on, it will be but a little time before we shall forget our old and honored proprietor, Judge David Sewall, who tried to do so much to develop the town. We have already wiped out about everything he did or tried to do to perpetuate his memory, except perhaps the 'Point,' and a point is a small thing.... Shall we own and honor or disown and dishonor?"

⁸⁷ *GSN*, January 18, 1978.

⁸⁸ Arthur F. Chamberlin.

⁸⁹ *GSN*, December 14, 1897 (historical account).

⁹⁰ Annual issues of the *Town Report* have data for most other years.

⁹¹ Cf. 1952 Wolfeboro tax list, p. 5. Ralph G. Carpenter owned land on the road.

Bay Street: No. 1. Street from Mill Street and Varney Road extending along Back Bay to Elm Street and Pine Hill Road. Officially named Bay Street in January 1890.⁹² Apparently in the 19th century part of what we now know as Elm Street was also called Bay Street (as well as Elm Street at the time). Road laid out on July 7, 1850, per town records. A.k.a. (infrequently years ago) New Road.⁹³ In the mid-19th century, this was often referred to in deeds as the “road from the mills to Tuftonborough.”⁹⁴ Improved considerably beginning in May 1978.⁹⁵

1983: Planning Board Report in the *Town Report*: “The Bay Street area was impacted fairly heavily with site reviews held for two power equipment shops, two boating facilities, an auto repair garage, and an electrical supply shop.”

1990s: An active area of commerce at the south end with mixed residential and commercial use at the north end.

Bay Street: No. 2. Early name for Glendon Street (see listing) when it was first platted in 1877.

Bay Street Extension: Continuation of Bay Street on the other side of the intersection of Elm Street and Pine Hill Road. Formerly best known as Granite Road. Name changed by selectmen on July 6, 1994, to Fieldstone Road.

Bayberry Lane: Street off Birch Hill Estates Road in Birch Hill Estates in Wolfeboro Falls district.

Bayside Village: A.k.a. Bayside Village Shopping Center, Bay Village. Complex of several business buildings including a restaurant (Back Bay Boathouse; later known as the Back Bay Club) located off Mill Street on the site occupied at the turn of the century by the Libbey & Varney mill and later by S.W. Clow & Co. Developer: Richard Hammer. Construction began in March 1981.⁹⁶

2021: Active business center. Restaurant (Bayside Grill and Tavern) and various smaller businesses are there.

Bayside Village Professional Building: Multi-tenant building located in Bayside Village. Built in the early 1980s. In some citations as Bayview Village Professional Building. Developed by Mountainview Terrace Partnership; built under the direction of Joseph Santoro.⁹⁷

⁹² *GSN*, January 1890 (report of committee formed to propose street names).

⁹³ Ida Pineo, note, April 1994.

⁹⁴ L. Winston Hamm, letter to author, June 9, 1994.

⁹⁵ *GSN*, May 3, 1978 (improvement work to begin by midnight this day).

⁹⁶ *GSN*, March 4, 1981.

⁹⁷ Town permit records.

Bayview Village Professional Building: See Bayside Village Professional Building above.

Beach Pond: Often used—perhaps once official but no longer so—name for what is now officially Beech Pond. The Beach spelling appears on many maps however. It also appears in numerous town records (*e.g.* 1925 *Town Report*, p. 29; and the vast majority of other 20th century *Town Reports* where the pond is mentioned).⁹⁸

Beach Pond District: Also in print as Beech Pond District. Officially Lower Beech Pond Village District. Area around the dam at Lower Beach (a.k.a. Beech) Pond. Officially delineated by the selectmen on July 6, 1984 “for the sole purpose of reconstructing the Lower Beech Pond Dam under state order.” In 1983 the state had decreed that either dam was to be repaired or it would be torn down. Abutters said they were not responsible for it. Wolfboro and Tuftonboro subsequently agreed to form a joint district.⁹⁹ In November 1984, the District voted to appropriate \$42,000 for dam repairs.¹⁰⁰ Term not in use except for town business.

Beach Pond Drive: Alternate name years ago for Beach Pond Road (once officially Beech Pond Road).¹⁰¹ After much confusion, the name is now Beach Pond Road.

Beach Pond Road: Once considered an inaccurate name for Beech Pond Road. Extends from Pine Hill Road to Beech Pond. Notwithstanding the foregoing, a visitor to Wolfboro who traversed Pine Hill Road (a.k.a. Route 109A) in 1993 and 1994 would have seen a branch road signed as “Beach Pond Road.”¹⁰² (See note under “Beach Pond” listing.) In 2021, the name Beach Pond Road is the official name.

Beach Road: Name before October 7, 1992, for road from Center Street extending southeast to Albee Beach on the shore of Lake Wentworth. Now known as Albee Beach Road.

Beacham Island: In Lake Winnepesaukee; was on the Wolfboro tax rolls in 1924 and was owned by Florence H. Whitman.

Beacham Mountain: Located in the northeast section of Wolfboro. Part of the “Alps of Wolfboro.”¹⁰³

⁹⁸ Amanda Simpson, town planner, stated to the author, February 26, 1993, that Beech is the official town spelling for names associated with Beech Pond, Lower Beech Pond, and various connecting roads.

⁹⁹ *GSN*, November 23, December 14, 1983.

¹⁰⁰ *GSN*, June 13, July 11, October 31, November 28, 1984, and other issues; also quotation from 1984 *Town Report*.

¹⁰¹ *GSN*, October 7, 1955, as one of numerous examples. The Ernest Kenney family lived there.

¹⁰² Author’s observation on multiple occasions; *e.g.*, May 21, 1994.

¹⁰³ Parker, p. 40

Bean Park: A small park located near downtown, next to the Back Bay boat ramp and near the start of the Bridge Falls path. Donated to the Town in 2011 by the Bean family, this is a scenic spot to rest or have a picnic.

Bearce Lane: Lane on Brewster Academy grounds. Starting point: Academy Drive. Goes to Bearce Hall and service buildings (the old George A. Carpenter estate).

Named for Ralph K. Bearce, who became principal of Brewster Free Academy in autumn 1924 and served for 11 years until his death. He came here from Powder Point School, a small institution in Duxbury, MA. Bearce was born in Turner, ME, April 29, 1875, and died in Wolfeboro, July 9, 1935.

Beatrice Street: Laid out 40 feet wide in 1891.¹⁰⁴ Named for Beatrice Brown, who is said to have been a very beautiful young woman. Once called King Street. Near Upper King Street. Still exists; today called Wood Avenue. A Class VI town road today and, as such, not maintained.¹⁰⁵ Leads to a boat yard.

Dr. Joyce E. Brown commentary:¹⁰⁶ “Regarding Beatrice Street (once a name for King Street): that may have to do with a foster relative of mine. An orphan girl named Beatrice Lillian Maloney, born in Sydney, Nova Scotia, was raised by my great-grandfather and great-grandmother, Andrew J. Brown and Martha Fox Brown, after their own daughter died when a teenager. Although never officially adopted, she did use their last name. For a time, she and Martha Fox Brown lived on King Street in Wolfeboro, until Beatrice Lillian got married. In her obituary she is called Mrs. Beatrice (Brown) Stevens. She went by the name Lillian until she had a daughter whom she named Lillian, then she herself went back to Beatrice.”

1898: A Catholic church was built there. In 1908, a larger church was built; later, this was moved to Sewall Road.¹⁰⁷

1941, September 26, *GSN*: “Two streets leading from Bay Street uphill to the tract known 50 years ago as Oak Grove have recently been named, and signs have been ordered for them. The street on which the first Catholic Church was built, which at that time was known as Beatrice Street in honor of a very beautiful and popular young woman, is henceforth to be called Wood Avenue because it leads to a tract of woodland. The street beginning at Bay Street, a few rods near town, forming with Wood Avenue an approximate square, is to be called King Street, in memory of Moses King, who lived where Bruno Lampron now lives.”

Beaver Dam Pond: Small pond started by beavers; located in remote area near end of Tibbetts Road; drains into Fernald Brook.

Beaver Pond: Obsolete name for Larson Pond (see listing) near Route 28 in North Wolfeboro, although the water was restrained by a concrete (not beaver) dam.¹⁰⁸

Beaver Pond Farm Road: Alternate name for Beaver Pond Road (see below, No. 1).

¹⁰⁴ Parker, p. 199; also *GSN*, August 28, 1931, and February 16, 1940.

¹⁰⁵ Alexander McKenzie IV, note, February 9, 1994.

¹⁰⁶ Letter, May 2, 1995. Dr. Brown noted that certain information had been supplied by Beatrice’s grandson, Adelbert Jakeman of Ocean Park, ME. The wedding of Miss Lillian Beatrice Brown and John Hubbard Stevens (of Acton, ME), October 3, 1901, was reported in *GSN*, October 5, 1901.

¹⁰⁷ Alta B. Meader, 1955.

¹⁰⁸ Sample Beaver Pond mention: *GSN*, March 7, 1941.

Beaver Pond Road: No. 1. Now only known as Johnson Road; once a.k.a. Beaver Pond Road¹⁰⁹ and Beaver Pond Farm Road.¹¹⁰ Extends for a short distance northeast from Center Street near the junction of North Wolfeboro Road and Center Street.

Beaver Pond Road: No. 2. Road in Birch Hill Estates. Starting point: Kenyann Drive.

Beck Drive: Road built in 2011 off Pine Hill Road past the Hospital Fair storage barns, leading to the Harriman Hill housing development (see listing).

Beech Pond: 315-acre pond;¹¹¹ the water supply for Wolfeboro. 983 feet above sea level. Drains into Lower Beech Pond. For many years primarily known as Beach Pond and Upper Beach Pond. At the time it was a popular picnicking area and had a bathing *beach*. Officially named as Beech Pond by the town in the early 1990s possibly for the trees on its shores, but more probably because it seemed more logical than Beach Pond (see listing), the traditional nomenclature. For many years, in fact, through the 1980s, annual *Town Reports* nearly always spelled it as Beach Pond. Officially renamed Alpine Pond by the town in 1895 and Alpine Lake by the State Legislature circa 1913, but the Alpine name never stuck.

1817: Eliphalet Merrill noted:¹¹² “At the foot of a hill which stands on the bank of one of the ponds in this town, there is a spring strongly impregnated with a mineral substance which is said to give the water a quality similar to those of Saratoga Springs.”

1923: John W. Hayley commented:¹¹³ “At the base of the gigantic sand-bank which forms a part of the western beach of [Beech Pond], there issues a noted mineral spring, the waters of which seem strongly impregnated with ‘doctor’s drops’ of some kind or other.” Certain other writers have attributed this spring to *Lower Beach* (now Beech) Pond, which is in Tuftonboro, not Wolfeboro.

1890s: Water from Beach Pond was used for industrial purposes in a number of Wolfeboro businesses including F. Leavitt & Son, Wolfeboro Falls¹¹⁴ and to operate a press at the *Granite State News* office.

1895, August 27, *GSN*: “Beach Pond is steadily gaining in popularity as a resort for picnickers. Numerous parties have this season tested and verified its recommending features. The mineral springs are not the least of the attraction of the facilities.... Bass are in great quantities....”

1895, September 24, *GSN*: “Beach Pond water which has been recently analyzed shows that at present it is absolutely unfit for domestic use. The chemical examination shows vegetable contamination.”

1895, October 1, *GSN*: “During the past week, superintendent Heath has been over the entire water system, opened the hydrants, blow-offs, and air cocks, with the result that the water is now considered to be all right.”

¹⁰⁹ Multiple mentions in 1944 *Town Report*.

¹¹⁰ 1943 *Town Report*, p. 17.

¹¹¹ Acreage citations vary; this is from the 1994 *Town Report*, p. 113.

¹¹² *Gazetteer of the State of New-Hampshire*.

¹¹³ *History of Tuftonboro*, p. 97; similar information in *GSN*, March 20, 1920.

¹¹⁴ *GSN*, July 17, 1894, etc. The use by Leavitt is interesting in that water under pressure would seem to have been more readily available from nearby Lake Wentworth; however, water use was controlled by private parties at the time.

Beech Pond Road: Extends from Pine Hill Road, passes by Beech Pond, and continues to the Ossipee town line. Nearly always earlier spelled as Beach Pond Road. The name in 1992 was set as the Beech spelling.¹¹⁵ Later in the 1990's, the name reverted back to Beach Pond Road, which continues in 2021.

Arthur F. Chamberlin noted:¹¹⁶ "Fifty years ago this was called Pine Hill Road. Many of the old deeds show this name. It only went as far as Stockbridge Corner; the rest of the way to Ossipee was 'The Highlands.' This road was also called 'The Road from Pine Hill to Water Village' on many deeds."

1990, August 15, *GSN*: Noted that Royal Prindall, a lifelong Wolfeboro resident, donated 28 acres of prime forest land off Beech Pond Road to the town to preserve it in perpetuity for conservation. Prindall was well known as a "dowser" for underground water sources.

Beeches, The: Small development on Sewall Road.

1978, March 1, *GSN* advertisement by Morgan C. Elmer, realtor: "A few choice residential lots are available at the Beeches, Sewall Road, \$9,500 to \$12,000."

Belknap Street: 1899 and 1907 directories: "The street extending from Pleasant Street to Paugus Street, second northerly of Sewall Street." Apparently, Belknap Street was not developed. However, the 1950 *Town Report* (p. 55) notes that 130' of 1.25-in. water pipe had been laid there in that year.

Bell Building: South Main Street. See Latchaw Building for history.

Bell Shop: Name for the old shoe shop nearest to Glendon Street; home of the Bell Bros. shoe manufacturing enterprise beginning in 1923 and continuing into the 1930s. Consists today of the left-side part of a much larger factory erected in the late 1880s on the foundation of a factory that burned on August 9, 1887; other part of later building demolished in the early 20th century. A.k.a. Big Factory and Big Shop (compare to Clark Shop listing; for historical information see Wolfeborough Steam Power Co. listing in the Business and Professional Directory).

1887, August 9: Original building burned.

1887, September 26, *GSN*: "The rebuilding of the shoe factory for the Wolfeboro Construction Company has been awarded to Alex J. McDonald of this place, who agrees to have the building completed December 1, 1887. Work on the frame was commenced Tuesday."

1908: The Village Precinct bought the building, which had been first offered for sale by Nathaniel Brewster in 1905. By that time it was in disrepair.

1911: The town voted to demolish the building except for the west wing, so that an electric light plant could be built on the site. The west wing was preserved, but the top two stories were removed.

1925: The firm of Goodwin & Doe was hired by the town to build a third story on the structure, which at the time was occupied by the Bell Brothers, who traded as the Wolfeboro Shoe Co.

1969, October 9: Special town meeting attended by fewer than 20 people, turned the rights of the Bell Shop, recently vacated by the Malone Knitting Co., over to the Municipal Electric Dept.¹¹⁷

¹¹⁵ Selectmen's resolution, October 7, 1992.

¹¹⁶ Letter, October 12, 1993.

¹¹⁷ *GSN*, October 12, 1962.

1972: On the town warrant, citizens authorized the selectmen to advertise for sealed bids to sell the building.

1972, May: Bid of \$15,000 accepted from Everett Albee.¹¹⁸

1990s: Owned by David Booth.

2021: Owned by Housing Benefits, Inc., an independent non-profit whose mission is to improve the quality of life for individuals and families who face homelessness. See listing. Purchased in 2017, the interior was completely refurbished in 2018 to add transitional housing.

Bellywhack: Old nickname for district later known as Wolfeboro Highlands. Name also applied to Goldsmith Hill (a.k.a. Nelson Hill).¹¹⁹

1923; 'It is at the top of a high hill, and boys whacked their bellies down on their sleds when starting a breath-taking slide to the bottom. Even Bellywhack had a schoolhouse, and large summer boarding houses grew up on the steep approaches from Wolfeboro and Water Village.'¹²⁰

Arthur F. Chamberlin noted:¹²¹ "The old Highland School is now a garage on the place just south of its old location."

Bennett Graveyard: Known as Willey-Lucas-Bennett Graveyard; see listing.¹²²

Bennett Hill: Located between Pine Hill Road and York Road. 960 feet high (940+ per USGS map). WLKZ FM radio transmitter is located atop the hill.

Bennett Road: Short road extending west from Beech Pond Road. Part of Old College Road (much of which is no longer maintained).

Until c.1970, the town maintained (snowplowing, grading, gravel fill) the road, until Road Agent Linley Moore advised that the procedure was illegal as the road was privately owned. In 1973 Joseph Milot and Mr. and Mrs. Robert Quinn requested that the town accept the road, but the selectmen denied their plea.¹²³

Bernard Drive: Off Winterhaven Drive in the Port Wedeln development. Accepted by the town in December 1972.¹²⁴

Berrywood Drive: Street off Forest Road on Cricket Hill. Developed in the 1970s and 1980s. Accepted as a town road on October 29, 1975.¹²⁵ Town records in 1993 stated that Hickory Road is an alternate name for Berrywood Drive; if so, it has fallen out of use.

¹¹⁸ *GSN*, May 4 and 11, 1972. Albee's first offer was \$10,100, later raised to \$15,000.

¹¹⁹ Arthur F. Chamberlin, note, April 24, 1995.

¹²⁰ Gertrude B. Hamm, "Colloquial Names."

¹²¹ Letter, October 12, 1993.

¹²² Details in John S. Fipphen, *Cemetery Inscriptions*, p. 211.

¹²³ *GSN*, June 13 and July 5, 1973.

¹²⁴ *GSN*, December 21, 1972.

¹²⁵ 1975 *Town Report*, p. 61; *GSN*, November 6, 1975.

Berrywood Drive Extension: Name not in use today. Continuation of Berrywood Drive. Hearing held in December 1983 at which time the town stated it would accept it if residents provided funds to bring it up to town standards.¹²⁶ In 2021, this very short road remains unpaved; the rest of Berrywood Road is paved.

Bestview Lane: Provisional name, never officially adopted, for a small road extending west from Turtle Island Road near its end, terminating on the shore of Lake Wentworth. In 1992 the Street Numbering Committee contacted property owners in the area concerning an official name, received no response, and later decided to call the road Lady Frances Drive.¹²⁷

Bickford Hill: Road there was repaired by the Wolfeboro road crew in 1928.¹²⁸

Bickford Road: Starting point: College Road. Once called Branch Road in the present century. A.k.a. (rarely) in the 1960s Maplecrest Road.¹²⁹

Arthur F. Chamberlin commented:¹³⁰ “Bickford Road was built as an easier way to get from Cotton Valley to Dimon’s Corner. Hardy Hill was almost impossible to haul a heavy load up over. One of the first loads over the Branch Road, as it was first called, was the house later owned by Elwood Hayes. This house was built almost across the road from Clow Beach and hauled to its present location by oxen.”

Bickford’s Ridge: Ridge in the northeastern section of Wolfeboro.¹³¹

Big Cove: Cove on Stamp Act Island, Lake Wentworth.

1897, March 2, *GSN*: “At the east end of the island is a point called East Cape. South of this is a sandy access named Big Cove.”

Big Factory, Big Shop: Names for what was later known as the Bell Shop (see listing). Built in 1884, burned and rebuilt in 1887. The left side of the building still survives in altered form; this remaining portion was sometimes called the Little Factory or the Little Shop—a confusing nomenclature situation as the other shop east on the same street was better known as the Little Factory or Little Shop.

Big Mud Island: Early name for what today is known as Melody Island, one of the Varney Islands in Lake Winnepesaukee.

¹²⁶ *GSN*, December 14, 1983.

¹²⁷ Dorothy Schafer, letter, May 3, 1993.

¹²⁸ Mentioned in *GSN*, June 30, 1928.

¹²⁹ 1964 *Town Report*, p. 4.

¹³⁰ Arthur F. Chamberlin, letter, October 12, 1993.

¹³¹ Parker, p. 40.

Big W Outboard Motor Museum (Private museum): A.k.a. Big W Winnepesaukee-Wolfeboro Outboard Motor Museum. Operated from 1966 through 1974 as an intended profit-making venture by Sanford, ME dentist John Hunt, a summer resident; assisted by his youngest son, Jeffrey.

1966, February 11: Solicitation of investors in the Outboard Motor Museum offered a 10% or more return on money for those who wanted to invest several hundred thousand dollars or more “in a speculative venture with good prospects.”

1966, July 2: Opened in center hall of the Hilltop Restaurant (a.k.a. Nelson’s Hilltop Restaurant) in South Wolfeboro on Old Perk; admission 25¢.¹³²

1967, February: 52 motors were taken for exhibit at the Greater Michigan Boat Show in Detroit.

1967: Relocated to Kingswood Marina at end of Endicott Street, to occupy entire 2nd floor of new marina building.

1969, July 3: “The Big W Outboard Motor Museum now located at the McGee Shop, Route 28, North Wolfeboro. Over 80 motors on display.”

1972: Route 28. Then called the Wolfeboro Outboard Motor Museum.¹³³

1972, April: Mrs. Marie Liberti sought permit to remodel and open the Dairy Bar Restaurant on the premises currently occupied by the museum.¹³⁴

1973, October: Vandalized; 4 large windows broken.¹³⁵

1975, May 22 advertisement: “Help: My collection of antique outboard motors is without a home. Need temporary or more permanent location—place to show or just store for now. Motors are drained. No gasoline. Wolfeboro area preferred... John W. Hunt, D.M.D.”

1978: Site occupied by Center of Hope. See listing.

2006: The Center of Hope was closed at this location.

2021: The site is now wooded with no visible trace of the former uses.

Bill Clark Road: A.k.a. William Clark Road. Old name for what is now known as North Line Road. See listing alphabetized under Clark, Will, Road.

1958 *Town Report*, p. 56: Related that in two days three hills were cut with a bulldozer and 60 loads of gravel donated by George Wakefield were put in place on Bill Clark Road.

Birch Camp: 1779: Starting point for the main road through town, extending to the Tuftonboro line.¹³⁶ Not used today.

Birch Hill Estates: Development for manufactured homes northwest off Center Street, near Whitten Neck Road. Serviced by Birch Hill Estates Road.

1983: Proposed to be located between Route 109A and Trotting Track Road; minimum lot size to be 11,000 square feet. Elderly residents only.¹³⁷

1988: Sales underway. Carl Anderson (of Anderson Construction, Barrington, NH), developer; David L. Chase, salesman.

¹³² *GSN*, June 10, 1966 (zoning hearing notice); July 1, 1966 (description of exhibits); additional info. from Charles Powell (who bought the restaurant), letter, August 23, 1994.

¹³³ *GSN*, July 6, 1972 (advertisement).

¹³⁴ *GSN*, April 27, 1972.

¹³⁵ *GSN*, November 29, 1973 (\$100 reward).

¹³⁶ Per notes of town meeting, March 1779

¹³⁷ *GSN*, November 2 and 23, 1983.

Birch Hill Estates Road: Road extending to Birch Hill Estates northwest off Center Street, near Whitten Neck Road. Leads to area of sites for manufactured homes including streets named Bayberry Lane, Sunny Oaks Terrace, Cumberland Road, Sugarwood Drive, Santis Way, Moultrie Drive, Eastman Avenue, Kenyann Drive, Harvey Brook Drive, and Granite Lane.

Birch Road: Road leading off Center Street to the northeast on opposite side of street from Goodwin's Basin; more or less parallels Center Street for a short distance. Once a small part of Route 28. A State Historical Marker is there and commemorates the industry of ice harvesting. See listing for Birch Road Triangle.

1950, October 6, *GSN*: "The portion of Center Street which became a semi-private residential terrace in 1934 when the curve beyond the Daniel Paris residence was straightened, has been named Birch Road, and attractive signs have been erected by the town."

1983: End of Birch Road closed off and turnaround built; this eliminated its use as a shortcut by drivers on Route 28 who wanted to bypass slow traffic such as school buses.¹³⁸

Birch Road Triangle: Small area at the intersection of Birch Road and Center Street (Rt. 28), owned by the town. Mowed, raked, etc., by the town. Listed in some town reports. About 1/4 acre. State Historical Marker for ice harvesting is located there.

Birchmere Island: Island in Lake Wentworth mentioned in the *GSN*, May 28, 1910: "Birchmere Island has been recently purchased by Alice Marshall Murray." There is no record of this island today.

Birchmont Landing: Docking facility for Pierce Camp Birchmont on Lake Wentworth.

Bishops Gate Road: New name for what used to be known as Highland Street.¹³⁹ Extends west from Beech Pond Road north of Beech Pond and connects with Heritage Road. Part of the Hidden Valley development.¹⁴⁰

Black's Paper Store Building: Name of block earlier known as Porter Block and, before that, the Folsom Block.

Blackberry Lane: New name for artery off River Street in the Crescent Point development.¹⁴¹ Nomenclature from an old camp.

Dorothy Schafer related:¹⁴² "At the end of the Berry property on Crescent Point were camps on the water's edge, called Blueberry, Blackberry, Strawberry, and Raspberry. They were there when we first came to Crescent Lake in 1961, and were old camps then. They were demolished after 1982, when the Crescent Point housing development was built."

¹³⁸ *GSN*, April 13 and May 25, 1983.

¹³⁹ Selectmen's resolution, October 7, 1992.

¹⁴⁰ In England this term is often spelled as one word: Bishopsgate.

¹⁴¹ Selectmen's resolution, October 7, 1992.

¹⁴² Letter, May 3, 1993.

Blanket Mill Road: Laid out on September 17, 1904, per town records. On the northwest side of the highway leading from South Wolfeboro to Alton. Name derived from the blanket mill on Mink Brook. The road ran across mill property and Isaac Baker property to a steamboat landing on Baker Cove (see listing).¹⁴³ Name no longer used.

Blueberry Hill: No. 1. *Road* extending off Beech Pond Road on Blueberry Hill. Probably named for blueberries in the area; a song of the 1920s was titled *Blueberry Hill* and was revived by “Fats” Domino in the 1950s.

Blueberry Hill: No. 2. *Hill* serviced by road of the same name. A.k.a. Blueberry Mountain.

Arthur F. Chamberlin related the following:¹⁴⁴ “Sixty years ago the hill was owned by Walter Perkins of Wolfeboro Center. Walt raised blueberries there and hired many pickers in the picking season. At that time it was just called Perkins Mountain. There is a small building on the right just south of that driveway, where Walt used to store the berries after they were picked. In the spring, the building also served as his saphouse.”

Blueberry Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Located off Keniston Island, in the direction of the Brook & Bridle Inn. Undoubtedly named for its flora; was known by that name early in the present century, if not even before. Measuring 0.25 acre in size, it is now owned by Robert L. and Patricia C. Hanson, who have title to more islands in the Varney group than do any other individuals. The *Blue Ghost* mail boat stopped there in the 1990s.¹⁴⁵

Blueberry Mountain: Infrequently used name for Blueberry Hill.¹⁴⁶

Boot & Shoe Factory Building: Original c.1855 name for what became known as the Bank Building (see listing).

Borough Marsh: 1890s usage. North of Mt. Delight.¹⁴⁷

Bosher Hill: A.k.a. Boshua Hill. In northwestern section of Wolfeboro.¹⁴⁸ Term not encountered by author except in town literature; not widely used. Beech Pond Road traverses part of it.

The William Bosher family once summered in the Lower Beach Pond area (Tuftonboro), not far from this Wolfeboro hill.¹⁴⁹

Boston & Maine Railroad Station: See Wolfeborough Railroad Station.

¹⁴³ Alexander McKenzie IV, note, February 9, 1994.

¹⁴⁴ Letter, November 1, 1993.

¹⁴⁵ Alexander McKenzie IV, note, February 9, 1994.

¹⁴⁶ *GSN*, August 11, 1967.

¹⁴⁷ *GSN*, July 2, 1895.

¹⁴⁸ Street Map, Town of Wolfeboro. Draft copy furnished by Amanda Simpson to author, January 31, 1994. Listed as Boshua Hill in 1991 *Town Report*, p. 121 (work on Beech Pond Road was done there).

¹⁴⁹ Dr. Joyce E. Brown, letter, May 2, 1995.

Boston & Maine Railroad Wharf Building (19th century). a.k.a. Mount Washington Wharf Building. Located on the town dock; landing for the *Mount Washington*.

1887: First floor was devoted to a pool hall, saloon, and depot for railroad freight; the second floor was Dartmouth Hall (a roller-skating rink and dance hall).¹⁵⁰ At the time, the Boston & Maine operated this lakefront facility, while the train into town was operated by the Eastern Railroad (B&M took over in 1892).

1899, May 28: Fire started in waiting room, spread rapidly, destroyed this and other buildings. Most disastrous fire in town history. In the B&M building were located the offices of the *Granite State News*, the laundry of John McHugh, rooms of the Wolfeboro Cornet band, and a storage room for carriages. Loss for building alone: \$12,000.¹⁵¹

Boulder Brook Lane: Road was built about 1998, leads from Middleton Road to a few houses on the southeast corner of Rust Pond.

Boulder Island: Island in Lake Wentworth. 19th century usage.

1897, March 2, *GSN*: Discussion of Lake Wentworth: “South of Stamp Act Island are four islands which together contain about three acres of land. They are named Edgerly’s, Cate’s, Townsend’s and Boulder.”

Bourdon Flat: A.k.a. Bourdon’s Flat. Level area in the vicinity of Bourdon’s Corner. Usage common in the 1970s.¹⁵²

Bourdon’s Corner: Term infrequently used for the intersection of Route 28 (Center Street) and Haines Hill Road in Wolfeboro Center. Named for Bourdon’s Store once located on the corner.¹⁵³

Brackett Graveyard: Known as Edgerly-Brackett Graveyard; see listing.¹⁵⁴

Brackett-Piper Building (19th century). Commercial building on Railroad Avenue owned by John M. Brackett and Charles F. Piper. Destroyed by fire on February 2, 1887. See Central Block listing for history.

Brackett Road: A.k.a. Copple Crown Road (but Brackett Road is official now¹⁵⁵) on some maps; officially, Copple Crown Road applies only to the part of the road located in New Durham, not in Wolfeboro. Known in the 1930s as Pleasant Valley Branch. Extends from Pleasant Valley Road at Brackett’s Corner. Town records of October 1808, mention an unnamed road laid out from Brackett’s workshop to the New Durham line; later known as Brackett Road. Listed as Old Stage Road on certain other town records.¹⁵⁶ Road is not passable beyond Town Line, which is actually in the middle of the last house.

¹⁵⁰ *GSN*, February 25, 1889 (notice that inaugural ball would be held there on March 4, 1889).

¹⁵¹ *GSN*, May 30, 1899.

¹⁵² *E.g.*, *GSN*, December 27, 1978 (accident report).

¹⁵³ *GSN*, March 16, 1972.

¹⁵⁴ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 224, 225.

¹⁵⁵ Selectmen’s resolution, October 7, 1992.

¹⁵⁶ Bird’s Auto Parts used the Old Stage Road designation in 1973 (*GSN*, December 27, 1973).

Brackett Street: 19th century name for Union Street.¹⁵⁷ In 1889, E.T. Prindall built a residence for Mrs. C.H. Tutt there. At that time, Brackett Street intersected with Academy Street.¹⁵⁸

1889 August 12, *GSN*: “Mrs. E.D. Barker is having a handsome stable built on her premises on Brackett Street....”

1889, November 25, *GSN*: “S.W. Clow has his foundation completed for a dwelling on Brackett Street.”

Brackett’s Corner: Intersection of Pleasant Valley Road, Warren Sands Road, and Brackett Road. During the 19th century this was a center of business activity. Today it is a residential area.

Bradford Shore: Section of shoreline on Wolfeboro Bay; early 20th century usage. Henry W. Bradford, M.D., of Boston, had a summer home there.

Branch Road: Alternate name for Bickford Road (see listing). Name no longer used.

Brewster Academy: Private preparatory school, grades 9 through 12 and a postgraduate program. 1887 to date. Expanded from what used to be the Wolfborough (*sic*) and Tuftonborough Academy, founded in 1820, and its successors. Used as a public school (with some private students as well) 1887-1964. Since then, it has been a private school.

Brewster Beach: Swimming beach off Clark Road on southeast side of Wolfeboro Bay; owned by Brewster Academy and used by townspeople and the general public. Earlier known as Sandy Beach, Bathing Beach, and Wolfeboro Public Beach.

1963: An access road was built from Clark Road to Brewster Beach at the cost of \$2,700.¹⁵⁹

2021: Access restrictions are under consideration as overcrowding is an ongoing issue.

Brewster Graveyard: Located off South Main Street near Kingswood High School.¹⁶⁰

Brewster Heath: Marshy area on southwest side of Heath Brook where it joins Lake Wentworth.

Brewster Heath Preserve: This 111 acre area is behind the Crescent Lake School and includes land on both sides of Heath Brook, which feeds into Lake Wentworth. The parcel was purchased by the Wentworth Watershed Association in 2019. Development includes a one mile loop trail leading to a scenic clearing on the Heath. There is hiking and snowmobile usage. Access is via a small parking lot on McManus Road just past the Crescent Lake School driveway.

¹⁵⁷ *GSN*, February 16, 1940.

¹⁵⁸ *GSN*, March 18, 1889.

¹⁵⁹ 1963 *Town Report*, p. 68.

¹⁶⁰ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 195, 196.

Brewster Heights: No. 1. *Residential area* serviced by similarly-named loop road branching off Pleasant Valley Road to the left as one travels down Pleasant Valley Road from South Main Street. Site of the former Brewster Dairy. Earlier sometimes a.k.a. Brewster Hill. Developed by the Pollini Brothers beginning in 1977. There were intended to be as many as 30 lots in the development, with a possible 15 additional properties that could be connected to sewer lines and pumping stations.¹⁶¹ Antonucci Construction Co. laid pipe to the Brewster Heights Subdivision in 1986.

Brewster Heights: No. 2. *Road* serving Brewster Heights area. Starting point: Pleasant Valley Road.

Brewster Hill: Hill off South Main Street before Pleasant Valley; Pleasant Valley Road goes over it. The area now generally known as Brewster Heights (see listing).

Brewster Island: Island in Lake Wentworth. In 1924 part of a camp was moved from Brewster Island to the farm of J.B. Menke.¹⁶² Later called Brummitt Island.

1952 tax list, p. 77, notes it was also called Townsend Island. LeRoy King Smith owned it.

Brewster Lane: In the 1950s a small road leading by the golf course toward Crescent Lake. In 2021, the lane still exists as an access driveway for the Kingswood Golf Course. The name is no longer used.

1955: Alta B. Meader noted this: “Perhaps you have walked or driven down Brewster Lane past the small cemetery, to a part of the golf links near Crescent Lake. You may know that a large, two-story house that stood there was torn down for the golf links, but did you know that the one that preceded it is now the first house on the left of Center Street and is the original Daniel Brewster residence? The old school house that was in the corner by the Brewster cemetery on King Hill was moved to South Wolfeboro to become a blacksmith shop, near where now stands Weston’s garage.”

Brewster Library: See Wolfeboro Public Library.

Brewster Memorial Hall: Wolfeboro Town Hall; owned by the Brewster Trust, used by the town of Wolfeboro.

1886, March 22: Illustration of the proposed hall printed in *GSN*. Thomas W. Silloway, Boston, was architect.

1888: Not everyone favored the building of the new town hall under the Brewster will, and prominent citizens such as William C. Fox, Joseph Varney, and Blake Folsom signed a petition against it.¹⁶³

1889-1890: Structure built. Cost was close to \$40,000.¹⁶⁴

1890, February 21: Dedication Day. An oil portrait of John Brewster, painted by “the famous artist Nortman” of Park Street, Boston, was placed over the fireplace in the reading room.¹⁶⁵

1890-1960s: Town meetings held there beginning in 1890 and continuing for many years; prior to 1890, annual meetings were held in the Town House (see listing). Numerous private businesses were situated there during the late 19th and early 20th centuries.

¹⁶¹ *GSN*, July 27, 1977.

¹⁶² *GSN*, March 8, 1924.

¹⁶³ *GSN*, April 9, 1888, and other issues.

¹⁶⁴ *GSN*, June 10, 1889 (detailed description of architecture including interior room specifications).

¹⁶⁵ *GSN*, February 24, 1890.

1898: Wired for electric lights by Dr. G.H. Clough, supt. of the Electric Works.¹⁶⁶

1901, November Sanborn fire map: Four store facilities from left to right on ground floor: jewelry store, grocer, furniture store, and vacant. The Town Library was in the rear, as it had been on the 1892 map.

For many years there was a theatre on the second floor, at one time variously known as the Brewster Memorial Theatre, Memorial Hall Theatre, Memorial Hall, and Memorial Theatre. Seating capacity: 385.¹⁶⁷

1939 Directory: "The best in moving picture entertainments; fresh air ventilation; RCA Photophone sound system; new air spring seats."

1951, April 31, *GSN*: Discussion by Robert F.W. Meader of the Revere bell in the tower of the Town Hall noted that it had been removed from the Wolfborough and Tuftonboro Academy and had been first used in 1821. It was presumed that the bell was made by the son of the famous patriot Paul Revere sometime between the years 1800 and 1813, probably closer to the later date, and then put in a church, which may have later traded it in for a larger bell. The whereabouts of the bell before coming to Wolfeboro c.1821 are not known.

1959, March 6, *GSN*: "The place that is designated as Brewster Memorial Hall, is not the Town Hall, Wolfeboro does not own a town hall. It rents the auditorium of Brewster Memorial Hall for public meetings authorized by the selectmen and the offices occupied by town officials on the ground floor." Notwithstanding this, it was and is popularly called Town Hall.

1994: First floor devoted to town offices. Second floor used occasionally for meetings and functions, such as the Wolfeboro Wranglers' square dances. Rear part of building houses the Planning Department.

2004 to date: In 2004, the Town of Wolfeboro purchased the building from the Brewster Trust for \$1. In need of considerable repair, debate went on for many years, including proposals to renovate or relocate to another building. A group was formed, Friends of Wolfeboro Town Hall, to assist in raising funds for a complete restoration. In 2009, the New Hampshire Preservation Alliance added the Wolfeboro Town Hall on their annual "Seven to Save" list. After years of proposals and counterproposals, with considerable debate, the voters approved a Warrant Article for a \$4 million renovations on March 1, 2014. The Friends were a driving force behind the project, and raised \$750,000 of the cost. The Town Offices were temporarily moved to unused space in the old Huggins Hospital building. Renovation began that summer and was completed on schedule in October, 2015. Work included masonry and roof restoration, window replacement, rebuilding the chimney, redesign of the storefront for office use, bringing the structure up to code and making it energy efficient. The Great Hall on the 2nd floor, unused for decades, was completely restored, with new lighting, seating, rest rooms and a kitchen. ADA accessibility was provided with new ramps, automatic doors, and an elevator to the 2nd floor. A celebration and tours were held on Nov. 2, 2015. Even the dissenters were impressed with the results. The Great Hall is now being used regularly for public meetings and community events. On May 10, 2016, the restoration project received a Preservation Achievement Award from the NH Preservation Alliance.

Brewster Street: Designation on Norris' 1889 map of Wolfeboro for what is now known as Union Street; on the left side of the Brewster Memorial Building (Town Hall).

Brewster Terrace: New name proposed for University Avenue (see listing) shortly after the turn of the 20th century. Road leading into Brewster Free Academy. Name not official today.

Brick Schoolhouse Hill: A.k.a. Creamery Hill. Early name for hill near the Smith River.¹⁶⁸ Hill between what is now Clarke Plaza and Smith River. Also cited as Brick School House Hill, Laundry Hill, and Kidder Hill.

¹⁶⁶ *GSN*, December 27, 1898.

¹⁶⁷ *GSN*, April 30, 1970 (seating capacity; note that Paul Hatch had operated the theatre for 11 years as of that time).

¹⁶⁸ Parker, pp. 181, 193.

Brick Store (Store): A.k.a. Old Brick Store. West corner of Lake and North Main Streets. All-brick building constructed of oversized bricks that may have been made at the Brickyard Hill factory. Over the years the Brick Store had many inhabitants and was mentioned frequently in the press. Occasionally, when it had no long-term tenant, it would be used for special sales by other merchants.

1880s: F.P. Barker, general store.

1908: Operated by Mrs. McLucas.

c.1910: Site of a clothing business called the Old Brick Store.

1929: Demolished by Fred E. Varney; it had been used as a funeral home by Thomas Hatch earlier.¹⁶⁹

Brick Yard Hill: A.k.a. Brickyard Hill. Hill on Center Street from Clarke Plaza up to South Main Street, so called from a brickyard that used to be at its base.¹⁷⁰ Usually mentioned in 19th century town records as Brick Yard Hill; in certain later references as Brickyard Hill. A.k.a. (rarely) Dan Horn Hill (see listing alphabetized under D). A.k.a. (occasionally) Church Hill, from the original Congregational Church at Pickering Corner which was razed in 1914.

1941: Road (Center Street) lowered by about two feet, and west side of road widened and straightened.¹⁷¹

Bridge, The: Popular early term for the bridge separating North Main Street from South Main Street, the first of which was erected in 1833. Often, the surrounding business district was called The Bridge, short for Wolfeborough Bridge.¹⁷²

Bridge-Falls Path: Formally known as the Russell C. Chase Bridge-Falls Path (see listing under R). Walkway from the Wolfeborough Railroad Station to Wolfeboro Falls utilizing the former track bed. Connects to the Cotton Valley Rail Trail.

Brighton: A small hamlet of eight to 10 or more houses occupied at various times by 15 or 20 families in the early 19th-century, extending along the North Line Road and the foot of Mount Pleasant in Tuftonboro, extending into Wolfeboro and almost to Stockbridge Corner.¹⁷³

¹⁶⁹ Harrison Moore, letter, December 29, 1993.

¹⁷⁰ Gertrude B. Hamm: "Colloquial Names."

¹⁷¹ *GSN*, September 19, 1941. Thibodeau Construction Co. did the work.

¹⁷² *GSN*, June 23, 1900 (relatively late example of downtown business area being called The Bridge).

¹⁷³ *GSN*, February 18, 1922; also Hayley, *History of Tuftonboro*, p. 95.

Brighton Road: Mentioned in the *GSN* October 15, 1904: It was proposed it should be closed during the winter.

2021: This road is now a continuation of North Line Road. The road is not passable for vehicles. On the north side, in Tuftonboro, the road provides parking for hiking to Mount Pleasant (see listing).

Arthur F. Chamberlin commented:¹⁷⁴ “The road did run from Stockbridge Corner westerly into Tuftonboro. As recently as 1916, this name was used on deeds. I know of only two cellar holes at the Wolfeboro end.”

Brightwaters Point: Name in late 1940s for projection of land into Wolfeboro Bay where the Brightwaters Inn was located.¹⁷⁵ Term not widely used. Part of this point was “reclaimed” from the lake in the 1940s by dumping large amounts of fill into the water.

Broads, The: No. 1. Wide, open stretch of Lake Winnepesaukee off Wolfeboro Neck and extending down the lake to about the entrance of Wolfeboro Bay beyond Little Barndoor Island and Sewall Point. The largest open expanse of water on the lake.

Broads, The: No. 2. Name for certain open area in Lake Wentworth; infrequently used.¹⁷⁶

Broadside Road: Extends from Forest Road on Wolfeboro Neck to shore of Lake Winnepesaukee on the side facing The Broads (= Broadside).

1979, October 3: Selectmen discussed that the Ivan Milton Subdivision was to be located on Broadside Road and that an estimated figure of \$60,000 was needed to complete roads to town specifications.¹⁷⁷

Broadview Drive: Name before October 7, 1992, for what is now Umbrella Point. Road branching left off from Broadside Road on Wolfeboro Neck. With view of The Broads (= Broadview), the largest open expanse on Lake Winnepesaukee).

Brook Crossing: A road from Pleasant Valley Road to Lake Wentworth, near Red Brook Circle.

Brookfield Road: Road to Brookfield (1899 Directory). Citations pertaining to unnamed road(s) to Brookfield can be found in town records of 1798 and October 17, 1800. Town records dated October 18, 1808, mention an unnamed road [Stoneham Road] leading from the meeting house to Dimond’s (*sic*) Corner and thence to the Brookfield line [Cotton Valley Road]. Town records of January 3, 1812, mention a road to be three rods wide from

¹⁷⁴ Letter, October 12, 1993.

¹⁷⁵ *GSN*, July 9, 1948.

¹⁷⁶ Arthur F. Chamberlin, letter, October 12, 1993.

¹⁷⁷ *GSN*, October 10, 1979.

the Brookfield line near the northwest corner of John Jennes (*sic*; Jenness) land to land owned by Joseph Hawkins. There is also a citation dated October 2, 1817.

Arthur F. Chamberlin commented that there are five roads leading from Wolfeboro to some part of Brookfield:¹⁷⁸

1. North Wakefield Road.
2. Stoneham Road.
3. Perry (Cotton Valley) Road.
4. Farm Road (Route 109; Gov. Wentworth Highway).
5. Pleasant Valley Road (goes to Tumble Down Dick).

The 5 roads shown above still exist, however, only Stoneham Road and Gov. Wentworth Highway are paved thru roads. The others are poor dirt trails. The name, Brookfield Road, is not used.

Brook Road: This road on Wolfeboro Neck was an extension of Broadside Road. The area was redesigned in the early 2000's and the name is no longer used.

Brown Graveyard: Located off Beech Pond Road.¹⁷⁹

Brown Island: A.k.a. Brown's Island. Designation for what is now known as Melody Island, on Edson C. Eastman's 1878 *Map of Lake Winnepesaukee*. Listed as Brown's Island on *Map of Lake Winnepesaukee and Surroundings*. Passenger Department, Boston & Lowell Railroad: undated, c.1872-1875.

Brown, Moses, Graveyard: Located off Brown's Ridge Road.¹⁸⁰

Brown Road: Located in Hidden Valley north of Beech Pond. Starting point: Beech Pond Road. Continues past Hidden Valley into Tuftonboro; most of road is in Tuftonboro. Laid out in 1842. Possibly named for Avery Brown who had a farm in the neighborhood. Later generations of Browns lived in the area; included were his son Andrew J. Brown and grandson Charles H. Brown (who was the father of Harold Brown, Wolfeboro merchant).¹⁸¹ Old alternate name: Hidden Valley Road.

Brown, Sam: See Sam Brown Hill listing under S.

Browning, Joanna, Road: See Browning Road listing.

¹⁷⁸ Letter, February 22, 1994.

¹⁷⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 207.

¹⁸⁰ *Ibid.*, p. 201.

¹⁸¹ Dr. Joyce E. Brown, letter, May 2, 1995.

Browning Road: Old alternate name for Hersey Road; after October 7, 1992 known as Jonathan Hersey Road. Extends east from Pine Hill Road not far from the Tuftonboro town line. Part of Old College Road.

1992: It was proposed to change the name to Joanna Browning Road. This elicited a response from Judy Breuninger to Town Planner Amanda Simpson, saying this was disturbing history. In part: "Hersey Road was and is today a little dirt road opposite the Hersey cemetery on Pine Hill Road. There were and are today only three houses on the road. Austin Hersey lived up the road, Mr. Robinson lived down the road, and the Horne Farm was in the middle. Jonathan Hersey received his original deed in the 1770s. Until Austin Hersey sold his farm to the Brownings around 1940, the road has continuously led to one Hersey farm or another for some 200 years. It has, therefore, been a mystery to me to see the road listed occasionally as 'Browning Road.' The town sign at the foot of the road still reads 'Hersey Road,;' and historically that would seem to me to be the preferred name. Therefore, in opposition to your committee's suggestion of changing the name to 'Joanna Browning Road,' please consider Hersey Road or Hersey Farm Road."¹⁸²

Brown's Lane, Adam: Mentioned in town records dated July 2, 1832. Known as Adam Brown's Lane. Alphabetized under A. Name not official today; now called Young Mountain Road.

Brown's Ridge: Hill district not far from Ossipee town line (1800 to date). Named for Captain Moses Brown, who came to Wolfeboro in the 18th century and bought land in this spot. The top of the ridge is 840+ feet high (USGS map). Smith Hill, in Wolfeboro, is part of Brown's Ridge.¹⁸³

Parker stated this (here paraphrased): In 1800 the people on Brown's Ridge in Ossipee wanted to be a part of Wolfeboro, because they were more closely associated with it than with Ossipee. The General Court was petitioned to make the Wolfeboro Addition and granted the request, providing that nothing should be so construed as to prevent Moses Brown from living in Ossipee, if he chose. He was evidently the first of the uncompromising citizens of Ossipee.

Browns Ridge Road: Starting point: Route 171. Serves Brown's Ridge. Once a district of Ossipee. This road begins and ends in Ossipee, but extends into Wolfeboro for part of its course; hence, this is a Wolfeboro road that cannot be accessed from Wolfeboro.¹⁸⁴ Today, there is no apostrophe used in Browns (per postal regulation). Also see Eastern Boulevard and Old Ossipee and Sanbornville Road listings.

Brummitt Building: A.k.a. Brummitt Block, Bell Block, Bell Building. The Latchaw Building (see listing) was later constructed on the site. Owned by the Sherman Brummitt family 1924-1973. Business building on South Main Street on left side of Lake Avenue (after October 7, 1992 this small thoroughfare was officially called Dockside). Across small street from the Avery Building. This building was demolished in September 1993, and the Latchaw Building was subsequently erected. The Latchaw Building is adjacent to the exit road from the Dockside area.

¹⁸² Letter copies dated June 9 and 16, 1992, furnished by Judy Breuninger.

¹⁸³ 1952 tax map, p. 70. An acre of land owned by Miss Una L. Haselton was on Smith Hill.

¹⁸⁴ Another is Burwell Road.

Brummitt Court: A.k.a. Brummitt's Court. Name before October 7, 1992, for part what is now known as Cropley Hill. Short street or court off South Main Street, near Carpenter School. Named for Sherman Brummitt, land owner. Part of what was earlier called Factory Place. The 1926 Town Report, Article 27, asked voters to "instruct the selectmen to lay out and build a street from South Main Street to Factory Street through land of Sherman Brummitt and Everett Severance and raise and appropriate money for the same."¹⁸⁵

On Richard O. Hawkins' 1950 map Brummitt's (*sic*) Court is shown beginning at South Main Street, going about halfway down the hill toward Lehner Street (the continuation of the same way past the half-way point being known as Factory Place), and turning east to connect with Center Street at the right side of Market Basket.

2021: The Court is between the two recently renovated historic buildings which are now part of the Pickering House Inn.

Brummitt Island: Island in Lake Wentworth. Took its name from the Joseph Brummitt family, who purchased the old Rev. Isaac Townsend homestead in Pleasant Valley. His son, Sherman Brummitt, owned it later.¹⁸⁶ Called Brewster Island in the 1920s. It may have been Brummitt Island that years ago was called Townsend's Island. This 0.32-acre island is offshore from the Point of Pines.

Brummitt Sands: Area of Lake Wentworth, named after Sherman Brummitt, who built cottages there.¹⁸⁷

Bryant Reservation: Land in what is now South Wolfeboro assigned to Elisha Bryant in the 1760s with the provision that it be settled. No permanent settlement was made, and the reservation was canceled.

Bryant Road: No. 1. Original name in early 1970s for what is now called Bassett Road off Forest Road.¹⁸⁸

Bryant Road: No. 2. New and current name for what used to be called Whitton Road (to which listing refer).¹⁸⁹ The name change was made to avoid verbal confusion with the surname Whitten (used for Whitten Neck and Whitten Neck Road); however, in Wolfeboro history, the Whitton spelling predominates over the Whitten spelling, except in the 20th century in relation to Whitten Neck, etc. Extends from Gov. Wentworth Highway north to Cotton Valley Road. Named for local resident Helen Bryant (dealer in chickens, pigs, etc.). In the 1930s, intermittently through at least the late 1970s, this thoroughfare was known by many as Helen Bryant Road, having been called Whitton Road before and after that time.¹⁹⁰ Also see note under Whitton Road.

¹⁸⁵ Retrospective account in *GSN*, August 24, 1994.

¹⁸⁶ Information from Harrison Moore, communication of March 23, 1993.

¹⁸⁷ *GSN*, August 5, 1905.

¹⁸⁸ Conversation of J. Frank (Jeff) Goodwin (developer of the road) with Roberta French, October 1994.

¹⁸⁹ Selectmen's resolution, October 7, 1992.

¹⁹⁰ 1952 tax records use the Bryant Road designation. A major discussion of the Helen Bryant nomenclature is found in *GSN*, February 15, 1978. Janet Macomber, who was updating the town history, found no official

Bryant-Varney Road: Name for Varney Road cited in 1952 Wolfeboro tax list, p. 25. The Bryant home was at the end of Varney Road, hence Bryant-Varney Road.¹⁹¹ Term never in wide use. Norman Rines had a field beyond the road.

Bryant's Corner: Name in 1940s for intersection on Whitton Road (now called Bryant Road).¹⁹²

Bullock, Jesse, Road: Road off Clark Road. Name in provisional use in 1992 through October 6, 1993, when it was changed to Claflin Road at the request of Edith DesMarais. Named for Professor Bullock, who summered in Wolfeboro.

Burbank Road: Name in brief use from October 7, 1992, until October 6, 1993, for what was earlier called Wentworth Estates Road. Local residents wanted the Burbank name dropped. Now a part of Red Brook Circle. Starting point: Pleasant Valley Road.

Burke Graveyard: Located off College Road.¹⁹³

Burleigh Graveyard: Known as Hayes-Burleigh Graveyard; see listing.

Burns Subdivision: A.k.a. Jack Pine Subdivision. On Jack Pine Road in Pleasant Valley. Developed 1976 and later.

Burroughs Lane: Also spelled as Burrough's Lane. Road off Gov. Wentworth Highway, extending to Lake Wentworth.

Burwell Road: Road extending northeast from Stoneham Road near the Brookfield town line.¹⁹⁴ Accessible only from Stoneham Road *in Brookfield*; no road access from within Wolfeboro. Named for Russell Burwell, a Cleveland, OH, resident who summered at his house, called Pennywirth, on Cotton Mt. c.1940s-1960s.¹⁹⁵

Buxton-Jenness cemetery: A.k.a. Wiggin Cemetery (or Graveyard). Located on Trask Mountain near where the Harvey Brown house once stood.¹⁹⁶

record of the name having been changed from Whitton, and no one on the Board of Selectmen knew. Later (*GSN*, March 15, 1978), Arthur F. Chamberlin provided information concerning Helen Bryant.

¹⁹¹ Arthur F. Chamberlin, letter, March 15, 1994.

¹⁹² *GSN*, January 19, 1945.

¹⁹³ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 213.

¹⁹⁴ Coretta King (Mrs. Martin Luther King, Jr.) lived on this road for several months in 1968 (see chapter on 1961-1970 Wolfeboro history in chronological volume for details).

¹⁹⁵ *GSN*, October 19, 1951 (representative mention of Burwell).

¹⁹⁶ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 202, 203.

C

Cambridge Place: Name in 1891 for road connecting South Main Street and Academy Avenue.¹⁹⁷

Camp Birchmont Road: Private road leading into Pierce Camp Birchmont from Governor Wentworth Highway near Governor's Shore, Lake Wentworth.

Camp Mandalay Road: Infrequently used alternate name for Mandalay Road. Off Keewaydin Road. Terminology obsolete by June 22, 1951, when Mabel F. Hatch mentioned it in a historical context in the *GSN*. Jerry Thayer was building a house there.

Camp Ossipee: Cluster of cottages established at the end of Wolfeboro Neck in 1876 by Frank A. Hubbard and others of Taunton, MA, who visited each summer.¹⁹⁸ 1915: Operated by the Camp Ossipee Association. One main building. Today, it is a dining hall where meals are served. There are about a dozen tent platforms scattered over the property to accommodate individual families. In 1990s the *Blue Ghost* mail boat stopped there.¹⁹⁹ In 2021, the Camp has about 50 tent sites, 2 tennis courts and a main building.

Camp Road: No. 1. Small road off Turtle Island Road near Lake Wentworth. Name changed from Goldthwait Road (see listing) by action of the selectmen, August 17, 1994.

Camp Road: No. 2. Alternate name, not used now, for Camp School Road. Road from Pleasant Valley Road extending southeast along shore of Rust Pond.

Camp Safety: Name before 1897 for what was later known as Pine Point Landing (see listing) in the Lakewood development in South Wolfeboro.²⁰⁰

Camp School Road: New name, per action of selectmen, December 7, 1994, for Hill School Camp Road. Near Rust Pond.

Campfire Lane: Road in the Wyanoke Harbors section of Wolfeboro Neck. Named by Herbert Pheeney when he laid out the development in 1978.

Canney-Cotton Graveyard: Located off Burwell Road.²⁰¹

¹⁹⁷ 1891 Directory.

¹⁹⁸ *GSN*, July 12, 1946. Historical account.

¹⁹⁹ Alexander McKenzie IV, note, February 9, 1994.

²⁰⁰ *GSN*, March 2, 1897.

²⁰¹ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 206, 207; at or near the town line, accessed from Brookfield (Arthur F. Chamberlin, letter, March 15, 1994).

Canopache Road: Road off South Main Street southeast of Kingswood Regional High School; extends to the Lake Winnepesaukee shore. “Canopache” means “Camp of Peace.” Officially added to town road system in 1962.²⁰²

Canopache Shore: Shorefront area in South Wolfeboro off Canopache Road. Town laid pipe there in 1966.²⁰³

Captain Lee’s Hill: A.k.a. Captain C. Lee’s Hill, Captain Lee Hill, Lee’s Hill. Another name for what was early known as Shield’s Hill; hill between Goose Corner and Tuftonboro and close to the former.

1907, May 11, *GSN*. Charles O. Doe stated:²⁰⁴ “There is no such thing as Shield’s Hill and never was, no more than there is a Rendall’s Corner. Whatever name of that hill was before 1836 I do not know, but from 1836 to 1850 it was never known by any other name than Captain C. Lee’s Hill, after the death of Captain Lee, an old Revolutionary privateersman. Mrs. Andrew Wiggin (Aunt Jinah), daughter Mary Jane Shield, and her granddaughter Elizabeth Shield, lived in the Captain Lee House, now occupied by Billy Bachman. Captain Lee never heard of Shield’s Hill, and neither did Aunt Jinah, or either of the Shields. Shield’s Hill has no place in story, tradition, or old Goose Corner.... It is a modern prefix and cannot be accepted by old Goose Cornerites. The name is illegitimate, and is a prefix only used by a new generation, summer boarders, and new settlers not to the manor born. The only name history is familiar with is Capt. Lee’s Hill....”

To this, “the Goose” of Goose Corner (Mabel E. Fullerton) replied in the following week’s paper: “The Goose was much interested in C.O. Doe’s communication about Shield’s (?) Hill in last week’s paper. The Goose has heard a great deal about Captain Lee and knows that he was a patriot and soldier who did not count the cost of honest service to his country. So don’t you think it is a kind of an ill tribute to his memory to label such an unutterable hill with his name? [This is a reference to the poor condition of the road over the hill.]

“Let us wait until the hill is glorified a little more and then let us christen it Captain’s Lee’s Hill. The Goose would gladly break a bottle of wine in the ceremony if she could secure any such intoxicating beverage in dry Wolfeboro. She has to mention in passing, however, relative to the last clause in the preceding sentence, that the first day she was in town after May 1 she’d beheld two drunks—such a spectacle as she has not seen for nearly a year.”

Mabel Fullerton (who subsequently married and became known as Mabel Fullerton Hatch, but who still used the *nom de plume* “The Goose”) called it Captain Lee’s Hill in the June 8, 1907 issue of the *GSN*, acknowledging reversion to its earlier name.

In July 1907, a sign lettered “This is Captain Lee’s Hill” was placed beside the road where the descent begins. However, in town reports after that time and in the *GSN* for the next two decades or so, it was usually referred to as Shield’s Hill, although Lee’s Hill was also used. In the 1930s and 1940s the Lee’s Hill nomenclature became popular once again.

1959, February 20, *GSN*: In a retrospective commentary, Harold F. Peavey stated that the hill was generally known as Shield’s Hill, “but Blake Folsom felt so strongly about it that he paid me to paint a ‘Capt. Lee Hill’ sign which he erected about halfway up the hill.” (Also see *GSN*, June 1, 1907, note quoted under Shield’s Hill entry.)

1950s: Generally called Lee’s Hill.

²⁰² 1962 *Town Report*.

²⁰³ 1966 *Town Report*, p. 60.

²⁰⁴ Doe was a self-appointed do-gooder and guardian of public morals whose letters were frequent in the *GSN*. during this era.

Cardinal Lane: Name changed to Cardinal Road in 1994 (action of selectmen, August 17, 1994). Road off Beach Pond Road. Once part of the College Road. It is a public right of way to Sargents Pond.²⁰⁵

Cardinal Road: Name after August 17, 1994, for what was earlier known as Cardinal Lane. Road off Beach Pond Road.

Carleton Shore: Shorefront area on Lake Winnepesaukee accessed off South Main Street near the Kingswood Golf Course. Nomenclature used in the 1950s.²⁰⁶

Carriage Lane: This short lane extends from the junction of Hemlock Road and Ambrose Way, which connects to North Main Street past Lakeview Cemetery.

Carroll County: New Hampshire county in which Wolfeboro is located; earlier (until 1840) a part of Strafford County.

Carroll County Solid Waste District: Wolfeboro and Moultonboro joined eight other towns on May 9, 1988, in the formation of the Carroll County Solid Waste District to investigate a county-wide solution to waste disposal.²⁰⁷

Carry Beach: A.k.a. The Carry, Carrying Place, Indian Carry. Narrow, low, sandy spot at beginning of Wolfeboro Neck, separating Winter Harbor and Jockey Cove, where Indians used to portage their canoes across land. Owned by the J. Frank Goodwin family which allowed the town to use it until they sold it to the town in the late 1950s. Earlier, there had been disputes between Goodwin and the town as to the ownership.²⁰⁸

1954, April 23, *GSN*: Discussion concerning the future of Carry Beach, which was to be held in Wolfeboro on April 27. It was proposed to acquire Carry Beach from the owner, Mrs. J. Frank Goodwin. A map was pictured showing a parking area along Forest Road, a long bathhouse stretching left to right on the high part of the beach near the parking area, and on the opposite side of the road, Jockey Harbor, a boat basin. It was to be called the Wolfeboro Neck Town Beach and Boat Basin. The average price for shorefront property in Wolfeboro was about \$12 to \$15 a foot at the time. However, in *GSN*, April 30, 1954, it was noted that at the adjourned town meeting voters rejected Mrs. Goodwin's price of \$17,000 for a portion of Carry Beach. The concept of purchasing the beach was not rejected, but the price was felt to be too high.

1955, March 4, *GSN*: It was noted that the Wolfeboro Chamber of Commerce recently endorsed buying Joseph Melanson's property on the Jockey Cove side of Carry Beach which he had recently cleared and filled in to make it larger. This would make an ideal parking lot, it was said.

1956, March town meeting: Per resolution, the selectmen later purchased from Mrs. Goodwin lots 4, 6, 8, and 10 on the Jockey Cove side of Forest Road at Carry Beach. The area was to be leveled and filled and used for a parking lot.

²⁰⁵ Note, Arthur F. Chamberlin.

²⁰⁶ Note, Barbara L. Zulauf, August 19, 1994.

²⁰⁷ *GSN*, May 11, 25, 1988.

²⁰⁸ For example, the hearing of July 10, 1933, was an attempt to arbitrate the situation (*GSN*, July 14, 1933); hearing was continued to August 5. The town maintained it had owned the beach for many years.

1966: Forest Road rerouted so as to enlarge the sand area.²⁰⁹

1968: Town voted to construct bath house facility there.²¹⁰

1969: Wolfeboro Parks and Playground Commission restricted use of Carry Beach to local people to prevent overcrowding.²¹¹

1969: Bath house built.

1990s: Popular summer recreation spot with town lifeguard, parking lot, and changing facility. Open to anyone.

2020: Overcrowding and parking issues are a continuing problem. Access restrictions are again applied, limited to locals, their guests and visitors paying to stay at town hotels, motels and inns.

Carry Hill: Seldom used name for what is better known as Ayers Hill or Wyanoke Hill; the hill on Wolfeboro Neck adjacent to Carry Beach.²¹²

Carrying Place: Early name for area now known as Carry Beach (citation in town records, March 4, 1799). Term continued in use for well over a century.²¹³

Casebolt Point: Name for the property of George Sims Casebolt (of Connecticut; attended Harvard) on a point on Melody Island. Casebolt bought this part of the island in 1931 at auction. His first neighbors were the Fifields, who sold their part of the island to Hedy Spielter and Jules Epailly for their music camp.²¹⁴

Casino Base: Name in 1940s for seaplane base near the Wolfeboro Casino.²¹⁵

Cate Block: A.k.a. Cate's Block. Two-story (plus wooden dormers) red brick residential block erected by Moses T. Cate by 1860 as the Winnipiseogee Block at the eastern corner of the Center Street and South Main Street intersection (Pickering Corner).

1892: Owned by Moses T. Cate.

1901 advertisement: "Tenements to let. One of four rooms. One of five rooms, one of eight rooms. Rents \$4, \$4.50, and \$5.50 per month. Apply to Edward F. Cate."

1906, September 1, *GSN* classified ad: "For sale—Cate's brick block, Wolfeboro—Central location. Rent \$40 monthly. Price \$3,000. Safe investment; large income. \$100 commission for sale. Edward F. Cate, Wolfeboro."

1908, January 11, *GSN*: "Greenleaf B. Clark has purchased the Cate Block, so known, at the corner of Center and South Main Streets." After that date it was occasionally called Clark Block or Clark's Block.²¹⁶

1929, December 30: Sold to Standard Oil Co. of New York.

²⁰⁹ *GSN*, July 1, 1966 (photo of improved beach).

²¹⁰ 1968 *Town Report*, p. 7.

²¹¹ *GSN*, June 19, 1969.

²¹² 1968 *Town Report*, p. 17.

²¹³ *GSN*, December 21, 1897 (among many examples of later use of Carrying name).

²¹⁴ *GSN*, September 5, 1952. Further: Casebolt worked as a research chemist for American Cyanamid for many years; moved to Wolfeboro as a full-time resident c.1964. Died February 2, 1972.

²¹⁵ *GSN*, July 27, 1945.

²¹⁶ *GSN*, November 4, 1911.

Apparently, in the early 20th century it looked like a “mill tenement,” had five entry doors, and was rather dilapidated (per Alta B. Meader, 1955). Meader further recalled this: “At the time of its passing it was owned by Greenleaf Clark. It certainly had some characteristic makeshift arrangements. During the tearing-down process, I looked it over a bit and found a toilet economically located at the end of the kitchen sink, with no partitions. Thrifty, but socially unacceptable in most circles.”

1930: Razed by Sherman Brummitt, on contract, in early 1930. Socony service station owned by Standard Oil Co. and managed by Harold H. Hart was erected on the site.

1990s: Mobil gas station is located on the site, with the First New Hampshire Bank directly behind it.

2021: The Three Sisters Country Store, including Gulf Gas, is located on the site. The building in the rear, which had been Citizen’s Bank for many years, was vacated in 2019 when the bank relocated to South Main Street. Still vacant, the property is now owned by Brewster Academy.

Cate, Daniel, Graveyard: Located off Pleasant Valley Road on the present DeVlyder property.²¹⁷ A.k.a. (infrequently) Cate-Giles Cemetery.²¹⁸

Cate-Giles Cemetery: A.k.a. (and better known as) the Daniel Cate Graveyard.²¹⁹

1903, October 17, *GSN*: “The work on the Cate and Giles cemetery on the hill is progressing rapidly under the management of John G. Cate. Cate is building a substantial wall around the cemetery, iron gates will be hung, the lot graded, and a suitable monument erected. Mrs. W.L. Furber of Dover, N.H. is very generously furnishing the funds for this undertaking²²⁰ assisted by members of the Giles family.”

Cate Island: A.k.a. Cate’s Island. This somewhat rocky 0.4-acre outcropping is located in Lake Wentworth off Stamp Act Island in the direction of Point Breeze. Took its name from the Cate Family in Pleasant Valley. At one time or another it was also called Thaddeus Island and Murray’s Island (see listings). A small camp is on the island.

1897, March 2, *GSN*: “South of Stamp Act Island are four islands which together contain about three acres of land. They are named Edgerly’s, Cate’s, Townsend’s and Boulder.”

1929: Walter P. Bowman related that in 1929 a lightning bolt set afire a cottage. The strike was witnessed by many in the area, and rescuers reached the island by wading and swimming in time to save furniture, a bathtub, and a piano.

Cate, James, Graveyard: Located off Pleasant Valley Road.²²¹

Cate, Jim, Hill; Jim Cate Hill: See Jim Cate Hill, alphabetized under J.

Cate Park: Earlier known as Lake Front Park (see listing for history); a.k.a. for a short time, Edward Cate Park.²²² The lower level or lakefront side of a small park established by the town of Wolfeboro in 1941 as the Lake Front Park on part of the site formerly occupied by the Belvue House (a.k.a. Ann Inn, etc.); at the Town Docks on South Main Street.

²¹⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 223, 224. Personal visit by author.

²¹⁸ John S. Fipphen, note, November 2, 1994.

²¹⁹ *Ibid.*

²²⁰ “Good pun here” (1995 comment by copy editor Dianne Rogers).

²²¹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 224.

²²² *Town Report*, 1940, p. 80.

Contiguous to Town Park (established in 1967, see listing); to the observer, Cate and Town parks seem as one and are in fact often referred to jointly as Cate Park. Named for attorney Edward F. Cate, heir to a family fortune, whose two trust funds, established on April 2, 1919, have done much to benefit the town. The Artists in the Park exhibit and sale, organized by the Governor Wentworth Arts Council, was held there annually for many years.

1938, January 14, *GSN*: Discussion as to where Cate Park should be located; *i.e.*, what parcel of land in Wolfeboro should be bought with the \$5,000 endowment left to the town by Edward Cate. *GSN* editorially suggested that the old Tibbetts homestead beyond and to the left of Wolfeboro Center would be ideal, with over 400 acres of land.

1938, January 21, *GSN*: Additional suggestions from various people: Off Factory Street, ideal once Back Bay was completely filled in; wharf area behind Ann Inn (the location finally chosen); Hotel Elmwood lot, or what remained of it, behind the U.S. Post Office; Sheridan House and property behind it (Jesse Gould, proprietor of The Dime Store, said this would also have the advantage of eliminating one of Wolfeboro's greatest fire hazards, for the hotel was somewhat decrepit); Clark's Point (the area most people seemed to prefer, as it had acreage and a fine sandy beach).

1938, February 28, *GSN*: Mentioned that the vacant lot between Dr. Burt Parshley's and Samuel Avery's house opposite the end of Union Street, would be ideal, as it fronted on the lake.

1939, January 27, *GSN*: Recommended that the town wharf be filled in for a distance up to 114 feet from the present shore, using an estimated 6,088 cubic yards of fill; this would completely cover the three existing town docks.

1940, November 15, *GSN*: Upper or street side of Ann Inn property sold to an oil company; lower or lakeside part, with 157 feet of frontage, sold to a group of five Wolfeboro citizens, who were to hold it until the 1941 town meeting, at which time it was expected money from the Cate estate would be used to buy it for a park. Creating the park involved filling in well over 100 feet of shorefront including the area where three docks were previously located.

1955: Benches with overhanging canopy installed near waterfront.²²³

1956 *Town Report*: "The Budget Committee recommends that the Cate Park Fund now amounting to \$7,514.89 be utilized to reimburse the town for the purchase of the Lake Front Park. Although this park has been known as Cate Park, no official action has been taken. Now seems a suitable time to have this park accepted and proper steps taken to perpetuate this beauty spot as Cate Park and so identify it."

1962, autumn: Robert Lowe, of Union, owner of the Union Marble and Granite Works, donated a marble slab to the town to mark Cate Park. It was not known when the name Cate Park was first used, but it was standard by 1954. Thus, it was considered desirable for the memory of Edward F. Cate that with this new sign, "the pretty little park now becomes officially Cate Park."²²⁴

1994, summer: Adjacent docks rebuilt and vastly expanded.

1995, March: Town voted to erect a bandstand there.

Cate's Sands: Shore area of Lake Wentworth south of Point Breeze.²²⁵

²²³ *GSN*, May 27, 1955. (Noted impending construction. This facility would replace the canopied section along the lakefront behind the Peavey Block, torn down in 1954.)

²²⁴ *GSN*, November 9, 1962.

²²⁵ Parker, p. 34.

Causeway: Filled-in marshy area for road now known as Center Street in the Clarke Plaza area.²²⁶ Topped with wood logs (known as a “corduroy” road). This area was once known as Elm Street.²²⁷

1941: Elevation raised one foot.²²⁸

Cemetery Hill: Name for a small hill on the east side of Lake Wentworth. Name saw limited usage in the 1920s.

Center of Hope: Non-profit facility located on Route 28 (Center Street) near the Ossipee town line. The grand opening in Wolfeboro was held on September 28, 1978, on property formerly used by the Big W Outboard Motor Museum. Additions and renovations were accomplished in 1981, 1988, and 1989.²²⁹

The following history is by Theodore H. Brigden, with recent history added by Charles Horsken:

This organization, originally known as the Association for Retarded Citizens, entered Carroll County in 1971, in Conway, where a developmental center for retarded children was formed. Two years later a similar center was established in Chocorua. Wolfeboro got into the act in 1978 when a workshop opened on Route 28. Ossipee followed with a center in 1980. The citizens who were helped were referred to in their literature as “consumers” or “workers.” The present name for the organization, The Center of Hope, was adopted in 1973, not as a matter of cheerful expectation, but to honor a member of the original Board of Directors, Dr. Peter Hope of Sandwich.

At first the organization was supported by individual contributions from town residents and other interested persons. In 1978 the Center of Hope began getting assistance through Title XX federal funds although, the obligation to raise local money remained strong, and a variety of fund-raising was used as well as direct requests for funds from towns and the county. By this time (1978) the operators had a board of directors and could enter into contracts (the Wolfeboro site was purchased through an SBA loan). This marked the completion of the first phase of development, during which survival was often at risk. Continuation was possible through the largesse of local supporters, appropriate sites for programs were selected, the first director hired, and it was reasonable to expect survival of the organization as a long-term provider of services.

In 1979 Storme Ellis became the third director. She came to the Center of Hope with a background of running a large Massachusetts workshop and residential agency for individuals with developmental disabilities. Under her guidance a new period of growth ensued. New services were initiated, temporarily without state funding but for the purpose of indicating that such support would be justified in subsequent grants.

The original purpose of the operation, for adults, was to find workers jobs within their capabilities. A second purpose was to get the workers into supervised shared-home facilities so they could live their lives as normal as possible. This began in 1981, involving eight supervised apartments and a highly rated Vocational Rehabilitation Program. In 1980 proposals were developed for two HUD mortgages to fund two group homes.

²²⁶ Gertrude B. Hamm: “Colloquial Names”; also town records and numerous mentions in *GSN*.

²²⁷ Arthur F. Chamberlin mentioned (1993 letter) that at least one old deed refers to the Causeway’s being on Elm Street. Also see Pine Street listing (Pine Street was once referred to as extending from Elm Street).

²²⁸ *GSN*, September 19, 1941 (work by Thibodeau Construction Co.).

²²⁹ *GSN*, September 27, 1978; August 5, September 14, 1981; December 20, 1988; July 20, 1989. The *GSN*, April 20, 1988, carried a full-page article on the Center of Hope and told how workers there did an excellent job processing 8,000 pounds of newspapers each Wednesday for the *GSN* and the *Carroll County Independent*. *GSN*, June 21, 1989, told of Patricia Anderson being honored as outstanding volunteer of the year by the Association of Retarded Citizens of NH; she had worked with the Center of Hope for five years and since 1985 had organized sailing regattas on Wolfeboro Bay to help people with disabilities.

Soon volunteers and sites were located, and despite some local opposition, they were obtained and even with numerous obstacles the work progressed.

In time the activity was enlarged to include our share of young people at the Laconia State School when that facility closed. A new proposal for group homes was submitted to HUD in June 1982 and came to involve 14 independent living apartments. For some time, it appeared that the Center might have “bitten off more than it could chew:” HUD balked, and it took the intervention of United States senators Gordon J. Humphrey and Warren Rudman to put the project back on track. The new facilities opened in 1983.

After leading eight years of growth for the agency, Storme Ellis left in 1987. She was replaced as director by Peter Blue who continues to the present. Under the direction of Peter Blue the center continued its growth.

The area agency began a concerted drive to share decision-making with family members. The Family Support Council was formed in 1989, and has blossomed into a knowledgeable, effective group which helps families containing disabled members living at the home to cope. The Council has touched the lives of hundreds of Carroll County people, giving support in obtaining appropriate services, offering emotional strengthening, and helping financially when that is the most basic need of a family.

Increased choice-making is reflected in activities available to individuals in day programs. The weaving/craft co-op with its separate location is a notable example. Other consumers have done extensive volunteer work in their communities, winning the 1992 Governor’s Group Volunteer Award.

As to the Wolfeboro facility, contract work for workers came from local businesses. Community outings provided some social contact and pleasant breaks to the contract work. Because contract work was limited, the workshop also developed a bread-baking and a chair-seating business and worked on crafts and baking for special sales at the workshop. For a time in the 1980s a workshop was maintained at The Centre at Wolfeboro on Varney Road (where Bay Street Discount is in the 1990s).

When Ossipee Home opened, individuals with more physical impairments entered the workshop. This change, and the difficult job market in the late eighties and early nineties, resulted in less emphasis on contract work and community jobs, more on volunteer work and community outing on a regular basis. Currently, the objective is to have the Route 28 site in Wolfeboro become a drop-in center and community activity center.

In 1993 the center opened its first store in Wolfeboro as an outlet for work hand crafted by the client. They now have a store in Conway with an extensive weaving operation for the community to see and a product line that includes weaving, jewelry, paintings and ceramics. As a measure of scope of the operation in recent years, 1989 saw 95 workers earn \$86,822 in workshop and community wages and generate \$75,820 in sales from the workshops.

A prime mover in restructuring the activities of the Center of Hope in recent years has been Charles Horsken, a Wolfeboro resident, a teacher and Academic Coordinator in the Technology Department at Kingswood Regional High School. He became involved in 1981 as the liaison person between the Wolfeboro Day Care Center and the Center of Hope. He also became a member of the Board of Directors. He became increasingly wrapped up in the purpose and accomplishments of the group. He served as vice president of the Board from 1987 to 1990 and as president from 1990 to 2006. Under his direction, and working closely with the Board and Peter Blue, the Board meetings actively involved the public and the clients. The agency developed a mission statement and strategic plan that includes: enhanced family support, increased opportunities for self-advocacy for the clients, stronger collaboration with the community and the development of a consumer-oriented business in the community. In 2006, as a result of a reduction in Medicaid funding, the State consolidated some agencies and the Wolfeboro facility was closed and became part of Northern Human Services.

Center Ossipee Road: Name for Center Street found in Crosby’s 1941 Directory, pg. 209. Name not widely used elsewhere. Better known as the Ossipee Road or, today, Center Street (part of Route 28).

Center Place: Name given to small area c.1917, when Curtis B. Cotton, M.D., owned property there.

Center Square: A small area situated near the center of the original township before the 1800 Wolfeboro Addition. Name still in use in 1900.²³⁰

Center Square Hill: Located between Sargents Pond and Center Street. 959 feet high (USGS map).

Center Street: Earlier spelled as Centre Street. Section of Route 28 from Pickering Corner (intersection with South Main Street) to the Ossipee town line. Officially named Centre Street in January 1890, although the name had been used earlier. Defined in 1890 as “extending from Pickering’s Corner to Wolfeboro Center.”²³¹ Redefined in 1992 as the portion of Route 28 from Pickering Corner to the Ossipee town line.²³²

The town clerk’s record book, March 1779 (also November 30, 1799, and other citations), describes the layout of this street to about where Grove Street is in the 1990s. The swampy area in the area where Clarke Plaza is now was referred to as the Heath and the road through it as the Causeway. What became Centre (*sic*) Street was built to connect the main street (Miles Road) with the mills at Wolfeboro Falls. Center (Centre) Street was called Middle Street on certain Sanborn fire maps at the turn of the century (cf. 1901), but it is believed that this usage was not widespread.

1889, November 18, *GSN*, note from Benjamin F. Parker: “Centre Street was originally built at the foot of the falls on Smith River, north of the present site of the sawmill. It subsequently was removed to the place now occupied by the railroad, and more than a half a century ago was again removed to its present location south of the mill pond.”

1937 Directory: Defined as extending from South Main Street to North Line Road.

1992: Defined as extending as part of Route 28 from South Main Street [at Pickering Corner] to the Ossipee town line.

Center Wolfeboro: Alternate name for Wolfeboro Center (see listing). Often used in the 1920-1950 era. Wolfeboro Center was nearly universally called Center Wolfeboro in the 1930s including a column in the *GSN*.²³³

Central Avenue: Short street from South Main Street, intersecting with and crossing Depot Street and continuing along the east side of the Wolfeborough Railroad Depot. On South Main Street, the Bank Building is on one corner and the Wolfeboro Post Office is on the other. The corresponding street on the other side of South Main Street, toward the lake, was known as Lake Avenue (until October 7, 1992).

At one time what is now known as Central Avenue was known as Railroad Avenue; there were two parallel Railroad Avenues, each leading to the Boston & Maine Railroad Station, one to each side of the Bank Building (1899 Directory).

²³⁰ Parker, p. 40.

²³¹ *GSN*, January 19, 1890 (report of committee proposing street names).

²³² Selectmen’s resolution, October 7, 1992; earlier, Center Street did not extend much if any past Wolfeboro Center.

²³³ As one of many examples, column dated August 26, 1932.

Central Block (general information): Maps and citations concerning the Central Block are not consistent. Basically, there are two separate, but contiguous, buildings behind the Bank Building.

1887, February 2: The structures behind the Bank Building burned. *The History of Carroll County* noted: “Fire on Railroad Avenue destroyed two buildings—one owned by Joseph W. Goodwin [the first Goodwin Block of two eventually on the site], the other by John M. Brackett and Charles F. Piper. They contained the store of E.F. White, the Post Office, Charles Parker’s marble works, J.C. Watson’s news-stand, C.J. Frost’s fancy-goods store, and Spear’s photograph rooms; loss between \$7,000 and \$8,000.”

At one time or another, both of these have been called the Central Block, individually as well as jointly. These two buildings are as follows:²³⁴

Central Block No. 1. Business block, built of wood, located directly behind the Bank Building and closest to it, on Railroad Avenue. First built in the 1850s, destroyed by fire twice and rebuilt. Today, it is not well known by any specific name. Names over the years: Central Block, Court Block, G.A.R. Hall, Armory Hall, G.A.R. Block,²³⁵ Grand Army Hall, Furber Block, Trickey-Avery Block, Avery-Trickey Block, Avery Block, Piper Block.

c.1886: Building constructed; sometimes called G.A.R. Hall, a.k.a. Grand Army Hall.

1887, February 2: Building destroyed by fire. Housed G.A.R. (which subsequently moved to the adjacent Bank Building, then called the Piper Block).

1887: New building constructed.

1887: Sanborn fire map: Building not named; meat market and restaurant on the ground floor, extending from front to back, an armory on the second floor, and the G.A.R. headquarters on the third floor.

1887, June: Building, a.k.a. Goodwin & Clark Building, was painted.²³⁶

1887, October: Building destroyed by fire (see account under Piper Block No. 1 listing); then called the Piper Block and owned by Charles F. Piper and John M. Brackett. Later rebuilt.

1892 Sanborn fire map: The two facilities on the ground floor were a meat market and grain store. Occupants of the second floor were not listed. The G.A.R. Hall was on the third floor.

1899, March: Charles F. Piper and wife Ida E. Piper sold their interest in the block to Edwin L. Furber and wife Annie E. Furber for \$2,500. Known as the G.A.R. Hall Building.

1905, January 6: Levi T. Haley sold his interest in the building to Edwin L. and Annie E. Furber.

1920, June: Sold by the Furbers to Ernest H. Trickey and J. Clifton Avery. Became known as the Trickey-Avery Block (a.k.a. Avery-Trickey Block).

1930s: Often called the Court Block.

1938 town map by Kimball: Called the Piper Block.

1957, January 8: Estate of J. Clifton Avery sold 1/2 interest in the land and building to Arthur M. Fitts, Jr., and his wife, Margery L., of Framingham, MA.

1957, January 10: Estate of Alma C. Trickey sold 1/2 interest to Arthur and Margery Fitts.

1985: Mr. and Mrs. Fitts sold to Richard F. and Cathy E. Hutchins.

1995: Country Bookseller is located on the first floor.

2021: Businesses include Hampshire Pewter and others. Country Bookseller is now on North Main St.

²³⁴ Sources include much information from Harrison Moore, letter, December 29, 1993.

²³⁵ Cited thus in 1952 tax list; owned by Avery and Trickey. G.A.R. = Grand Army of the Republic (Union Army in the Civil War).

²³⁶ *GSN*, June 27, 1887.

Central Block No. 2. Larger building than No. 1, built of wood, and between No. 1 and the railroad depot. Built after the fire of February 2, 1887, leveled the site. Work was still in progress in October 1887. New structure called the Goodwin Block, also the Joseph Goodwin Block (but different from the Goodwin Block located on South Main Street between the bridge and the Peavey Block).

1867, May 18: Town of Wolfeboro conveyed property to Joseph W. Goodwin and Levi T. Haley.

1860s: Two-story wooden frame building erected. Housed various enterprises including the U.S. Post Office (which in 1894 relocated to the Peavey Block).

1885, May 29: Charles F. Piper and John M. Brackett transferred property, lot and building (with Post Office as a building tenant), to Joseph W. Goodwin for \$1,000.

1885, December 31: Property, possibly a small section of the parcel, with no mention of buildings, conveyed for \$500 by John M. Brackett and Charles F. Piper to Joseph W. Goodwin.

1887, February 2: Two buildings behind the Bank Building, known as the Central Block, were destroyed by fire.

1887: Rebuilding commenced.

1887, August 15, *GSN*: "The Post Office apartment in Central Block is so near completion that postmaster Goodwin will take possession the present week."

1887, September: Sanborn fire map: Block marked as "not completed." The Post Office was at the center of the block on the first floor and was the center of five stores on the ground floor of the block and extended from front to back; the other four stores were vacant. Offices were on the second floor and there was a hall on the third floor.

1892, November: Sanborn fire map: Tenants in order from South Main Street toward the Railroad Station, the five ground-floor stores were as follows: Vacant, vacant, barber shop, clothing store, express office.

1901 Sanborn fire map: The five stores from side to side are as follows in order from side nearest South Main Street: Grocery, general store, crockery, general store, and the one closest to the depot being an express office on the corner toward the depot and a barber shop on the other corner.

May 29, 1909, *GSN*: "Central Block and the Furber Block have each been treated to a coat of paint this week."

1958: Burned.

1965: Rebuilt and opened as Bradley's Hardware.

1980s: Bradley's Hardware moved across Railroad Avenue. The block was refurbished and called Central Square, the name it retains today.

1994: Henry S. Maxfield Real Estate, England's woodworking, and i scream (trade style in lower-case letters) are among the businesses there.

2021: Businesses at this location have changed several times. The corner store has usually been a small bakery/coffee/ice cream shop catering to tourists.

Central Square: *Business block* between Railroad and Central Avenue, also bounded by Depot Street to the northwest and contiguous to the Central Block on the southeast; two-story building that was occupied by Bradley's Hardware until the 1980s, now converted into multiple business condominiums. Central Square terminology is of recent origin. Also see Central Block No. 2 listing.

1987, July 1: These shops announced their grand openings in the newly reconstructed facility: Kidding Around, i. scream [*sic*; printed in lower case], Silk Fantasy, The Christmas Shop, and Henry S. Maxfield Real Estate.

2021: Businesses at this location change quite frequently.

Centre at Wolfeboro, The: A.k.a. The Centre. Varney Road close to Bay Street, diagonally across the street from the Community Bank & Trust Co. New name for two-story multiple-business complex located in what was the Back Bay Racquetball Club in the early 1980s. Developed by the Bay Street Development Trust in 1981. Robert H. Carleton.

1986, September 24: Granted permit to convert from sports facility to professional office and retail space.

1994: An active commercial area housing numerous enterprises including, on the ground floor, Back Bay Discount, Wolfeboro VCR, Wolfeboro Trim Tan, and Cameron's karate studio.

2021: Olympia Gym and several small businesses are there.

Centre Street: See Center Street listing. Until the early 20th century the street was nearly always spelled as Centre.

Centre Tuftonboro Road: Name for Route 109A (Pine Hill Road) (1899 Directory). Name not official today.

Chamberlain Road: Obsolete name for road in East Wolfeboro, now part of College Road; intersects with County Road.²³⁷ Named for the Chamberlain family residents on road, one of whom was Lester Chamberlain, "poultry fancier." A.k.a. David Chamberlin Road. Also see College Road listing.

Arthur F. Chamberlain noted:²³⁸ "David Chamberlin (*sic*) built the road in 1825. His half-brother Ira also lived on it. Ira spelled his name with an 'a' at the end, as Chamberlain. It ended up that more of Ira's descendants lived there, thus the road took Ira's spelling. It is all the same family, Chamberlin and Chamberlain."

Chamberlin, David Road: See Chamberlain Road listing.

Chamberlin, Dudley Hill: See listing alphabetized under D: Dudley Chamberlin Hill.

Chamberlin Graveyard: No. 1. Dudley Chamberlin and family; off Cotton Valley Road.²³⁹

Chamberlin Graveyard: No. 2. John Chamberlin (father of Dudley); off College Road.²⁴⁰

²³⁷ Cf. 1899 directory, 1935 *Town Report*, etc.

²³⁸ Arthur F. Chamberlin, letter, October 12, 1993.

²³⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 214.

²⁴⁰ *Ibid.*, pp. 219, 220.

Chamberlin Graveyard: No. 3. Dudley Chamberlin, Jr.; off Center Street, opposite the present Harold Chamberlin residence about a hundred yards. Other Chamberlins are scattered in other cemeteries.²⁴¹

Chamberlin Road: Road leading by the saw mill of John J. Chamberlin (also spelled Chamberlain), connecting to “the new highway leading from [Wolfeboro] to Ossipee,” per town records indicating the road was discontinued in 1879. A.k.a. Willey Mill Road (see listing).and New Road (see listing No. 1 under New Road).

Arthur F. Chamberlin commented:²⁴² “At one time it served two houses and a mill; my Dad used to go down it sometimes as a shortcut to the ‘New Road’ to Ossipee. It was too steep to get back up with a car without spinning a lot. The road crossed the Willey Brook and went westerly perhaps a quarter mile. That John Chamberlain was called John Jack. His house was later made into a cider mill by James Moody. Instead of water power, it had a treadmill for a pair of horses.”

Chapel Drive: Name c.1985-1992 for a drive leading off Center Street to the Wolfeboro Full Gospel Fellowship; near the Bittersweet Restaurant. Name no longer used.

Chapel Lane: Road in the Wyanoke Harbors section of Wolfeboro Neck. Earlier called Treasure House Lane. Named for Camp Wyanoke’s Boyden Chapel at the end of the lane, now a private home.

Charles Point: Projection into Lake Winnepesaukee off Clark Road; “The Ledge,” home of James H. Mason was there.²⁴³

Chestnut Hill Mobile Home Park: Mobile home sites and sales, George C. Pratt, Beech Pond Road. Advertised in *GSN*, June 17, 1966.

Chick Road: Extends from Haines Hill Road southeast to Bickford Road. Earlier called Rhoda Nutt Road and Hannah Johnson Road; all names of residents. Platted in 1811 by John L. Piper.

1975: Road graveled by town.²⁴⁴ Chick Road from Haines Hill to Bickford Road was designated as a Scenic Road under the provision of RSA 231:157 at the 1991 Town Meeting. The purpose was to “protect and enhance the scenic beauty of Wolfeboro.”

Chip Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Chip has an interesting shape, fancifully that of a croissant, with the open part serving as a cove on the southwestern side. Owners are Armin H. and Gisela I. Langsten, of Gilford, NH, who also hold the deed to Winch Island. Chip Island has a one-story cottage built in 1982. The name of the island was chosen by the Langstens to fit in with other “Chip” items including their 30-foot Catalina sailboat, the *Blue Chip*, and its dinghy, *Chippy*.

²⁴¹ Arthur F. Chamberlin, letter, November 16, 1993. Tombstone data in John S. Fipphen, *Cemetery Inscriptions*, p. 219.

²⁴² Arthur F. Chamberlin, letter, October 12, 1993.

²⁴³ Illustrated in *The Granite Monthly*, October 1920.

²⁴⁴ 1975 *Town Report*.

Chipmunk Hollow: Building lots for sale. Permit obtained by Joseph L. and Donna R. Santoro, 16-lot subdivision off Waumbeck Road, June 16, 1986. In June 1987, 11 lots were approved by the Planning Board.²⁴⁵ Laid out by Harriman Construction in 1993. Permit revoked (time period had elapsed), August 3, 1993. Permit later reinstated.²⁴⁶

Chipmunk Lane: Short residential street, turn-around loop at end, off Partridge Drive on Cricket Hill. Developed in the 1970s and 1980s. Accepted as a town road on October 29, 1975.²⁴⁷ Named for the chipmunks prevalent in the area (and in all other wooded areas of the town).

1994: Four residences on street. Turnaround with wooded center at end.

2021: Five residence and one empty lot are on the lane.

Christian Ridge: No. 1. Area of Wolfeboro with indefinite boundaries, known as such at least by the early 18th century, “because of the exemplary Christian character of its residents.”²⁴⁸

Christian Ridge: No. 2. Senior housing complex on Crescent Lake Avenue (not on Christian Ridge Road); qualified occupants pay rent based upon financial ability. Ground broken for construction on July 30, 1977. Dedicated May 30, 1978. Operated by Wolfeboro Home for the Aged, Inc. (see listing for history).²⁴⁹

1987: Operated by Hearthstone Homes of Wolfeboro; new name for corporation administering Christian Ridge and the Ledges.²⁵⁰

Christian Ridge Road: Road extending off South Main Street to the left of All Saints’ Church. Name used beginning c.1967.²⁵¹ Road accepted by town in 1974.

Christopher Court: Short cul-de-sac extending to the right off Jasons Way.

Church Hill: Name, infrequently used, given to the hill at Pickering Corner, on which the Congregational Church stood for many years, until it was torn down in 1914. At the dedication of the Soldiers’ Monument on October 12, 1914, the *GSN* referred to it as being located on Church Hill. More familiarly known as Brick Yard Hill.

²⁴⁵ *GSN*, June 24, 1987.

²⁴⁶ Advertising sign, November 1994; additional information from Roberta French and town permit records.

²⁴⁷ 1975 *Town Report*, p. 61; *GSN*, November 6, 1975 (acceptance was conditional upon some extra work being done including extension of some culverts and proper ditching).

²⁴⁸ Gertrude B. Hamm: “Colloquial Names.”

²⁴⁹ *GSN*, March 25, 1976 (architect’s rendering), July 27, 1977 (announcement of ground-breaking), January 8, 1978 (photo of construction), May 24, 1978 (announcement of dedication). First residents arrived in June.

²⁵⁰ *GSN*, June 3, 1987.

²⁵¹ *GSN*, July 21, 1967. Query from reader: “We hear that there is a new road out South Main way now called officially ‘Christian Ridge Road.’ Will someone please tell us the significance of this name?”

Church Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Once owned (until 1938) by the Saint Andrew's Episcopal Church of Newark, NJ; thus the name Church Island. The same New Jersey church also owned Littlest Mud Island at one time. Earlier called Little Mud Island, Smith Island, and Varney Island No. 2. The third largest of the Varneys, but at 3.8 acres it is no match for Melody or Keniston. In 1994, it had several old structures on it including an ice house. Church Island is the property of Robert McNitt of Wayland, MA, who also owns Walker (Spider) Island located about 600 feet to the south and Harmony Island off the southeastern tip of Melody Island. As of 2021, the camp and buildings on the island have all been completely rebuilt in the last few years.

1933, August 4, *GSN*: "Leopold Damrosch drove to New York this week to meet his parents, Rev. and Mrs. Frank Damrosch of Newark, N.J., who with their young daughter, returned from a trip to England. They will spend the remainder of their summer at their home in Little Mud Island, Wolfeboro Bay."

Churchill Road: Road leading from Pleasant Valley Road to shore of Lake Wentworth. Named for Charles I. Churchill, local land owner.

Churchill Shore: Shore on Lake Wentworth accessed by Pleasant Valley Road. Owned by Charles I. Churchill in 1949, when he offered parcels for sale.²⁵²

City of Fisherville: Official name granted by the state of New Hampshire in 1940 to the winter ice community of Fisherville (see listing under F for details) on Wolfeboro Bay.

City on the Hill: Popular slang name at the turn of the 20th century for the Town Cemetery, later (1905) known as the Lake View Cemetery, on North Main Street. However, City on the Hill still was found in print for years thereafter. The name may have been from a poem written in the late 19th century by William Copp Fox, "The City on the Hill."²⁵³

1940, October 18, *GSN*: Used the term concerning the death of Smith Harris Paine: "The old country fiddler who built his own instruments from native material was laid to rest in 'The City on the Hill' Tuesday afternoon, October 15, after funeral services at his home in Pleasant Valley, where he died Saturday, October 12."

John S. Fipphen commented as follows:²⁵⁴ "There may be another inference in the use of this term, City on the Hill. This phrase was used by John Winthrop in a sermon he delivered aboard the *Arbella* as he was sailing for the Massachusetts Bay Colony: 'For we consider that we shall be as a city upon a hill....' The basis for this text is Matthew 5:14: 'A city that is set on a hill cannot be hid.' [King James Version] I suggest that the term does not uniquely refer to the Lake View Cemetery, but rather to the Happy Hunting Ground, Heaven, The Eternal City, or whatever term you choose to use for the eternal."

Civil War Monument: See Soldiers' Monument listing.

²⁵² *GSN*, August 26, 1949.

²⁵³ Reprinted in the *GSN*, September 9, 1932. Also see mention in *GSN*, June 4, 1937. Fox, an attorney, was well known as a poet and, in fact, on occasion wrote deed descriptions in rhyme.

²⁵⁴ Letter, February 2, 1994; here excerpted and paraphrased.

Clafin Road: Road off Clark Road, past Clipper Way. Winds past Greenleaf development and ends at the Lake Winnepesaukee shore. Briefly named Jesse Bullock Road from 1992 through October 6, 1993, when it was changed to Clafin Road at the suggestion of Edith DesMarais.²⁵⁵

Russell Clafin (son of Mr. and Mrs. Clarence B. Clafin of Philadelphia) was a land surveyor and road engineer. He moved to Wolfeboro for a short time in the 1930s after having come to know and like the town while visiting his relatives, Mr. and Mrs. James H. Mason and Mrs. Gould Phinney, on Clark Road. Clafin married Alice Porter Stocking in September 1939. In January 1940, he worked in Connecticut as a traffic consultant, but spent much time in Wolfeboro. Later, he became a Wolfeboro resident and served in several offices including as chairman of the Planning and Zoning Commission (first appointed in 1951).²⁵⁶ From 1957 to 1979 he was the town's representative to the General Court. The 1986 *Town Report* contains a dedication to him. Life dates: October 27, 1914-December 5, 1985.

Clark, Bill, Road: Bill Clark Road. A.k.a. Will Clark Road.²⁵⁷ Old name for what is now known as North Line Road.

Clark Circle: Occasionally used name collectively for the roads off South Main Street bounding Clark Park.²⁵⁸

Clark Court: Court off Clark Road. Term in use in the 1940s. "The Walter Brothers have been spraying fruit trees on Clark Court." Mrs. John Edgerly and Mrs. G. Earle Chick each ran boarding houses there.²⁵⁹

Clark Hall: See Clark Memorial Hall.

Clark House: See Clark Park listing.

Clark, Maria, Road: See Maria Clark Road alphabetized under M.

Clark Memorial Hall: A.k.a. Community Hall and Clark Hall. Name for the old Wolfborough and Tuftonborough Academy building bought by Greenleaf Clark in 1928 and remodeled for use of the town. Dedicated in February 1929. However, it remained Clark's property and was not deeded to the town.

1929, January 26, *GSN* noted the facility was pleasing, clean, roomy and comfortable; there was no other hall better equipped in the smaller communities of the state.

1932, summer: Boxing matches were staged, sound films were shown, and other activities were conducted there.

1935, July 27: Offered at auction by J. Clifton Avery, trustee of the Clark estate, but it did not sell.

1936, April 3, *GSN*: Notice that the vacant building was being torn down by order of the Clark estate.

²⁵⁵ *GSN*, October 13, 1993.

²⁵⁶ Biography in *GSN*, March 15, 1957.

²⁵⁷ Cf. 1959 *Town Report*, p. 12.

²⁵⁸ E.g., Battles Realty advertisement, *GSN*, April 9, 1970; *GSN*, October 31, 1979 (minutes of selectmen's meeting).

²⁵⁹ *GSN*, May 16 and June 6, 1941, among others.

Clark Park: Small park bounded by Clark Road, East Clark Road, and South Main Street. Includes the c.1780 Clark House, the Pleasant Valley Schoolhouse (moved to the site), a one-story Firehouse museum and a reconstructed 1820's Barn, all maintained by the Wolfeboro Historical Society and open to visitors in the summer months. The land and the Clark House were given to the town on December 25, 1917, by Greenleaf B. Clark. First called Village Park; name later changed to Clark Park. The town was slow to improve the property.

1924, March: Town Warrant asked the voters to determine whether the park could be returned to Clark, whereupon citizens voted to keep it and to start improving it right away.

1948, spring: Apple trees, untended for years, were removed. It was recommended that "as no one seems to make any use of it, and as its upkeep is quite an expense, we recommend that the selectmen be authorized to divide it into house lots and sell them, agreeable to the will of the late Greenleaf Clark."

1955, May 20: Letter from Howard C. Avery in *GSN* expressed dismay that thought was being given to selling the park for use as a housing development and reminded the town that this would be illegal under the Clark will.

1957, June 7, *GSN*: "Visitors to Clark house will be delighted this summer to discover that the park at the back of the house has been plowed, leveled, graded, and seeded. The area is on its way to becoming a real park, as its owner, the late Greenleaf B. Clark, intended it to be."

1960: Clark House and Pleasant Valley Schoolhouse (recently moved to park) were known as the Early American Living Museum (name changed on February 7, 1966 to the Wolfeboro Historical Museum).

1965, September: Selectmen gave the Wolfeboro Garden Club written permission to begin beautification of the park.²⁶⁰

1976, July 15, *GSN*: "Restoration work at Clark House...has been completed by a committee directed by Mrs. Dorothy Morse.... The Historical Society has spent more than \$3,000 in painting, papering and restoring the entire interior of the 1778 [*sic*] homestead.... Furniture has been restored, new draperies have been hung as well. Much of the collection of old china and pewter has been rearranged in new displays, and the second floor contents are now more readily viewable than before."

1982: New Monitor Hose Co. firehouse dedicated. Project supervised by Donald L. Hallock and the Wolfeboro Historical Society:²⁶¹ "The replica fire-house, built by Kingswood High School building trades students, also displays a massive "Amoskeag" steam-pumper (1872), owned by Dave Bowers, and numerous other historic fire-fighting artifacts."

1990: The Clark House Complex, so-called, now consisting of three buildings, is placed under the care of the Parks and Recreation Department for the first time. The Wolfeboro Historical Society role of managing the programs and conducting tours and operations under long-term leases continues.

2006: The WHS's extensive collection of artifacts and historical documents had grown to the extent that the existing buildings were overwhelmed. The problem was first noted in the mid-1900's. Many items were stored haphazardly behind corners, in attics and even in members homes. An opportunity had arisen to obtain a barn building scheduled for demolition in Hampton, NH. Dating to 1824, the style was a appropriate age and comparable size to the original Clark Barn, which had been moved from the site about 1820 (that barn still stands on nearby Goodrich Road, in poor condition). WHS President Jim Rogers presented a proposal to the Board of Selectmen for WHS to purchase and rebuild the barn on the site of the former barn. The proposal was approved (Ref. *GSN*, 7/27/2006). A fund-raising campaign, to supplement existing fund, was initiated (*GSN*, 8/03/2006).

Shortly after approval, the barn was purchased, dismantled by American Dream Post & Beam of Orford, NH, delivered and stacked in the parking lot behind the museum complex. A foundation was constructed and the first decked. In 2007, the company re-assembled the basic post and beam frame. For the next several years, work to construct the building was continued by a small but dedicated team of volunteers, with professional services hired as codes required. The barn has an outside insulated wall with the post and beam

²⁶⁰ *GSN*, September 17, 1965.

²⁶¹ 1982 *Town Report*.

structure retained inside. There is considerable inside space, which now includes an eclectic display of items normally found in an agricultural area, items related to the local trades and industries, and a few oddities dating from the 1800's into the early 1900's. There is an open area for meetings and rotating exhibits, an Archive Room, rest rooms (ADA compliant) and storage areas.

2018; With the completion of the access ramp from the parking lot, the Barn was finally completed and a Certificate of Occupancy was approved on July 3, 2018. The Barn was immediately opened for the season. WHS estimated that direct costs were about \$195,000. At a meeting of the Board of Selectmen on Nov. 7, 2018, WHS Director/Archivist Gene Denu gave a review of the history of the Clark Museum Complex and presented the Barn building as a donation to the Town. The donation was unanimously accepted (Ref. GSN 11/15/2108).

2009 to today: The Wolfeboro Farmers Market began in various town locations in 2002. Then moved to Clark Park in 2009. With adequate vendor space and parking, the Market has become a permanent user, once a week in season (see listing).

Clark Plaza: See Clarke Plaza.

Clark Road: Street off South Main Street, extending southwest to the shore of Lake Winnepesaukee at Clark's Point. Once called Clark Road West; a.k.a. West Clark Road. Laid out in October 1915.

1916: Road was built to a length of about 4,500 feet, all completed except the lower end. James H. Mason contributed \$1,000 toward the cost of \$1,210.25 to build the road.

Clark Road East: Alternate, rarely used name for East Clark Road.

Clark Road Extension: Mentioned in *GSN*, December 25, 1942. Donald MacMartin lived there. Also mentioned in *GSN*, November 1, 1946.

Clark Road West: Early name for what is now called Clark Road. A.k.a. West Clark Road.²⁶²

Clark Sands: A.k.a. Clark's Sands. An infrequently used name for what today is known as Brewster Beach. Site of public bathing beach in 1930s.²⁶³

Clark Shop: Factory building on Lehner Street closest to the eastern end; top section removed in 1982; now two stories in height. A.k.a. Little Factory and Little Shop (compare to Bell Shop listing). Named for Greenleaf B. Clark, local entrepreneur who spearheaded efforts to erect the building in 1895. Local investors failed to materialize in sufficient numbers, thus Clark mortgaged his home to provide funds, thereby acquiring title to the structure.

March 5, 1895, *GSN*: "It can now be fairly predicted that Wolfeboro is to have another shoe factory. It has already become common knowledge in the community that the firm of Spaulding & Swett, of Haverhill,

²⁶² Cf. 1957 *Town Report*, p. 57; recently resurfaced.

²⁶³ Mentioned in 1935 *Town Report*, p. 4, warrant seeking \$200 for a swimming instructor and maintenance; 1939 *Town Report*, p. 5, and elsewhere.

Mass., manufacturers of slippers and light shoes, have been for some weeks considering the expediency of moving their business to this place, under certain conditions and stipulations. The proposition submitted to our citizens is, in main substance, is that the firm will come here if they can have a suitable building erected for them, of the dimensions 100 by 40 feet, four stories, for such a building the firm agreeing to pay a 6% rental on cost of the building...

“Greenleaf B. Clark assumes responsibility to erect such a building as described, by receiving a stipulated sum from the citizens, with the understanding that the employees of the factory are to contribute 5 to 10% of their earnings to the amount of one or more shares of \$25 to \$50 each, and to be ultimately, if they wish, owners of the building. The consequences of failure to support Mr. Clark in the matter of the stipulated sum preliminary to building would be so manifestly disastrous to the interests of the community that such contingency is not to be seriously thought of. The advantages of this incoming business to Wolfeboro are incalculable.”

1895, April: Ground broken for the new building by Greenleaf B. Clark; owned by Clark and other investors. Completed in September 1895.²⁶⁴ Construction was by Alexander J. McDonald.

1895, September: Spaulding & Swett, shoe manufacturers based in Haverhill, MA, began moving in; stayed until 1901.

1903-1923: Occupied by C.K. Fox, shoe manufacturer.

1920s, late: Given to the town by Greenleaf B. Clark.

1953: At a town meeting, citizens voted to deed the Clark Shop to Everett and Meredith Albee, d.b.a. Albee Moving & Storage, for the sum of \$1 and other considerations. A motivating factor was to put the building back on the tax rolls.

1982: Sanel Auto Parts, owner, removed top two (out of four) stories, tarred and graveled the roof.²⁶⁵

2020: The building is presently vacant.

Clark, Will Road: A.k.a. Bill Clark Road. Until after World War II, what is now known as North Line Road (see listing) was designated Will Clark Road.²⁶⁶

Clarke Plaza: (1956 to date) Name misspelled “Clark” on entry sign in the 1990s. Shopping center with many businesses and professional offices including the NH State Liquor Store, the Wolfeboro Falls Post Office, and the Wolfeboro Banking Office of the Farmington Bank. Located at 35 Center Street, Wolfeboro, approximately two blocks down the street from the South Main Street intersection. Founded by Richard S. Clarke. As of 2020, the Farmington Bank location is now the TD Bank.

1965, October 29, *GSN*: Article about area titled “You’d Hardly Recognize the Old Swamp” told how low-lying marshy land had been reclaimed.

1972, May-June: Expanded by adding a 5,000 sq. ft. pre-engineered Stran-Steel building.²⁶⁷ Began to be generally known as Clarke Plaza about this time.

1973, August 9, *GSN*: Richard Clarke alleged that “improper engineering of the Back Bay Recreation Area project” caused flooding. “The water flow in heavy rains is backwards; it flows from Back Bay on to our land.” Town Manager Guy Krapp said that investigation of the charges would be conducted.

1977, July 27, *GSN*: Noted that the town’s attorney, John W. Barto, stated that the drainage problem in Wolfeboro Shopping Center and Clarke Plaza should not be the town’s problem because the facilities were installed without the town agreeing with the installation, and the town had no responsibility for their maintenance.”

²⁶⁴ *GSN*, April 23 and September 10, 1895.

²⁶⁵ Zoning Board of Adjustments records, August 31, 1982.

²⁶⁶ Arthur F. Chamberlin, letters, October 12, 1993, and February 22, 1994.

²⁶⁷ *GSN*, May 11, 1972.

1983, April 29: The shopping center was sold by Richard and Marguerite Clarke, who had owned it for 27 years, to Paul and Deborah Zimmerman. At the time of the sale Zimmerman stated that he was going to make exterior renovations to the buildings and give it “a New England flavor.” Earlier, Zimmerman was an owner and renovator of commercial properties in New Jersey.²⁶⁸ In the 1980s The Office, a complex of office suites, was established and became the home for numerous businesses.

1983, August: The Zimmermans began to make changes to improve traffic flow, landscaping, and more support for business tenants—an overall upgrading of the facility.²⁶⁹ Over a period of time its attractiveness was greatly enhanced by new siding, signage, landscaping, and other improvements.

1983, December: To alleviate the recurring flooding of the area during high rains, Paul E. Zimmerman proposed filling in more of the wetlands and installing a drainage system.²⁷⁰

1984: Expansion program involved minor land filling and the erection of a 5,500 sq. ft. building.²⁷¹

1984, June: Flooding of the low-lying Clarke Plaza parking lot to a depth of two feet revived the debate on drainage on Center Street. Someone considered Town Manager Guy Krapp to be responsible and erected a “Krapp Pond” sign in the water. Pronto Market and Fuller’s reported that sanitary facilities didn’t work whenever there were big rainstorms. Public Works Director Curtis Pike stated that in his opinion there was no connection between storm drains and sewer drains. Clarke Plaza owner Paul E. Zimmerman reported the situation as “disastrous” and stated “no one is doing anything.”²⁷²

1986, January: Heavy rains and unseasonable warmth melting snow caused flooding in late January.²⁷³

1990s: Clarke Plaza was home to many businesses and professionals. A carved wooden moose and attractive landscaping were at the entrance.

Clark’s Block: Name occasionally used in 1908 and later for the Cate Block (see listing), which was purchased by Greenleaf B. Clark circa January 1908.

Clark’s Point: A.k.a. Clark Point. Point on Wolfeboro Bay at the end of Clark Road. McKinney Park is at this location (see listing).

1900, September 22, *GSN*: “G.B. Clark contemplates opening up ‘Clark’s Point,’ for building purposes and will soon have the survey made and plans prepared. These lots will be among the most desirable along the shore of Lake Winnepesaukee.”

Clark’s Sands: Name given to area near Clark’s Point in the 1910s. Owned by Greenleaf B. Clark.

Clay Pit: Off Middleton Road. 1973 town meeting authorized the selectmen to advertise with sealed bids for the sale of Clay Pit.

Clay Pit Brook: No. 1. Feeds into Lake Wentworth to the east of Wentworth State Park (USGS map), about opposite Triggs Island. Also see Frost Brook listing.

²⁶⁸ Information from Paul E. Zimmerman, Marge Clarke, and Richard S. Clarke, 1992-93.

²⁶⁹ *GSN*, August 31, 1983.

²⁷⁰ *GSN*, December 14, 1983.

²⁷¹ *GSN*, April 4 and 25, 1984.

²⁷² *GSN*, June 6, 1984 (photo of Krapp Pond sign and an owner of Pronto Market; Paul E. Zimmerman comments, etc.).

²⁷³ *GSN*, January 29, 1986 (illustration).

Clay Pit Brook: No. 2. Arthur F. Chamberlin defined another Clay Pit Brook:²⁷⁴

Upstream from the foot of the hill nearest Route 109, off Whitton Road (now Bryant Road), is a large area from which clay was removed many years ago. My folks always called that stream the Clay Pit Brook.

Clay Pit Hill: Hill in North Wolfeboro; term used in the 19th century.²⁷⁵

Clement Court: A short road connecting to Beck Road in the Harriman Hill Housing Development (see listing).

Clipper Drive: Road leading from Clark Road to Clipper Home of Wolfeboro retirement facility (now the Wolfeboro Bay Center). Earlier called Maplewood Drive (one of three Maplewood Drives in the town over the years).

Clipper Home of Wolfeboro, The: Privately operated retirement home operated from 1984 to date. Located at the end of Clipper Drive off Clark Road. In the 1990's the facility was known as the Sunbridge Care and Rehabilitation Center. In 2019, it is the Wolfeboro Bay Center, part of Genesis Healthcare, offering nursing care, rehabilitation therapy, long-term care and an Alzheimer's disease program.

1983, March: Plans announced. The building was to be a colonial style two-story "house" with two resident wings, with a "Village Green," an unusual feature in the center with small retail shops, such as a barber shop, etc. Principals were William Gilmore, Jr., and Paul Holloway, Jr., of Portsmouth.²⁷⁶ Throughout 1983 and into early 1984 there were many problems with permits, complaints by residents of Clark Road, etc.

1983, October 12: Building permit granted.

1984, December 27: Opening day; open house for public held on December 30. 72 beds in facility.²⁷⁷

1986, autumn: 7,700 sq. ft. addition completed, called the Sherbourne Wing; offered congregate living.²⁷⁸

1990s: Kelly Nickerson, manager. Clark Road. Nursing, retirement home. Branch of high-quality retirement home chain.

Clough's Hill Road: Suggested but unadopted name for Juthe Road on Clow's Hill. At the selectmen's meeting of August 17, 1994, an appeal was made to change the name to either Clough's (*sic*) Hill Road or Martin Hill Road. The request was denied.²⁷⁹ Had Clough's been adopted the form would have had to be without the apostrophe, as Cloughs Hill Road. At one time the prominence had been called Clow's Hill, but never spelled as Clough's Hill.

Clow Beach: See Clow's Beach listing.

²⁷⁴ Letter, February 22, 1994.

²⁷⁵ *GSN*, January 1, 1937.

²⁷⁶ *GSN*, March 2, 1983.

²⁷⁷ *GSN*, December 26, 1984.

²⁷⁸ *GSN*, December 3, 1986; January 7, 1987.

²⁷⁹ *GSN*, August 24, 1994.

Clow Brook: Flows behind Kimball's lumber yard, the Community Bank, NAPA, and Wolfeboro Marina into Back Bay.²⁸⁰ Named for the Clow lumber mill once located in the area. A.k.a. Varney Brook.

Clow Hill Road: A.k.a. Clow's Hill Road, Juthe Road. Unofficial alternate name for what is has been known as Juthe Road since October 7, 1992. Starting point: Governor Wentworth Highway (Route 109). Now the official name is Martin Hill Road.

Clow Road: A short road off Pleasant Street. Leads to the access and parking area for the Sewall Woods Conservation Area (see listing), which has popular cross-country skiing and walking trails. Road was once called Clow Street.

Clow's Beach: A.k.a. Clow Beach, Wentworth Beach. Beach at Governor Wentworth State Park on Lake Wentworth. "According to the deed, when, if ever, the name Clow Beach is not used in connection with Wentworth State Park, the land reverts to the Clow heirs."²⁸¹

1930s: A Works Progress Administration (WPA) project readied the beach for public use in the 1930s, an effort completed in the middle of winter on February 15, 1936. However, it was not called Clow's Beach until the summer of 1949.

GSN: 1949, May 20: "Some controversy has arisen over the name of the so-called Wentworth State Park on the Road from Wolfeboro to Sanbornville owing to a clause which has just been discovered in the deed by which the late Stephen W. Clow donated this plot of land to the town of Wolfeboro for use as a bathing beach. Mr. Clow inserted a proviso that it should be named Clow's Beach, or should revert to the ownership of the Clow family. Later, the town of Wolfeboro transferred ownership to the state.... The Forest and Recreation Department was reluctant to change the name as it has been published in maps, brochures and the public press for a number of years; therefore, the Clow heirs are willing to compromise and asking that a sign be erected on the public highway carrying the name of Clow's Beach and Wentworth State Park."

1949, July: A sign reading "Clow Beach" (*sic*) was put up for the first time.²⁸²

Clow's Hill: Hill near the Governor Wentworth farm, northeast of Mount Delight and not far from the Brookfield town line. 980+ feet high (USGS map). Called Martin's Hill in the early days; a.k.a. Martin's Ridge.

Clow's Hill Meadow: Manufactured home park planned in 1989 for 75 homes on 38 acres between Route 109A and the sewage treatment plant (nowhere near Clow's Hill). Elm Street Investment Group, Leigh Turner prominent principal, backers. Rejected by the Zoning Board of Adjustment as it failed to meet minimum lot requirements for housing.²⁸³

Club Lane: Lane off Center Street to the left, near Parsons' Furniture. Serves the Racquet Club and Lord's Funeral Home. Name adopted by the selectmen on May 19, 1993.

²⁸⁰ Alexander McKenzie IV, note, February 9, 1994.

²⁸¹ Arthur F. Chamberlin, letter, October 12, 1993.

²⁸² *GSN*, July 29, 1949.

²⁸³ *GSN*, July 26, September 13, 27, October 25, 1989.

Coffin Shore: Shore area of Winter Harbor near Lloyd Drive.

Coffin's Island: 19th century name for Grant Island. Believed to have been named for Stephen Coffin who came to Wolfeboro from Alton and purchased the farm in South Wolfeboro owned by Mrs. Jethro Furber.

1877, March 10: David C. Rogers sold the island to O.M. Fisher.²⁸⁴ (See Grant Island listing.)

Collden Farm: Planned and approved by the town (in 1990) but never built housing development on 320 acres on Brown's Ridge Road. Collden Corporation, Boston, was the intended developer.²⁸⁵ Approved road names, not built as of 1995, off Browns Ridge Road include Village Corner Road with Jenness Lane, Meadow View Circle, and Whitestone Terrace extending off of it.

The first phase of development was completed in the early 2000's, some roads were paved and house construction began. In 2021, the second phase has been completed, all lots have been laid out, roads are paved, and there are 14 houses on the property.

College Road: Extends for a long distance east from Center Street just beyond Wolfeboro Center (town records say this begins on Center Street, which is a contradiction with the statement in 1992 town records that the Center Street name ends at Birch Road). Right-of-way is part of early road that originally passed through the area and connected Portsmouth on the seacoast with Dartmouth College in Hanover, NH. Road building commenced in 1771. Sometimes called Old College Road, nomenclature that was used as early as 1806 (per town records); a.k.a. Dartmouth College Road. It is interesting to note that in Hanover, NH, this route is called the Wolfeboro Road. Earlier, part of this was called Chamberlain Road.

Arthur F. Chamberlin commented:²⁸⁶ "I remember when a group of people in the village changed the name of Chamberlain Road to College Road. It was of no use to explain that College Road ran mostly northerly of this road, or that the old wheel ruts were still visible and most of the bridges were still there. No, they took a road built in 1825 and gave credit to Gov. Wentworth, although Wentworth had left the area a half century before then."

Colman Graveyard: Located off Center Street near Bittersweet Restaurant.²⁸⁷

Colonial Arms Building: Multi-owner commercial condominium building at eastern corner of Mill and North Main Streets; earlier known as the Colonial Arms, an inn, lounge, and restaurant.

²⁸⁴ Cf. William Copp Fox's deed in rhyme later titled "Grant Island, Wolfeboro, New Hampshire," transmitting Coffin Island from David C. Rogers to O.M. Fisher, including the phrase, "Known as Coffin's Island many a day" (copy furnished by Nancy Stephenson).

²⁸⁵ *GSN*, August 29, 1990, and other issues.

²⁸⁶ Arthur F. Chamberlin, letter, October 12, 1993.

²⁸⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 222, 223.

1973, July 26, *GSN*: “Would you like an office, apartment, or even your own shop in downtown Wolfeboro? The Colonial Arms Building and barn has space available with handy off-street parking. Call Dick Sanborn.”

1980s, early: James E. McKeon, owner.

1984: Owned by Chip Maxfield and Jeb Bradley. In September was granted special exception for 14 parking spaces.²⁸⁸

1990s: Condominiumized; various owners.

Colonial Barn Mall: Name used for a short time, 1976 and later, to collectively designate several independent businesses operating in the Colonial Arms Building on North Main Street.²⁸⁹

Community Center: Former Wolfeboro fire station on Lehner Street, used since 1975 as a function room for various club and organization meetings. Owned by the town of Wolfeboro. At first called the Old Firehouse Community Center.²⁹⁰

Community Hall: See Clark Memorial Hall listing. Dedicated in 1929.

Community House: No. 1. East Wolfeboro. Social center for activities in East Wolfeboro and the Cotton Mountain district during the 20th century.

Community House: No. 2. Wolfeboro Center gathering place for social activities c.1935. A.k.a. Wolfeboro Center Community House. **3.** Pleasant Valley gathering place owned by a church.²⁹¹

1936, August 21, *GSN*: “The date for the sale of the Community House will be decided at the next meeting of the quarterly conference of the Methodist Church.”

compact section: Name, usually not capitalized, for the downtown commercial area of Wolfeboro, as used in numerous articles in the *GSN* at the turn of the 20th century.

Concord & Montreal Railroad Wharf: 19th century; better known as the Lady Wharf (see listing).

Concord & Montreal Railroad Wharf Building: 19th century; better known as the Lady Wharf Building (see listing). Burned on May 28, 1899.

Connolly Way: Road off Edwards Way on Whitten Neck.

²⁸⁸ *GSN*, September 12, 1984.

²⁸⁹ *GSN*, May 6, 1976.

²⁹⁰ *GSN*, November 6, 1975 (photo of remodeling for use as center); 1979 *Town Report*, p. 63.

²⁹¹ Early mention of such a structure: *GSN*, October 24, 1881: “We hear it talked that parties at Pleasant Valley are contemplating building a village hall at that place.”

Conway Road: Another name for Pequaket Road.²⁹²

Cook's Corner: Obsolete name for what in the 1990s is the intersection of Routes 28, 109, and North Line Road (where Christy's store is located). A.k.a. Fernald's Corner among other names. The store is now known as Christy's 7-11 convenience store with gas pumps.

Cook's Hill: Mentioned in October 23, 1936 issue of *GSN* in connection with Wolfeboro Center.

Cooper Road: Official name from October 7, 1992, until it was changed back on November 3, 1993, for what was before and after that time called Cowper Road (see listing). However, Cowper was and is pronounced "Cooper." Thus, "Cooper Road" found its way into print long before 1992.²⁹³

1991: Cooper (*sic*) Road from Stoneham Road to Avery Road was designated as a Scenic Road under the provision of RSA 231:157 at the Town Meeting. The purpose was to "protect and enhance the scenic beauty of Wolfeboro."

Copple Crown Road: Name for Brackett Road (see listing) on some old maps, but officially applied only to the extension of Brackett Road located in New Durham, not Wolfeboro. Road off Pleasant Valley Road leading to Copple Crown. Sometimes cited as Coplecrown (one word) Road.

Copple Crown mountain is in New Durham, not Wolfeboro.²⁹⁴

Copp's Corner: 19th century name for Rendall's Corner, known for most of the 20th century as Goose Corner.²⁹⁵

Corinthian Way: New name for Nancy's Way. Road is off North Main Street leading to the Corinthian Yacht Club.

Corn Hill: Small hill off South Main Street. Carl F. Lemery lived there c.1930s-1950s.

Corson Way: Road off Middleton Road to Rust Pond. Named for well-known Wolfeboro family.

Cottage Lane: Lane off Old Keewaydin Point Road. Name proposed in spring 1993 but not adopted; road now officially known as North Keewaydin Shores.²⁹⁶

²⁹² Parker, p. 63.

²⁹³ *E.g.*, *GSN*, July 18, 1968. Feature story on High Haven Hobbies (Helen Norwood) stated she lived on Cooper Road; May 11, 1977 account of Northern Land Traders proposed development on Cooper Road.

²⁹⁴ A lengthy discussion of the Copple Crown name appeared in *GSN*, April 1, 1938.

²⁹⁵ Ida Pineo, note, April 1994.

²⁹⁶ Selectmen's resolution, October 6, 1993.

Cotton Block; Henry D. Cotton Building: Later name for the Bank Building on South Main Street after it was purchased by Henry D. Cotton in 1905. Cotton put his name in large letters on the front. It was still known by this name in the 1920s. See Bank Building listing for history.

1907, December: Fred E. Hersey constructed a balcony on the front of the structure.

1909, June 19, *GSN*: "The H.D. Cotton Block is receiving attention in the line of improvement. This time the old luthern windows are being replaced by new and larger ones." Note: luthern is an old word meaning dormer.

Cotton, Brackett Graveyard: Located off North Wakefield Road.²⁹⁷

Cotton, Charles, Graveyard: A.k.a. Cotton Valley Cemetery. Located off Cotton Valley Road.²⁹⁸

Cotton, Dudley, Graveyard: Located off Cotton Mountain Road. Among the markers is that of Mary Cotton Redpath, one of the prime movers in the national establishment of Memorial Day.²⁹⁹

Cotton Graveyard: One of them is known as Canney-Cotton Graveyard; see listing. Cotton Cemetery is listed in the *GSN*, May 29, 1909, as part of a listing of where Civil War and other soldiers were buried.

Cotton, John, Graveyard: Located off Stoneham Road.³⁰⁰

Cotton Mountain: North of East Wolfeboro. 1,040+ feet high (USGS map). Named for the family of Col. William Cotton, who with his wife and eight children came to Wolfeboro from Portsmouth in 1781. Earlier called Cutter Mountain. Occasionally referred to as Cottonborough (or Cottonboro) Mountain in the 19th century.

1955, summer: A proposal to rename Cotton Mountain Eisenhower Mountain was made, as President Dwight David Eisenhower had recently been on tour through NH (not stopping in Wolfeboro, however), and there was great local enthusiasm. This brought a number of complaints that tradition should not be trifled with.³⁰¹ No name change was made.

Cotton Mountain Road: Extends from Cotton Valley Road northeast to Stoneham Road.

1917: \$500 was appropriated to widen Cotton Mountain Road and to put railings in certain sections. However, labor was scarce, and the project was continued to 1918.

1937 Directory definition: "From Cotton Valley Road to Brookfield line."

²⁹⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 206.

²⁹⁸ *Ibid.*, p. 215.

²⁹⁹ *Ibid.*, pp. 209, 210.

³⁰⁰ *Ibid.*, pp. 210-211.

³⁰¹ See letters in *GSN*, July 22 and 29, 1955.

Cotton, Thomas, Graveyard: Located at corner of Stoneham and Cotton Mountain Roads.³⁰²

Cotton Valley: District in East Wolfeboro named after the Cotton family.

1926, July 31, *GSN*: “Until the building of the railroad in 1872 Cotton Valley was not known. At that time Dudley Cotton, great grandson of Col. Cotton, merchant of Boston and Barbados, had a summer residence at his father's old home, later the home of Henry Cotton. His influence in the giving of a right of way across their land by Deacon Thomas Cotton and Pike Cotton, and the giving of the land for the station by Pike, resulted in the station becoming called Cotton Valley, but when the Post Office was established later it was given the name of East Wolfeboro. Until that time North Wolfeboro post office had served all the section of Cottonborough.”

Arthur F. Chamberlin said this:³⁰³ “The railroad picked out the name Cotton Valley for the station there, to cut down on how many times the word ‘Wolfeboro’ appeared on their tickets; they did the same thing in both Wakefield and Ossipee.”

Cotton Valley Cemetery: A.k.a. Charles Cotton Graveyard. Listed as Cotton Valley Cemetery in the *GSN*, May 29, 1909, as part of a listing of where Civil War and other soldiers were buried.

Cotton Valley Post Office: (1898?)

Government records reveal a franchise for the Cotton Valley Post Office was granted from January 20, 1898 to February 14, 1898. No such postmarks are known today. The name was only used for a short time. The name before and after that time was the East Wolfeboro Post Office. See listing.

Cotton Valley Rail Trail: This multi-use four-season trail follows the railway path from Wolfeboro to the Turntable Park in Wakefield. It connects to the Russell Chase Bridge Falls path in Wolfeboro Falls. The first part was built in sections from 1993 to 2008, running from Wolfeboro Falls to Cotton Valley, passing Fernald Station on the way. The last 6 miles to Wakefield was also completed in sections from 2013 to 2017, making the total length about 12 miles. The railroad track was kept intact from Fernald Station to Wakefield, and is maintained and used by local railroad clubs.

Cotton Valley Road: Extends from Frost Corner (at which point it starts as a continuation of College Road) toward the Brookfield town line. Now goes all the way to Brookfield. Earlier (before October 7, 1992) the name changed to Perry Road at the intersection with Cotton Mountain Road.

Town records dated October 18, 1808, mention an unnamed road [Stoneham Road] leading from the meeting house to Dimond's (*sic*) Corner and thence to the Brookfield line [Cotton Valley Road].

1937 Directory definition: “From Ossipee Road to Brookfield line.”

1973: Cotton Valley Road from Frost Corner up over Cotton Mountain to the Stoneham Road was designated as a Scenic Road under a provision of the State RSA 253:17, 18, at the March town meeting. Road reconstructed c.1980-1983.³⁰⁴

2021: The road to Brookfield is not passable for vehicles past the last house in Wolfeboro. The road is a narrow dirt road past the Railroad Station location.

³⁰² Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 208, 209.

³⁰³ Arthur F. Chamberlin, letter, October 12, 1993.

³⁰⁴ *GSN*, March 24, 1982.

Cotton Valley Station: Early name for East Wolfeboro, from the Cotton Valley railroad station there. Name currently used parenthetically on U.S. Geological Survey map.

1941: Boston & Maine Railroad desired to sell the train station to anyone who wanted to move it away. In 1942 they offered to give it away free, or they would demolish it.³⁰⁵ Later it was moved. In the 1990s it serves as a private residence.

Also see historical notes by Donald L. Hallock under Wolfeborough Railroad Station listing.

Cotton, William, Graveyard: Located off Cotton Valley Road.³⁰⁶

Cottonborough: A.k.a. Cottonboro. Early name for East Wolfeboro area; earlier called the Farm District. Named for the William Cotton family. Later, the district became known as East Wolfeboro.

Col. William Cotton, a native of Portsmouth, who had fought in the French and Indian War (and who later became a colonel in the state militia), arrived in Wolfeboro in 1781. He, his wife, and eight children ranging in age from one to 18 years, settled to the north of Lake Wentworth. Cotton opened a tavern and store. In Wolfeboro, the Cottons had two more children, but they died at early ages. Eventually, eight of his children married and, totally, had 59 children. His sons averaged over six feet in height and 200 pounds weight and lived to an average age of 71 years, above average statistics for the time. By the early part of the 19th century, members of the Cotton family owned at least a dozen farms. The area in which most settled became known as Cottonborough, and the nearby hill was named Cotton Mountain.

Cottonborough Mountain: A.k.a. Cottonborough Hill and Jim Cotton Hill.³⁰⁷ 19th century alternate name for Cotton Mountain (see listing).

Council Tree: Housing development off Waumbeck Road approved by the town in 1975; serviced by Council Tree Lane. Ross Hardman, developer.

1974, September 26, *GSN*: Holiday Construction Company advertised Council Tree with “only 11 executive home sites, all over one acre, and all with cold crystal water from private artesian well. There are only four different new homes you can buy, because that’s all we’re going to build. Or buy the lot you like now and build your own home. Prices start at \$31,500 for the high quality homes and \$8,800 for the lots (minus a 10% discount for the first three buyers). Completion of our wide paved roads is scheduled within the next few weeks.... Just off historic Waumbeck Road.”

Council Tree Lane: Extends for a short distance northwest from Waumbeck Road, near the mid-point of Waumbeck between North Main Street and Pine Hill Road. Services Council Tree development.

1982: Resident Paul Viani petitioned town to accept road.³⁰⁸

County Road: No. 1. Road near Wolfeboro Center; intersects with Chamberlain Road (1899 Directory).

³⁰⁵ *GSN*, September 12, 1941 (station for sale); August 14, 1942 (offered for free); September 11, 1942 (demolition foreseen).

³⁰⁶ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 215-217.

³⁰⁷ Abbie Cotton Lang, 1937.

³⁰⁸ *GSN*, September 1, 1982.

County Road: No. 2. “There is what used to be called a County Road off Haines Hill Road, now called Morgan’s Lane; it ran up through the Morgan property, across the Haines farm, across the Andrew B. Tibbetts farm, across the swamp, over what is now called Johnson Road, over the east side of Batson Mountain, and on into Ossipee; many parts can still be seen.”³⁰⁹

County Road: No. 3, etc. Name used generically for certain other roads over a period of time.

Court Block: Business block between the Bank Building and the Wolfeborough Railroad Station (1934 Directory). A later name for the Central Block. See Central Block No. 1 listing.

Cove Island: Small isle in Lake Winnepesaukee; one of the Varney Islands; located adjacent to Worcester Island.

1994: It served as the base for a guy wire connected to a telephone pole on Worcester Island and as the site of several beaver lodges. The owners are Mr. and Mrs. Robert L. Hanson, who acquired and named it as part of their collective purchase of smaller Varney Islands.

Coves End Road: Also spelled Cove’s End Road. Official name after October 7, 1992, for what used to be called Kingswood Acres, a summer cottage resort. Starting point: South Main Street. Extends to Crescent Lake and services a group of camps there.

Cowper Road: Extends from Stoneham Road east to Avery Road. Named for Rev. Fred Cowper, early resident on the road, who pronounced his name as Cooper.³¹⁰ The 1934 Directory noted that parts of Cowper Road were impassable. Through repetition over a period of time Cowper Road became known as Cooper Road (perhaps reminiscent of Lewis Carroll’s comment in *The Hunting of the Snark*: “Whatever I tell you three times is true”). On October 7, 1992, the Cowper spelling was officially discontinued by the town, following the desire of local residents, and the thoroughfare was renamed Cooper Road. They had second thoughts, and following a request, the selectmen changed it back to Cowper Road on November 3, 1993.

1977: Northern Land Traders, an Ossipee firm, laid out a subdivision, North Wolfeboro Farnettes, on Cooper (*sic*) Road, and offered to pay for certain improvements to the road.³¹¹

Crabtree Lane: Name proposed to but rejected by the selectmen on August 17, 1994, for part of Filter Bed Road (see listing).³¹²

³⁰⁹ Arthur F. Chamberlin, letter, October 12, 1993.

³¹⁰ *Ibid.*

³¹¹ *GSN*, May 11 and July 13, 1977, and other issues. Consistently spelled as Cooper Road at the time.

³¹² *GSN*, August 24, 1994.

Creamery Hill: The stretch of Center Street heading uphill from Clarke Plaza in the direction of Ossipee. Later known as Laundry Hill; once known as Kidder Hill and Schoolhouse Hill (or Brick Schoolhouse Hill).³¹³

1941: Charles Hersey house on the hill was moved to permit widening and straightening Center Street.³¹⁴

Crescent Lake: Small lake, considered by some to be a section of Lake Wentworth, close to Center Street at Wolfeboro Falls. Called Crooked Pond years ago. Goodwin's Basin is the section of Crescent Lake cut off by the railroad causeway.

Crescent Lake Avenue: Extends from South Main Street toward Crescent Lake in the vicinity of the Avery cottages. Authorized as an extension of Pine Street on June 2, 1900, per town records.

1916, April 1, *GSN*: "Fred C. Dore this week purchased a house lot of J. Clifton Avery on Crescent Lake Avenue, the new street which Mr. Avery intends opening up on his property opposite Green Street"; apparently, this refers to cutting the road through from South Main Street.

1994, August 14: A section of this road earlier known as Crescent Lake Avenue Extension and Millwood Road and also as Crescent Lake Avenue (being a part thereof) was formally adopted by the selectmen as Millwood Road.

Crescent Lake Avenue Extension: Private road. Now known as Millwood Road. Old name before 1992 for a small extension of Crescent Lake Avenue as it joins Pine Street. Today known as Millwood Road.³¹⁵

Crescent Point: No. 1. Peninsula on Crescent Lake in Wolfeboro Falls.

Crescent Point: No. 2. Housing development on 36 acres on Crescent Point. Planned in 1986 by developer Richard Hammer, who submitted proposals including one for 27 single-family homes with shore frontage and 16 four-unit condominiums without shore access.³¹⁶

1994, August 24, *GSN*. Advertisement: "An exclusive waterfront property in picturesque Wolfeboro. 45 acres of lake with over a mile shoreline on peaceful Crescent Lake." Developed by Sands Brothers Construction Company Inc. David S. Sands.

Crescent Point Road: Name before October 7, 1992, for extension of River Street in Wolfeboro Falls, on Crescent Point. Now a part of River Street.

Crescent Way: Earlier (before October 7, 1992) name for what is now called Crystal Shore Road. Starting point: Whitten Neck Road.

³¹³ Gertrude B. Hamm: "Colloquial Names."

³¹⁴ *GSN*, September 19, 1941.

³¹⁵ Selectmen's resolution, October 7, 1992, changed it to Crescent Lake Avenue; name changed to Millwood Road by the selectmen, August 14, 1994.

³¹⁶ *GSN*, January 29, March 19, April 23, 1986, and other issues detail various proposals, changes, and problems.

Cricket Hill: Hill sloping downward from North Main Street to Carry Beach; Forest Road traverses it. Name in use by 1954.³¹⁷

Cricket Hill Estates: Real estate development on Cricket Hill. In 1970 water lines were installed by the developer and connected to town lines.³¹⁸

1971, June 3 advertisement: "Announcing Cricket Hill Estates, Forest Road. Exceptional one-acre home building sites on very choice wooded terrain.... Contact a local broker or J.I. Melanson, Jr."³¹⁹

1974: Lots advertised for \$9,500 up. Town water and utilities.³²⁰

Cricket Hill Road: Street off Forest Road on the right on Cricket Hill. Laid out in 1954-1955. Years ago there were other ways in the same area; a 1860 map of the town shows unnamed roads in the vicinity.

Crooked Pond: Early name for Crescent Lake, preferred usage until well into the 20th century. Probably, 90% of the mentions of the pond in the *GSN* in the 1901-1910 decade called it this, with the other 10% as Crescent Lake. Since that time, the Crooked Pond nomenclature has been largely forgotten (but see Crooked Pond Lane).

Crooked Pond Lane: Road to the right off Center Street just before The Ledges. Resembles a driveway. Extends along the back of The Ledges to several camps near the Crescent Lake dam. Several people suggested, perhaps facetiously, that it be called Dam Road, but Crooked Pond Lane was adopted by the town selectmen on May 19, 1993, Crooked Pond being the historical name for Crescent Lake.

Cropley Hill: No. 1. Small hill between Lehner Street and South Main Street in the general area from the Town Hall east to Center Street.³²¹

Cropley Hill: No. 2. New name for what used to be known at its top portion as Brummitt Court and, before that, Factory Place.³²² Short street extending up hill from Lehner Street; connects to South Main Street. Named for S. Cropley, whose house was there in the late 19th century. Local residents Richard Mancke and Barbara Hobbie suggested the name in a 1992 letter to the town.

³¹⁷ *GSN*, October 1, 1954 (Joseph I. Melanson advertisement of house there).

³¹⁸ 1970 *Town Report*, p. 61.

³¹⁹ Actually Joseph I. Melanson III, who was sometimes referred to as Jr.

³²⁰ *GSN*, February 7 and September 5, 1974, and other issues.

³²¹ *GSN*, August 3, 1977 (sample citation).

³²² Selectmen's resolution, October 7, 1992.

Cropley Hill Road: Name before October 7, 1992, for road extending from Lehner Street up the hill to join what used to be called Brummitt Court; now part of Cropley Hill.³²³

Cross Road: No. 1. Shortcut or “cross” road connecting South Main Street with Pleasant Valley Road. No structures are on it as of 2021.

Cross Road: No. 2. Cross Street (or Road). Early name for Rogers Street; a portion of which is now known as Sewall Road; following town authorization of November 12, 1881. Extended for a short distance from North Main Street alongside what is now known as the Wolfeboro Inn.

Cross Street: Name c.1889 for what is now known as Depot Street.³²⁴ Also see Cross Road No. 2 above.

Crouse Subdivision: Laid out to the order of Betty Jane Crouse, 1974. On Holden Shore Road.³²⁵

Crystal Lake: Occasionally used but inaccurate name for Crescent Lake. Never official nomenclature; mainly used by newcomers.³²⁶

Crystal Lake Avenue: Mentioned in *GSN* October 28, 1938, as a local way on which Clarence Beach was preparing to build a residence. Crystal Lake was a misnomer for Crescent Lake.

Crystal Shore: Name for a shore area of Crescent Lake.

Crystal Shore Road: New name for what used to be called Crescent Way.³²⁷ Loop road. Starting point: Whitten Neck Road.

Cumberland Road: Short street off Birch Hill Estates Road in the Wolfeboro Falls district.

Cutter Mountain: Early name for Cotton Mountain, after Dr. Ammi Ruhamah Cutter, a physician who once owned it.

³²³ Example of use: 1947 *Town Report*, p. 15.

³²⁴ *GSN*, May 13, 1889 (noted that E.T. Brigham was having a photographic studio built at the corner of Glendon and Cross Streets).

³²⁵ *GSN*, May 4, 1977 (bond posted for road construction into subdivision).

³²⁶ Arthur F. Chamberlin, letter, March 15, 1994.

³²⁷ *Ibid.*

D

Dallas Road: Extends from Cotton Valley Road northeast to Stoneham Road. Earlier called Joseph Jenness Road, Jenness Farm Road,³²⁸ and Jenness Road (see listing). Mrs. Dallas was a Jenness.³²⁹ Also see Willey-Jenness Road listing. Town owns a 40-foot right of way received in 1934. In 2021, the name has reverted back to Jenness Farm Road, although some maps still erroneously use the old name.

1983, March: Town Warrant contained a proposal to designate this as an official Scenic Road; article passed over. In May certain trees were trimmed back to help reduce the danger on a hazardous curve.³³⁰ The road was widened to 18 feet.

1991: Dallas Road from Stoneham Road to Cotton Valley Road was designated as a Scenic Road under the provision of RSA 231:157 at the Town Meeting. The purpose was to “protect and enhance the scenic beauty of Wolfeboro.” A similar proposal for designation had been rejected in 1983.

1992, May 6: Selectmen voted to accept Dallas Road “as is” although its present layout different from its position on a 1934 survey of the right-of-way. Sarah Silk stated that in her opinion the 1934 survey was not correct.³³¹

Dan Horn Hill: Name used rarely in the late 19th century for hill up South Main Street atop which was the Pavilion Hotel.³³² This hill was best known as Brickyard Hill.

Daniel A. Horn owned Horn’s-on-the-Lake, a.k.a. the Belvue House, later a.k.a. Lake Shore House and Ann Inn, on the western slope of the hill (where Town and Cate Parks are today).

Dandelion Court: Name in the 1980s for small commercial court on Lehner Street on which was situated Dandelion Florists, Skandic Antik, Judy’s Ice Cream, Bookends, and other businesses over a period of time. Piche’s Sporting Goods was there in 1994. Basically, just a parking lot for a few businesses, the name is no longer used.

Dartmouth College Road: Old alternate name for College Road (see listing).³³³

David Chamberlain Road: Laid out in 1825.³³⁴ Name no longer used. Same as Chamberlain Road (see listing).

Dead Horse Hill: Small hill near the WASR radio station tower. The story is told that many years ago when horses became too old to be useful, they would be taken to this area, killed, and buried (also see following listing).

³²⁸ Historical account in 1983 *Town Report*, p. 9.

³²⁹ Ida Pineo, note, April 1994: “Dallas Road was Jenness Road until Mrs. Dallas came to town and bought Cyrus Jenness’ property on top of the hill.”

³³⁰ *GSN*, March 9 and May 25, 1983.

³³¹ *GSN*, May 13, 1992.

³³² *GSN*, April 8, 1938.

³³³ Term used occasionally over a long period of years. Sample: *GSN*, June 6, 1947.

³³⁴ Parker, p. 199; also *GSN*, August 28, 1931, possibly from Parker.

Dead Horse Hill Road: Name for extension of Varney Road past the radio transmitting tower. Name not officially recognized by the town until 1994:

At a hearing held August 17, 1994, Dead Horse Hill Road resident Robert Bryant took issue with a recent action in which he was assigned a number on *Varney Road*. Amanda Simpson, town planner, stated that in the street numbering process Dead Horse Hill Road was considered to be a driveway rather than a private road. Therefore, Bryant was given a Varney Road number. Bryant said he wanted to maintain the name for historical value.”

Bryant noted that “years ago the road was on the edge of town. When a horse got too old, they would march it out there, dig a hole and shoot it.” He said that many horse bones were found when he excavated land to build his house. Selectmen elected to allow Bryant to use the Dead Horse Hill Road address.³³⁵

Deer Run: Street off Berrywood Drive on Cricket Hill. Developed in the 1970s and 1980s.

1975, October 29: At a meeting this date selectmen declined to accept the road for the town, as there were no houses there yet.³³⁶

1981: Accepted as a town road.³³⁷

Deland’s Brook: Small brook near the northern shore of Rust Pond.³³⁸

Deling’s Cove: No. 1. Small cove on Lake Winnepesaukee between Springfield Point and Furber Point. Misspelling from casual pronunciation of DeLand (usually in print in the incorrect form of Deland); from William DeLand (1803-1892), early manufacturer of wooden chairs in South Wolfboro.

Delings Cove: No. 2. Name for a short road on Springfield Point, South Wolfboro. No apostrophe in Delings. Name originated in 1993 during the town’s revision and updating of street names.

Deling’s Cove Landing: Boat landing spot in Deling’s Cove. The *Blue Ghost* docked there in the 1990s.³³⁹

Depot Avenue: Road in Wentworth Park.³⁴⁰ Fern Avenue extended from junction of Pine Road and Depot Avenue. Called Depot Street c.1910. Name no longer used.

Depot Square: A.k.a. Depot Square Condominiums (in town zoning records). Multi-owner commercial building created in 1987 by Back Bay Construction by extensively remodeling the Hatch Theatre. On Depot Street and Central Avenue opposite the Wolfborough Railroad Station. Planned to have three offices on the ground floor with

³³⁵ Account in *GSN*, August 24, 1994.

³³⁶ *GSN*, November 6, 1975.

³³⁷ *GSN*, April 8, 1981.

³³⁸ Parker, p. 37. Probably should be spelled DeLand (as on DeLand family tombstones).

³³⁹ Alexander McKenzie IV, note, February 9, 1994.

³⁴⁰ Cf. 1934 Directory, p. 27.

three more offices above, a restaurant toward the rear, and another office above the restaurant, for a total of eight units.³⁴¹

1995: On December 9, the entire building was destroyed by fire.

2006; On the vacant lot, an upscale 4-unit condominium was constructed.

Depot Square Condominiums: See Depot Square.

Depot Street: No. 1. Short street from Central Avenue near the Wolfeborough Railroad Station to Glendon Street. Laid out on July 9, 1887, per town records. A.k.a. (rarely) Station Avenue (see listing). Some sources cite this as an extension of Railroad Avenue.³⁴² Once also called Cross Street.³⁴³

Depot Street: No. 2. Road in the Wentworth Park district of Lake Wentworth, East Wolfeboro. Name in use c.1910.³⁴⁴ Later called Depot Avenue.³⁴⁵

Diamond Corner: Incorrect name for Dimon's Corner (see listing).³⁴⁶

Diamond Cove Way: Road in the Wyanoke Harbors section of Wolfeboro Neck closest to Carry Beach. Named by Herbert Pheeney when he laid out the development in 1978.

Dick Road: Early name for part of what is now known as Pleasant Valley Road. Road leading toward Tumble Down Dick mountain in Brookfield.³⁴⁷

Dimon's Corner: Primarily an 18th and early 19th century name for North Wolfeboro, but still occasionally used. Commemorated by a sign at the corner. Named for Samuel Dimon who conducted a store and house of entertainment in what later became North Wolfeboro. Sometimes misspelled as Dimond's Corner or Diamond Corner, especially before c.1951, at which time there was a local movement to use the correct Dimon's Corner name.³⁴⁸

1870: 175 inhabitants, principal occupation, agriculture.³⁴⁹

1985: Theodore H. Brigden told the history of the area in a book, *Around Dimon's Corner*.

³⁴¹ GSN, April 29 and June 10, 1987.

³⁴² E.g., 1937 Directory under definition of Railroad Ave.

³⁴³ GSN, May 13, 1889 (noted that E.T. Brigham was having a photographic studio built at the corner of Glendon and Cross Streets).

³⁴⁴ Perley E. Young issued a postcard showing this road.

³⁴⁵ 1934 Directory.

³⁴⁶ GSN, April 13, 1951. Discussion of emphasizing the correct Dimon's Corner name. Most residents called it Diamond Corner at the time.

³⁴⁷ Per town records, March 1786; also mentioned by Sherman Brummitt, "Describe Life in Raccoonboro...."

³⁴⁸ GSN, April 13, 1951. The same article noted that there was a great mutual trust in the area in the early days when properties exchanged hands, and ownership was often transferred without recording deeds at the county seat.

³⁴⁹ GSN, December 18, 1936.

Dimon's Corner Road: Road leading to Dimon's Corner (North Wolfeboro), 19th century.³⁵⁰ Term used as recently as the 1960s to describe the road from Route 28 to Dimon's Corner. The road is now named North Wolfeboro Road.

Diplomat Drive: Name in late 1980s and early 1990s for Tips Cove Road, before it was changed in 1992 by residents and officially in 1993 by the town. In the area formerly known as Embassy Estates on Wolfeboro Neck. Named by Smith & Kourian, developers, for the area's assumed connection with the Chinese legation in 1949 and ensuing years.

Dishwater Pond: One of the most used of several 19th century names for Mirror Lake.

1924, November 1. *Granite State News* correspondent "J.E." suggested that "The Goose" (Mabel Fullerton Hatch) in her column stop using that "inelegant and old-time phrase of Dishwater Road" in reference to the road from Wolfeboro to Mirror Lake, and instead use Lake Boulevard or Mirror Lake Road. He suggested that the "Dishwater" term arose from an old story that when there was little water running over the dam at the outlet, the sawmill there could remain in operation only if "the women poured into the aforesaid pond all their dishwater."

1924, November 8. Hatch, refusing to accept the chastisement, suggested that the very name: "commemorates the virtue, and the public spirit of our foremothers. Imagine the scene: A bitter cold day in December. The mill cannot run because there is no water. Here is an 'insult to industry' in crying need of protection. Do these noble women, perhaps your great grandmother or mine, sit at home and mourn? Not a bit of it. They tied the baby to the bedpost, seized a dishpan full of water, and ran to the mill.

"There must be many Mirror Lakes scattered around the country, but only one Dishwater. There is no objection to Mirror Lake, of course, but it doesn't mean anything especially, where the dishwater definitely calls to mind concrete examples of individual sacrifices for community good! The name provokes inquiry. Then we can probably relate the heroic story of its meaning. Let's not be in too much of a hurry to part with the old names. First thing we know Bunker Hill will be philosophied into 'Sunny Side Summit' and Valley Forge will be sweetened into 'Pleasantdale,' and the surrender of Yorktown will be staged at 'Maplehurst.'

This ignited a spark, and during the next several years other contributors to the paper suggested that, 19th-century maps and charts notwithstanding, the term "Dishwater Pond" was in fact incorrectly applied to Mirror Lake and pertained only to a small millpond erected by Andrew Swett on Tuftonboro Neck, across the road from Mirror Lake (which according to these accounts was then only called Lang Pond).³⁵¹ Hatch persisted in her view that Dishwater Pond was historically correct. As more pros and cons appeared in print, the situation became heated.

1927, December 10: Editor Frederick A. Prindle of the *GSN* laid the matter to rest by stating conclusively Mirror Lake had been known as Dishwater Pond in the 19th century, and he cited a number of specific items on maps and otherwise in print as proof. He said: "Facts are facts. You can't change them by not wanting them so." The Dishwater Pond name on what was later known as Mirror Lake was found on maps dated 1861, 1877, 1892, and 1893, as well as the large relief map of the state on display in the State House in Concord in 1927.

Dishwater Road: Slang name for road from Wolfeboro to Melvin Village, particularly the section near Mirror Lake (earlier called Dishwater Pond). Mentioned by Mabel Fullerton Hatch in the *Granite State News*, January 5, 1924.

³⁵⁰ Parker, p. 199.

³⁵¹ *GSN*, September 24 and November 5, 1927, among others.

Dockside: A.k.a. Town Docks (to which listing refer). The official new name for a loop which includes short streets formerly known as Wharf Avenue (to the right of the Avery Building) and Lake Avenue (to the left of the Avery Building).³⁵² Until October 7, 1992, the area *behind* the Avery Building and nearby South Main Street buildings was called Dockside, but now the two short side streets are included in the nomenclature.

Dockside Building: Name used for a short time in 1994 by Jo Green's restaurant for the building in which they are located.³⁵³ Otherwise known as the Latchaw Building.

Dockside Station: Best known as Lake Station. Railroad station operated seasonally by the Boston & Maine Railroad at what is now the Dockside Restaurant at the Town Docks. Passenger trains would come down the tracks a short distance from the Wolfeborough Railroad Station to pick up and discharge passengers from the steamer *Mount Washington*.

Also see historical notes by Donald L. Hallock under Wolfeborough Railroad Station listing.

Donald E. Walter Drive: Road in the Sugar Hill Retirement Community. See listing.

Dove Street: Street in the Robin Acres development off North Main Street near the Libby Museum. All streets in the development are named for birds.

Dr. King Block: 19th century name for what later was known as the Bell Building and Brummitt Building; demolished in 1993. Named after Rufus H. King, M.D. See Latchaw Building for history.

Dr. Smith Islands: Certain of the Varney Islands (including what today is known as Littlest Mud Island) sold on December 4, 1901, by the estate of Jeremiah Ranlet Smith, M.D., Lucy Ann Smith, and Emma Smith to Charles W. Hoyt. Deed states: "Known as Dr. Smith Islands." Terminology never in wide use.

Dudley Chamberlain Hill: Hill in northern part of Wolfeboro; infrequently used name. Also spelled Dudley Chamberlin.

Dudley Chamberlin Road: Also spelled as Dudley Chamberlain Road in some citations. See Chamberlin Road listing.

1893: Town warrant included an article to see if the town would "lower the grade of the Dudley Chamberlain Hill and raise the grade of the road at the foot of the same."

Dudley Road: Extends from Forest Road to the left as one proceeds downhill; terminates in a dead end. Developed in the 1980s by residents after a project by P&S Development (of Tuftonboro) failed, and those who purchased land took matters into their own hands to bring roadway up to town specifications, to pressurize the water system, etc.³⁵⁴

³⁵² Selectmen's resolution, October 7, 1992.

³⁵³ *GSN*, November 2, 1994 (advertisement).

³⁵⁴ *GSN*, September 13, 1989.

Dug Hill: Small hill, 780 feet high, near Lake Winnepesaukee at the Alton town line. Just south of Springfield Point Road, the area has mostly expensive waterfront homes.

1896, July 28, *GSN*: “Jessie Gould, associated with C.W. Gould and James Bryden, of Chelsea, Massachusetts, have recently purchased of Springfield & Rollins, 200 acres on the shore of Lake Winnepesaukee known as The Dug Hill, which they propose to open up for cottagers and campers.” This development was later known as Lakewood (see listing).

Dug Hill Point: Projection of land into Lake Winnepesaukee at Alton town line near Dug Hill.

Duncan Pond: Obsolete alternate name for Sargents Pond (see listing). A.k.a. Lily Pond.

Durgin Block: A.k.a. The Durgin (until well into the 20th century); Durgin Hall (1910s name for the top floor, where basketball, etc., games were held); occasionally Goodwin & Doe Building (or Block) in the 1940s and 1950s. Later called Wolfeborough Bay Manor or simply Bay Manor.

Stephen (“Steve”) Durgin’s mansion built in the Victorian style on North Main Street had by the turn of the century become a business block. Durgin, from Cornish, ME, at some point went to New York City, where he engaged in business including as part owner of an omnibus company and amassed what was considered to be a fortune at the time. He came to Wolfeboro and purchased property from Jude R. Lincoln for \$1,500. On the site he built his private residence in 1873.³⁵⁵ Charles Prindall was the contractor. Durgin was very ambitious, was instrumental in establishing a stage route between Farmington and Laconia as well as the White Mountain route from Centre Harbor through Conway to Crawford Notch, and was active in raising and racing horses. On a poster advertising a race to be held July 4, 1881, horses such as “Prince,” “Tanner Boy,” “Ned” and “Brown George” were shown vying for positions at the finish line. Equestrian facilities were maintained where the Allen “A” Resort was later built (in the 1930s) and gave rise to the name of Trotting Track Road.

On April 9-12, 1889, much of Durgin’s property, including his horses, was auctioned due to his failing health. Durgin died shortly afterward. The Durgin mansion remained in the Durgin family until 1900, was used for various commercial purposes, and was referred to as The Durgin. His brothers then conveyed the property to Ida E. Piper for \$4,000, after which it remained in the Piper family until 1930, when it was sold by Carroll D. Piper to contractors Andrew F. Doe and J. Frank Goodwin.

However, *GSN*, August 3, 1897, noted: “Manahan & Baker, auctioneers [from Hillsborough], will sell the Stephen Durgin residence and furnishings on Tuesday, August 17 at 1:00 p.m. The subscribers will sell at public auction on the above day and hour the real estate known as the Steven Durgin residence located on Main Street in Wolfeboro Village.

“The house is modern, 2 1/2 stories, 45 by 50 with large ell, slated roof, tower, bay windows, and broad piazzas, contained 16 high-posted large and pleasant rooms finished in black walnut, chestnut and white wood, frescoed and tinted walls, marble fireplaces and mantles, heavy black walnut floors, with nickel trimmings. Heated by furnace, hot and cold water. Cellar under entire house with substantial granite and brick walls, cement bottom with laundry room, cold storage, vegetables, milk and wine apartments. The stable is 40 by 90 feet conveniently arranged with common and box stalls, grain, harness and carriage rooms. The building is supplied by a private water works system fed by springs constructed at a cost of \$3,000. Following the sale of the residence will be sold an invoice of personal property comprising elegant black walnut sets inlaid with burl panel, springs, mattresses and bedding....

The property was to be sold to the order of Samuel H. Durgin and Charles F. Piper, executors of the estate of Stephen Durgin.

³⁵⁵ *GSN*, December 9, 1932.

1900, May 18, *GSN*: "S.W. Clow & Company are to construct a road from their mill to North Main Street across the rear of the land of W.E. Wiggin, by The Durgin. This will make a saving in distance and very much easier in teaming to and from the railroad."

1901 Sanborn fire map: Masonic Hall on floors one and three, offices on second floor. Masonic banquet hall behind the main building.

1902: Winnepesaukee Club occupied the entire top floor.

c.1930: The contracting firm of Goodwin & Doe removed the cupola on top of the building and modernized the entrance.

1934 tenants: Ground floor: Horne's Garage, Harold A. Harvey (jeweler). Second floor: Greene & Harvey (attorneys), Wolfeboro Press, Inc., Goodwin & Doe (contractors). Third floor: J. Clifton Avery (insurance), Avery's Beauty Shop (Elvira Avery), Dr. F.E. Meader (dentist). Private apartments: Mrs. A.H. (Dorothy) Beardsley, L. May Rollins, Jesse Gould.

1952: Purchased from Andrew Doe by Jesse H. and Dorothy Gould, owners of Gould's Dime Store.

1955: Alta B. Meader historical retrospective: "The so-called Mason house was partially on the site of the Durgin and partially across the entrance to the garage and the Dime store. When Stephen Durgin built his mansion, with its black walnut doors and casings, with silver hinges and knobs, the old house was taken to the corner of Glendon and School Streets, where it still stands next to the Masonic Temple. The Durgin had its individual water system, with wooden conduits (supplied by a small dammed pond), and a gas lighting-plant. Mr. Durgin was a lover and owner of horses, hence the large barn, now a part of Horne's Garage."

1969, May 30: Offered for sale for \$44,000 by Battles Realty.

1973, August 16, *GSN* advertisement: "Durgin Block apartments. Newly decorated efficiencies, separate kitchen and bath, \$90 with lease."

During the 1970s it changed hands several times before Richard Eaton and Gorham Humphrey acquired it and in 1981-1982 renovated it extensively (under the name Wolfeborough Bay Manor, a.k.a. Wolfeboro Bay Condos).³⁵⁶ The new owners restored much of its early glory and charm. Eight elegant one- and two-bedroom (and other rooms) condominium units were made from 12 former apartment units and were priced at \$100,000 to \$110,000 each. The ground floor included commercial rental space. During this work, a large carbide-gas generator for operating lights was discovered in a brick vault underneath an accessory structure.

1983: Messrs. Eaton and Humphrey received a special Beautification Award from the Chamber of Commerce for their work they on the Durgin Block.³⁵⁷

1994: The Durgin Block stands as an imposing structure on North Main Street. The top three floors are private condominium residences. The lower or basement level opens on to a pedestrian area and houses retail shops with the Straw Cellar occupying the corner.

2020: Retail shops are Sandy Martin Art Gallery, Jackie's Boutique and Champagne Test; the latter two shops carry ladies apparel.

Dusenbury Shore: Name given to small area of Lake Winnepesaukee shore in South Wolfeboro. Usage in the 1920s.

³⁵⁶ Zoning Board of Adjustment records, October 2, 1981, and July 21, 1982; *GSN*, May 13, 1981. *GSN*, June 9 and 16, 1982, printed historical comments about the building; August 4, 1982 (advertisement of Wolfeborough Bay Manor condominiums for sale).

³⁵⁷ *GSN*, October 26, 1983.

E

Eagle Trace: Main road in the Fairway Estates development. Off Clipper Drive in Clark Road area.

Earl Shore: Shore area of Winter Harbor near Earl Shore Road. Named for the Earl farm in the area. See Apple Way listing for related note.

Earl Shore Road: Near end of Port Wedeln Road on Winter Harbor.

Early American Living Museum: Name beginning in 1960 for the Clark House and Pleasant Valley Schoolhouse complex in Clark Park off South Main Street; administered by the Wolfeboro Historical Society. Name officially changed to the Wolfeboro Historical Museum on February 7, 1966.³⁵⁸ Now known as the Clark Museum Complex. See listing for Clark Park for further information.

East Alton Road: 1937 Directory: Defined as extending from “Alton Road to house of F. H. Driscoll.”

East Beach Road: This name appears on the Town tax maps running from Pleasant Valley Road to the shore of Lake Wentworth. However, the house listings and the street sign indicate PVL Lane. PVL stands for Pleasant Valley Lodges. The road is private and gated.

East Cape: Projection of land on northeast side of Stamp Act Island in Lake Wentworth.

1897, March 2, *GSN*: “At the east end of the island is a point called East Cape.”

East Clark Road: Short road off South Main Street paralleling Clark Road and immediately to the southeast of it.

East Island: Usage in the 1890s. In Lake Wentworth a small island near Mink Island, the most northerly island near Mink Island being called Lone Island and the other East Island. In the 1990s it is called East Jockey Cap Island.

East Jockey Cap Island: One of the trio of Mink Islands in Lake Wentworth.

1890s: Called East Island.³⁵⁹

³⁵⁸ *GSN*, February 11, 1966.

³⁵⁹ *GSN*, March 2, 1897.

East Lake Road: Name before October 7, 1992, for part of what is now known as Red Brook Circle. Starts at Pleasant Valley Road.

East Main Street: Alternate name in the 1880s and very early 1890s for what is now called South Main Street.³⁶⁰ Until c.1890, what are now known as North and South Main Streets were simply known as Main Street in most listings. Also see note under Miles Road listing. The South Main Street name became official in January 1890.

1889, December 2, *GSN* (sample usage): “Miss E.S. Davis has returned from Boston and has taken rooms at Mrs. Ayers, No. 134 East Main Street...”

1889, December 2, *GSN*: Discussion that East Main Street and West Main Street were terms in proper use and were just as accurate as North and South Main Street.

1889, December 9, *GSN*: Letter from Benjamin Franklin Parker stated that North Main Street and South Main Street could just as easily be called East Main Street and West Main Street. “Either would be proper, since the street runs north-west and south-east.”

1890, July 28, *GSN*: “On East Main Street, [lost] a gold bracelet, the finder by leaving it at 143 East Main Street will receive the thanks of the owner.”

East Side Boulevard: Old name for Brown’s Ridge Road.³⁶¹ Same as Eastern Boulevard.

East Side Highway: See Old East Side Highway listing.

East Side Road: Another former name for East Side Highway; see Old East Side Highway listing.³⁶²

East Wolfboro: District around intersection of Cotton Valley Road and Cotton Mountain Road; general area on northeastern side of Lake Wentworth. Boundaries not precisely defined. Earlier names: Cotton Valley Station, Cottonboro.

At one time after 1950 Eugene M. Head and Ellie Linscott were president and vice-president respectively of the short-lived East Wolfboro Betterment Society.³⁶³

East Wolfboro Post Office: (1873-1968)

This facility was operated within various stores. Known under the following postmark spelling variations:

EAST WOLFBOROUGH: June 13, 1873 to December 1895.

EAST WOLFBORO: December 1895 to January 20, 1898 (cancellations from this era are unknown today), and February 14, 1898 to March 19, 1927.

EAST WOLFEBORO: March 19, 1927 to July 12, 1968.

Notes:

³⁶⁰ Cited, for example, in Prindle’s *Views*.

³⁶¹ Arthur F. Chamberlin, letter, November 1, 1993.

³⁶² Called East Side Road in 1912 *Annual Report*, p. 18.

³⁶³ 1993 *Town Report*.

Postmasters have included Jacob H. Cotton, Clarence Evans, Alfred Donaway, Arthur Head, Austin Fogg, Mrs. Bowman, and Ford Smith. Arthur Perry worked on a temporary basis until Ford Smith was appointed.

1898: In the short gap from January 20 to February 14, noted above, the name was the Cotton Valley Post Office. See listing.

1902: Authorized yearly salary range for postmaster, a part-time position: Jacob H. Cotton. \$114.60 to \$136.47.

1910: Authorized yearly salary was \$245.

1963, July 5, *GSN*: “Postmaster Elizabeth M. Bowman has announced that the five-digit zip code for East Wolfeboro is 03831.”

1968, July 12: East Wolfeboro Post Office closed on this date.³⁶⁴ Mrs. Bowman, postmaster for 23 years, had retired. Business was transferred to the Wolfeboro Post Office.

East Wolfeboro Road: Former name for road leading to East Wolfeboro (1899 directory).

Eastern Boulevard: (1909) Proposed and discussed at length, but only a tiny section (now known as Browns Ridge Road) passed through Wolfeboro. The state was contemplating running the Eastern Boulevard to connect the seacoast with certain inland areas, and Wolfeboro citizens hoped that it would go through the town. By early July 1909, some sources said it would go through the Wakefield area instead. Eventually, the route beyond Rochester was laid out through Milton, Wakefield and Ossipee—apparently about where Route 16 is now. A.k.a. East Side Boulevard.

Eastman Avenue: Short street off Birch Hill Estates Road in the Wolfeboro Falls district.

Eaton Square: A.k.a. Strawberry Place. Name used in the mid-1980s for the parking and storefront area to the left of the Richard Eaton Building (then with an address of 30 North Main Street).³⁶⁵ The Strawberry Patch restaurant was among the businesses there. Name not widely used. Richard Eaton was and is a prominent local entrepreneur.

In 1984, Richard Eaton and Katherine O’Meara founded the Panoramic Publishing Company, publishers of *The Laker*, *Dining Out* and “Waterfront and Other fine Properties”. From 1979 to 1995, the building has housed: Christmas Shop, the Moccasin Shop, Brookside Studios, The Strawberry Patch, The Strawberry Place, Moods Two, The Cookie Jar, Dallas Edwards Real Estate, Spiller/Edwards Real Estate, John Barnwell, The Chrysanthemum, Cloud Nine Bed and Bath, J. Malcolm Real Estate Agency, Community Bank & Trust Company (first office while they built the bank), *Granite State News* offices, The Snow Goose, Congressional office for US Representative Robert Smith (six years), Milligans’ Pendleton Shoppe, Hang Ups, Fields of Dreams Car Shop, and *The Laker*.

2018: The address is now 50 North Main Street. La Boca Restaurant has replaced The Strawberry Patch. Other tenants include Great Waters Music Festival offices.

³⁶⁴ *GSN*, July 11, 1968. Announcement.

³⁶⁵ *GSN*, May 25, 1983.

Edgerly-Brackett Graveyard: A.k.a. Edgerly Cemetery. Located off Pleasant Valley Road, Brackett Corner. Edgerly Cemetery (Pleasant Valley) was listed in the *GSN*, May 29, 1909 as part of a listing of where Civil War and other soldiers were buried.³⁶⁶

Edgerly Cemetery (on Adams farm): Described in *GSN*, May 29, 1909, as part of a listing of where Civil War and other soldiers were buried.³⁶⁷

Edgerly's Island: Island in Lake Wentworth. 19th century usage.

1897, March 2, *GSN*: "South of Stamp Act Island are four islands which together contain about three acres of land. They are named Edgerly's, Cate's, Townsend's and Boulder."

Edgewood Terrace: Present name for a short road from South Main Street northeast to the Kingswood Golf course. Sometimes known as Kingswood Terrace. See listing.

Edmunds Cove: Small cove located on south side of Wolfeboro Neck. From the Edmunds family, early settlers on the Neck.

Edmunds, Joseph, Graveyard: Located on Wolfeboro Neck. The Edmunds family lived on the Neck early in the 19th century.³⁶⁸

Edward Cate Park: See Cate Park listing.

Edward's Beach: A.k.a. Edwards Beach. Name used in the 1960s. Section of beach on Whitten Neck owned by Edward Zulauf (Edward's Resort, Edwards-on-Wentworth, and other trade styles).³⁶⁹

Edwards-on-Wentworth Subdivision: See Governor's Landing.

Edwards Way: New name for what used to be called Wentworth Way.³⁷⁰ Starting point: Whitten Neck Road. Named after the Edwards Resort (founded by Edward Zulauf), which was open from the 1940s to the 1970s; operated as a restaurant only, in the 1980s by a different owner.

Eisenhower Mountain: Proposed name for Cotton Mountain (see listing) in 1955. The idea was rejected.

³⁶⁶ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 224, 225.

³⁶⁷ Attribution as a cemetery located within limits of Wolfeboro is uncertain; may be the Edgerly-Brackett Graveyard (see listing), or outside of town limits (per John S. Fipphen, note, November 2, 1994).

³⁶⁸ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 232.

³⁶⁹ *GSN*, July 29, 1966. Example of use.

³⁷⁰ Selectmen's resolution, October 7, 1992.

Ellie's Woodland Walk: Property of about 35 acres in the Ryefield Brook area on Route 109 and Lake Wentworth. Managed by the Conservation Commission. Accepted as a gift in 1982 by the Wolfeboro selectmen in memory of Eloise Linscott.³⁷¹ The donor was Gene Head, whose restaurant was located nearby. In 1970 Gene Head was president of the group that managed it.³⁷² A stone tablet was placed there by the Wolfeboro Conservation Commission at the dedication on August 30, 1982.³⁷³ Also see notes under Ryefield Marsh.

Eloise Hubbard Linscott, of Needham, MA, was a graduate of Radcliffe, who for 40 years ran Camp Ossipee at the end of Wolfeboro Neck; she lived on Chick Road in North Wolfeboro; died October 29, 1978, age 80. Linscott was author of *The Music Book: Tunes of Old New England*, *Folk Songs of Old New England*, and *Square Dances and Fiddle Tunes of New England*.³⁷⁴

Elm Drive: Early 20th century name for an elm-shaded road on the grounds of the Brewster Free Academy, leading from South Main Street down the hill toward Lake Winnepesaukee. Used as access road to the beach until an access road was built from Clark Road.

Elm Street: No. 1. Extends north from Center Street in Wolfeboro Falls and changes name to Pine Hill Road at the Bay Street intersection. Small part of Route 109A. Mentioned in the town records, although not by name, in March 1785. (Also see Causeway listing for related note.) Officially named Elm Street in January 1890: "Elm Street is the street extending from the watering trough in Mill Village toward Pine Hill."³⁷⁵ The watering trough is now on the property of the Clark Museum Complex on South Main Street.

1937 Directory: "From Center Street to Wolfeboro Highlands Road."

1889, November 18, *GSN*: "The street leading from the mills to Pine Hill was opened several years after the Main and Centre Streets were built. It was for a while subject to gates and bars; this was known as 'The road from the mills to the 50-acre lots.'"

Elm Street: No. 2. Name c.1889 for corduroy road area of Centre Street about where Clarke Plaza is today.

Embassy Drive: Road in Embassy Estates on Wolfeboro Neck. Named by Smith & Kourian, developers, in the late 1980s. Name changed by property owners to Spruce Road on October 6, 1993.

Embassy Estates: Real estate development of 52 lots, later reduced to 44, platted on 127 acres in 1987 by Smith & Kourian following their purchase in 1986 from William B. Duncan, of Houston, of the former Hopewell property on Wolfeboro Neck, publicized (incorrectly) as the Chiang Kai-shek Estate. Duncan had purchased it in August 1986, from the Westland Oil Development Corporation of Houston, of which Chiang Kai-shek's

³⁷¹ Per article in *GSN*, January 6, 1982; later accounts placed the acreage at 52 instead of 35. Also 1982 *Town Report*, p. 91.

³⁷² *GSN*, July 16, 1970.

³⁷³ *GSN*, September 1, 1982.

³⁷⁴ Information concerning Linscott supplied by Barbara Hobbie; also *GSN*, January 6, 1982, and other accounts.

³⁷⁵ *GSN*, January 19, 1890 (report of committee proposing street names).

nephew Louis Chung³⁷⁶ was chief executive officer. The Embassy Estates development was presented to the Planning Board on June 16, 1987, and approved soon thereafter.³⁷⁷ Despite sales problems at the beginning, all of the shorefront and a number of the interior lots soon found buyers. By 1993 most of the former had been built upon, and the area was recognized as one with especially fine homes.

Additional background information: The Embassy Estates name was derived from the purchase of the Hopewell tract in 1949 by a member of the Chinese legation; the title was held in the name of the Westland Oil Development Corporation. Madame Chiang Kai-shek [a.k.a. Soong Mayling], wife of the leader of Nationalist China, visited one or two times. The property was occasionally used by Col. Lin Chi Kung, who was married to Debra Paget, an American movie actress.³⁷⁸

The centerpiece of the property was the summer home of Frank and Helen Hopewell, situated on Tips Cove and commanding a view across the lake toward Alton. In a feature about Wolfeboro's 150th anniversary, in *The Granite State Monthly*, October 1920, the Hopewell place was one of just a few town residences pictured. Apparently, in the 1950s and 1960s guest privileges were extended to the Houston chief of police, who with friends were occasional visitors as well. As the years went by, relatively few Wolfeboro residents, save for maintenance people, went there. An aura of mystery arose—the so-called “Chiang Kai-shek connection.”

In the 1980s the purchase of the Hopewell home and surrounding acreage by Smith & Kourian was considered to be a coup. Subsequently, the property was named Embassy Estates to capitalize on the Mme. Chiang Kai-shek relationship (although this had nothing to do with any embassy).

1990, July 22: An auction at the “17-room home that for more than 30 years belonged to the Chinese Nationalist leader who led the fight against Mao Tse Tung's Communists until he was exiled to Taiwan. Chiang spent the rest of his life, from 1949 until 1975 in Taiwan and never visited the estate on Wolfeboro Neck. The house was empty now, but at one time, Chiang's wife, Madame Chiang Kai-Shek, his nephew, Louis Kung, and his wife, American actress Debra Paget, were frequent visitors there. The estate and 130 acres were purchased for an estimated \$5 million by local developers Smith, Smith and Kourian three years ago. The property was divided into 40 lots. The estate included a sandy beach with 571 feet of waterfront, 7.7 acres, an eight-bedroom home and a six-car garage. The bids were not realistic, according to John Schillereff of SRS Auctioneers. Two-thirds of the back-lots had been sold, and on Monday, they were still negotiating with two prospective buyers.” In actuality, only a few back lots had been sold, although the several hundred curiosity seekers and potential bidders who crowded the white auction tent bought quite a few of the furnishings and other items that had been trucked to the estate especially for the sale (and had nothing to do either with the Hopewell house or the Chiang Kai Shek family).³⁷⁹

The main avenue through the development was called Embassy Drive, and a branch artery, Diplomat Drive. The offering of the Hopewell house by Hamel Realty at a price tag of close to \$3 million, and of interior (non-waterfront) lots in the \$100,000 range each, attracted little interest, although the shore properties sold one-by-one. At 6 a.m., April 2, 1992, the Hopewell cottage was demolished, and the Nolan Archibald family summer house was later built near where it had stood.

1993, August 28: The first annual meeting of the Embassy Estates Property Owners Association was held at the Wolfeboro Public Library. The group voted to discontinue the name Embassy Estates for its real estate tract on Wolfeboro Neck and to change the name of Embassy Drive to Wolfeboro Neck Road (this decision was later amended to Spruce Road, the name in use today). By the next day, a large display sign at the entrance to Embassy Estates had been taken down, as had been another smaller sign farther along Forest Road. Further, the property owners' group was renamed the Wolfeboro Neck Association. The name change was adopted by the town on October 6, 1993, at which time the Embassy Estates name passed into history.

³⁷⁶ One of several ways his name is spelled in accounts; also Kung, etc.

³⁷⁷ *GSN*, June 24, August 19, September 2, and October 14, 1987, and other issues.

³⁷⁸ John Bridges, interview with the author, February 16, 1993.

³⁷⁹ *GSN*, July 25, 1990. Also, personal recollection of author who attended the sale and bought three of the four back-lot properties sold.

Endicott Street: Short street extending from North Main Street to Wolfeboro Bay. Named after Israel Endicott, who died in Wolfeboro in 1854. His wife Agnes S. Jones Endicott later married James Newell of Wolfeboro and after his death left town, later to live in Oakland, CA. Endicott Street was laid out in 1865, 25 feet wide, and widened to 30 feet in 1867.³⁸⁰ It is shown prominently on the 1860 town map (but may have been a private way then).

Officially named Endicott Street in January 1890. “Endicott is the second parallel street extending northerly of Smith’s River extending from North Main Street to the lake.”³⁸¹

Estabrook Road: Short road off South Main Street in the Brewster Academy grounds area. The Art Center is off this road, as is a new dormitory and the Piper House. At the end of Estabrook Road near Bearce Lane are two private residences not part of the Brewster campus. Named for Arthur F. Estabrook, one of John Brewster’s business partners and a trustee of Brewster Academy,³⁸² whose nearby house (not on Estabrook Road) has been vastly expanded over the years and used as a Brewster dormitory and function building. This road was accepted by the town in 1951.³⁸³ Often misspelled as Esterbrook. Called Morningside Road on 1956 Sanborn map.

Estes Park: Town park apparently acquired in 1937.

The 1937 *Town Report* (for fiscal year 1936) lists Clark Park as the only town park, assessed at \$3,000; in 1938 Clark Park and Estes Park were both listed, under fiscal year 1937, for a total of \$3,500, with a value of \$500 for Estes Park. The location is unknown. A guess is that it was on the property where the Estes Family settled, which was noted as about 1778, eventually owning one of a number of 50-acre plots. These were on what is now called Pine Hill Road. The 1860 Topographical Map of Carroll County (Ref. link on WHS website) shows the Estes name about where the Abenaki Recreation Center is today.

Ethan Allen Road: Extends north off Heritage Road, which, in turn, is in Hidden Valley north of Beech Pond.

Named after Ethan Allen, of Vermont’s Green Mountain Boys, heroes in the fight for the independence of Vermont in 1777.

Evergreen Park: Residential development on Trotting Track Road. Developed by the Evergreen Park Corporation, Warren D. Snyder (of Amherst, NY), pres.; Snyder later moved to Alton.

1977, November 16 advertisement by C.M. Mixer, Inc.: “Evergreen Park—a lovely, new, planned area for growing families or retiring persons. The lots are spacious and wooded, affording great privacy yet retaining a neighborly atmosphere...”

1990: Evergreen Park Corp., Warren Snyder, mgmt.

Extension of Winterhaven Road: See Winterhaven Road Extension.

³⁸⁰ *GSN*, August 28, 1931.

³⁸¹ *GSN*, January 19, 1890 (report of committee proposing street names).

³⁸² His biography is in Parker, *History*, p. 439.

³⁸³ Arthur F. Chamberlin, letter, March 15, 1994. The 1951 *Town Report* called this New Street (a generic term) and noted that it ran from South Main Street by the new house of Fire Chief Guy Foss.

F

Factory Place: No. 1. Extension of Railroad Avenue toward the public parking area. This early name is no longer used. The name Railroad Avenue applies. Plans are in progress to extend the paving for this section, which is adjacent to the planned Model Railroad Museum.

Factory Place: No. 2. Early name for what is now known as Cropley Hill, earlier called Brummitt Court and, before that, Factory Place.

On Richard O. Hawkins' 1950 map Factory Place is shown as beginning on Lehner Street and extending about half way up the hill, at which point it intersects with Brummitt Court.

Factory Street: Old name for Lehner Street (name changed in 1970 following adoption of Article XII in the March 1969 town meeting). Extends from Glendon Street to Center Street, parallel to South Main Street. Laid out three rods (rod = 16.5 feet) wide on November 12, 1881, per town records.³⁸⁴ Officially named Factory Street in January 1890. "Factory Street is the street connecting Center and Glendon Streets."³⁸⁵ Further:

Levi Horne and Lavonia P. Horne were paid \$750 to move a vacant house and a brick kiln at the foot of Brick Yard Hill to make way for the road and to "furnish brick bats around the wood shed near said road, gravel and dirt in and around the brick yard, and all the back of said field and on the Back Bay which are needed for the making of said new road free of expense to the town of Wolfeborough."

In the 19th and early 20th centuries there were at different times two large shoe and clothing factories in operation on the downhill side of the street. See Bell Shop and Clark Shop listings (also called the Big Factory and the Little Factory).

1891, April 20, *GSN*: "Why not change the name of Factory Street, especially during the spring, to Beacon Street? It is full of beacons [rocks] to warn the traveler of impending dangers. Boston has a thoroughfare something similar in name. It would be tony, don't you see...."

Fair Haven Drive: See Fawn Haven Drive listing.

Fair View: Section of the Pine Hill District, so-called in 1911.³⁸⁶

Fairview Hill: 1890s usage.³⁸⁷ In 1894 Mrs. Susan Garland lived there.

³⁸⁴ *GSN*, August 28, 1931, says 1883.

³⁸⁵ *GSN*, January 19, 1890 (report of committee proposing street names).

³⁸⁶ *GSN*, November 18, 1911 (article noting that telephone service was being installed there).

³⁸⁷ *GSN*, June 12 and 19, 1894.

Fairview Road: A.k.a. Fair View Road. 1890s usage. Went to Lily Lake (now called Sargents Pond); the road to Water Village (called Pork Hill Road in the 1990s).

1891-1897: Charles Clark, who came from England in the former year, ran Fair View, a lodging facility, there.³⁸⁸

1894: Joseph W. Whitton had a mansion there—a cellar hole remains today;³⁸⁹ Mr. and Mrs. Frank Edgerly ran a boarding house there.³⁹⁰

Fairway Drive: New name for spur off Eagle Trace in Fairway View Estates.³⁹¹

Fairway View Estates: Residential development off Clipper Drive (called Maplewood Drive prior to implementation of the selectmen's resolution of October 7, 1992). Fairview Estates was developed beginning in 1986 by Samor Associates, who in 1987 advertised ready-built homes with an in-town location near a golf course and town beach and with the amenities of town water and sewer.³⁹² In 1986 the Harriman Construction Co. laid pipe to it for town water. Consists of two roads, Eagle Trace and Fairway Drive, each of which ends in a loop. Construction was completed in the late 1990s.

Fanny Island: Proposed, but unadopted name for small island at the mouth of the outlet of Lake Wentworth. In the 1990s the island remains unnamed, although historian Walter P. Bowman attempted to have the Lake Wentworth Association name it after Frances Wentworth (wife of Governor John Wentworth), whose nickname was Fanny.³⁹³ Today, the 400 square foot island is called Pine Island. See listing. It is unusable and submerges when water is high, as in the spring.

Farm District: Late 18th and early 19th century name for District No. 9, later generally known as Cottonborough.³⁹⁴

Farm House Lane: Lane off North Main Street to the Sky Ridge Farm condominiums. Name adopted by the selectmen on May 19, 1993.

Farm Road: A.k.a. Lake Wentworth Road and Pond Road (although Pond Road extended farther, to the Brookfield line). Early name for road connecting Governor John Wentworth Farm to Wolfeboro Center. Laid out two rods wide in 1806.³⁹⁵ Designation used well into the 20th century, at which time it was also known as Pond Road. Route 109 (Gov. Wentworth Highway) includes Farm Road today.

³⁸⁸ *GSN*, November 27, 1897.

³⁸⁹ Arthur F. Chamberlin, note, April 24, 1995.

³⁹⁰ *GSN*, June 19, 1894 (went to Lily Lake); July 31, 1894 (Whitton); September 14, 1894 (Edgerly); July 16, 1895 (identified as road to Water Village).

³⁹¹ Selectmen's resolution, October 7, 1992.

³⁹² *GSN*, May 13, 1987 (advertisement).

³⁹³ Letter from Walter P. Bowman to the author, April 16, 1993.

³⁹⁴ Abbie Cotton Lang, 1937.

³⁹⁵ Parker, p. 199

Farmington Road: A.k.a. (and better known as) Middleton Road; a.k.a. King's Highway. Leads from South Wolfeboro to town line at New Durham, extending farther to Middleton and Farmington.

Farrington Road: South Wolfeboro; listed in 1939 Directory. Probably a typographical error for Farmington Road.³⁹⁶

Fawn Haven Drive: Off Clark Road. Name given to the road by residents Garry and Lisa Simons and adopted by the town on October 7, 1992. Earlier called Maplewood Drive (one of three Maplewood Drives in Wolfeboro). Named for deer indigenous to the area, especially three fawns the Simons family recorded on videotape in 1992.

Note: Called Fair Haven Drive in error in town records for a brief period in late 1992 and early 1993.

Fay Shore: Area of Winter Harbor shoreline once a part of the Fay farm; includes area where present Piping Rock and Clearwater Lodges are located. Once part of the Samuel W. Fay (later, Luke Fay) farm.³⁹⁷ Term used through the early 1940s.

Fay's Hill: Hill near farm of Samuel W. Fay on road between Wolfeboro and Tuftonboro.³⁹⁸ Refers to hill on present-day North Main Street (Route 109) past Clearwater Lodges ending at the Libby Museum.

This entire area was once incorporated into the Fay farm, which extended to the present Tuftonboro town line.

Feather Duster Elm: Large elm pictured on many early 20th century postcards; located near former Bailey's Restaurant (now Morrissey's Front Porch) on South Main Street. No longer exists.

Federal Road: Alternate and not often used name for the Ossipee-Suncook Road.³⁹⁹ This is Route 28 today.

Fern Avenue: Newly recognized name for a spur off the road called Fernald Crossing; extends along the shore of Lake Wentworth.⁴⁰⁰ Although it was not officially designated by this name until 1992, local residents have called it Fern Avenue for 70 years or more.⁴⁰¹

³⁹⁶ Alexander McKenzie IV, note, February 9, 1994.

³⁹⁷ *GSN*, August 20, 1943.

³⁹⁸ *GSN*, August 24, 1907.

³⁹⁹ As in the 1920 *Town Report*, p. 22.

⁴⁰⁰ Selectmen's resolution, October 7, 1992.

⁴⁰¹ Fern Avenue appears in 1934 Directory.

Fernald Brook: A.k.a. Fernald's Brook. The outlet of Beaver Dam Pond; flows south and feeds into Lake Wentworth on its north shore. Once called Rattle Snake (or Rattlesnake) Brook. Named for the Fernald family.

1959, November 20, *GSN*, noted that Rattlesnake Brook rose in the old Tristram Nute place and flowed across the road to Stockbridge Corner and behind the Wolfeboro Center schoolhouse, Route 28, and finally across the old Jonathan Fernald farm and into Lake Wentworth.

Fernald Crossing: No. 1. New name⁴⁰² for Wentworth Park Road, an effort by the town of Wolfeboro to diminish the number of thoroughfares having Wentworth as part of their names; further, the old name sometimes caused strangers to believe erroneously that the road led to Wentworth State Park. This road begins at the Gov. Wentworth Highway near the railroad crossing (Fernald Crossing) and extends to and along the shore of Lake Wentworth.

Fernald Crossing: No. 2. a.k.a. Fernald's Crossing. Railroad crossing at Fernald Station on Route 109 near Lake Wentworth. Also see Lake Wentworth Station listing.

Fernald Graveyard: Located off Avery Road. A.k.a. Fernald Graveyard.⁴⁰³

Fernald Road: Usage in the 1890s. Wolfeboro Highlands. Robert W. Hill lived there.⁴⁰⁴

Fernald Station: Railroad station, still existing at Fernald's crossing on Route 109 near Lake Wentworth. After the turn of the century, some complaints appeared in the local paper about this name; apparently, local residents did not like it. Often originally used as a flag stop (train would stop only on request).

Also see historical notes by Donald L. Hallock under Wolfeborough Railroad Station listing.

Fernald's Basin: Bay of Lake Wentworth close to Center Street.

Fernald's Corner: 1978, April 26, *GSN*: Front page showed map titled "Topographic Plan of Fernald's Corner" prepared by White Mountain Survey Co. The name was assigned to the junction of Route 28, Route 109, and North Line Road. Other citations date in the 1950s and 1960s. Name not in active use today. A.k.a. Cook's Corner. Christy's store is there in the mid-1990s.

Fernald's Hill: The area uphill from Wolfeboro Center toward Ossipee. Usage in 1926.

⁴⁰² Selectmen's resolution, October 7, 1992.

⁴⁰³ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 206. In conversation, February 1994, John S. Fipphen advised the author that records also note the spelling of Fernald for this cemetery.

⁴⁰⁴ *GSN*, July 24, 1894 and January 7, 1896 (accounts of fires at Hill's).

Fernald's Point: Point in Lake Wentworth. 19th century name for what by 1897 was known as Point Comfort (see listing).⁴⁰⁵

Ferrier Ledge: Rocky ledge in Lake Wentworth near Townsend Shore.

Fetzer Road: Proposed but unaccepted name for what is now officially known as Lakeview Drive.

1965, January 7: Public hearing to be held concerning new road and name.⁴⁰⁶ The Fetzer home and studio (David D. and Helen Fetzer, photographers) was located on the corner of this and North Main Street. David died on October 18, 1963. His wife Helen later worked in photography with Ned Bullock and was a writer for *The Granite State News* (Ned's wife Gloria was editor of the *GSM*). Helen Fetzer wanted the Fetzer Road name adopted, but as the development on the road was done by Norman Poisson, his and local residents' preference for Lakeview Drive was adopted.⁴⁰⁷

Fieldstone Road: Name changed from Granite Road by the selectmen, July 6, 1994. Extension of Bay Street on other side of intersection of Elm Street and Pine Hill Road.

Filter Bed Road: Road off Varney Road. Local residents' petition for a name change to Lumber Lane and Crabtree Lane (for each of two parts of the road) by the selectmen, August 17, 1994, was denied.⁴⁰⁸ Earlier, per the selectmen's resolution of October 7, 1992, the name had been standardized as Filter Bed Road. Before then, it was also occasionally known as Peach Orchard Lane. Cited as Sewer Bed Road and Sewer Plant Road in the 1952 town tax list, pp. 17 and 27.

1981, August: Selectmen sought to acquire Filter Bed Road from the owner, Wilfred Berry. The town already had a right-of-way (the width of which had never been specified).⁴⁰⁹

Finch Street: Street in the Robin Acres development off North Main Street near the Libby Museum. All streets in the development are named for birds.

Firnald Graveyard: See Fernald Graveyard listing. The surname Fernald was spelled as Firnald in a number of early citations.

Fire Precinct: Term used since the 1930s to define the area served by the Fire Department and subject to certain taxes therefor. Expanded in March 1949 to include all of Wolfeboro since which time use of the term has diminished. See listing under Precinct for additional information.

First Ledge: Rocky ledge in Lake Wentworth near Cate Island.

⁴⁰⁵ *GSN*, March 2, 1897.

⁴⁰⁶ *GSN*, January 1, 1965 (announcement).

⁴⁰⁷ Per Pat Waterman's (town clerk) conversation with Roberta F. French, May 11, 1994.

⁴⁰⁸ *GSN*, August 24, 1994.

⁴⁰⁹ *GSN*, August 19, 1981.

Fish House Row: Nickname for Fisherville, temporary winter structures on Wolfeboro Bay, as mentioned in *GSN*, February 9, 1929.

Fisher Islands: This and Baker Islands were among alternate names for what are known as the Varney Islands (see listing).⁴¹⁰

Fishermens Cove: Name for short road on Springfield Point, South Wolfeboro. Name originated in 1993 during the town's revision and updating of street names.

Fisherville: A.k.a. Fisherville-on-the-Bay.⁴¹¹ Fanciful and quite popular name for a group of wooden "bob" houses, complete with "City Hall" and elected mayor, erected yearly on the ice in Wolfeboro Bay, intermittently from its founding in 1888.⁴¹² Interested citizens would set up their own temporary structures and fish through the ice. Fisherville often published its own set of tongue-in-cheek rules and regulations, with violators hauled into the Fisherville Municipal Court to receive their sentences. Popular through the very early 1990s after which interest faded.⁴¹³ The height of activity seems to have been the winters of 1939-1941.

On March 5, 1940, Enoch D. Fuller, secretary of the state of New Hampshire, issued a document, registered in the Records of Voluntary Corporations (Vol. 100, pp. 127-128) officially granting the name City of Fisherville to the ice community; this was in jest, of course. For much of the 1940s Harry Perkins was Fisherville's most prominent "character" and mayor.

1952, February: Fisherville was in operation full swing with many bob houses, as it had been in some other recent years as well.⁴¹⁴ However, elections and a lot of the antics of the pre-war era had no modern counterparts.

1989, January 25, *GSN*: "Carl Shannon hauled the Fisherville City Hall out onto the bay, a place it hadn't been since the winter of 1943. It had a new gas stove and a new sink, and a combination couch-bed."

1990, January 17: Announced that WBZ-TV in Boston would send a crew to Wolfeboro January 17-20, 1991, to film activities at Fisherville for its *Evening Magazine* program.

There was no Fisherville in the winters of 1991-1992 through 1994-1995, although for a time in the winter of 1992-1993, the small wooden Fisherville Town Hall building was out on the ice. Times had changed, and by the early 1990s such diversions as cable television and videocassette rentals helped citizens pass the winter hours. In the winter of 1994-1995 a dozen or more bob houses were set up in Winter Harbor off shore by the Libby Museum, but there were no organized Fisherville activities nor was the name mentioned in connection with it.

Fitting End Road: Road off Kingswood Road south of the Kingswood Golf Course.

⁴¹⁰ *GSN*, August 28, 1931.

⁴¹¹ *GSN*, January 27, 1939 among others (mention of Fisherville-on-the-Bay).

⁴¹² *GSN*, February 21, 1936, is source for founding date.

⁴¹³ Although an article in the "Winter in Carroll County" supplement, *GSN*, December 24, 1986, stated that Fisherville had disappeared forever in 1945.

⁴¹⁴ *GSN*, February 29, 1952.

Five Hundred (500) Forest Road: Name no longer in use. Name given to a group of lots platted by P&S Development in the 1980s on Forest Road; the name has no connection with the official town numbering system of Forest Road. First called the P&S Subdivision in town records. Unfortunately, the developer had left town without completing the water lines and septic systems and had built a road not up to town specifications. Eventually 19 families formed the 500 Forest Road Association to take matters into their own hands, raise money, and improve the area—which was successfully done.⁴¹⁵ Roads within are now named Dudley Road, which has its entrance off Forest Road, a name in use since the 1980s; and Frank Goodwin Road, assigned on October 7, 1992, honoring a former land owner in the area.⁴¹⁶

Flo Island: One of the smaller of the Seven Sisters Islands in Lake Wentworth.

Florence Rock: A rock near Goose Island in Lake Wentworth.

Folsom Block: Two-story wooden structure on the corner of South Main Street and Railroad Avenue. Later known as the Porter Block; today known as Black's.

1855: Blake Folsom operated store in a two-story wooden building on the right side of property.

1857, April 14: William and Nancy Thompson sold land, including Folsom's store, to Blake Folsom. Sometime later Folsom built another two-story building to the left. Still later, the two buildings were joined, creating the profile which remains to this day.

1857, April 18: Folsom deeded to John C. Wallace for \$125 a 20x40' piece of land to left of Folsom Block, as a site for a scale for weighing hay, etc.⁴¹⁷

1893, October 17: "Folsom Block has been much improved in appearance by the placing of four-lighted windows [four-paned windows] instead of 12-lighted in the front."

1915: Owned by Thaniel B. Horn.

1919: Extension added to rear.

1924, April: Jacked up three and one-half feet by Chase Durgin, contractor, who added a basement.

1924, September: New front put on building.

1929: Orville Porter, hardware dealer, renamed it the Porter Block, a.k.a. Porter's Block.

1933, December: Owned by Mrs. Nannie M.H. Porter.

1937, January 9: Serious fire between partitions, made worse by the lack of fire stops in the construction.

1956, June 1: Sold by Nannie M. Porter to George and Ethel C. Black.

1957, April 1: Black's Gift Shop and Paper Store opened there.

⁴¹⁵ *GSN*, November 7, 1990, and other issues.

⁴¹⁶ Selectmen's resolution, October 7, 1992.

⁴¹⁷ Deed and scale information cited by Harrison D. Moore, letter of January 3, 1994. Tax Map 6-8-20. Over the years there were at least two other commercial hay scales in town: 1. North Main Street, remains of which still exist to right of J. Frank Goodwin barn; 2. In front yard of James Cate house in Pleasant Valley, now owned by Dennis DeVlyder.

1956, May 18, *GSN*: Announced that extensive repairs and alterations were going on, and that the building would soon have a colonial type front.

1972, January 3: Sold by the Blacks to MIZPAH, Inc.; Ruth Pheeney was a principal of the latter.

1984, August 22: Sold by Ruth E. Pheeney to William W.K. Rich (also sold the building on Railroad Avenue behind the Folsom Block to same party).

1990s to date: Known as Black's Paper Store.⁴¹⁸ Owned by David Hemenway.

Folsom-Parker Building: Building on South Main Street adjacent to Town Park on the west; in 1994 Bridges' Hallmark Store occupies a structure built on the site in the 19th century. Now the home of Woof Boro Pet Shop.

1868, November 24: William H. Jones sold to Elisha Goodwin, Jr.

1874, November 7: Goodwin sold to Daniel Horn.

1875, May 3: Transferred by Daniel Horn (who owned the Belvue House) and his wife Barbara E. Horn to Blake Folsom and Charles F. Parker. Earlier used by Horn as a residence. Since then, the wooden building is believed to have been used for commercial purposes and is for reference called Folsom-Parker Building here.⁴¹⁹

1892: Israel B. Manning; millinery, fancy goods, periodicals, etc.

1900s: E.E. Howard operated harness shop there.

1905, February 8: Transferred by Folsom and Parker to Everett S. Albee; jewelry store.

1938, June 9: Transferred by Albee to Clifford H. and Mabel C. Stockbridge, who operated a grocery store.

1951, March 2, *GSN*: "Work on Clifford Stockbridge's store has progressed so far that the protective false front was removed several days ago." Stockbridge had the Fred E. Varney Co. tear the front off the store and do extensive remodeling.

1958-1976: Gene's Hardware located there.

1968, October 2: Clifford Stockbridge died; Mabel C. Stockbridge became sole owner.

1976, September 23: Stockbridge estate sold building to Bruce W. Tutein and his wife, Joanne B., who operated Country Photo Store.

1980s, late: Art Place was there briefly.

1990s: Front extensively remodeled; Bridges' Hallmark Store. Barbara and John Bridges, owners.

2018: Woof Boro Pet Shop has opened there after remodeling.

Foot Island: Known today as Sister Island. The Foot Island name was never adopted generally.

1894, June 26, *GSN*: "Daniel Kimball has bought one of the islands on Lake Wentworth known as the Sister Island and has rechristened it as Foot Island. He is clearing away the underbrush and is now ready to let or lease to campers or fishermen."

1896: Bungalow built there for Attorney John Wakefield of Boston.⁴²⁰

⁴¹⁸ Much information is from Harrison Moore, letter, December 29, 1993.

⁴¹⁹ Name assigned in 1994 by the author, using historical information provided by Harrison D. Moore in consultation with Charles Foss, Arthur Glidden, and Larry Keniston.

⁴²⁰ *GSN*, July 9, 1896. There called Foot Island.

Forest Neck Road: Road of this name laid out in 1820.⁴²¹ An extension of Forest Road (see listing below).

Forest Road: Connects North Main Street with Wolfeboro Neck and runs to the end of Wolfeboro Neck. Forest Road was occasionally called Neck Road, Wolfeboro Neck Road, and Forest Street in years past.

1774, October 4, town records: “Laid out a road between Joseph Lary and Ebenezer Meder [*sic*; surname later spelled as Meader]...beginning at the front of their lots on the main road commonly called Miles Road, two rods wide running southwest to [Winnepesaukee] Pond. One rod out of each lot.”

1799, March 4: Town records refer to a road that was part of what we now know as Forest Road: “Beginning at the Carrying Place so called, on Wolfborough Neck, and running through land of Jonathan Edmonds [*sic*; also spelled Edmunds] to land of Capt. Reuben Libbey’s 50 acre lot as the road now runs.”

1820: Parker (p. 199) stated that an extension of Forest Road was laid out in 1820 past Carry Beach to Wolfeboro Neck. This citation may have referred to improvement or widening and is believed to have been known as Forest Neck Road. An unimproved road was in use before that time to connect with Wolfeboro Neck, which was actively farmed.

1860 map: Forest Road (not named) was shown improved only half way down the hill toward Carry Beach, with no markings on Wolfeboro Neck at all. About 40% of the way down the hill from Main Street, branching off to the left, was a business marked “Sugar House.” Branching off to the right, about where Cricket Hill road is now, was a road leading to the homes of W.H. Fullerton, T. Johnson, J.L. Brown, and at the end of the road J. Ayers.

1890, January: Officially named Forest Street. “Forest Street is the street leading from North Main Street to Wolfeboro Neck.” The Forest Street name was continued for many years and gradually evolved into Forest Road.

1947, autumn: Road widened, shoulders cleared of brush, and surface made ready for tar top coating.⁴²²

1960, March 8: At town meeting this date it was voted to relocate the road in the vicinity of Carry Beach, which opened up additional beach front property and made parking possible.

1965-1966: The Forest Road stretch from South Main Street to Wyanoke Hill (a.k.a. Ayers Hill) was rebuilt by the town including some re-routing in the Carry Beach area.⁴²³

Forest Street: Old name for Forest Road (see listing above).

Forest Vale Estates: Section of cottages on Wolfeboro Neck. Term used in 1960; not used today.⁴²⁴

Foss Field: Official name: Guy Foss Memorial Playground. Recreational area behind the Wolfeboro Shopping Center, used for baseball and other outdoor sports. Named in memory of fireman Guy L. Foss; name suggested by Selectman Raymond Pollini on June 25, 1975.⁴²⁵ 5.94 acres.⁴²⁶

⁴²¹ *GSN*, August 28, 1931.

⁴²² *GSN*, October 31, 1947.

⁴²³ *GSN*, November 26, 1965 (view of torn-up road). *GSN*, February 18, 1966 (history of the road by Gertrude B. Hamm).

⁴²⁴ *GSN*, July 22, 1960.

⁴²⁵ *GSN*, July 3, 1975.

⁴²⁶ 1993 *Town Report* (schedule of town-owned property).

c.1966: Development began on filled-in dump site that years earlier was open water. At first called Back Bay Park, Back Bay Recreation Park, and Back Bay Recreation Area. Maintained by the town of Wolfeboro.

1973, June: Town estimated it would cost \$56,155.80 to prepare area. Fill had been donated by the Allen “A” Resort.⁴²⁷

1975: Tennis courts constructed, lights installed for Little League Field, fencing placed. Dedicated July 13, 1975.⁴²⁸

1984: *Town Report*, p. 112: Listed as 5.94 acres. Called Foss Field Recreation Area.

2019: Pickleball courts were added and have been very popular.

Four Corners: Seldom-used name for intersection of Route 28 (Center Street) with North Line Road and the Gov. Wentworth Highway.⁴²⁹

Fox Glove Lane: Road within Wolfeboro Commons, off North Main Street.

Fox Street: Listed on September 1887 Sanborn fire map; what is called School Street today; the 1887 map noted that the Fox Street name was “temporary.”

Foxville: An area of Wolfeboro c.1869.⁴³⁰ The intersection of Bay Street, Elm Street, and Pine Hill Road.⁴³¹

Also mentioned in *GSN*, October 19, 1956: “Foxville and Tightwad Avenue constitute an almost beleaguered community, with electric drills to the left of them and tractor shovels to the right of them and no place to fly for refuge but to Rumpus Ridge and then to Pine Hill and the further reaches of Wolfeboro Highlands...”

Frank Goodwin Road: New name for what previously was a disconnected (from the Forest Road end) section of Wiggin Road.⁴³² Starting point: Lary Road.

At one time, the J. Frank Goodwin family owned all of the land in the area from Forest Road to Jockey Cove including the land on which the newly-named Frank Goodwin Road is situated; this was part of the third of the seven original Wolfeboro farms. Goodwin was a prominent merchant and contractor.

French Brook: Located in South Wolfeboro.⁴³³ Name used in 1916; no longer in use.

French Building: Name occasionally used beginning in the 1960s for the Bank Building. Charles French, owner.

French Street: Street off Bay Street (1899 Directory). Later known as King Street (name in use in the 1990s).

⁴²⁷ *GSN*, June 8, 1973.

⁴²⁸ 1975 *Town Report*.

⁴²⁹ *E.g.*, 1937 Directory under North Line Road listing.

⁴³⁰ *GSN*, March 24, 1944.

⁴³¹ Arthur F. Chamberlin, note, April 24, 1995.

⁴³² Selectmen’s resolution, October 7, 1992.

⁴³³ *GSN*, May 13, 1916.

Friar Tuck Way: Loop road beginning and ending at different points on Middleton Road and going through the Sherwood Forest residential development. Named after character in the *Robin Hood* story.

Friend Street: Extends from North Main Street down a steep hill to Varney Road. Named for a Friends (Quaker) meeting place located on the North Main Street uphill corner in the 19th century. The area was once known as Quaker Meetinghouse Hill. Officially named Friend Street in January 1890. “Friend Street is the street connecting North Main and Mill [*sic*] Streets; formerly known as Varney’s Lane.”⁴³⁴

1866, February 21, *GSN*: “An old landmark gone. Quaker meeting house, which has stood for nearly half a century at the corner of Varney’s Lane, has been purchased by Captain Alpheus Swett and removed to a lot further down the street. It is to be converted to a dwelling house.”

1899 Directory: “The street extending from North Main Street to Mill [*sic*] Street, formerly known as Varney Lane.” The 1907 Directory had similar information.

1937 Directory: “From North Main Street to Mill Street.” Part of what is now called Varney Road in the 1990s was called Mill Street years ago.

1955: Alta B. Meader wrote this: “The Friends’ Meeting-House that once occupied the corner of Friend Street went down the hill and was made a house. The Pike family now lives there.”

Friend Street Hill: Hill extending on Friend Street downward from South Main Street, popular for sledding; blocked off by the town and used for this purpose in 1929.⁴³⁵

Frog Hollow: Marshy area off Back Bay bisected by Bay Street. Varney Brook drains it. In the 1990s Wolfeboro Power Equipment advertised as being located at Frog Hollow. In the warmer months Eastern Painted turtles sun themselves there and frogs are abundant amid cat-o-nine tails and rushes.

Frog Pond: Name for extension of Back Bay off Bay Street. Popular for skating in the 1930s.⁴³⁶

Frogg Crossing: Alternate name for railroad crossing on Bryant Road (formerly known as Whitton Road) in East Wolfeboro; popularly known as Whitton’s Crossing. Spelled with two g’s for reasons unknown.

Front Bay: Old name, infrequently used, for Back Bay, although in the 1970s and early 1980s the Front Bay Professional Building had a related name. Also called Inner Bay.⁴³⁷ Some Sanborn fire maps called the stretch of Back Bay existing today Front Bay and the part between the railroad track (completed in 1872) and Center Street (since filled in) Back Bay. In actuality, the Front Bay nomenclature has no official standing, past or present.⁴³⁸

⁴³⁴ *GSN*, January 19, 1890 (report of committee proposing street names).

⁴³⁵ *GSN*, February 16, 1929.

⁴³⁶ *GSN*, December 13, 1935.

⁴³⁷ 1899 Directory.

⁴³⁸ Although the *Town Report*, 1978, p. 107, used the Front Bay term.

Front Bay Conservation Area: An 11 acre parcel between Bay Street and Back Bay. Developed in 2012, this park contains an ADA accessible loop trail for walking, running, and biking, and includes a pavilion on the shore with a picnic table.

Front Bay Professional Building: Built on Varney Road by Jack Corbin. Ready for occupancy in April 1977, office units from 680 to 980 sq. ft. In the early 1990s this building in its entirety became the location of the newly-formed Community Bank & Trust Co. (of which Jack Corbin was a founding director). Subsequently the structure was greatly expanded. In 2007, Community Bank became a branch of Ocean Bank, then in 2009, merged into People's United Bank.

Frost Brook: Arthur F. Chamberlin defined it:⁴³⁹

Starts at a wet place on Avery Road, runs through the Frost Meadow, crossing Stoddard Road, Bickford Road, and College Road, and finds its way to Lake Wentworth a short distance east of Clow Beach State Park. Contrary to some listings, it is not part of the Ryefield 'complex.' On some maps it is known as Clay Pit Brook, but the only clay pit I ever knew about in that part of town is off Bryant Road.

Alternatively, the USGS map locates Frost Brook to the east of Clay Pit Brook and running into Ryefield Brook.

Frost Camp Lane: Off Sewall Road, serving seasonal camps behind the Frost property, on the shore of Lake Winnepesaukee. Name suggested by Ed Sutherland, May 1993.

Frost Corner: Intersection in East Wolfeboro area (mentioned in town records, October 2, 1811). Name not often used at the present time. Located on College Road where Stoddard Road intersects (and close to where Bickford Road joins Stoddard Road). Earlier located about a quarter mile north (see information under Perry Road listing).

Frost Corner Cemetery: Described in *GSN*, May 29, 1909, as part of a listing of where Civil War and other soldiers were buried. Same as Frost-Stoddard Cemetery.

Frost Crossing: Railroad crossing and surrounding area in the Cotton Valley district. Term used in 1930s.⁴⁴⁰

Frost-Stoddard graveyard: Located off Bickford Road. Same as Frost Corner Cemetery.⁴⁴¹

Frye Circle: Road off Sewall Road into the 1000 Sewall Road development (here indexed under O, for One Thousand Sewall Road). Name adopted on October 6, 1993. Named for Joan Frye, nurse at the Carpenter School, who is one of two year-round residents on the road. Provisionally called Webster Circle for part of 1992 and 1993.

⁴³⁹ Letter, November 16, 1993.

⁴⁴⁰ *GSN*, May 1, 1931.

⁴⁴¹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 212.

Fullerton Shore: Road leading to and past small cove on Winter Harbor off North Main Street.⁴⁴² A.k.a. Fullerton Shores. Named for the William B. Fullerton (life dates: 1827-1905) farm in the area, prominent in the 19th century (became Goose Acres, the Alvan T. and Mabel Fullerton Hatch farm in the early 20th century). Earlier called Old Camp Road and Waterside Lane.

Fuller's Deep: Deepest (85 feet) spot in Lake Wentworth; located between Stamp Act Island and Camp Bernadette.

Furber Building: George Y. Furber. See Thompson Building listing.

Furber Block: Name for the Central Block early in the 20th century. See Central Block No. 1 listing. Edwin L. and Annie E. Furber bought interest in the block beginning in March 1899; sold out in June 1920.

Furber Graveyard: Located off Pleasant Valley Road.⁴⁴³

Furber Hill: Located on the south side of Sargents Pond. 869 feet high.

Furber Lane: Extends from Beech Pond Road east along side of Furber Hill. Named for Wolfeboro family.

Furber Point: No. 1. Point of land in South Wolfeboro extending northwestward into South Wolfeboro Bay of Lake Winnepesaukee. Serviced by Oakwood and Stonehenge Roads.

Furber Point: No. 2. Proposed name for development at Furber Point on former Baker estate. In 1984 Robert Tardiff of Amherst, NH, planned 31 condominiums with lake access and 15 without, the latter to be known as Furber Point Heights. Controversy and suits followed. Never developed.⁴⁴⁴

Furber Point Heights: 15 condominium units without access planned for Furber Point by Robert Tardiff of Amherst, NH, in 1984. Never built.

Furber Point Landing: Shorefront area in South Wolfeboro developed by Robert Tardiff in the 1980s following his purchase of the Baker Estate. See information under Stonehenge Road listing.⁴⁴⁵

⁴⁴² Selectmen's resolution, October 6, 1993.

⁴⁴³ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 222.

⁴⁴⁴ *GSN*, January 25, February 22, March 14, March 28, June 13, June 17, July 18, August 8, 1984, and other issues.

⁴⁴⁵ Alexander McKenzie IV, note, February 9, 1994.

G

G.A.L.A. (Global Awareness Local Action): G.A.L.A. began in 2006 when a small group of community members met to ask: "How can we be the change we want to see in the world?". They established the G.A.L.A. name and started organizing efforts to support food systems and energy conservation. An early project was their participation in obtaining a better location for the Wolfeboro Farmers Market in 2009. Other actions included establishing a town agricultural commission and town energy committee, as well as educational programs and community activities in Carroll County. Activities also included cleanup days, farm to table feasts, and contra dances at Town Hall.

Hands on workshops were developed and G.A.L.A. realized they could play a role in teaching practical skills as well as helping bring communities together. In 2016, they called this activity the "maker movement" and established a new name "Makers Mill, Community Makerspace and Vocational Hub". Dedicated volunteers raised funds and purchased the 10,000 square foot building at 23 Bay St., the former home of Wolfeboro Power Equipment Company, which closed in 2016.

Plans are to renovate the building to include wood and metal shops, fine arts studio spaces, a computer lab, light auto and general repairs, co-working space, career development facilities and a commercial kitchen. Renovation bids were opened Feb. 2, 2021, and the plan is to open the facility by the end of the year. This will be the first of 11 planned facilities in New Hampshire.

G.A.R. Hall: A.k.a. G.A.R. Block. See Central Block No. 1 listing. Block behind the Bank Building, used by Grand Army of the Republic (G.A.R.) Civil War veterans for social activities. 19th century.

Garland Heights: Area east of the Governor Wentworth farm.⁴⁴⁶

Gary Parker Memorial Highway: In 1993 it was decided to call Route 28 passing through Wolfeboro the Gary Parker Memorial Highway, with signs to be posted at the town limits.

State Trooper Parker (life dates: April 5, 1959-November 29, 1989) was killed in the line of duty in northern NH when the load of a logging truck coming in the opposite direction shifted and fell upon the patrol car in which he was riding.

Gate Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Owned by Mr. and Mrs. Robert L. Hanson. Measuring a scant 1/20 of an acre, this island is a stone's throw from the southeast extremity of Melody Island, between it and Church Island. Described on town records as "rock with bushes & trees." A shallow rock reef runs from Gate Island to Church Island, making an effective barrier to navigation, except for a small opening or "gate" that provides a passage; hence Gate Island, a name assigned by Bob Hanson and his two sons.

⁴⁴⁶ Parker, p. 39.

Gateway: New name for part of Nary Shores Road.⁴⁴⁷ Starting point: Nary Shores Road; section to the right along Lake Winnepesaukee.

Gateway Building: (1980s to date) Wolfboro Center. Multi-tenant two-story business building at the northwest corner of the intersection of Route 28 (Center Street) and North Line Road. 1992: Rick Mader, owner. 2021: Calico Graphics is located there.

Gazebo Point: Road extending off Parker Island Road on Wolfboro Neck.⁴⁴⁸ Named for gazebo erected by Fred Gould and Orren Tarr, 1926, at lakeside near entrance to Edmunds Cove; name suggested by Alexander McKenzie IV.⁴⁴⁹ Name no longer used.

Giles Cemetery: Located in Pleasant Valley; had a 20-foot extension added in April 1916.⁴⁵⁰

Giles Shore: (1906) Shore on Lake Wentworth.

1906, July 21, *GSN*: “At last, outsiders are aroused to appreciate our Valley [Pleasant Valley] and lake [Lake Wentworth]. Nearly every lot on the shore of the lake has been purchased, and on the Giles Shore, where we were wont to go for a swim in our childhood days, undisturbed by any human being with only the whippoorwill’s song to remind us of life, six handsome cottages have been erected by parties from Brooklyn, New York, while the Cate Shore has for several years been the property of ‘Point Breeze’ campers.”

Gilman Road: Name at one time for what was also called Tyler Road (see listing). Named for Selectman Wilbur Gilman.⁴⁵¹

Glendon Street: Extends from South Main Street to Lehner Street and beyond, into the municipal parking lot. On South Main Street the U.S. Post Office is on one corner and Hunter’s Shop and Save Supermarket parking lot is on the other. Named for the Glendon House hotel which stood on the Wolfboro Post Office site in the late 19th and early 20th centuries. Street laid out on June 1, 1877, 2 1/2 rods wide, per town records. At first called Bay Street;⁴⁵² name soon changed to Glendon Street. Officially named in January 1890: “Glendon Street is the street extending from South Main Street to the Inner Bay.”⁴⁵³

Glendon Street Extension: Name sometimes used for the part of Glendon Street between Lehner Street and the filled-in Back Bay area.

⁴⁴⁷ Selectmen’s resolution, October 7, 1992.

⁴⁴⁸ *Ibid.*

⁴⁴⁹ Alexander McKenzie IV, note to author, February 9, 1994.

⁴⁵⁰ *GSN*, May 6, 1916.

⁴⁵¹ Arthur F. Chamberlin, letter, October 12, 1993.

⁴⁵² Per comment of Patricia M. Waterman, town clerk, in 1986, following a search of town records.

⁴⁵³ *GSN*, January 19, 1890 (report of committee proposing street names).

Goldsmith Hill: A.k.a. Nelson Hill. Located in North Wolfeboro. The Goldsmith house and acreage were located there, owned by Alfred G. Nelson in 1952.⁴⁵⁴ Sometimes called Bellywhack.⁴⁵⁵

Goldthwait Road: Short-lived name for what is now known as Camp Road off Turtle Island Road, October 7, 1992, to August 17, 1994.⁴⁵⁶

Named after the Goldthwait family from Lynn, MA, who operated a guest facility in the area and set up the Lynn Camp in 1884 (said to have been the first seasonal tourist camp on Lake Wentworth).

Goodhue Cemetery: Described in *GSN*, May 29, 1909, as part of a listing of where Civil War and other soldiers were buried. This burial area was taken over by the Lakeview Cemetery and now forms part of it.⁴⁵⁷

Goodhue Shore: Accessed by Keewaydin Road. Several summer places were located there (*GSN*, April 27, 1934). Name no longer in use.

Goodrich Road: Short road off Clark Road and forming the southwest side of Clark Park bounded by Clark Road, East Clark Road, and South Main Street. Ransom Goodrich lived there several decades ago. The original Clark House Barn is behind the Goodrich house, although in poor condition. The Town Garden (see listing) is at the end of Goodrich Road.

Goodwin & Clark Building: Alternate name in the 1880s for the Central Block (see Central Block No. 1 listing).

Goodwin & Doe Building: A.k.a. Goodwin & Doe Block. Name used occasionally in the 1940s and 1950s for what is more familiarly known as the Durgin Block.

Goodwin & Haley Building: Located on South Main Street, immediately east of bridge, on Back Bay side of street (where the Wool Corner was in the 1990s). A.k.a. Haley Building.

1850s: William Thompson, owner. Thompson had a general store in Wolfeboro Falls.

1857, August 13: Bottom floor, vacant; top floor, J.W. Piper shoe factory.

1860s: George Y. Furber operated general store there.

1866, June 1: George Y. and wife Jane Furber sold to Joseph W. Goodwin and Levi T. Haley, who continued the store. Building was sold to Otis Evans, who removed it.

⁴⁵⁴ 1952 tax list, p. 74.

⁴⁵⁵ Arthur F. Chamberlin, note, April 24, 1995.

⁴⁵⁶ Selectmen's resolution, October 7, 1992; changed again, to Camp Road, by the selectmen, August 17, 1994.

⁴⁵⁷ John S. Fipphen, note, November 2, 1994.

c.1866: New structure erected by Goodwin and Haley; the one now in use in the 1990s.⁴⁵⁸ Front with square wooden pillars.

1877, November 3: Joseph W. Goodwin sold his undivided half interest in the property to Abel S. Haley, trader, of Boston.

1877, December 18: Levi T. Haley sold his undivided half interest in the property to Abel S. Haley.

1897, January 21: Will of Abel S. Haley transmitted property to Levi T. Haley.

20th century, early: Paper Store located there.

1925: Front remodeled, pillars removed, interior extended forward.

Property later transferred by Jennie M. Haley to Mary Haley Smart (daughter of Abel S. Haley) and her husband George A. Smart.

1966, September 27: The Smarts sold to Robert Brown.

1984, August 1: JEVEK, Inc. sold to the Kathleen A. McKeon Trust.

1988, May 2: Bought by Lakes Region Discovery, Inc. (Arthur and Patricia Anderson, Allan E. Bailey, Jr., and Dennis Glidden).

1980s to at least 1995: Wool Corner (operated by Julie Bailey) located there.

2021: Present tenants are Mountain Tops T-Shirts and Stay Tuned clothing and music store.

Goodwin Block: Over a period of years there have four different buildings known as the Goodwin Block:

Goodwin Block No. 1 (South Main Street; Joseph Goodwin Block, c.1860s-1899): A.k.a. Goodwin's Block. There have been two Goodwin Blocks on the same site on South Main Street where Tobey's Pharmacy was located in 1995; the first was a.k.a. Masonic Hall, Masonic Block, and Joseph Goodwin Block. Large three-story wooden building with mansard roof on South Main Street, erected in the 1860s by Joseph W. Goodwin and Levi T. Haley, who filled in the shorefront.

1868, June 15: Land deeded by Levi T. Haley, Joseph W. Goodwin, and Nellie A. Goodwin to Elisha Goodwin, Jr. (apparently, William H. Jones also had an ownership interest). By that time, the building housed Masonic Lodge No. 17.

c.1885 stereograph card: The stores, left to right, on the ground floor were as follows: Billiard hall and restaurant, name not given; A.W. Wiggin & Co. who also had the Eastern Express Co.'s office; door leading upstairs to Masonic Hall; J.D. Waite, dry goods; Parker & Strout Apothecaries.

1887, September: Sanborn fire map, as Masonic Building; at the time there were four ground-floor stores, left to right, as follows: vacant, dry goods, jeweler, drug store; the second floor consisted of offices, and the third floor was the Masonic Hall.

1891, December: Masonic Hall extensively redecorated by Guelpa Brothers, painters, of Boston.⁴⁵⁹

1892, October 4, *GSN*: "Mrs. Goodwin has had her block on South Main Street greatly remodeled lately. The room used for several years as a billiard hall has been changed into a finely appointed tenement, supplied with all modern conveniences.... Besides this, there are two fine rooms which are to be used by Dr. E.S. Huntress as offices. What was the restaurant has also been remodeled and is now...a dry goods store [owner: Charles Johnson], which is much needed in our town."

1899, May 28: Burned. The conflagration started in and leveled the Boston & Maine Railroad Wharf Building at the steamer landing. Goodwin's Block contained the stores of Charles H. Johnson, Sylvester A. Ederly, Everett S. Albee, and the Wolfeborough Drug store. The building was owned by Mrs. Martha A. Goodwin. Offices occupied by Sewall W. Abbott, Charles F. Parker, and Dr. F.E. Meader were in the building

⁴⁵⁸ Date estimate by Harrison D. Moore, letter, January 5, 1994.

⁴⁵⁹ *GSN*, December 23, 1891.

as was also the lodge room of Morning Star Lodge, A.F. & A.M., Carroll Chapter, R.A.M. [Masons]. The loss including contents was about \$60,000; the building alone was valued at \$12,000 (and had \$7,000 insurance). (Also see following listing.)

Goodwin Block No. 2 (South Main Street, 1899 to date): Reconstructed soon⁴⁶⁰ after the 1899 fire, the new Goodwin Block, owned by Martha A. Goodwin, was a low, one-story clapboard structure.

1908, October 13: Major fire completely gutted the interior and destroyed most of the roof.

1909: Block rebuilt early in the year by J. Frank Goodwin.

1915: Owned by Martha A. Goodwin, who lived out of town; assessed at \$10,000.

1916, January: H.H. Wallace's hardware store was on left side; Tobey's Pharmacy on the right.

1917, October: Sanborn fire map: Stores in order from west to east (from Smith River toward Peavey Block): drugstore, boot and shoe store, grocery store, hardware store.

1927, April 21: Will of this date, Martha A. Goodwin to Sylvester A. Edgerly.

1950: Stores, left to right: Haskins Hardware, H.F. Brown (shoes), Tobey's Pharmacy.

Sold by Edgerly estate to Marian E. Remick. Owned by Edwin C. Remick (physician in Tamworth) and his wife, Marian E. Remick.

1981, July 24: Sold by Edwin C. Remick to Gregory A. Roark and Richard D. Elkinton. At the time it was leased by the Loft Clothing Store (left side), Raymond E. Dumont, and Tobey's Pharmacy.

1994: It stands today and houses several businesses including (left to right) Hemenway House, Wolfeboro Casuals, New England Craftsmen, and long-term tenant Tobey's Pharmacy. Today this is sometimes called the Roarton Building or Block (from Roark and Elkinton, surnames of the owners).

2021: Wolfeboro Casuals and Emma Taylor clothing stores are there.

Goodwin Block No. 3 (Railroad Avenue, burned in 1887): Business block on Railroad Avenue owned by Joseph W. Goodwin. Destroyed by fire on February 2, 1887. Different building from the Elijah Goodwin Block later built on this site and the Joseph Goodwin Block on South Main Street. Complicating matters is the fact that the Elijah Goodwin Block (see following) was sometimes called the Joseph W. or J.W. Goodwin Block.

Goodwin Block No. 4 (Elijah Goodwin Block; Central Block; J.W. Goodwin Block; burned in 1958): A.k.a. Elijah Goodwin Block and Central Block. Between the Furber Block and the Wolfeborough Railroad Station. Building constructed on the site of the earlier Joseph Goodwin Block, burned in 1887, on Railroad Avenue. Variously called the Goodwin Block (*e.g.*, 1912 town map by Ruggles), J.W. Goodwin Block (1938 town map by Kimball), and the Central Block. Built on three separate parcels of land purchased 1885-1887. Today, it is known as Central Square. Also see Central Block listing.

⁴⁶⁰ GSN, October 7, 1899 (contractor J. Frank Goodwin to begin construction; foundation by Bickford & Young).

1958, January 1: Severely damaged by fire.⁴⁶¹

1958, May 9, *GSN*: “The Wolfeboro National Bank has purchased from Martin F. Goodwin the business lot between Railroad and Central Avenues, which was gutted by fire early in January. The building is now being razed, and until other plans are made for use of the land, it will be used for parking.”

1965, autumn: Joseph Bradley began construction of a 60x42' building. on the site.⁴⁶² This later housed Bradley's Hardware.

Goodwin Estates: Development by J. Frank (Jeff) Goodwin; comprised areas serviced by Lary Road and Bassett (first called Bryant) Road; general name also applied to a larger area owned by the Goodwin family from North Main Street to Carry Beach and including Old Lakeview Terrace (earlier known as Lakeview Terrace; part of the road was once known as Webster Road). Planning began in May 1965.⁴⁶³

1973, November 8, *GSN*: Lot with 150' frontage and 150' depth, with town water, appraised for \$6,600.

1974, September 6, *GSN* advertisement: “Goodwin Estates is located just one mile from the center of Wolfeboro and one-half mile from Carry Beach. All the lots are tree-studded and some are bordered by a brook. They have town water and utilities. Lots vary in size and are priced from \$7,000 and up.”

1978, January 11: Town officially accepted Lary and Bassett Roads; they had been provisionally accepted the year before.⁴⁶⁴

Goodwin, Frank Road: See Frank Goodwin Road alphabetized under F.

Goodwin Road: Old name for a short road extending from Forest Road to a small peninsula in Jockey Cove on Lake Winnepesaukee, connecting to four summer cottages owned by the J. Frank Goodwin family. Name no longer in use or recognized by the town; no connection with the present Frank Goodwin Road, although named for the same family. Today, it exists as a driveway to the Sheridan cottage.⁴⁶⁵

Goodwin's Basin: The section of Crescent Lake cut off by the railroad causeway. Popular pond for ice harvesting through the mid-1960s. Commentary: “Goodwin's Basin was always full of the most beautiful water lilies.”⁴⁶⁶ A State Historical Market commemorating ice harvesting is across Center St. at Birch Road, see listing.

Goose Corner: Intersection of Route 109 and Waumbek Road. Once a.k.a. Rendall's Corner and Copp's Corner.⁴⁶⁷ The Goose Corner name was in use as early as the 1830s. Once an independent community (see the notes for 1906, below), there is no longer any trace of the industry in the area.

1900 *History*, C.F. Parker: “Goose Corner was so named as a satire on one deed in the life of a cantankerous man. There were geese on every farm, running at large and never confined. One hot day a flock

⁴⁶¹ *GSN*, April 11, 1958. Property in extensively damaged condition was for sale.

⁴⁶² *GSN*, September 3, 1965.

⁴⁶³ *GSN*, August 7, 1975 (retrospective account of Wayne Kelloway, surveyor).

⁴⁶⁴ *GSN*, January 18, 1978.

⁴⁶⁵ Information from Amanda Simpson, February 26, 1993, and Jeff Goodwin, June 1993.

⁴⁶⁶ Dr. Joyce E. Brown, letter, April 20, 1994.

⁴⁶⁷ Ida Pineo, note, April 1994.

of geese sought the coolness of Copp's Tavern cellar, and the irate proprietor closed the door. Owners of the geese had to pay ransom to get them back...."

1895, June 25, *GSN*: "It is rumored that Goose Corner people are going to hold a mass convention of all men, women, and children for the purpose of forever barring the name of Goose Corner for some more euphonious name, and swear non-fellowship with all mankind who do not endorse the decision of the convention. Some are taking up Rendall's Corner as the substitute name."

1895, July 16, *GSN*: "Rendall's Corner, the newly adopted name for Goose Corner, seems to be thankfully received all around including summer boarders."

1906, February 10, *GSN*: Reminiscence by Charles O. Doe: "Sixty years ago when I was a boy every family at Goose Corner kept geese, except old Squire Orne, who cursed the geese and everybody who kept them. Goose Corner of ancient history was bounded on the north by Benjamin Wiggin's, south by John Meader's, east by the Town Farm, and west by 'Pole' Horne's. This precinct contained a schoolhouse, church, Town Farm, two carpenter shops, fur manufacturer, hat shop, wheelwright shop, blacksmith shop, cooper shop, grocery store, shoe shop, parsonage, lawyer's office, undertaker's supply manufactory, professional butcher, musical instrument maker, brick mason and plasterer, midwife, and 28 dwelling houses. During the period 1840-1906 there were somewhere near 300 permanent residents. I can give the names of 285 without referring to a manuscript. William Rendall came to Goose Corner when it was in its prime, 50 years ago or more."

1927, September 17 and 24, *GSN*: A discussion of the limits of Goose Corner appeared. Mabel Fullerton Hatch said that literally Goose Corner referred to the intersection of Waumbeck Road and what she liked to call Miles Road (North Main Street), but in her column she extended it to cover everywhere from Mirror Lake to the Wolfeboro Post Office downtown. Another writer took issue with her license, and some debate appeared in the paper. Apparently, most others in the town considered Goose Corner to be the general area around the intersection of Waumbeck Road and North Main Street, perhaps extending a half mile to a mile in each direction.

1955: Alta B. Meader wrote: "In 1858, Benjamin Wiggin, who lived where Bernard Cram does now [the former S.W. Fay residence], then just over the line in Tuftonboro, preferred to send his children to the nearer Wolfeboro school at Goose Corner instead of to the Tuftonboro school on Blake Heights; and the authorities moved the town line over to include him in Wolfeboro."

Goose Island: Tiny rocky island in Lake Wentworth near Hersey Point. Unclaimed as of early 1993; no one had registered title to it, nor had anyone paid taxes on it for many years.⁴⁶⁸ However, c.1908 it was well enough known by this name that a picture postcard was issued depicting the tree-covered rocky spot. Added to town inventory in 1993. Size: 0.1 acre.⁴⁶⁹

Goose Point: Point of land extending into Lake Winnepesaukee, adjacent to Johnson Cove and to the south of it.⁴⁷⁰

Goose Rock: Rock in Lake Wentworth near Hersey Point. South of and not far from Goose Island.

⁴⁶⁸ Information from Brenda LaPointe, town tax collector. Goose Island was mentioned in *GSN*, March 2, 1897, in an account of Lake Wentworth.

⁴⁶⁹ 1993 *Town Report* (schedule of town-owned property).

⁴⁷⁰ Cited thus in 1952 tax list; owned by Bradley Frankum.

Goss Island: Early name for Bass Island, from Walter Goss, who owned the first cottage on it.

1893, April 11, *GSN*: “D.W. Hersey has commenced work on a camp for Mr. Walter Goss of Haverhill, Mass., which is to be constructed on his [Goss’s island] on Lake Wentworth.”

Governor John Wentworth Highway: A.k.a. Governor Wentworth Highway. Currently used alternate name for Route 109 (see listing). Mention of part of this thoroughfare, but without any name given to the road, appears in town records dated March 1789.

Governor Wentworth Highway: Short name for Governor John Wentworth Highway (see listing); apt to be confusing to the uninitiated, as there were two men named Governor Wentworth (Benning and the person for whom this highway was named, John).

Governor Wentworth Shores: So-called, owned by George F. Mitchell in the 1960s. Route 109 at Lake Wentworth adjacent to the town beach in East Wolfeboro.⁴⁷¹

Governor’s Landing. No. 1: Landing point near the Governor Wentworth mansion site.

Governor’s Landing. No. 2: First called Edwards-on-Wentworth Subdivision. Cluster development proposed to include 22 Lake Wentworth shorefront lots with an open space cluster of nine extant cottages, plus 10 lots with frontage on Whitten Neck Road and rights to a common beach, and other facilities, with a total of 44 lots. Governor’s Landing Trust (Richard Bendetson and Raymond Green, owners), of Boston, was to be the developer.⁴⁷²

1978, November 14: Subdivision approved, following an acrimonious encounter between owner Edward Zulauf (who wished to sell his property to the developers) and Planning Board Chairman Roger Murray. To be known as Governor’s Landing.⁴⁷³

1979, February: Sale made by Edward and Barbara Zulauf to developers. 50 acres with about one mile of frontage on Wentworth and Crescent lakes.⁴⁷⁴

1980: Problems developed with certain old cottages that were not suitable for year-round living and were being fixed up without proper permits.⁴⁷⁵

1980 to date: The former Edwards on Wentworth Resort cottages on Crescent Lake were sold to private owners, most were considerably updated and many of the cottages were winterized. The resort restaurant was operated, seasonally, into the early 1990’s, when problems developed in the septic system. That building was taken down and a private residence built in 2010.

⁴⁷¹ *GSN*, March 24, 1961; September 4, 1969. A zoning controversy erupted when Mitchell wanted to commercialize his property.

⁴⁷² *GSN*, September 27, 1978 (notice of hearing); October 11, 1978 (result of hearing).

⁴⁷³ *GSN*, November 15 and 22, 1978.

⁴⁷⁴ *GSN*, February 21, 1979 (photo of sale closing).

⁴⁷⁵ *GSN*, April 9, 1980.

Governor's Park: State designation in the 1930s for the immediate area in which the Governor Wentworth mansion was located, whereas Wentworth Park referred to the beach area.⁴⁷⁶ Today this term is not in general use. Wentworth State Park now refers to the Clow Beach area (see listing) as well as the mansion site.

Governor's Rock: Large rock in Lake Wentworth near the Gov. Wentworth estate site. Also called Tea Rock.

1897, March 2, *GSN*: "About a half mile from the southeast shore of the lake with a ledge with an exposed surface 40 feet long and 30 feet wide called Governor's Rock, where it is said that his excellency and his friends were accustomed to having tea parties."

Governor's Shore: An area of settlement in the northeast section of Lake Wentworth, near where the Gov. Wentworth mansion was once located. Also see Whitton Shore listing.

Governors Shore Road: Road leading to Governor's Shore on Lake Wentworth. Starting point: Wishing Well Lane. No apostrophe in Governors (per postal regulations).

Governor Wentworth State Historic Site: Off Route 109, and part of the Wentworth State Park (see listing), the remains of the mansion of John Wentworth, the second Royal Governor, became an official State Historic Site on July 30, 2007. Construction of the mansion began in 1768 and continued into the 1770's. John Wentworth's intention was to make it the Governor's Palace, as Wolfboro was to become the Capitol of the Province of New Hampshire. Obviously, the American Revolution negated those intentions. The mansion burned down accidentally in 1820. The site has the original foundation, the nearby well, and descriptive signage.

Grace Morgan Road: A.k.a. Morgan's Lane. Begins on Haines Hill.

1953: Town meeting carried a warrant (Article XI), subsequently passed by the voters, to convey to Henry C. Hopewell, Jr., all the rights held by the town in Grace Morgan Road.⁴⁷⁷

2021: The official name is Morgan Lane.

Grand Army Hall: See Central Block No. 1 listing.

From the Grand Army of the Republic (G.A.R.), name for the Union Army in the Civil War.

Grand View Boulevard: At the end of Wolfboro Neck, this road is part of a development on the former Lakes Region Airport property. The development is called Grand View Commons, created in 2006. As of 2021, there is only a model home, built in 2007, on the site.

Granite Lane: Short street off Birch Hill Estates Road in the Wolfboro Falls district.

Granite Road: Name before July 6, 1994, for what is now known as Fieldstone Road. Extension of Bay Street on other side of intersection of Elm Street and Pine Hill Road. Once also called Bay Street Extension.

⁴⁷⁶ *GSN*, September 2, 1934.

⁴⁷⁷ 1952 *Town Report*, p. 11.

Grant Island: Small Winnepesaukee island north of Springfield Point and close to the mainland near Canopache Road. The name is from the Lorenzo T. Grant family, residents of South Wolfeboro, who were deeded the island along with Henry H. Chase in 1892 by O.M. Fisher. Earlier known as Coffin's Island (see listing). Upon Lorenzo Grant's death his interest passed to his wife Mary S. Grant and his son Charles R. Grant, the latter acquiring his mother's interest upon her death.

1925: Chase deeded his share to the Grants.

1928: Grant family sold the island to Joseph W. Goodwin, Jr. He and his wife Ellen spent much time at the Fish-House (as it was called), which at the time was furnished with a kerosene cook stove, icebox, bed, Morris chairs, and fireplace.

1946: Robert (Bob) Stephenson, grandson of Dr. Nathaniel H. Scott, M.D., who had summered in Wolfeboro since childhood, brought his wife Nancy to the area. In 1971 Mr. and Mrs. Stephenson purchased Cove Camp on Stephenson Lane and Scott Road and at the same time purchased Grant Island from the then owner, John A. Ordman.⁴⁷⁸

1973, August: New annual edition of the New England Telephone Co. directory featured a color cover illustration of a sunset over Grant Island.

In an interview John Bridges of Island Real Estate discussed Grant Island:⁴⁷⁹ "I knew Nancy and Bob Stephenson, who owned Grant Island. Bob died a few years ago. Grant Island is a little island off Clark Point, a little due east of Clark Point. There are remains of a little camp or cottage on it. It is, I would guess, extremely old, and it's kind of disheveled today. The Stephensons picnicked on it. That's a nice little island off the shore there. Not big enough to really develop today, fortunately."

2007: New owners have built a small cabin with an attached outhouse.

Great Cove: Cove on east side of Stamp Act Island in Lake Wentworth.

Great Lot: Located south of and adjacent to Lot 18 in the Lords' Quarter, but not part of the Lords' Quarter.⁴⁸⁰ Consists of about 750 acres in Wolfeboro Highlands.

Green Street: Short street off South Main Street leading to Brewster Academy; opposite Crescent Lake Avenue. Laid out in 1873, 37.5 feet wide. 1890, January: Officially named: "Green Street is the street extending from South Main Street near Dr. Dowling's dwelling house toward the lake."

Green Street once extended farther toward Wolfeboro Bay, but George A. Carpenter bought the land and moved two houses to other locations, and shortened the street to its present length when he built Cobham Hall (now Bearce Hall, a part of Brewster Academy) in 1892. At the turn of the century, Cobham Hall was considered to be the finest residence in Wolfeboro.

1905, March 14: The town voted the official discontinuation of the southwest end of Green Street under a proposal by Carpenter by which he agreed to return the stretch of road to the town if requested, or if the town desired to extend the thoroughfare toward the lake.

The 1905 town warrant contained this item: "If any time the town desires to open a highway beyond the said discontinued portion, said George A. Carpenter waives all land damage of said discontinued portion and

⁴⁷⁸ *GSN*, June 3, 1947 (stated that Mr. and Mrs. Harvey Stephenson had bought the island the year before). This information is not correct, per letter from the current owner of the island, Nancy (Mrs. Robert) Stephenson, January 1995. Much other data is from Mrs. Stephenson. Also letter copy from Cooper, Hall & Walker, December 11, 1970, with dates of prior transfers.

⁴⁷⁹ Interview with the author, February 15, 1993.

⁴⁸⁰ Arthur F. Chamberlin, letter, October 12, 1993.

will give bond, if required, to turn over said discontinued portion in as good state of repair as it is at the present time.”

1927: Sewers were installed at a cost of \$3,383.33.

Greenleaf Drive: Name given on October 7, 1992, to the former Meredith Drive.⁴⁸¹ Starting point: Clark Road. Part of the modern Greenleaf Estates development. Named for the first name of Greenleaf B. Clark, turn-of-the-century tenement housing owner, entrepreneur, real estate trader; Greenleaf B. Clark gave the Clark House, on Clark Road, to the town of Wolfeboro to become a museum.

Greenleaf Estates: A.k.a. Greenleaf. Modern housing development off Clark Road (see Greenleaf Drive listing). Approved in 1986 by the town. 21 lots and seven acres of common area in Greenleaf Subdivision, as it is listed in the records; 40 lots were applied for.⁴⁸²

Development was by Ledge Realty Trust formed by Martin Hill and John Rabe; the latter subsequently withdrew.⁴⁸³ Subsequently, Yankee Pedlar Real Estate advertised lots for sale in Greenleaf, “Wolfeboro’s premier residential community on Clark Road.”⁴⁸⁴ Later Spiller-Edwards advertised lots for sale, noting the builder was Tony Del Grosso, well known for quality construction and service. Prices to start at \$250,000.⁴⁸⁵

Grove Street: Short street extending from Center Street toward Back Bay. Harmony Grove (see listing) was once located at the Back Bay end of the street. 1979: Extensively rebuilt.⁴⁸⁶

Grovesgate Colonials: Apartment complex, two identical buildings on South Main Street, east of Cross Road, marketed by C.M. Mixer in 1965.⁴⁸⁷ Complex was delinquent in taxes in 1967.⁴⁸⁸

Guy Foss Memorial Playground: Dedicated July 13, 1975. Popularly known as Foss Field (see listing for history).

Gull Rock: Tiny projection of land in Lake Wentworth “where a gull was formerly accustomed to breed its young.” Not far from Goose Island.⁴⁸⁹

⁴⁸¹ Selectmen’s resolution, October 7, 1992.

⁴⁸² 1986 *Town Report*, p. 85;

⁴⁸³ *GSN*, December 30, 1987.

⁴⁸⁴ *GSN*, November 18, 1987.

⁴⁸⁵ *GSN*, March 23, 1988.

⁴⁸⁶ 1978 *Town Report*, p. 48.

⁴⁸⁷ *GSN*, September 17, 1965 (the property was simply called Greenleaf in the advertisement, not Greenleaf Estates).

⁴⁸⁸ 1967 *Town Report*, p. 44; additional information from Charlotte McDermott, letter, August 18, 1994, and Beverly Goodrich, letter, August 24, 1994.

⁴⁸⁹ Parker, p. 33; also see *GSN*, March 2, 1897.

H

Hackett Road: Incorrect but sometimes used name for Halkett Road (see listing).

Hahn Road: Name before October 7, 1992, for Walker Road. Begins at Route 109 in Brookfield and ends in Wolfeboro on the south side of Mount Delight near the shore of Lake Wentworth.

Haines Block: January 13, 1917 *GSN*: “The Peavey Block, one of the largest business blocks in our village, has been recently purchased by Herbert E. Haines.” After that time, there were a few references to it as the Haines Block. Mostly it continued to be known as the Peavey Block (see listing). In June 1917 the building was painted stone gray.⁴⁹⁰

Haines Farm Road: From Ossipee Road to the Ossipee town line (cf. 1941 Directory; there misspelled as Haynes Farm Road). This is the same as Haynes (*sic*) Hill Road in the 1937 Directory, which also stated that Rodney Haynes (should be Haines) lived there. Known as Haines Hill Road today.

Haines Graveyard: Located off Haines Hill Road.⁴⁹¹

Haines Hill: Hill in North Wolfeboro. Named for the Haines family, whose members lived on the same grounds for seven generations and almost two centuries.

The Haines family, an appreciation by Theodore H. Brigden:⁴⁹²

The Haines family has been here for SEVEN generations, covering a two-century span, and over that time has produced one leader after another in town affairs—and further afield.

It all started with Joshua Haines (1724-1813). He was a well-to-do and respected citizen of Greenland, NH, during the first part of his life, serving his town well in several capacities including selectman. He wanted a new direction in his life and in 1772 bought 100 acres of land on the hill in North Wolfeboro that now bears the family name. Subsequently he bought the rest of Lot 6 of the original division (known then as the Packer lot). His taking possession of his new property was delayed by two events: 1) the Revolutionary War, during which he accepted civilian war responsibilities (he was over 50 years of age) in Greenland, and 2) his wife’s lingering illness which started during the war and ended with her death in 1783 or 1784. He, then aged 60, moved to North Wolfeboro in 1784, along with his sons Jacob, Joseph and Matthias, daughters Mehitable and Hannah, and older sister Jane, whom he inveigled into coming along as his housekeeper.

Joshua became a leader in his adopted town. He soon got involved in the creation of the new Meetinghouse at Wolfeboro Center (1792), he had a part in establishing the town’s educational system (1787 onward), and his worth was recognized by election to the post of moderator at town meetings. Not bad for an elderly man.

2nd generation: son Jacob (1757-1848), known most of his life as “Cap’n” for war service, served three terms as selectman between 1790 and 1796, then two terms as state senator, in 1809 and 1813. He was

⁴⁹⁰ *GSN*, June 2, 1917.

⁴⁹¹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 204.

⁴⁹² Created for this work, May 4, 1994.

involved in starting the town's educational system and was selected to represent the town in a suit brought by William Cotton (the suit never came to trial).

3rd: James was a selectman in 1821. Matthias (1798-1881) had two terms as selectman in 1831 and 1835, became state senator in 1854. John (1782-1849) served as town clerk in 1844, 1847 and 1748.

4th: Matthias M. was town clerk in 1850, selectman in 1851. Joseph R. (1830-98) state senator in 1864, 1866, and 1878.

5th: George A. (1854-1904) superintendent of schools in 1885.

6th Rodney M. (1900-1968) supervisor of checklist 1961-1967.

7th: Rodney M., Jr.: in adulthood moved to Henniker to end the string.

(Note the longevity of most individuals, especially in the early generations; the girls in the family did at least as well).

On the distaff side the ladies were, at least until 1920, barred from holding elective office. A few made names for themselves in other ways. Arvilla was one of the first licensed female physicians in the country, and practiced in Boston. Louise became a school teacher in a Boston suburb but continued to spend her summer vacations here and to maintain her local home (the "Whitehouse house" where the Warren Clarks now live) until her death in 1971. One of Rodney's daughters, Virginia (now Janik), lives in town still. She went to work for Diamond Lumber Company and earned promotions to the highest position available to a woman, where she became the "power behind the throne" in its management.

The combination of long residence in town plus service to the community by successive generations is a hard one to match, and none comparable is known to the writer. Hence, the term *unique* is appropriate to this family.

Haines Hill Road: Road extending from Center Street northeast up Haines Hill to North Wolfeboro. At one time known (infrequently) as Haines Farm Road (see listing).

Haines-Nudd Graveyard: Located at Penn Air Estates off Center Street.⁴⁹³

Hale Shore: Shorefront area in South Wolfeboro. Leslie C. Carpenter had a cottage there in 1952.⁴⁹⁴

Haley Building: Business block. See Goodwin & Haley Building listing. Site of Wool Corner in 1995. 2021 tenants include Mountain Tops T-Shirts and Stay Tuned.

Haley's Court: A.k.a. Haley Court. Named after a prominent local family. Short small court in Wolfeboro, dating from at least the turn of the century. Access to left of the Folsom Block (now Black's Paper Store). Name no longer used, entry is considered as a driveway.

An automobile garage was built there in 1913. Auderer's garage was there in the 1940s-1950s.

1994: Leads to Bradley's Renter Center.

Half-a-Gale Point: Point on Mud Island (now known as Melody Island) where George S. Casebolt of Darien, CT, maintained his summer camp.⁴⁹⁵

⁴⁹³ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 203, 204.

⁴⁹⁴ Cf. 1952 tax list.

⁴⁹⁵ *GSN*, August 16, 1946.

Halkett Road: Short road off Forest Road downhill from Stanard Road. Shown (incorrectly) in some citations as Hackett Road. Originally intended to service multiple residences, but John S. Babalis bought two lots, constructed a driveway, and Halkett Road was never laid out.⁴⁹⁶

Hallmark Building: See Folsom-Parker Building listing.

Hannah Johnson Road: Early name for Chick Road in North Wolfeboro. In 1915, the Hannah Johnson Road was mentioned as a possibility for the roadbed for part of the Suncook Valley Highway.

Hanson's Hill: Name for small hill in East Wolfeboro; name used in 1920s.⁴⁹⁷

Happy Haven Lane: Off Whitten Neck Road.⁴⁹⁸ Name no longer used.

Harbor House: North Main Street. Non-profit, licensed, non-denominational children's facility operated by The Children's Shelter, Inc. Opened in August 1986. The following sketch is based upon material by Elissa K. Paquette:⁴⁹⁹

Harbor House, an emergency foster home for abused and neglected children, bridges the gap between a harmful environment and permanent placement by catering to the individual needs of children. In 1992 board member Dr. W. John Foley, director, described it as "a neutral, safe, caring, and educational environment while all the powers that be work out what's best for the kids."

Over 200 children passed through Harbor House from August 1986 to 1992, demonstrating the demand for emergency foster care. Children of any age stay at Harbor House up to 45 days until more permanent foster care is found. They are accepted from all over the state but, given an unprecedented 50% jump in child abuse reports in 1991 to Carroll County's Division of Children and Youth Services (DCYS), the six available beds are usually occupied by local youth.

Penny Hauser Warren was the driving force behind the protective network that exists today. Her quest began in the summer of 1984. As a divorced mother of two young sons and foster parent to four teenagers, Warren left her crowded two bedroom apartment, walked into a local office and shared her vision for an emergency shelter with Realtor Helen Swasey. She had no money, but she knew there was a need. Discussions with Detective Chris Walsh of the Wolfeboro Police Department corroborated the need and encouraged their effort. Besides the six children she was caring for, including her own, she still got calls asking if she could take more.

She shared her ideas with members of the Evangelical Bible Church, and they responded, convincing President Bob Fournier of the Kingswood Bank to grant a mortgage on the property which used to be the Ruotolo farm house. With Anna Tuttle and others, Warren conducted fund-raising events to help. The NH Charitable Foundation contributed \$1,400 and then an additional \$4,000. A total of \$10,000 was raised for the shelter in an appeal lead by Barbara McGloin, who also obtained another \$10,000 from the Doris Benz Foundation, as donations continued past the August 1986 opening. Hampshire Pewter chipped in by offering

⁴⁹⁶ John S. Babalis, conversation, August 10, 1994.

⁴⁹⁷ *GSN*, January 31, 1925.

⁴⁹⁸ 1982 *Town Report*, p. 57 (plastic water pipe installed).

⁴⁹⁹ Article adapted from "Harbor House: A Port in the Storm for Children in Crisis." *New Hampshire Premier*, September 1992. Additional information from various issues of *GSN* including August 27, September 17, October 8, 1986; January 28, June 3, 24, 1987; March 9, May 25, 1988.

the company's first Christmas bell, which was auctioned for over \$500. The Lions Club added \$1,500 for a boy's dormitory.

Board member Shirley Ganem, who is also connected with the NH Task Force on Child Abuse and Neglect, commented: "Board members gave a lot of themselves. We cooked, cleaned, and made beds.... Sometimes money came from the board members' pockets."

In June 1987, Doug and Patty Eldridge were named the new licensed foster parents for the facility. Patty was trained in nursing, and a former volunteer for L.I.F.E. ministries. Doug worked for the town of Wolfeboro and owned his own lawn and garden maintenance service. The Eldridges resigned less than a year later, after which the Harbor House was closed for a short time. This period provided the opportunity to do some renovations. In May 1988, Nancy and Brian Parris were hired as the new resident directors.

By 1992 the Harbor House also had an associate director/house-parent, a certified teacher, and a part-time child care worker to maintain quality care around the clock. In addition over 50 carefully screened volunteers, called the Beacons, work throughout the year to raise funds and provide services and recreational activities for the children. They cut grass, plant flowers, and help grow vegetables.

The wooden deck and fencing at the Harbor House are but two examples of community support. Habitat for Humanity built them. The local Rotary paid for the electrical work, and contractors donated their time.

The stipends from the Department of Human Services, \$6 to \$11 a day per child, do not begin to cover the true costs of maintaining a home, paying staff salaries, purchasing office equipment, and providing transportation back and forth to the children's various schools. Contributions from individuals comprise 75% of their budget and are always welcome.

Harbor House closed early in 1998 and the property became a private residence.

Harbor Pines: Name from October 7, 1992, to December 7, 1994, for the road that services the Pine Harbor condominium units from North Main Street.⁵⁰⁰ Earlier called Pine Harbor Drive. On December 7, 1994, name changed to Harbor Way by action of selectmen.

Harbor View Condominiums: A.k.a. Harborview (one word) Condominiums. Development located off Clark Road near Brewster Beach; Richard Hammer, developer, 1980.

Harbor Way: New name per action of selectmen, December 7, 1994, for what was earlier called Harbor Pines and Pine Harbor Drive. Services Pine Harbor condominium units off North Main Street.

Harbour Island: Small island in Lake Winnepesaukee; one of the Varney Islands. This "rocks with bushes & trees" 0.02-acre islet is owned by Mr. and Mrs. Robert L. Hanson. It is located close by the shore of the small bay at the northwest side of Melody Island and takes its name from the nearby bay. The Hansons coined the name, giving it a British spelling.

Hardwood Estates: Development on Route 109A in 1969. Lots available for sale.⁵⁰¹

⁵⁰⁰ Selectmen's resolution, October 7, 1992.

⁵⁰¹ *GSN*, September 4, 1969.

Hardy Hill: Hill in North Wolfeboro. Cited as Hardy's Hill in town records, November 8, 1804. Said to have been named for Dudley Hardy, a wealthy retired merchant from Exeter. Ezra Hardy (Dudley's son) lived on top of the hill in the 19th century. Called "Hardie Hill" in error in the *Town Reports* of 1975 and 1976.

1936: Frank S. Hogan lived there.

1950s-1960s: Mr. and Mrs. Clark Macomber resided there.⁵⁰²

1990s: Claude Roessiger family lives there.

Hardy Hill Road: Extends northwest up Hardy Hill from Stoneham Road. Not an officially recognized name today. A.k.a. Macomber Hill Road (see listing) in the 1950s and 1960s. The 1989 *Town Report* stated that Hardy Hill Road had been sealed with asphalt.

Harmony Grove: Campground and meeting place active from at least the 1850s⁵⁰³ through the early 20th century. Included regularly-spaced rows of dozens of flat (without backs) wooden benches amidst tall pine trees, tent spaces, etc. Located between Back Bay and Creamery Hill (named for the Harmony Grove Creamery; where the Fred L. Varney Co. facilities were later built). Grove Street extends to the site today. A popular spot for picnics and outings (illustrated in Prindle's *Views*). A.k.a. Millville Grove c.1880.

1882, August 14, *GSN*, noted that Harmony Grove was easily accessible from town facilities, that the Eastern Railroad ran directly through it, and it contained from five to eight acres. Further: "There is a well and a spring in the grove, both of very pure water.... The growth is a mixture of evergreen and deciduous trees affording a very cool but pleasant shade.... With little outlay for seats, swings, croquet grounds, walks and other simple amusements, nothing can be more desirable for out of door recreation." On a typical fair day Harmony Grove was crowded with people.

1915: It was 1/2 owned by Althea Berry, 1/4 owned by the Frank Hutchins estate, and 1/4 owned by James H. Martin. In its entirety Harmony Grove was appraised at \$1,600.

1922, September 20, *GSN*: The owners of Harmony Grove, including the Frank Hutchins estate, noted that it had been suggested that Harmony Grove should be kept for a public park, but the owners "do not feel financially able to give this grove to the town nor to maintain it for the benefit of the public." They invited anyone wishing to do so to contact them, as they would rather sell it for such use than for commercial purposes.

1923: The town considered buying it, but dropped the discussion when it was learned that the property had been sold. The new owners sold the timber rights, and soon thereafter all of the stately pine trees were cut down. Subsequently, it was divided into lots, and homes were built there.

Harmony Island: New name (as of October 6, 1993) for the island adjacent to Melody Island on the southeast shore and sometimes considered to be a part of Melody Island although a waterway separates the two.⁵⁰⁴

⁵⁰² *GSN*, April 27, 1951.

⁵⁰³ *GSN*, August 27, 1895 (recollection of Moses Thompson that a Republican convention was held in Harmony Grove in 1856; if so, this would have been one of the earliest meetings of that group which was founded earlier in the decade).

⁵⁰⁴ Patricia M. Waterman, letter, November 17, 1993; Amanda Simpson, letter, January 31, 1994.

Harriman Hill Development: A workforce housing development built in conjunction with the Eastern Lakes Region Housing Coalition. Located off Pine Hill Road behind the Hospital Fair barns, affordable housing is provided below market rates for households with incomes below area medians. The first apartments were completed in the spring of 2012. The remainder were completed in 2014. There are 48 units in the development.

Hart Military Reservation: Name given in the 1950s to the 28-acre National Guard facility in South Wolfeboro off Middleton Road, officially called a state military reservation. Named for the late Col. Harold H. Hart (1882-1951), prominent Wolfeboro businessman and first president of the Chamber of Commerce. A.k.a. National Guard Armory, Wolfeboro Armory. Building rented in 1995 by the Governor Wentworth Regional School District. The parcel is now owned by the Town of Wolfeboro and used as the offices of the Municipal Electric Company, which moved there in 2003. A small portion was split off in 2012 for an extension of the South Wolfeboro Cemetery.

Harvey Brook: A.k.a. Hooper Brook. Stream rises to the northwest of Pine Hill and flows in an easterly direction, then turns south and empties into Lake Wentworth.

Harvey Brook Road: No. 1. Road from Center Street to Wolfeboro Highlands Road (cf. 1937 Directory). Name no longer used.

Harvey Brook Road: No. 2. Currently used name for a short street off Birch Hill Estates Road in the Wolfeboro Falls district.

Haste, The: Cove where Ryefield Brook empties into Lake Wentworth.

Hasty's Park: Grove picnic area in use in the 1890s.⁵⁰⁵

Hatch Theatre: Movie theatre, 350 seats, opened by Paul R. Hatch on May 1, 1970. First film shown was *Funny Girl*, with Barbara Streisand. Located across small street directly east of the Wolfeborough Railroad Station. Used as a theatre until 1987 when it was sold and converted to business condominiums.

See *Business and Professional Directory* for history.

Hatch Shore: Shore area in Winter Harbor, formerly a part of the Fullerton Farm.⁵⁰⁶

Hattie Lane: Road in Wasamegin Acres development. Starting point: Ronald Road. Near Sargents Pond.

⁵⁰⁵ GSN, August 19, 1892.

⁵⁰⁶ 1952 Tax list.

Hawkins Graveyard: Known as Jenness-Hawkins Graveyard; see listing.

Hawkins Road: No. 1. Extends from near the end of Keewaydin Road, toward Winter Harbor. Name no longer used.

Hawkins Road: No. 2. Early road in East Wolfeboro. Mentioned in town records, April 27, 1827. Name no longer used.

Hayes-Burleigh graveyard: Located off Route 109.⁵⁰⁷

Hayes Graveyard: Located off Pleasant Valley Road.⁵⁰⁸

Haynes Farm Road: See Haines Farm Road.

Hearthstone Homes of Wolfeboro, Inc.: Collective name for Christian Ridge and The Ledges (see listings). Name changed from Wolfeboro Home for the Aged (see listing for history) on May 21, 1987. As of that time the two units included 70 moderate cost rental apartments for seniors in cooperation with the Farmers' Home Administration (FHA) and the NH Housing Finance Authority.⁵⁰⁹

Heath: Name in the 1770s for an area including today's Clarke Plaza (per town records).

Heath Brook: Stream feeding into Lake Wentworth. Rises in New Durham and flows northwest into Wolfeboro, emptying into Lake Wentworth at its southwest shore. Earlier known as South Branch. About five miles long, this is one of the two longest brooks emptying into the lake (the other is Willey Brook). Also see comment under Warren Brook.

Heath Brook Wetland: Conservation area at Heath Brook. Designated as a prime wetland under RSA 483-A:7 and at the 1986 town meeting. This area is now further protected by the establishment of the Brewster Heath Preserve in 2019. See listing.

Heath Shore: An area of settlement on Lake Wentworth.

Heath Trail: Off of Richards Road which is off Pleasant Valley Road.

⁵⁰⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 229.

⁵⁰⁸ *Ibid.* p. 225.

⁵⁰⁹ *GSN*, June 3, 1987.

Helen Bryant Road: Name in the 1930s and intermittently later, for what is now Bryant Road. Helen Bryant raised chickens and pigs in the area. See listings under Bryant Road and Whitton Road for additional information.

Hemlock Drive: Road extending north from North Main Street, nearly opposite Port Wedeln; goes part way up Poor Farm Hill.

Hepworth Point: Projection of land into Lake Winnepesaukee along Sewall Road.

Heritage Road: Starting point: Beech Pond Road. Ethan Allen Road, Alberg Road, Bishop's Gate Road, and Mountainview Street connect with it. Located in Hidden Valley.

Heron Hollow: New name for what used to be called Pine Street Extension (see listing).⁵¹⁰ Extends from Pine Street to Crescent Lake.

Hersey Block: Name by 1912 for what was earlier called the Pickering Block (see listing for detailed history) and the Rollins Block. Business block located at Pickering Corner at the intersection of South Main and Center Streets, sold in 1909 to Fred E. Hersey and retained in the Hersey family until 1937. However, the Hersey Block incorporated just the right side (as viewed from South Main Street) of the former Rollins Block; the left portion of the building was demolished.

Hersey Brook: Drains from Sargents Pond and feeds into Lake Wentworth. Early name for Tyler Brook, but occasionally used today. Called Sargents Brook at one time.⁵¹¹

Hersey Cemetery: Located off Route 109A on Hersey Hill.⁵¹² The oldest grave is that of Mary Shorey who died in 1800.⁵¹³

Hersey Hill: Located on Route 109A near the Hersey Cemetery; the Brueninger residence is on it.

Hersey Point: No. 1. *Land projection* into Lake Wentworth.

Hersey Point: No. 2. *Road* from Center Street extending southeast to shore of Lake Wentworth at Hersey Point. Sometimes unofficially referred to as Hersey Point Road.

Hersey Point Road: See Hersey Point No. 2. listing above.

⁵¹⁰ Selectmen's resolution, October 7, 1992.

⁵¹¹ Cf. Town records dated November 30, 1889.

⁵¹² Details in John S. Fipphen, *Cemetery Inscriptions*, p. 141-157.

⁵¹³ John S. Fipphen, contribution to this book.

Hersey Road: Name (before October 7, 1992) for what is now known as Jonathan Hersey Road (alphabetized under J). A.k.a. Browning Road. Off Route 109A.

Hersey Rock: Named rock in Lake Wentworth offshore from the Allen Albee Beach.

Hersey Shore: An area of settlement on the shore of Lake Wentworth.

Hersey, Jonathan, Road: See listing alphabetized under J: Jonathan Hersey Road. Earlier called Hersey Road and Browning Road. Off Route 109A.

Hickory Road: Short street off Nary Shores Road, which, in turn, is off North Main Street. In the early plans for Wolfeboro Common II, Berrywood (see listing) was intended to join with Nary Shores Road. This never happened, and the intended link was called Hickory Road. However, Hickory Road was never cut through to join Berrywood.

Hidden Shores: Early name for the Hidden Valley development in its planning stages, c.1966.⁵¹⁴

Hidden Valley: Housing development by Sidney Fagelman in the Wolfeboro Highlands area near the intersection of Beech Pond and Brown Roads; also accessed from Federal Corner in Tuftonboro. Partly in Tuftonboro.

Planned as Hidden Shores in 1966-1967; laid out and developed in 1968-1969 by the Sunrise Development Corporation,⁵¹⁵ called Hidden Valley and intended to include 50 houses. This involved many conferences with the selectmen. It was realized by the town that existing boundaries were not well-defined, and new surveys were taken. Permit was granted in July 1969.⁵¹⁶ Sunrise advertised frequently in *GSN* seeking workers to help with brush clearing, etc.

1977, May 18, *GSN* advertisement by Hidden Valley Development Corporation for Hidden Valley: “A private four-season recreational community in Wolfeboro-Tuftonboro. Contemporary homes and designer chalets for the discriminating buyer at modest prices. Sandy beaches on Lower Beech Pond—tennis courts, boat docks, community water system, low taxes. Deluxe Swiss chalet, Mediterranean siding, designer styles, elegant touches, \$33,900. Custom built expandable chalets from \$29,900, land included...”

Hidden Valley Drive: A.k.a. Hidden Valley. Old alternate name (prior to resolution of October 7, 1992) for Brown Road. Extends north off Beech Pond Road. Heritage Road crosses it. Now known as Brown Road.

⁵¹⁴ *GSN*, August 26, 1966 (\$50 reward for identification of sign-stealer).

⁵¹⁵ Also appeared in print as the Sunrise Construction Co. (*e.g.* *GSN*, July 2, 1970). Main offices were at 477 Harvard Ave., Brookline, MA. Locally, Sunrise used both Wolfeboro and Center Tuftonboro addresses.

⁵¹⁶ Sample notices: *GSN*, November 10, 1967; August 22, 1968; November 21, 1968; June 12, 1969; July 24, 1969.

High Street: No. 1. Short street leading uphill to the northwest off Center Street in Wolfeboro Falls. In 1937 the home of Joseph Moody was at its end.⁵¹⁷

High Street: No. 2. Designation for what is now known as Pleasant Street; laid out as High Street on November 12, 1881. Shown as High Street on Norris' 1889 map.

Highland Street: Name before October 7, 1992, for Bishop's Gate Road. Extends west from Beech Pond. Road north of Beech Pond. Mountainview Street connects with it. Located in Hidden Valley.

Highland Terrace: Short street with turnaround at end. Off North Main Street near Goose Corner,⁵¹⁸ which is identified today as near Wolfeboro Commons.

Highlands: See Wolfeboro Highlands listing.

Highlands Cemetery: Described in *GSN*, May 29, 1909, as part of a listing of where Civil War and other soldiers were buried. Same as Highlands Graveyard.

Highlands Graveyard: A.k.a. Highlands Cemetery. Located off Beech Pond Road.⁵¹⁹

Highlands Road: A.k.a. Highland Road. Former name (before October 7, 1992); now the section called Highlands Road is part of Beech Pond Road. Extended north from Stockbridge Corner toward Water Village (in Ossipee); ended at the Ossipee town line. Earlier called Water Village Road and North Wolfeboro Road (but different from the current North Wolfeboro Road).

Hill School Camp Road: A.k.a. Camp Road and Hill School Road. Name changed to Camp School Road by action of the selectmen, December 7, 1994. Road from Pleasant Valley Road extending southeast along shore of Rust Pond. Named for the Hill School Camp (now the Wolfeboro School Camp).

Hill School Road: Now known as Camp School Road.⁵²⁰

Hills Brook: A.k.a. Horne Brook. Feeds into Sargents Pond.

Hillside Terrace: Road off North Main Street. Name recognized by town of Wolfeboro, but not built upon as of 1993. In 2021, the name isn't on Town tax maps.

⁵¹⁷ 1937 Directory.

⁵¹⁸ *GSN*, May 22, 1959 (Mr. and Mrs. Robert Bierweiler were building a home there).

⁵¹⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 212.

⁵²⁰ 1952 Tax records as Hill School Road.

Historic District: From time to time the consideration to establish historic districts within the town has been brought up, as in the 1975 town meeting when it was proposed that much of the downtown area be so designated (proposal defeated 329 yes; 608 no). An historic district was established in a section of North Wolfeboro (see listing) in 1977, recognizing that about 35 of the homes predated the Civil War. A second district in the Cotton Mountain area was established later. The Historic District Commission (HDC) was the overseer of the Historic Districts. The Districts survived for a number of years, but problems arose and reached a peak in 2009, when a Petition Warrant Article was proposed to abolish both the HDC and the Board of Selectmen! An amendment removed the BOD from the petition, which stated, in part “The HDC is arrogant and crossed the line between their authority and property owners’ rights.”

In 2010, the HDC was abolished by Town Warrant; the two orphaned districts remain as an unenforced ordinance. No attempt has been made to restore a commission. A Wolfeboro Heritage Commission was formed by Warrant Article in 2016, to help town government manage, recognize, and protect historical and cultural resources, but has no jurisdiction over historic districts.

Hobbs’ Wharves: A.k.a. Lake Shore (with a large LAKE SHORE sign). Boat landing area in the 1900s where Cate Park is in the 1990s.

1906, August 11, *GSN*: “Frank P. Hobbs wishes it distinctly understood that he is sole manager of the wharves or boat landings at the Lake Shore, known as Hobbs’ Wharves. All boats around the lake are invited to land and make free use of them, there being three, to receive and discharge passengers and freight, but not to remain there any unreasonable length of time. The object being to allow everybody an equal opportunity on the lake at the wharves. Take orders only from Hobbs.”

Hodge Block: Business block in Wolfeboro Falls (early 20th century name).

Hodge Shore: No. 1. Shore area of Lake Wentworth on Center Street side of lake. A.k.a. North Hodge Shore.

Hodge Shore: No. 2. Old name for Hodge Shore Lane; built in 1935.⁵²¹

Hodge Shore: No. 3. Old name for what as of October 7, 1992, became South Hodge Shore.

Hodge Shore Lane: A.k.a. Hodge Shore. Road from Center Street extending east to Hodge Shore on Lake Wentworth. Once simply called Hodge Shore.

Holden Shore: Western shore of Lake Wentworth on Whitten Neck.

⁵²¹ Arthur F. Chamberlin, letter, October 12, 1993. Chamberlin helped in the construction; first made of railroad ties covered with sand.

Holden Shore Road: Extends from Whitten Neck Road along Holden Shore of Lake Wentworth. (Olsen Lane is a spur to the left off Holden Shore Road near the beginning, and Shady Lane is a lane off Olsen Lane; Tetherly Road is a spur to the right at the far end of Holden Shore Road).

Holmberg Building: Name in the 1980s for the left side of what is now known as The Centre. Varney Road. Gerry and Denise D'Eri Holmberg; the Bay Village Racquetball Club was located there for a short time.

Hooper Brook: A.k.a. Harvey Brook. Stream feeding into Lake Wentworth.

Hopewell Point: Projection of Wolfeboro Neck, bounded by Jockey Cove and Tips Cove. Named for the Hopewell family, who purchased a large tract of land there in the early 20th century. Frank Hopewell built a notable summer home on Tips Cove (structure demolished on April 2, 1992).

Hopewell Point Road: Road on Wolfeboro Neck from Forest Road to Hopewell Point, in use by the turn of the century, but not named until c.1915.

1915: 500-foot section of new road constructed by the Highway Department of the town at a cost of \$700 to the account of Frank Hopewell, who reimbursed the town for the entire amount. Quite a bit of swamp land had to be filled.

1967: May have been called Rocky Cove Road at one time, c.1967.⁵²²

1980s, late: Developers Smith & Kourian cut new road a few dozen feet to the south of the existing unpaved road (the section from Forest Road to near where Spruce Road intersects now), discontinued the Forest Road end of the old road and paved the new one; this was a part of the laying out of lots in the formerly-named Embassy Estates development.

Hopewell Road: Seldom-used alternate name for Hopewell Point Road.⁵²³

Hopewell Shore: Shore area on Hopewell Point. Town laid galvanized pipe there in the summer of 1966.⁵²⁴ Replaced section of pipe in 1982.

Hopewell Shore: A continuation of Hopewell Point Road, leading to the end of Hopewell Point.

Horn Brook: See Horne Brook listing.

Horn, Dan; Dan Horn Hill: See listing alphabetized under D: Dan Horn Hill.

Horn Subdivision: Name for area on Wolfeboro Neck subdivided by Merwin and Eleanor Horn.⁵²⁵ A.k.a. Aviation Colony (see listing).

⁵²² *GSN*, September 1, 1967. Inquiry from C.E. Bullock.

⁵²³ 1965 *Town Report*, p. 4. *GSN*, September 25, 1969.

⁵²⁴ 1966 *Town Report*, p. 60; 1982 *Town Report*, p. 57.

⁵²⁵ *GSN*, July 26, 1973 (Horn Subdivision term used in permit filing).

Horne Brook: A.k.a. Hills Brook. Feeds into Sargents Pond. Perhaps correctly called Horn Brook.⁵²⁶

Horne Graveyard: A.k.a.⁵²⁷ Horne-Orne Graveyard and John Horne Graveyard. Off Keewaydin Road.

Horne, John, Graveyard: Located off Keewaydin Road. A.k.a. (infrequently) Horne-Orne Graveyard and John Horne Graveyard.⁵²⁸

Horne Mountain: A.k.a. (infrequently) Ricker Mountain. Hill between Pleasant Valley and Rust Pond. See notation under New Garden Road for mention of a road cut in 1818 over this hill.

Horne-Orne Graveyard: Located off Keewaydin Road. A.k.a. John Horne Graveyard and Horne Graveyard.⁵²⁹ Sometimes cited as Orne-Horne.

Horne's Alley: A.k.a. Horne Alley. Wolfeboro Falls. East off enter Street before Diamond Match Co. (later Diamond Lumber Co. Site of today's Wright Museum of American Enterprise. 1937 Directory notes it extends from Center Street opposite Willow Street.⁵³⁰

Horne's Annex: Built as an annex to the Glen Cottage in the 19th century to provide dormitory rooms.⁵³¹ Next to Glen Cottage on Center Street. Owned by Greenleaf B. Clark in the 1920s and converted into six apartments.

Housing Benefits, Inc.: an independent non-profit whose mission is to improve the quality of life for individuals and families who face homelessness. Purchased the Bell Shop in 2017 (see listing), the interior was completely refurbished in 2018 to add transitional housing.

Huggins Brook: Small stream that begins in the eastern section of Wolfeboro and flows into Porcupine Brook.

⁵²⁶ Per R.P. Edgerly, "The Pleasant Valley Schoolhouse."

⁵²⁷ John S. Fipphen, note, November 2, 1994.

⁵²⁸ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 231. Also, John S. Fipphen, note, November 2, 1994.

⁵²⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 230. Horne, Horn, and Orne are the same family; in this cemetery, various Hornes and Ornes are buried. Also, John S. Fipphen, note, November 2, 1994.

⁵³⁰ Citation from 1937 directory is assumed from *Willow Street* definition: "Willow Street from Center Street opposite Horne's Alley." Also listed in other directories of the 1930s and 1940s.

⁵³¹ *GSN*, April 27, 1962 (historical account). Also see Glen Cottage and Horne's Annex in Business and Professional Directory.

Huggins Hospital: South Main Street.

Non-profit facility. See decade-by-decade information up to 1995 in Volume I of the Bowers History.

1995 to date: In the early 2000's, the Trustees became concerned with increasing costs maintaining and repairing the aging facility and keeping up to date with changing health care. Plans for a new building were developed, and on April 19, 2007, the State of New Hampshire approved the Hospital's Certification of Need (CON) application for a new two story, 101,000 square foot, \$55 million facility.

Ground was broken on July 8, 2008, and the new Huggins Hospital was opened on schedule for tours on May 22, 2010. The next day, patients were moved over from the old facility. Much of the old building was retained, and has provided space for group meetings, also well as providing an area for temporary uses. The Town offices were moved to the empty spaces in 2014 and 2015 while Town Hall was being renovated. In 2021, the Covid – 19 vaccination site was in the old building.

Hyde Hill: Hill in Wolfeboro; a town dump was located at the bottom of the hill c.1950s-1970s. Town incinerator was located at the top of the hill in 1995. Named for Judy Hyde, who once owned much of the land on the hill and had a home at its base (now a cellar hole).⁵³² The Town no longer has an incinerator.

Hyde Hill Dump: A.k.a. Hyde's Hill Dump. Town dump. Purchased by the town for \$200 from the George H. Wakefield estate in 1960; the town used it earlier but did not own it. Took on additional importance in 1970 after the Pine Hill dump was closed. An incinerator was located there in 1995, but the Town no longer has an incinerator. Officially known as the Wolfeboro Solid Waste Disposal Facility, it is popularly called the Town Dump.

1971: It was an open burning dump with fires deliberately set periodically to reduce the trash. "Our present dump is outmoded, too small and will soon be illegal [under regulations of the Air Pollution Control Commission]. It is a threat to the health of our community. It is, therefore, the recommendation of this committee that a new site be found and that sanitary landfill be the method chosen for disposal of Wolfeboro's solid wastes."⁵³³

Hyde's Brook: Feeds into Sargents Pond.

⁵³² Arthur F. Chamberlin, letter, February 22, 1994.

⁵³³ 1971: *Town Report*, pp. 8, 9.

I

Ian's Way: A road in Wesley Commons, a condo development off Varney Road built in 2003.

Ike's Cove: Early name for what is now called Johnson's Cove (see listing) on Wolfeboro Neck.

Named for Ike Johnson, who lived nearby.⁵³⁴

Inner Bay: Old name, rarely used, for Back Bay (*e.g.*, 1899 Directory).

1880s: This section (between railroad tracks and Centre Street) was sometimes known as Little Back Bay.

1890, January: Committee formed earlier to propose official names referred in passing to Inner Bay as the area of water between the railroad tracks and Centre Street, bordered by Factory Street.

1930s: Beginning this decade this area was filled in. Foss Field and other facilities are there today.⁵³⁵

Interlakes Way: Road off Whitten Neck Road. Name of road recognized by the town of Wolfeboro, but not built upon as of 1993. The road was later constructed with a circle at the end and 10 houses were built between 1999 and 2005.

Island View Drive: Name since October 7, 1992, for what used to be called Pleasant Valley Camp Road.⁵³⁶ Extends from Pleasant Valley Road to shore of Lake Wentworth. Name suggested by current residents of the area.

Ivan Piper Shore: On Winter Harbor. 1920s usage. See listing under Piper, Ivan, Shore.

J

J Camps Road: A.k.a. J Camp Road. Road off Middleton Road leading to the J Camps, active in the 1940s and 1950s as a tourist facility on Rust Pond, operated by C.A. Johnson. The 2021 Town tax maps now show J Camp Road (without the s).

⁵³⁴ Ida Pineo, note, April 1994.

⁵³⁵ *GSN*, January 18, 1890 (citation under description of Glendon Street, which extended from S. Main Street to Inner Bay).

⁵³⁶ Selectmen's resolution, October 7, 1992.

Jack Pine Subdivision: A.k.a. Burns Subdivision. Laid out in the late 1970s on the former Noyes Moore farm.⁵³⁷ Pleasant Valley.

Jack Pine Lane: A.k.a. (at first) Jack Pine Road. Dirt road (residents did not want the way to be paved) laid out in 1976 off Pleasant Valley Road, servicing Jack Pine Subdivision (a.k.a. Burns Subdivision).⁵³⁸ Name no longer used.

Janric Lane: Old name for road extending into Brewster Academy grounds from South Main Street, past the right side of the First Congregational Church, extending to Lake Winnepesaukee. Name no longer used. The lane is a private driveway.

Jasons Way: Road off Waumbeck Road.

Jenness Brook: Brook located near the site of Dr. Sarah Jenness' homestead in the northeastern section of Wolfeboro. Connects with Ryefield Brook.⁵³⁹ Named for Cornelius Jenness, who came to Wolfeboro from Rochester in 1891.⁵⁴⁰

Jenness Farm Cemetery: Listed as such in *Town Report* issues of the 1930s. Off Dallas Road.⁵⁴¹ (Also see Buxton-Jenness Cemetery listing, a graveyard on Trask Mountain.)

Jenness Farm Road: One of several early names for what later became Dallas Road and in 2021, is back to the Jenness Farm Road usage.

Jenness Graveyard: See Jenness Farm Cemetery.

Jenness Landing: Boat landing in Lake Wentworth at Wentworth State Park.

Jenness Lane: Name assigned to proposed road off Village Corner Road in the planned Collden Farm development; not built; notation in Planning Department files as of February 1992: "needs to be changed"; this is because a similarly named road exists nearby in Ossipee. Name not changed as of spring 1995 as point was moot; no work had been done on the road. In 2021, the road is built and paved with lots established. See Collden Farm listing.

⁵³⁷ *GSN*, August 12, 1976 (Planning Board file no. 76-18).

⁵³⁸ *GSN*, August 12, 1976 (road proposed), November 2, 1977 (controversy of unpaved vs. paved road; Selectman Paul Hatch stated that "residents on private roads should be allowed to leave their roads unpaved so long as it is made clear that they would have to bear any expense of bringing it up to standard should they ever petition the town to accept them."); January 18, 1978 (additional discussion).

⁵³⁹ Arthur F. Chamberlin, note, April 24, 1995.

⁵⁴⁰ Abbie Cotton Lang, 1937 (historical note; however, Mrs. Lang's further commentary that it runs into Willey Brook—not quoted here—is not correct).

⁵⁴¹ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 213, 214; there as Jenness Graveyard.

Jenness Road: A.k.a. Joseph Jenness Road (town records, March 1889). Early name for Dallas Road, which has now reverted to Jenness Farm Road.

Joseph Jenness was the father of Dr. Sarah Jenness, born September 28, 1843, who graduated as a physician, being the first Wolfeboro native to do so; she practiced elsewhere, but moved back to town in her retirement (which proved to be a lonely ordeal as she had no family members to care for her).

1931, April 17, *GSN*: Noted that Jenness Road ran over Avery Ridge and was in deplorable condition.

Jenness-Hawkins Graveyard: Located off North Wakefield Road.⁵⁴²

Jennifer Circle: Residential road off Lakeview Drive, which, in turn, is off North Main Street. Developed in the 1970s by D. Davis Mitchell.

Jesse Bullock Road: Briefly used name for a road off Clark Road, past Clipper Way. Winds past Greenleaf development and ends at the Lake Winnepesaukee shore. Name used from 1992 through October 6, 1993, when it was changed to Claflin Road at the request of Edith DesMarais.⁵⁴³

Jib Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Located very close to Church Island and between it and Spider Island, Jib is an islet in the “rocks with bushes & trees” category (tax records description). The owners of this 0.24 acre property are Mr. and Mrs. Robert L. Hanson. Bob Hanson and his sons enjoyed sailing, and as the island is shaped like a jib sail, the name was a natural.

Jim Cate Hill: Hill on the Pleasant Valley Road just beyond the turnoff for Point Breeze.⁵⁴⁴

Jim Cotton Hill: Seldom-used archaic name for Cottonborough Mountain.⁵⁴⁵

Jiminy Drive: Street between Partridge Drive and Berrywood Drive on Cricket Hill. Developed in the 1970s and 1980s. Accepted as a town road on October 29, 1975.⁵⁴⁶ Named for Jiminy Cricket, Walt Disney cartoon character, and deemed to be an ideal designation for a road on Cricket Hill.

Jockey Cove: A.k.a. (infrequently) Meader Cove. Lake Winnepesaukee cove or small bay on side of Carry Beach opposite Winter Harbor. Named for one of the Edmunds family, an early settler on Wolfeboro Neck who had the nickname “Jockey,” although he was not known for his horsemanship.

⁵⁴² *Ibid.*, p. 203.

⁵⁴³ *GSN*, October 13, 1993.

⁵⁴⁴ *GSN*, November 20, 1936, commentary by Charles E. Stevens.

⁵⁴⁵ Abbie Cotton Lang, 1937.

⁵⁴⁶ 1975 *Town Report*, p. 61; *GSN*, November 6, 1975.

Jockey Cove Way: Name since October 7, 1992, for spur off Hopewell Point Road, Wolfeboro Neck.⁵⁴⁷

Jockey Ledges: Rock formations in Lake Wentworth near the Mink Islands.

Joe Island: One of the smaller of the Seven Sisters Islands in Lake Wentworth. Joe Island, measuring just 0.01 acre in size, is owned by Robert C. Spear, a grandson of 19th century minister Francis H. Spear, who was among the earliest cottage builders on the lake.⁵⁴⁸

Joe Melanson Road: Name since October 7, 1992, for a road off Forest Road near Carry Beach.⁵⁴⁹ Same as Melanson Road. Name no longer used. Believe this was a dirt path leading to a picnic area on the beach. Name was likely deleted as the lot isn't considered buildable due to soil conditions.

Johnson Brook: Located in South Wolfeboro; name used in 1916.⁵⁵⁰

Johnson Corner: Intersection of what used to be called the Ossipee-Suncook Road (now Center Street and Route 28) with Johnson Road, past Haines Hill Road on the way to the Ossipee line.⁵⁵¹

Johnson Cove: A.k.a. Johnson's Cove. Inlet of Winter Harbor on Wolfeboro Neck; former site of lumber mill (after 1938 hurricane). Called Wolfeboro Cove (see listing) in the 1930s and 1940s. Also called Ike's Cove at one time; Ike Johnson lived on the left side of Forest Road (as one goes toward the former Airport area).⁵⁵² This status applies in 1995.

1975-1977: Construction barge moored in cove illegally caused many complaints by local residents; a court injunction was obtained by the town, but the barge owner disregarded it.⁵⁵³

1990s: A popular summer spot for power boats to gather, sometimes numbering two dozen or more. Many logs from the 1938 hurricane remain on the bottom of the lake there, reminders of the time when there was a lumber-processing mill on the shore.

The area was altered by the Grand View Commons Development about 2006. The name Parker Island Road was added and applies to a road from Forest Road south to the lake. Johnsons Cove Road (no apostrophe) is a short road to the north to Winter Harbor.

⁵⁴⁷ Selectmen's resolution, October 7, 1992.

⁵⁴⁸ In the 1990s Robert C. Spear has a summer camp on Poplar Island, where his parents, Olive and Frank (son of Francis) also live.

⁵⁴⁹ 1965 *Town Report*, p. 65. Gravel and sand was put on Forest Road from Joe Melanson Road to Carry Beach.

⁵⁵⁰ *GSN*, May 13, 1916.

⁵⁵¹ *GSN*, August 21, 1915.

⁵⁵² Ida Pineo, note, April 1994.

⁵⁵³ *GSN*, August 4, 1976; June 29, 1977.

Johnson, Hannah, Road: See Hannah Johnson Road listing.

Johnson Road: A.k.a. Beaver Pond Road. Extends for a short distance northeast from Center Street north of the junction of North Wolfeboro Road and Center Street.

Johnson's Cove: Better known as Johnson Cove (see listing).

Johnson's Cove Road: Name in the 1930s for road on Wolfeboro Neck now known as Parker Island Road (see listing). The name Johnsons Cove Road (no apostrophe) is used for a short road to the north from Forest Road to Winter Harbor.

Jonathan Hersey Road: New name for what was earlier known as Browning Road.⁵⁵⁴ Name selected by local residents. Extends east from Pine Hill Road not far from the Tuftonboro town line. Part of Old College Road.

Joseph Jenness Road: Early name (c.1889) for road commonly referred to as Jenness Road (see listing).

Judkins Graveyard: Located off Cotton Valley Road.⁵⁵⁵

June Bug Lane: Road in Wasamegin Acres development near Sargents Pond.

Juniper Green: Short street to right off Nary Shores Road, which, in turn, is off North Main Street. Road is part of the Wolfeboro Commons development.

Juthe Road: A.k.a. Clow's Hill Road and Clow Hill Road. Short lane up Clow's Hill off Route 109 near Camp Birchmont Road. Named by the selectmen on October 7, 1992,⁵⁵⁶ for Stanley N. Juthe, who bought the property in 1943, and who used to have his dealership for Hudson cars, International trucks, and other products at Wolfeboro Center where Christy's convenience store is in the 1990s. Juthe called his hilltop home "Hillsbaron." Starting point: Governor Wentworth Highway (Route 109).

1994: At the selectmen's meeting of August 17, 1994, an appeal was made to change the name to either Clough's (*sic*) Hill Road or Martin Hill Road. The request was denied.⁵⁵⁷

Today the official name is Martin Hill Road.

⁵⁵⁴ Selectmen's resolution, October 7, 1992.

⁵⁵⁵ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 220.

⁵⁵⁶ *GSN*, October 14, 1992.

⁵⁵⁷ *GSN*, August 24, 1994.

K

Keel Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Measuring 0.08 acre, Keel is about 200 feet from its nearest neighbor Winch Island. Mr. and Mrs. Robert L. Hanson are the owners. Keel was given a name from a sailboat component; the island is in the shape of a full-hull keel.

This particular spot of land has been a nesting place for loons for as long as anyone can remember. In recent years, the Hansons and others interested in nature have put a swimline around the island each spring, with bottle floats, to keep curiosity seekers away and to protect the hatchling chicks.

Keewaydin: A.k.a. Keewaydin Point. Projection of land in Winter Harbor.

Keewaydin Camps: Group of summer camps (cottages) on Winter Harbor during the late 19th and early 20th centuries. The affairs of various visitors to Keewaydin Camps were regularly delineated in the local paper.

1903, June 30, *GSN* contained a poem, "Keewaydin Camps," telling of such cottages as Mandalay and Freba. Keewaydin Road is in the area today.

Keewaydin Point: A.k.a. Keewaydin; earlier known as Sandy Point. Projection of land in Winter Harbor.

1939, January 20, *GSN*, Mabel F. Hatch column: "Little Fisherville is established on the lake off Keewaydin Point, what we old timers used to call Sandy Point."

Keewaydin Point Cottages: Group of seven summer cottages owned by a family who rented them. Circa the 1960s the owner decided to sell, and the former renters combined their interests and bought the property, each one reserving a cottage and sharing the common waterfront. The *Blue Ghost* mail boat stopped there in the 1990s.⁵⁵⁸

Keewaydin Point Road: Name before October 7, 1992, for what is now known as Old Keewaydin Point Road. Street extends to the right off Keewaydin Road just past Piper Lane; terminates at Keewaydin Point on Winter Harbor.

Keewaydin Road: Road extending from North Main Street downhill toward Winter Harbor, ending at lakeside.⁵⁵⁹

1784: Town records refer to this road, but not by name, under date of June 1, 1784: "This day laid out a road two rods wide from the main road leading from Smith's Bridge [now downtown Wolfeboro] to Tufonborough, to the northeast corner of John Horne's land on the line between Ebenezer Horne, Jr., and

⁵⁵⁸ Alexander McKenzie IV, note, February 9, 1994.

⁵⁵⁹ In May 1993, Town Planner Amanda Simpson and Street Numbering Committee member Dorothy Schafer visited the area and decided to extend Keewaydin Road to the shore of the lake to serve four additional properties; earlier, the road extended to near the lake, but not to the shore. Cf. Note from Dorothy Schafer to the author, May 17, 1993.

Isaiah Horne, said road running nearly southwest and northeast and taken out of said Ebenezer Horne, Jr., land.”

1795: This road may also be a thoroughfare mentioned in town records dated August 27, 1795.

1937 Directory definition: Extends from North Main Street to Mandalay Road.

Keewaydin Road Extension: Former name for road into the Osseo development c.1968-1969.⁵⁶⁰ Now known as Osseo Drive.

Kehonka Hill: Part of Perkins Hill (a.k.a. Old Perk). Hill on southeastern side of Route 28 near Alton town line. 740+ feet high (USGS map). Site of part of former Camp Kehonka (the main part of which was on a shorefront property in Alton). The building complex there was known as Jungalow Camps in the 1920s; later, it served as an overnight lodging facility as well as for long-term rentals. Today the former camp buildings are private residences.

Kehonka Hill Road: Short road near Alton town line. Services Kehonka Hill.

Kenison Court: New road on Brewster Academy grounds. Starting point: Academy Drive. Short court (with parking) extending to the Kenison Library and Science Building.⁵⁶¹ Named for Frank Rowe Kenison. 2021: name no longer used.

Frank R. Kenison biographical notes: Born in North Conway in 1907. Moved to Ossipee. Graduated from Brewster with the class of 1925. Graduated from Dartmouth in 1929 and Boston University Law School in 1932. Became chief justice of the Supreme Court of the State of NH. He was a trustee of Brewster Academy in 1954.⁵⁶²

Keniston Hall: A.k.a. Keniston’s Hall. Name of meeting place in the Lake House (later known as the Sheridan House) when it was owned by George and Eliza Keniston, who bought the hotel on North Main Street in 1850 and renamed it the Lake House.⁵⁶³ However, the Keniston’s Hall nomenclature was used as late as the 1880s.

Keniston Island: A.k.a. Waveland Island. Island in Lake Winnepesaukee; the largest of the Varney Islands. Named for Joseph Keniston, an early Wolfeboro settler who lived near Dimon’s Corner. Referred to as Keniston (or Keniston’s) Island from the late 19th century onward.⁵⁶⁴ Often misspelled (including on town tax records in 1993) as Kenniston Island. Name certified officially as Keniston by the town selectmen, May 19, 1993. Highest point is 560+ feet above sea level (USGS map). According to town records, it comprises 17.02 acres. Is the longest of the Varneys and has the largest area (see discussion under Melody Island). Eastman’s 1878 map called this Baker’s Island.

Keniston is separated from Melody Island by a channel. The land is oriented in approximately a northwest to southeast position and is slightly over three times longer than

⁵⁶⁰ *GSN*, May 29, 1969. Advertisement.

⁵⁶¹ Not to be confused with the Wolfeboro family name, Keniston.

⁵⁶² *GSN*, June 18, 1954 (biography).

⁵⁶³ *GSN*, August 28, 1931.

⁵⁶⁴ *GSN*, August 26, 1889 (sample citation; report of accident on Keniston’s Island).

it is wide. From tip to tip it measures about 2,000 feet, or 2/5 mile. The island is divided into 37 lots, numbered 1 through 38, with no. 35 omitted.

Spelling, nomenclature: In 1994 the official town tax map noted this: "WAVELAND ISLAND, formerly Keniston Island." Notwithstanding this, individual tax records of the town currently identify some parcels as being on Kenniston (*sic*) and others on Waveland. The *Map of Carroll County, New Hampshire*, published Merchant Maps, Cincinnati, Ohio, 1992, and widely used locally, has it as Keniston. The New England Map Company's 1992 *Street Map of Wolfeboro, New Hampshire*, also widely used, informs readers that it is "Waveland Island, a.k.a. Kenniston Island." Various turn-of-the-century lake maps issued by the Boston & Maine Railroad listed it as Kenniston. However, Kenniston can be ruled out, for Keniston, not Kenniston, is a well-known local surname.

In 1899 a group of investors from Lynn, MA, had Keniston Island surveyed and divided into lots for development and sale. Their new map was marked as Waveland Island, "formerly Keniston Island," as, indeed, the Wolfeboro town records have it today. The Waveland name was used frequently during the first decade of the present century and less so in the 10 years after that. Examples include the 1907 Wolfeboro Directory with many listings for Waveland and at least one c.1910 postcard with a Waveland caption. However, the appellation never caught on and today it is unfamiliar to just about everyone except those who look through tax records.

Although information on the subject is sparse, apparently Keniston was the first of the Varneys to be built upon. After the 1899 survey, the building of cottages began in earnest. By 1910 the island was a well-established vacation spot.

The summer dwellers banded together and bought a small steamboat, the *Waveland*, to provide transportation to and from Wolfeboro. The boat was stored in a wooden boathouse. Years later in the 1930s when outboard motor-powered craft rendered the steamer obsolete, it was hauled onto the island's shore, where it eventually rotted away. The boathouse was converted to a bunkhouse and stands today on Lot 5 on the Barndoor Island side of Keniston and is owned by Ann Crowley Martin of Maryland. She has collected a few accessories from the old steamboat including the tiller and some hardware.

Lists of unpaid taxes were regularly published in the local paper. For example, in early 1907 there were two unimproved Keniston Island lots that were delinquent: No. 22, owned by Charles R. Cupps; and No. 16, owned by E.J. Thompson. Each was assessed at \$50 and each had 99¢ in taxes due.

In the 1930s an electric cable was run from Barndoor Island to Keniston, and a telephone cable was extended underwater from a yellow cottage on the Alton shore, part of the Brook & Bridle Inn.

In 1994 there were 20 summer camps on Keniston. Most owners were from New Hampshire and Massachusetts, with the most distant being from Florida.

In the 1990s the *Blue Ghost* mail boat stopped at the McGloin cottage on the island.⁵⁶⁵

Keniston Shore: Lake Winnepesaukee shore area near South Wolfeboro where Parsons and Rust had camps. Designation in use c.1909.

Kenney Shore: No. 1. An area of settlement on Lake Wentworth near Center Street.

Kenney Shore: No. 2. Old name for part of street officially known since October 7, 1992, as North Kenney Shore.

Kenney Shore: No. 3. Old name for part of street known since October 7, 1992, as South Kenney Shore Lane.

⁵⁶⁵ Alexander McKenzie IV, note, February 9, 1994.

Kenney Shore Lane: A.k.a. Kenney Shore Road. Road from Center Street extending southeast to shore of Lake Wentworth at Kenney Shore.

Kenniston Island: Common 19th century spelling⁵⁶⁶ for what is best known as Keniston Island (see listing).

Kenyann Drive: Short street off Birch Hill Estates Road in the Wolfeboro Falls district.

Ki Road: Obsolete unofficial local name for Switch Road in North Wolfeboro. A.k.a. Ky Road. Names not used since the 1940s. Most likely named for Hezekiah (“Ki”) Willand of Dimon’s Corner, who gave part of the land for the road.⁵⁶⁷

Kidder Hill: One of several old names for the hill on Center Street as it ascends from Clarke Plaza in the direction of Ossipee, from widow Hannah L. Kidder who once lived there (her husband died earlier, before she moved to Wolfeboro); a.k.a. Laundry Hill, Creamery Hill, Schoolhouse Hill.⁵⁶⁸

Kimball Graveyard: No. 1. Located on Kehonka Hill.⁵⁶⁹

Kimball Graveyard: No. 2. The Maleham-Kimball Graveyard; see listing.

Kimball Road: Road off Winterhaven Road in Port Wedeln. Named by a current resident.

Kimball Shore: Small peninsula separating Fernalds Basin on Lake Wentworth from the Smith River connecting lakes Wentworth and Crescent.

King Block (Dr. King Block): See Latchaw Building listing.

King Hill: See King’s Hill.

King Hill Marketplace: Market area planned in 1991 with rental spaces for vendors of handicrafts, supplies, gifts, etc., on site of former Christmas Corner on King’s Hill.⁵⁷⁰ Plan did not reach fruition.

⁵⁶⁶ *E.g.*, *GSN*, October 17, 1887.

⁵⁶⁷ Arthur F. Chamberlin, letter, October 12, 1993.

⁵⁶⁸ Gertrude B. Hamm: “Colloquial Names.”

⁵⁶⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 232.

⁵⁷⁰ *GSN*, April 10, 1991 (advertisement seeking renters).

King Street: Street off of and up the hill from Bay Street. Upper level (a.k.a. Upper King Street) laid out on December 31, 1890, per town records. Called French Street in the 1890s and King Street soon thereafter; at one time also called Beatrice Street (see listing).

Notwithstanding the preceding the *GSN*, September 26, 1941, noted the following: “The street beginning at Bay Street, a few rods near town, forming with Wood Avenue an approximate square, is to be called King Street, in memory of Moses King, who lived where Bruno Lampron now lives.”

King’s Highway: Named for King George III of England. Alternate name (primarily used by the town of New Durham) for what is now known as Middleton Road. Name derived from its having been cut through during colonial days by Governor John Wentworth, who served at the pleasure of Kings George II and III. Pine masts for the kings’ ships were once transported along this route.

King’s Hill: A.k.a. King Hill. Hill near the present-day Windrifter Resort, once lived upon by Capt. George King, who drew this lot in 1766, when the district later known as Wolfeboro was divided among 24 proprietors. In the 1960s descendants of Daniel Brewster lived in the area.⁵⁷¹ In 2021, at least one descendant is still there.

Kings Pine Road: Extends from Whitten Neck Road to Porcupine Cove on Crescent Lake. Named for the historical pine trees claimed by the king of England when New Hampshire was a British possession (same as derivation of Kingswood). Sometimes in print as King Pine Road.

Kingswood: A.k.a. King’s Wood. Early name, of varying definition, for the Wolfeboro area, especially for the settlement at what is now known as Wolfeboro Falls, although the area included Barnstead, Alton, New Durham, and other districts. Named for the woods in which pines of certain specifications were reserved for use by the king of England’s navy. This and other names referring to forests and “Kingswood” are from King George II (succeeded by King George III in 1770, but by that time the King’s Wood name had been devised).

Kingswood Acres: Old name for what is now (after October 7, 1992) known as Coves End Road. Starting point: South Main Street, Crescent Lake. A group of summer rental cottages is located there.⁵⁷²

1974, October 3, *GSN* obituary of William C. Ela (who died September 26, at age 49): “He was owner of Kingswood Acres on Crescent Lake.”

2009: Property was sold and converted to a condo community.

Kingswood Golf Course: Membership golf course, 18 holes, bordering both sides of South Main Street near the Kingswood Regional High School. The only golf course in Wolfeboro.

⁵⁷¹ Gertrude B. Hamm: “Colloquial Names.”

⁵⁷² Alexander McKenzie IV, note, February 9, 1994.

Kingswood Place: Name in 1891 for road from South Main Street by the Kingswood Inn (née Pavilion Hotel) to the lake shore.⁵⁷³ On Richard O. Hawkins' 1950 map Kingswood Place is shown as the road immediately to the left of the Congregational Church leading to Brown Hall. Name no longer used.

Kingswood Plaza: Name in the 1980s for what was earlier known as the Wolfeboro Shopping Center, then Kingswood Plaza, then BankEast Plaza, and again in the 1990s the Wolfeboro Shopping Center (see listing).

Kingswood Road: Road off South Main Street at the Kingswood Golf Course; extends along the lake shore and terminates at the shore opposite Grant Island.

1977, summer: Major dispute arose when patrons of the Windrifter Resort blocked the road when the Windrifter lot overflowed, making it impossible for 12 lot owners on the road to use it; the Windrifter had deeded the right-of-way to the land owners. Commotion ended when the Windrifter rented additional parking spaces from the Kingswood Golf Club.⁵⁷⁴

Kingswood Shore: Shore area on Lake Wentworth.⁵⁷⁵

Kingswood Terrace: 1995 name as well as old name (prior to October 7, 1992) for road off South Main Street extending northeast toward Kingswood Golf Course. Known as Edgewood Terrace from October 7, 1992, to August 17, 1994, when the Kingswood Terrace name was reinstated.

In 1992 the town asked Kingswood Terrace residents to come up with a new name for their street to prevent confusion with Kingswood Road, which had been named earlier and thus had precedence. Residents did not act, so the Street Numbering Committee assigned the name Pinkham Terrace, from the Pinkham Farm (now Windrifter Resort) in the area. Pinkham Terrace was immediately disliked. The residents banded together and came up with Edgewood Terrace, the name used from 1992 to 1994.⁵⁷⁶

Today, the name has been changed back to Edgewood Terrace to avoid emergency services confusion with the number of locations starting with Kingswood.

Kingswood Townhouses: Built by Richard Hammer, 1979, at the end of Endicott Street on the site of the former Kingswood Marina. Eight units.

Kingswood Youth Center: In 1998, the Rotary Club of Wolfeboro voted to accept the challenge of establishing a teen drop-in center to help alleviate the number of youths "hanging around" the downtown area. After planning and fund raising, the center opened on May 24, 2000, in the former Nazarene Church, a building on South Main Street owned by Huggins Hospital. In October 2009 the Center moved to a new building on 8 acres of land on Center Street, across from the former Bittersweet Restaurant. The Center provides structured programs that encourage teens to further their education, make artistic contributions and become community, civic, and business leaders.

⁵⁷³ 1891 Directory.

⁵⁷⁴ *GSN*, July 27 and August 10, 1977.

⁵⁷⁵ 1967 *Town Report*, p. 10 (new water lines to be constructed); 1987 *Town Report*, p. 70 (new pipe laid).

⁵⁷⁶ Information from Amanda Simpson, February 26, 1993; an account of the name change back to Kingswood Terrace appeared in *GSN*, August 24, 1994.

Knights Pond Lane: Short road extending from Winnepesaukee Drive in the Winnepesaukee Hill Estates development toward Knight's Pond (which is in Alton). No apostrophe is in the lane name due to postal restrictions. A footpath at the end of the road leads to Knights Pond.

Knights Pond was preserved by action of the town of Alton in the 1980s, and in an unusual move amid much heated discussion the selectmen of Wolfeboro contributed \$1,000 toward the project—even though it is in another town. The project was proposed by the Wolfeboro Conservation Commission and supported by the Lakes Region Conservation Trust.

Knoll Road: New name for road within 990 Sewall Road development (see listing under N: Nine Hundred Ninety Sewall Road).⁵⁷⁷ Development built in the 1980s by Leigh Turner and associates; contiguous to the 1000 Sewall Road development.

Knox Pasture Road: Extends for a short distance southwest from North Line Road. Led to a sporting field in the 1930s.

Koko Circle: Semi-circular street beginning at Osseo Drive.

Ky Road: Obsolete unofficial name for Switch Road in North Wolfeboro. A.k.a. Ki Road (see listing). Names not used since the 1940s.

⁵⁷⁷ Selectmen's resolution, October 7, 1992.

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Lady Frances Drive: New name for road off Turtle Island Road on shore of Lake Wentworth.⁵⁷⁸ Named after the wife of Governor John Wentworth. As Lady Frances Wentworth is said to have engaged in some racy activities in her time, the selection of this name in 1992 elicited some humorous comments.⁵⁷⁹ Earlier this was provisionally called Bestview Lane.

Lady Wharf: Dock in use in the 19th century for the steamer *Lady of the Lake*. Located immediately east of the Mount Washington Wharf (east of where the Dockside Restaurant is in the 1990s). Dock continued in use in the early 20th century, although the *Lady of the Lake* no longer existed. A.k.a. Concord & Montreal Railroad Wharf.

1897, May 25, editorial, *GSN*: “On May 22, the Boston & Maine Corporation took occasion and closed the public landing, better known as the *Lady* wharf, by a fence, thus for the first time, according to the writer’s best information, in the town’s history, formally depriving the public access to the lake. It may be claimed by this corporation as the cause for this action that the wharf was unsafe. If so, why not repair it or post notices of caution instead of building a permanent four-rail fence around the only landing at which the public arrive and depart without being trespassers? Perhaps it is to be considered by this formal closing that if no opposition is made by the public a good title may be secured. If so, we desire hereby to protest against this action on the part of the corporation. If this fence is permitted to remain the public is absolutely deprived access to the lake, and already encroachments have curtailed public rights sadly. The last straw breaks the camel’s back.”⁵⁸⁰

1899, May 28: Extensive fire damage.⁵⁸¹

1899, September 9, *GSN*: “The Lady Wharf, so known, has been greatly improved by our enterprising townsman John L. Peavey [owner of the nearby Peavey Block]. Some 30 feet has been cut from one end, thus insuring a good passage to and from the lake, and the remainder of the wharf has been newly timbered and substantially replanked.”

Lady Wharf Building: Wooden building on the Lady Wharf. Destroyed by fire May 28, 1899. A.k.a. Concord & Montreal Railroad Wharf Building.

Lake Avenue: Former name for short street from South Main Street along the left side of the Avery Building (formerly Peavey Block) to the Town Docks (not to be confused with Lake Street). Today this name is not officially recognized by the town; the street is part of what is known as Dockside.⁵⁸²

1890: The town records, February 19, 1890, note that this road extended 150 feet from the southerly side of Main Street (*sic*) past the northeast corner of Peavey’s new block to the Winnepesaukee Lake Steam Boat Company Wharf; road to be 30 feet wide.

⁵⁷⁸ *Ibid.*

⁵⁷⁹ Conversation, Amanda Simpson, February 26, 1992.

⁵⁸⁰ This controversy continued until the 1920s.

⁵⁸¹ *GSN*, May 30, 1899.

⁵⁸² *Ibid.* Also, Lake Ave. name was used in the 1970s as the address for the left side, rear of the Avery Bldg.

Lake Breeze: Condominiums on Wolfeboro Bay. Advertised by Brad Kirby Taylor, 1988.⁵⁸³

Lake Factory: See Bank Building listing.

Lake Front Park: Established in 1941; name in the 1940s for what is now known as Cate Park. The 1944 annual report, p. 83, contains the recommendation that \$3,000 from the town's Edward F. Cate Fund be applied to this park and the Cate Park name be adopted; however, it was not named Cate Park until much later. Also see Cate Park listing.

Lake National Bank Building: Name used in the 1890s for what is best known as the Bank Building (see listing).⁵⁸⁴ The Lake National Bank had its office there.

Lake Region Seaplane Base: Area off Brightwaters Inn in 1957. A.k.a. Wolfeboro Seaplane Base.⁵⁸⁵

Lake Road: Often proposed but never completed road intended to follow the shore of Lake Winnepesaukee from downtown Wolfeboro to the Tuftonboro town line. This was often discussed, especially in the decade 1911-1920. Sewall Road, a portion of the planned route, was eventually cut through to Forest Road, but nothing was ever done beyond that point in the direction toward Tuftonboro.

Lake Shore: 1900s name for boat landing at what is known as Cate Park in the 1990s. A.k.a. Hobbs' Wharves (see listing for further information).

Lake Shore Road: No. 1. A.k.a. Lakeshore Road and South Road. 19th century: Name for road from Mirror Lake to Wolfeboro; also called South Road. Laid out in 1771; three rods wide.⁵⁸⁶

Lake Shore Road: No. 2. South Wolfeboro. Usage in the 1930s and 1940s.⁵⁸⁷ Brickman Cabins were located there. Not officially recognized today.

Lake Station: A.k.a. Dockside Station. Railroad station operated seasonally by the Boston & Maine Railroad at what is now the Dockside Restaurant at the Town Docks. Passenger trains would come down the tracks a short distance from the Wolfeborough Railroad Station to pick up and discharge passengers from the steamer *Mount Washington*.

Also see historical notes by Donald L. Hallock under Wolfeborough Railroad Station listing.

⁵⁸³ *GSN*, June 8, 1988.

⁵⁸⁴ *GSN*, September 15, 1890 (sample citation).

⁵⁸⁵ *GSN*, August 16, 1957.

⁵⁸⁶ Hayley, *History of Tuftonboro*, 1923.

⁵⁸⁷ 1939, 1941 directories,

Lake Street: Short street extending from North Main Street to Wolfeboro Bay. Laid out two rods wide on November 18, 1853, per town records. Public access to the lake.⁵⁸⁸

1890, January: Officially defined: "Lake Street is the first street northerly of Smith's River extending from North Main Street to the lake."⁵⁸⁹

1994: Walker & Varney bldg. is at the southeast corner of Lake and S. Main Sts., and Country Corner Creations is at the southwest corner.

2021: Walker & Varney is still there. Melanson Real Estate is on the southwest corner.

Lake View Cemetery: A.k.a. (before 1905) Town Cemetery; slang: City on the Hill. Located off North Main Street opposite Forest Road. Frequently misspelled as Lakeview (one word).

The cemetery has four sections: the Old Yard, which contains graves from earliest times up to this century; the New Yard; Goodhue Addition No. 1; and Goodhue Addition No. 2. The latter section is the area that is presently being sold for new graves. The oldest grave in Lake View is that of Ann Parker who died in 1786. Hers is also the oldest gravestone in town.⁵⁹⁰

1904, May 7, *GSN*: A poem, "Peaceful City of the Dead," by Charles O. Doe, pertaining to the cemetery was printed. At the time the cemetery was often referred to as "The City on the Hill" (see separate listing) in addition to its regular name, or simply the Town Cemetery.⁵⁹¹

1905, August 1: The Lake View Cemetery Association was organized on this date to provide and care for town cemeteries including this one. One of the Association's first acts was to erect a steel fence around the cemetery.

1969, May: "Old dilapidated iron fence," an "eyesore," removed.⁵⁹²

2021: The Cemetery is nearing full capacity. The Town has expanded the South Wolfeboro Cemetery on Middleton Road.

Lake View Street: In the *GSN*, January 17, 1881, Nathaniel H. Scott, M.D. advertised his address as the corner of Main and Lake View Street. Name no longer used.

Lake Wentworth: Largest lake entirely within the boundaries of Wolfeboro. Earlier called Smith's Pond. 534 (USGS survey) or 538 (historian Walter P. Bowman⁵⁹³) feet above sea level.

Depending upon who is counting, Lake Wentworth has 19, 20, or 21 islands, more or less, the largest of which at about 90 acres and measuring nearly a mile long from east to

⁵⁸⁸ Alexander McKenzie IV, note, February 9, 1994.

⁵⁸⁹ *GSN*, January 19, 1890 (report of committee proposing street names).

⁵⁹⁰ John S. Fipphen, contribution to this book.

⁵⁹¹ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 1-112, 240-245 (plot plans).

⁵⁹² *GSN*, May 29, 1969.

⁵⁹³ The author acknowledges a debt to Prof. Walter P. Bowman's book, *Lake Wentworth*, published in 1956, for certain data used throughout *Wolfeboro Place Names*. An introductory page of Bowman's book is devoted in its entirety to this sentiment: "To know Lake Wentworth is to love America the more." Prof. Bowman, a member of the Wolfeboro Historical Society, also reviewed the present manuscript and made valuable suggestions. Additional information is courtesy of John R. Nichols, who was chairman of the LWA's Historical Committee in 1993.

west is Stamp Act Island. Comprises about 15 miles of shoreline surrounding about 3,037 acres (about five square miles) of water surface.⁵⁹⁴

Lake Wentworth is fed by brooks of varying size, named as follows, in clockwise order beginning at the Smith River outlet: Harvey (or Hooper), Tyler (earlier Hersey), Fernald, Willey (called Willey's Mill Stream at the turn of the 20th century), Clay Pit (or Frost), Ryefield, Warren, Townsend, Red, and Heath. Then there is Whitton Brook, tiny and omitted from most maps.

Shore properties and certain islands have furnished sites for summer cottages, called *camps* in the Lakes Region vernacular, which became popular about 1884, not counting Governor Wentworth's summer home of the 18th century.

Today most of the cottages, condominiums, and even fair-sized houses lining the shore of Lake Wentworth are occupied in the summer by families who come north from Massachusetts (in particular) and other states. Increasingly, more are occupied on a year-round basis, although the vast majority, even at the modern Point Breeze complex, remain seasonal.

Today in the 2020s there is no convenient system of roads close to the shore of Wentworth at all points. The section of Route 109 from Wolfeboro Center to the Brookfield line has the nearest approach and is along the shore for a small stretch. Route 28 and Pleasant Valley Road provide access to many summer camps, although neither comes close to the water.

Lake Wentworth is one of Wolfeboro's prime attractions, a magnet for summer visitors, and a fine natural resource.

Name change: In 1876 *The White Mountains: A Handbook for Travelers*, suggested: "In view of the beauty of the lake and its historic memories, it would be a great improvement to change the prosaic name of Smith's Pond to the more stately and significant one of Lake Wentworth." When the change occurred is not known with certainty, but the 1888 edition of the same *Handbook* called it Lake Wentworth, noting it was "formerly Smith's Pond."

Lake Wentworth Association: Group consisting of property owners formed on August 6, 1930. Within six months, nearly 100 people had become members. Stephen O. Douglas (who later became a Supreme Court justice) was secretary. The prime topic of concern was the water level of the lake, which was controlled by the outlet dam without the supervision of lake cottagers. Water levels too high reduced beach and shore area and interfered with septic systems. Levels too low caused docking problems. Years later the town bought the dam from Thaddeus Berry for \$15,000. He kept his "water rights." Known as the Upper Dam, it controls Lake Wentworth.⁵⁹⁵ In 1951 the Lake Wentworth Association published the first of several maps of the lake and its environs. Ten areas of settlement referred to as "shores" were designated. In 1956 the group sponsored the publication of a book, *Lake Wentworth*, by Walter P. Bowman, which covered the history of the lake up to that time. In the early 1970s the LWA successfully opposed the building of a Route 28 bypass, which by either of two suggested plans would have passed at a distance members considered to be too close to the lake. From 1975 to 1977 the Association raised funds which were used to preserve the natural qualities of Stamp Act Island. In 1988 the LWA had 1,000 members.⁵⁹⁶

1988: Wentworth was officially designated as a Class A lake, which acknowledged that water as being clear, unpolluted and drinkable, but placed the lake under the jurisdiction of the state. Any person causing

⁵⁹⁴ These figures include Crescent Lake and island shorelines and are from Prof. Bowman.

⁵⁹⁵ Arthur F. Chamberlin, note, April 24, 1995.

⁵⁹⁶ *GSN*, July 12, 1989.

unsanitary or unhealthy situations affecting the lake was in violation of state law. Rep. Russell Chase had been working toward this designation for seven years.⁵⁹⁷

1990s: By the 1990s Lake Wentworth shorefront property had become very valuable, as was the case with land along Winnepesaukee. As older camps changed hands, like as not they would be replaced by a structure built by a commercial contractor and delivered all finished to a proud owner who had invested well over \$100,000 in the land and construction. Town zoning laws have been upgraded and reflect Lake Wentworth Association wishes. Gone were the days of buying shorefront lots for a few thousand dollars and putting up a ramshackle building using odds and ends of salvaged lumber.

Lake Wentworth (Additional historical items):

1894, August 14, *GSN*: “The subscriber, owner of the Lake Cotton & Woolen Manufacturing Company with water privilege at Wolfeboro, N.H., respectfully gives notice that the waters of Smith’s and Crooked ponds [Lake Wentworth and Crescent Lake] will be held back to a certain extent for an indefinite time with advantage of said ponds as reservoirs...commencing about the middle of August 1894, and all persons are warned against meddling with the reservoir dam or gate at the outlet of Crooked Pond or anything connected with said water privilege in accordance with a perpetual injunction granted by the Supreme Court.... Frank Hutchins.”

1894, August 21, *GSN*, editorial commentary: “The gate at the outlet of Crooked Pond will be shut down for a while. Strange that in ‘good (?) Democratic times’ we can’t even have free water.” A further explanation was given in the September 4, 1894 issue which stated that the old dam had been replanked, the mill pond had been cleared of sunken logs and rubbish, and Hersey Brothers had put in a water wheel.

1899, March 7, *GSN*: “Captain [Phil] Marden has placed a new boiler on his boat, *Cecil*, which is the pioneer steamer on Lake Wentworth.”

1900: Parker in his *History* wrote this about Lake Wentworth and vicinity: “Much of the area still has a sparse population, although there are within its limits valuable farms, owned by thrifty husbandmen. During the past century, portions of it have grown into heavy forests, which have been logged by the woodsman’s axe.... The time is coming when its environs will be appreciated; the shores and islands of Lake Wentworth will be dotted with cottages, and a road will be constructed uniting the existing highways, and furnishing a 15-mile drive through varied and beautiful scenery around that fine sheet of water...”⁵⁹⁸

1900s: Sherman Brummitt, a carpenter by trade, built numerous camps around Lake Wentworth, particularly on the Townsend Shore and along the south shore. Smith H. Paine, a local carpenter, was another prolific builder.⁵⁹⁹ In addition to various cottage complexes and cabin colonies, Lake Wentworth has been host to summer camps for children and young adults, who come from the city to spend from one week to a summer engaging in supervised activities.

1910: By this year there were 68 summer cottages on Wentworth and Crescent lakes, according to Walter P. Bowman. Decades later in 1955, the number stood at about 260, plus about a dozen resorts, the largest of which was Point Breeze. The last significant stretches of natural shoreline were built upon in the 1940s and 1950s, thus fulfilling Parker’s prediction. Unlike the typically somewhat more pretentious summer residences built along Sewall Road on Lake Winnepesaukee, the typical summer camp put up on a shore spot in Lake Wentworth was apt to be more rustic in character. Bowman states that some were made from packing crates, at least one used to be a blacksmith shop, and others were formerly boathouses. Most cabin colonies such as Point Breeze attracted high-quality tourists who appreciated the natural surroundings and recreational opportunities offered. However, there were exceptions. Bowman wrote that about 1925, “a dreadful pair of adult camps brought the impact of mass vulgarity; ill-mannered hordes trespassed on private property, skinned birch trees, and created a raucous hullabaloo at all hours.” Finally an enlightened camper, Lawrence Mayo, bought the land from its owner, and the revelry ended.

⁵⁹⁷ *GSN*, July 13, 1988.

⁵⁹⁸ During the 1890s and the first decade of the present century, there was a great interest in having Pleasant Valley Road connect with Farm Road (now Route 109), so that a drive around the lake shore could be accomplished. The link was never completed.

⁵⁹⁹ Information from Harrison Moore, March 23, 1993.

Summer vacation camps for children: From 1923 to 1943, Camp Wentworth attracted many of the younger set. Today, Pierce Camp Birchmont (earlier known as Birchmont and Camp Birchmont) and Camp Bernadette are the best known of these institutions. Birchmont has undergone several changes over the years, and at one time it catered to overnight guests in the manner of a motel. Today its boy and girl campers come for longer periods and are mainly from the New York area. Bernadette hosts Roman Catholic girls. Camp Wyanoke, which was founded on Wolfeboro Neck on Lake Winnepesaukee in 1909, had a branch on Lake Wentworth from 1915 to 1925.

1911, May 20, *GSN*: P.H. Spear of Central Falls, RI, a long-time booster of the lake, wrote this: “The first time I saw a beautiful sheet of water, Lake Wentworth, I felt there were possibilities which might be realized both for summer campers and the town of Wolfeboro. There are 18 or 20 summer camps now, including Birchmont School for girls, which came there directly or indirectly through my personal efforts. The best of it all is that not one is dissatisfied, but all unite to speak words of appreciation. The campers are very desirous of a landing at so-called Mast Landing, having petitioned the town for it. We have heard nothing since, but hope the measure went through. We ask for nothing else in return for the taxes we are paying. There are no highways to exhaust the town treasury as we are on the islands. The town can easily afford to do a little in this way for the Wentworth campers. It should be remembered that we all trade in Wolfeboro, it could not be otherwise. We are also seeking to get baggage service at the Lake Wentworth station. With this two accommodations the situation will be much improved.”

1911, July: New wharf completed at Mast Landing, 120' long.

1912, summer: *Lake Wentworth Chronicle* published with news of the lake and summer visitors.⁶⁰⁰

1956, August 24: Date of publication of Dr. Walter P. Bowman's book, *Lake Wentworth*.⁶⁰¹

1975, June: Rotenone put in lake by the NH Fish & Game Dept. to kill unwanted types of fish.⁶⁰²

1980: A report noted that Mast Landing was the only public boat access to the lake. A request by lake residents for expanded docking and parking facilities was denied by the selectmen, because of “increased risk of accidents, health, erosion, pollution of beaches,” and other problems.⁶⁰³ Docking and parking facilities on the mainland for Lake Wentworth islanders remain problems that selectmen have often chosen to ignore, possibly because the island property owners, while significant taxpayers, are for the most part out-of-state residents who cannot vote locally.

1981: New map of lake issued by the Lake Wentworth Association.⁶⁰⁴

Lake Wentworth Beach: Beach on Lake Wentworth close to Route 109 near Wentworth State Park. 140 feet of beach had been deeded to the town in the 1930s for \$1 by Joseph Parent. In 1985, abutter Arthur Fraumeni claimed the terms of the deed were not being met and the beach should be returned to Parent's heirs or successors. This was done, and Fraumeni eventually gained possession.⁶⁰⁵

Lake Wentworth Road: Early name for Farm Road and Pond Road (see listings), term used well into the 20th century.

⁶⁰⁰ *GSN*, August 7, 1912 (commentary on this “competitor”).

⁶⁰¹ Enthusiastically reviewed in *GSN*, August 31, 1956.

⁶⁰² *GSN*, June 5, 1975.

⁶⁰³ *GSN*, November 26, 1980.

⁶⁰⁴ *GSN*, October 7, 1981. The most significant change since the last map (1969) was the identification of Stamp Act Island as a wildlife area.

⁶⁰⁵ *GSN*, March 6, July 3, October 9, 1985, July 27, August 3, 1988, and other issues.

Lake Wentworth Station: Flag stop on the Boston & Maine railroad line.

GSN, August 8, 1908: ‘Lake Wentworth is the name of the new flag station which is established by the Boston & Maine Railroad this week, Thursday. It is located on the lakeshore near the side of H.B. Willey’s mill. This will be a great convenience for those having cottages around the lake, and evidence, too, that the company is always willing to grant any reasonable request of the traveling public.’”

Also see historical notes by Donald L. Hallock under Wolfeborough Railroad Station listing.

Lake Winnepesaukee (General information): Winnepesaukee is the largest lake in New Hampshire. The lake has its charms, and for more than two centuries it has served as a focal point for artists, poets, writers, tourists, and other sojourners, as well as entrepreneurs seeking to profit from these visitors. Ever since the mid-19th century it has served to draw visitors, many of whom stayed in local hotels such as the Glendon House, Pavilion, Sheridan House, Belvue House, Glen Cottage, and others.

Today in the 2020s the Lake Winnepesaukee shoreline within the town of Wolfeboro is primarily lined with summer cottages and, increasingly in recent times, year-round residences. In the downtown area the extensive Town Docks accommodate several dozen boats at a given time, with additional facilities available for smaller vessels by going under the Smith River bridge to Back Bay. Several marinas offer boat storage, sales, repairs, gasoline, and other services. Places of public lodging with Lake Winnepesaukee shorefront are fewer in number than in years past, primarily due to sharply rising real estate values. In 2021 Clearwater Lodges and the Piping Rock Motel offer facilities on Winter Harbor, while downtown the Wolfeboro Inn has a boat landing complete with its own tourist boat, the *Judge Sewall*. The Windrifter Resort has time-shares rooms and docking in downtown. Several restaurants and many shops and stores are within easy walking distance of the Town Docks. The *Mount Washington* motor vessel connects Wolfeboro with Alton, Weirs Beach, and Centre Harbor in the summer months and occasionally offers excursions, dinner cruises, and other events originating at the Wolfeboro Town Docks. In 1994, The *Blue Ghost* mail boat, Alexander McKenzie IV, captain, was based at the Town Docks and takes passengers for hire as it delivers mail at island stops. In 2021, the *Sophie C* is the mail boat, and continues the tradition of taking passengers for hire. Public beaches on the lake include Brewster Beach and Carry Beach.⁶⁰⁶

Lake Winnepesaukee (Specifications, characteristics): Wolfeboro has many miles of Winnepesaukee shoreline and over 20 named islands are within town limits. 504’ above sea level (USGS survey).

Historically, the lake was lower than the current 504’ average. Early in the 19th century the level was 10 to 12 feet below its present level;⁶⁰⁷ c.1860 it was at least five to six feet lower than now.

⁶⁰⁶ The Wolfeboro Chamber of Commerce offers a free descriptive brochure outlining tourist facilities in and around Lake Winnepesaukee as well as other town areas.

⁶⁰⁷ E.g., GSN, December 17, 1937; discussion of lake levels. In 1937 when redoing the Main Street bridge, workers found piers from an older bridge about 10 to 11 feet lower than the one then in place. The lake was dammed up as early as 1832, as evidenced by an account of Charles Bell, of Wethersfield, CT, who drowned on June 12, 1832, while taking planks from the dam at Lakeport that controlled the water level (cf. Hurd, *The History of Merrimack and Belknap Counties*, p. 817). Numerous other accounts exist.

Often referred to around town as “the big lake” or simply “the lake,” Winnepesaukee dominates the Lakes Region of New Hampshire and is far larger than any other body of water in the state. With Moosehead Lake in Maine and Lake Champlain on the border between New York and Vermont, it is one of the three largest lakes in New England.

Lake Winnepesaukee now comprises, by one measurement, 44,586.35 acres, although with the water level changing a foot or more throughout the year, any calculation is subject to a slight variation.⁶⁰⁸ This is equal to about 72 square miles. The shorefront, measuring in, out, and around coves and peninsulas, is about 182.89 miles, again subject to variation depending upon the water level. The body of water is not regularly shaped, and there is no standard by which its width and length can be measured. However, lake historian Paul H. Blaisdell suggested that the longest direct trip on the lake is from the dock at Lee’s Mills in Moultonboro to Downing’s Landing in Alton Bay, covering a distance by water of 21.65 miles, which could serve as one measure for the length. For the width, a boat trip from Lakeport to Union Landing comprises 15.75 miles. However, these routes are neither straight in their course, nor are they at right angles to each other.

An often repeated rule of thumb is that Lake Winnepesaukee has 365 habitable islands, equal to one for each day in the year.

Brochures issued early in the 20th century by the Boston & Maine Railroad, which at the time operated both the *Mount Washington* steamer on the lake and the railroad connection from Wolfeboro to Boston, stated that there are 274 habitable islands, but there was and is no definition as to what size supports human life. In recent years, environmental laws mandating setbacks of septic systems 50 feet or more from the nearest shore have made it impossible for a cottage with a fully functioning plumbing system with septic field to be constructed on an island of less than 100 or so feet in diameter.

An automobile trip around the lake by road is about 60 miles in length and can be accomplished in about two hours, but the typical visitor will spend most of the day, as there are many interesting sights and shops along the way. Beginning at Wolfeboro, and at first heading northeast, the following communities are encountered: Mirror Lake, a settlement in Tuftonboro close by the Wolfeboro line; Melvin Village, also in Tuftonboro and one of the towns in the area least affected by modern development; Moultonboro, Centre Harbor, Meredith, The Weirs (Weirs Beach), Gilford, West Alton, Alton Bay, East Alton (mostly inland), and back to Wolfeboro.

Lake Winnepesaukee (Orthography): Known by many different spellings over the years. The name Winnepesaukee comes from the Indian language and means “beautiful water in a high place” or, more popularly but incorrectly, “smile of the great spirit,” depending upon which sources are consulted.⁶⁰⁹ The Abenaki tribe once inhabited the area, and numerous traces of their camps and settlements have been found at shore points over the years.

⁶⁰⁸ Statistics in this paragraph are from Paul H. Blaisdell, *Three Centuries on Winnepesaukee*, p. 10. Years ago, when the lake level was 10 to 12 feet lower than in modern times, the acreage was considerably less.

⁶⁰⁹ Among other sources, *Early Stories and Legends of the White Mountains of New Hampshire*, by Ernest E. Bisbee, various copyrights in the 1930s, says this originated as part of a fanciful tale involving an Indian princess, Mineola (discussion of this in *GSN*, August 21, 1964).

Perhaps the best orthography of the lake's name is from well-known archaeologist Chester B. Price, who noted:⁶¹⁰

Lake Winnepesaukee is properly written as "8inibisagwa."... The figure "8" used as the letter "O" in Abenaki tongue. "8in" is Winni, old Algonkian word for water or water outlet. "Winni" does not mean beautiful as some authorities would like to have one believe. "Wiligi" is the Abenaki word for good or beautiful. French historians Charlevoix and L'Abbe Maurualt state that the meaning translated to "Lac que l'on traverse sur des planches ou des arbres." In English, this translates to "lake where the waves reach the top of the branches of the trees." Undoubtedly, from this expression we have the modern "water in high place."

Robert F.W. Meader stated:⁶¹¹

The origin of the name has long intrigued people. The Abbé Maurualt, who wrote a history of the Abenaki nation in 1866, translated it as "The lake which people cross on trees or planks."... Then somewhere in the 1880s or thereabouts the Boston & Maine Railroad publicity agent dreamed up the delightful and poetic "Smile of the Great Spirit," which has utterly nothing to do with the translation of the Abenaki name. The real Indian word seems to have been Winnebisauga, and is to mean "The place where the sweet waters go out," referring to what we now know as The Weirs.

The spelling of the lake's name has varied widely over the years. Otis G. Hammon, of the New Hampshire Historical Society compiled a list of 132 different forms of the name.⁶¹² Perhaps the strangest spelling was Winananiffekit. In 1931 the New Hampshire State Legislature standardized it as Winnepesaukee. Apart from this form, the most common variant spelling in the present century has been Winnepesaukee, with the second "i" replaced by an "e".

The New England Gazetteer, by John Hayward, published in 1839, noted this:

There are more than 40 different ways of spelling the name of this lake. It was formerly written as though it had six syllables; but the pronunciation which has generally obtained with those best acquainted with the region of the lake, and the Indian pronunciation of the name, was *Win-ne-pe-sock-e*. The following authorities show this:

Winnapusseakit: Sherman and Ince's Report, 1652.

Winnipesocket: Bartlett's Narrative, 1708.

Winnipissocay: Penhallow's Wars, 1726.

Winaposawque: Canterbury character, 1727.

Winnepissocay: Petition, 1733.

Winnipeshoky: Petition, 1744.

Winnepesocket: Stevens' Journal, 1746.

Winnepesocky: Surveyor Clement, 1746.

Winipiseoce: Theodore Atkinson, 1746.

Winnepesacket: Governor Shirley, 1747.

Winipesockee: Bryant's Journal, 1747.

Winnapessocket: Map of New Hampshire, 1750.

Winipisoky: Hon. George Boyd, 1785.

Winnepisiogee: The present mode of spelling, pronounced *Wini-pisoky*, or *Win-ne-pe-sock-e*.

⁶¹⁰ *GSN*, August 19, 1955.

⁶¹¹ *GSN*, June 7, 1963.

⁶¹² Hayley, *History of Tuftonboro*, p. 8. In the June 7, 1963 issue of *GSN*, Robert F.W. Meader wrote that he had just discovered two more—the French map by Vaugondy Brothers of 1756 called it Niquisipique, and a German map of the same year had the spelling of Wemipislocho, thus bringing it up to 134 versions.

The waters of the Winnepisiogee are remarkably pure, and its depth in some places is said to be unfathomable. Its sources are principally from springs within its bosom. Its outlet is the rapid river of its own name. It is stored with a great variety of excellent fish; in the summer season, steam boats, sloops and smaller vessels ply on its waters, and in the winter season it presents an icy expansion of great usefulness and beauty.

Lake Winnepesaukee (1860 description): Comment by Thomas Starr King:

The steamer stays overnight at Wolfboro, and not infrequently an excursion is made to see the lake by moonlight. What can be more charming than, at the close of one of the long days of June, to see the full moon rise over the lower end of the lake just before the sun goes down?

Lake Winnepesaukee (1893 tourist information): The 1893 edition of *Sweetser's White Mountains* gave the following:

The Route of the *Lady of the Lake*. The *Lady of the Lake* makes several trips daily between Wolfeborough, Long Island, Centre Harbor, and Weirs, connecting with the trains. Fares: From Wolfeborough to Weirs (or vice versa), 80¢, to Centre Harbor, 80¢. From Weirs to Centre Harbor, 60¢. Excursionists can sail all day for \$1.00, the distance traversed being 150 miles. Dinner is served on board.... Distances: Wolfeborough to Weirs, 18 miles (75 to 85 minutes); Weirs to Centre Harbor, 10 miles (50 to 60 minutes); Centre Harbor to Wolfeborough, 20 miles (80 to 100 minutes).

On leaving the wharf at Wolfeborough, the steamer runs southwest down the bay to Sewall's Point, with the stately peaks of Mt. Belknap in front and the hamlet of South Wolfeborough and the long mountain of Copple Crown on the left. She then runs west to Parker's Island, with the Barn-Door Islands on the left and the lowlands of Wolfeboro Neck on the right. The course is then laid for 45 minutes west by north, across the broadest part of the lake....

In running from Centre Harbor to Wolfeborough, the *Lady of the Lake* leaves Three-Mile Island on the right, Five-Mile and Six-Mile on the left, Steamboat Island on the right, and runs between Parker's Island and Wolfeborough Neck. The views from the deck on this long voyage are broad and beautiful. The *Mt. Washington* is the largest steamboat on the lake and can carry 1,006 passengers with safety. She makes two trips daily between Alton Bay and Centre Harbor, touching at Wolfeborough and Long Island and connecting with the Boston & Maine Railroad (at Alton Bay) and its Eastern Division (at Wolfeborough).

Distances: Alton Bay to Wolfeborough, 10 miles (45 minutes); Wolfeborough to Centre Harbor, 20 miles (75 minutes).

Fares: Alton Bay to Centre Harbor, 85¢, Wolfeborough to Centre Harbor, 75¢, Alton Bay to Wolfeborough, 60¢.

The *Mt. Washington* leaves her wharf at Alton Bay and runs north down the deep fjord which was anciently known as Merry-Meeting Bay.... Her course to Wolfeborough leaves the high knolls of Rattlesnake Island on the left and the small rocks of Ship and Moose Islands; while on the right are the singular mounds near Clay Point and along the Alton shores, with Copple Crown beyond.... After leaving on the right, the cluster of islands off South Wolfeborough, the steamer passes Sewall's Point and enters the quiet little harbor of Wolfeborough. The course from Wolfeborough to Centre Harbor is similar to that of the *Lady of the Lake*. After passing Sewall's Point the bow is headed for Parker's Island, and the low shores of Wolfeborough Neck are passed on the right.... From Parker's Island the course is towards Sandy Island, with Rattlesnake Island and then the broadest part of the lake on the left, and the borough necks on the right, separated by the deep outlet of Tuftonborough Bay....⁶¹³

Lake Winnepesaukee (The great water grab): Many of the articles and commentaries about the lake appearing in the *Granite State News* in the early 20th century dealt with lake levels, this letter of January 21, 1911, from Charles E. Doe, of Wolfeboro, being typical. It

⁶¹³ Author's note: Called Winter Harbor now.

was in reference to drawing the lake to four feet below its natural level by means of an artificial channel:⁶¹⁴

This exposes a broad shore all around the lake, destroys navigable privileges, puts 50 large power boats out of commission, make useless scores of boathouses, destroys the anticipated pleasures of a thousand cottage owners taxed for one million dollars by exposing broad acres of muck covered with animal and vegetable matter daily washed ashore, thereby tainting the atmosphere.... This condition is an insult to non-residents and an outrage on your constituents it should be remedied. The filthy shores of Wolfboro, Alton, Centre Harbor, and especially the Weirs are the direct result of the drawing down of the water below its natural, original level by a private corporation.

Doe went on to say that in 1850 certain rights to Lake Winnepesaukee were sold, without realization that people later would be using the lake in a different manner. The legislature was urged to rescind the privileges.

On February 4, 1911, an editorial in the *GSN* stated that Lake Winnepesaukee should not be used as a millpond for private corporations. Further, the right to dredge an artificial channel is seriously questioned. It was stated that the people had been fooled all the time since 1845, and that such should stop now.

The issue of February 11, 1911, printed a detailed letter from John W. Hayley of Center Tuftonboro, who stated that about 1845-1846, rights to Lake Winnepesaukee were traded away by the New Hampshire Legislature to corporations based in Lowell and Lawrence, MA, which in the intervening years

have never paid one dollar in rental for the invaluable privileges which they have wrongfully appropriated and used; they should have paid hundreds of thousands, if not millions of dollars.

Hayley informed readers that in March 1876, in connection with the semi-centennial of Lowell, MA, a pamphlet praised Judge Nathan Crosby, apparently a native of the Lakes Region in New Hampshire who had moved to Lowell, for being "far-sighted enough to see the desirability of getting control of the great natural reservoirs in the Winnepesaukee basin." This was done in the spring of 1845, when Crosby, in his own words:

Spent much time examining the shore of the lakes and bays to ascertain what low farming lands would be drained or flooded by lowering or raising dams and what property on the river would be affected in value by withdrawing or rushing along the water as the demands of Lowell might require. It was also desirable to make our widespread purchases as soon as possible so that the fair market price of the property might not be disturbed.

Various buyers from Massachusetts were dispatched to different points in the New Hampshire Lakes Region, and transactions were made in a matter of days. The purchases involved Lake Winnepesaukee, both bays below Meredith and Sanbornton, both Squam Lakes in Holderness, Newfound Pond.

Some three to five feet of more than 100 square miles of surplus water are now at the command of the Lowell and Lawrence mills—holding back spring floods for us in the summer droughts to the great benefit of every mill between the lake and the sea.

However, there was more to the story. By February 25, 1911, Hayley had done more research and had found that the legislative acts of 1831 and 1846 did not give

the corporations any such possession and control of the lake as the corporations have claimed and exercised; they have been putting up a gigantic game of bluff. It is time that the game were punctured.

⁶¹⁴ Doe's commentary notwithstanding, in the early 19th century the lake level was 10 to 12 feet below the 504' (above sea level) mean level of the current era.

In March 1911, the State Legislature held hearings under the urging of Wolfeboro Representative Frank P. Hobbs, who proposed an act that no person, firm, association or corporation should draw the water of any great pond or lake in the state to bring the level at any time below the original low water mark unless special authority was obtained from the legislature from all those having shore rights.

Eventually, the matter was forgotten. Almost.

In February and March 1926, a number of articles appeared in the local paper concerning the efforts of the state of Massachusetts and, in particular, the city of Boston, to take control of the water originating in Lake Winnepesaukee for use as a Boston water supply. A sample:

It looks as if the only way Massachusetts can gain further control of Lake Winnepesaukee is to steal the whole state of New Hampshire—and isn't this just what she is trying to do? We are inclined to think so, in fact that one of the leading Bay State manufacturers recently offered to take over the entire Granite State, issue stock or something, ostensibly in payment, and make a summer resort of it—as sort of an annex to Massachusetts.⁶¹⁵

It was stated that local residents should be aware of “the crafty Bay Staters or their unscrupulous New Hampshire agents” who might try to have the State Legislature sell water rights to Massachusetts.

Lake Winnepesaukee (Ice-out dates): Over the years, the first time each year that the lake has been navigable has been the subject of many local contests. In the 19th century, the ice-out time was when the lake ports were navigable. Dates were often recorded casually, and records differ. Today, ice-out is defined as the earliest date at which the route of the ship *Mount Washington* has been free of ice so as to permit navigation. In the 1940s Harry Perkins (mayor of Fisherville) drove around the lake and reported his findings to *The Granite State News*. Records were noted by day. In more recent times, the survey has been by air (weather permitting), and the minute and hour have been given.

1959, May 1, *GSN* commentary:⁶¹⁶

Between the years 1851 and 1938 the *Granite State News* recognized the keeper of the dam in Lakeport as the only man in position to know the exact ice-out in Lake Winnepesaukee. Beginning in 1939 a Wolfeboro man declared the official ice-out date, that being Harry Perkins, who did this until 1954.

Between 1955 and 1958 no one was responsible for declaring the official ice-out date, and there was no promotional reason for such a date to be declared. In the interest of record the *Granite State News* had taken the ice-out date as a period that Nat Goodhue started to launch his customers' cruisers. The logic behind such a date is that Nat Goodhue was torn between the enthusiastic demands of the boat owners to launch the boats at the first possible moment and the responsibility of launching \$50,000 worth of boats—he will not launch until he knows that ice floes will not damage the boats.

⁶¹⁵ *GSN*, March 6, 1926.

⁶¹⁶ Notwithstanding this 1959 *GSN* commentary, the *GSN* before 1959 often used dates other than those given in 1959 as the Perkins and Goodhue dates. When the Goodhue and Perkins dates differ from the earlier-published dates, they are noted parenthetically in the list below. It is obvious that there is no single *official* ice-out date for certain of the earlier years.

Records show these ice-out dates:⁶¹⁷

1851: April 6 (or 8)
1856: April 26
1857: April 12
1858: April 19
1860: April 30
1861: April 25
1862: April 22
1863: May 2
1864: April 30
1865: April 12 (or: April 14)⁶¹⁸
1866: April 20
1867: May 2
1868: May 1
1869: May 13 (latest recorded date)
1879: May 7
1880: April 18
1882: May 12
1884: April 28
1887: May 7
1888: May 12
1889: April 14
1890: April 24
1891: April 13
1892: April 11
1893: May 10
1894: April 20
1895: April 26
1896: April 23
1897: April 23
1898: April 14
1899: May 2
1900: April 26
1901: April 20
1902: April 4
1903: April 2
1904: April 29
1905: April 24
1906: April 26
1907: April 29

⁶¹⁷ Data from *GSN*, April 10, 1936, and April 25, 1947, and Island Real Estate; certain years listed 1887 and later in *GSN* differ from the ice-out dates given by Island Real Estate and are not given here.

⁶¹⁸ *GSN*, April 15, 1892, gave April 14 date for 1865.

1908: April 21
1909: April 19
1910: April 6
1911: May 2
1912: April 23
1913: April 17
1914: April 15
1915: April 24
1916: April 16
1917: April 28
1918: April 24
1919: April 14
1920: April 24
1921: March 28 (earliest recorded date before 2010)
1922: April 17
1923: April 24
1924: April 18
1925: April 10
1926: May 2
1927: April 13
1928: April 19
1929: April 18
1930: April 7
1931: April 11
1932: April 20
1933: April 25
1934: April 21
1935: April 21
1936: April 8
1937: April 25
1938: April 17
1939: May 4
1940: May 4 (Perkins: May 7)
1941: April 16 (Perkins: April 21)
1942: April 18
1943: April 30 (Perkins: April 29)
1944: May 3 (Perkins: May 1)
1945: April 1 (Perkins: April 3)
1946: March 30 (Perkins: April 1)
1947: April 24 (Perkins: April 19)
1948: April 10
1949: April 8 (Perkins: April 6)
1950: April 20
1951: April 14 (Perkins: April 17)

1952: April 20
1953: April 3 (Perkins: April 4)
1954: April 16 (Perkins: April 17)
1955: April 19 (Goodhue: April 17)
1956: April 5
1957: April 3 (Goodhue: April 6)
1958: April 13 (Goodhue: April 19)
1959: April 26
1960: April 19
1961: April 27
1962: April 24
1963: April 20
1964: April 28
1965: April 22
1966: April 20
1967: April 20
1968: April 15
1969: April 25
1970: April 28
1971: May 6
1972: May 2
1973: April 16
1974: April 16
1975: April 26⁶¹⁹
1976: April 16
1977: April 23
1978: April 27
1979: April 26
1980: April 17
1981: April 5
1982: April 29
1983: April 10
1984: April 20
1985: April 14
1986: April 16
1987: April 12
1988: April 16
1989: April 25

⁶¹⁹ Usually reported date is April 25. However, the *GSN*, May 8, 1975, noted this: “Winnepesaukee Lake ice-out date should be amended to April 26 rather than the April 25 date reported last week, says Lloyd Brown of Kingswood Marina. Mr. Brown reported that he patrolled the lake by airplane throughout the period of the ice breaking.” He noted that the Wolfeboro Bay was clogged with ice on Friday, April 25, and if it were a criterion that the Mount Washington could have made it through every port on her schedule, “there is just no way she would have gotten into Wolfeboro on the 25th.” Brown also noted there was ice in several other locations on the steamer route. “It was noon Saturday, April 26, before the route was truly opened.”

1990: April 22
1991: April 8
1992: April 21
1993: April 22
1994: April 23
1995: April 15
1996: April 17
1997: April 24
1998: April 7
1999: April 8
2000: April 10
2001: May 2
2002: April 5
2003: April 25
2004: April 20
2005: April 20
2006: April 3
2007: April 23
2008: April 23
2009: April 12
2010: March 24
2011: April 19
2012: March 23
2013: April 17
2014: April 23
2015: April 24
2016: March 18 (Earliest ice-out date)
2017: April 17
2018: April 26
2019: April 24
2020: April 6
2021: April 5

Lake Winnepesaukee (Islands): Within the town limits of Wolfeboro are about two dozen Winnepesaukee islands large enough to have been given names. Most of these are inhabited in the summer months by vacationers as well as local mainland residents who have built cottages or even sizable houses. Larger islands include Melody and Keniston (both part of the Varney Islands group), Parker, and Worcester. Big Barndoor and Little Barndoor Islands, which frame the outer limits of Wolfeboro Bay, are just across the town line of Alton, but are serviced by the Wolfeboro Municipal Electric Department and the Wolfeboro telephone exchange.

The islands in Winnepesaukee were first mapped between 1766 and 1770. The ownership of the islands was not settled until December 24, 1781, when the regional

proprietors met to divide all undistributed land and islands in the lake district.⁶²⁰ The “Draft of the Islands in Winnipiseoke Pond, as numbered and coupled in the first plan,” noted that Governor’s Island had been given to Gov. John Wentworth in 1772. The remaining islands were grouped into 15 “parcels,” No. 1 of which included islands now (in the 20th century) a part of the town of Wolfeboro.

Parcel No. 1, confirmed as the property of proprietors Tomlinson and March, comprised the following:

Group of four islands near Wolfeboro, collectively known as the Barn Door [*sic*; two words] Islands, was said to comprise these islands and acreage:

50 acres: (probably Barndoor Island).

11 acres (probably Melody Island; also included tiny islands nearby).

9 acres (probably Keniston Island).

8 acres (probably Little Barndoor Island).

Also included in Parcel No. 1 were portions of Rattlesnake Island (40 acres at the eastern end), Diamond (10 acres), Flanders (later known as Little Rattlesnake and, still later, Sleeper’s; 79 acres).

The Barndoor islands were annexed by Alton in 1799. Hurd’s 1892 atlas of New Hampshire (p. 289) shows the Wolfeboro town line excluding what would become known as the Varney Islands, except for the northwest tip of what is now known as Melody Island. However, the Hurd atlas was not an official record and was approximate in some of its boundaries, as attested by another map in the same book (p. 262, Alton) which shows the line between Wolfeboro and Alton passing through the middle of Little Barndoor Island.

In 1895 Alton ceded to Wolfeboro four islands in Wolfeboro Bay. The deed to what later became known as Melody Island also included a number of smaller islands and islets near it.

Richard O. Hawkins’ 1950 map of Wolfeboro shows the town line passing to the south of Kenniston (*sic*) Island, then turning east past the tip of Keniston to the mainland shore opposite Worcester Island. In the process, most of the smaller Varney Islands are attributed to Alton. Obviously, maps, past and present, do not help much!

The partnership of Lewando & Tilton, groceries and general merchandise, located in the Peavey Block from 1890 to 1914, made deliveries by boat to customers on the islands.

Lake Winnepesaukee (Shipwrecks): Over the years, numerous small (mostly) craft have been wrecked in Lake Winnepesaukee within the town limits of Wolfeboro. Identified submerged wrecks currently existing include the following:⁶²¹

Steamboat 36’ long, date unknown, in 30’ of water not far from shore, slightly northeast of Goodhue & Hawkins Navy Yard.

Captain’s launch, date unknown, in 20’ of water close by the shore north of Goodhue & Hawkins Navy Yard.

⁶²⁰ Information in this paragraph from Bruce D. Heald, *Follow the Mount*, revised edition, 1970, p. 105. Acreages are from the 19th century document.

⁶²¹ Information from Clifford J. Simoneau, North Country Scuba Diving School, Wolfeboro, as published in the *Navigation Chart of Lake Winnepesaukee*, 1992-1993 edition, Duane M. Fitchet, publisher.

Laker boat, 26' to 30' long, date unknown, in 30' to 40' of water northeast of Goodhue & Hawkins Navy Yard.

Laker boat, 26' to 30' long, date unknown, in 30' to 40' of water east of Goodhue & Hawkins Navy Yard.

Speedboat, 1980, about in the center of Wolfeboro Bay in 40' of water.

Lake Winnepesaukee Road: Term used in the 1910s⁶²² for road from Wolfeboro to Tuftonboro along the lake (now a part of Route 109; a.k.a. North Main Street). Also see Winnepesaukee Road.

Lakes Region Air Park: A.k.a. Wolfeboro Airport, Lakes Region Airport. Located on Wolfeboro Neck at the end of Forest Road. Operated by Merwin Horn since 1945.

1957, April 19, *GSN*: New 2,500-foot runway was being cut to replace the one in existence. This assured that incoming air traffic would not pass over Camp Wyanoke.

1958, April 4, *GSN*, comment under "Airport News": "The local airport, while small and lacking in many facilities, still attracts the air traveler. It is not uncommon on a summer weekend to see 25 to 30 large four-place planes tied down in the parking area. These planes cost from \$1,000 to \$45,000, and two Beechcraft twin-motored land planes were used at the airport last year. These two planes had a value of \$100,000 each!"

1973: 2,500' runway 400' wide built; first used January 1974.⁶²³

1974, October 4: Aerial beacon, runway lights, etc., dedicated in the memory of the late Harold H. Hart, who did much to promote area tourism years earlier.

1974, October: Amphibair, Inc., offered twin-engine planes with charter trips to Boston, etc.⁶²⁴

1991-1993: Much discussion concerning the town buying the airport. Proposal rejected by voters at 1993 town meeting.⁶²⁵

1990s: Home base to about a dozen planes with many more coming from other destinations, especially in warmer months.

1995: Ralph Merwin Horn sold the airport to \$750,000 (*GSN*, May 17, 1995) and died in 1997. Plans to develop the site, or save the airport, created quite a disturbance in the town for a number of years. The airport continued in operation until about 2005. A housing development, Grand View Commons (see listing) was established in 2006.

Lakeshore Road: No. 1. Road from Center Street extending southeast to shore of Lake Wentworth to cottages and home owned by Madelyn Albee. Now considered by the town to be a driveway, not a road.

Lakeshore Road: No. 2. Alternate spelling for Lake Shore Road, 19th century name for road from Mirror Lake to Wolfeboro. A.k.a. South Road.

⁶²² *E.g.*, 1915 *Town Report*.

⁶²³ *GSN*, January 10, 1974 (photo of first twin-engine commuter-type craft there).

⁶²⁴ *GSN*, October 24, 1974 (advertisement).

⁶²⁵ *GSN*, September 18, October 9, 1991, February 26, July 8, September 16, 1992, January 27, 1993, February 10, 17, March 3, 1993, and other issues.

Lakeshore Terrace: Short road off Center Street just past Fernald's Basin and before former Allen "A" Resort. Connects to Sandbox Drive. Allen H. Albee lived there in 1976.⁶²⁶ The Albee family still owns a large parcel there.

Lakeview Drive: Extends northwest from North Main Street beginning at the west end of the Lake View Cemetery and after a right-angle turn the northeast side of Lake View Cemetery. Jennifer Circle connects to it. Despite the street's name Lake Winnepesaukee cannot be viewed from it, at least not from ground level. A road on at least part of what is now known as Lakeview Drive may be that mentioned in town records dated October 8, 1821.

1960s: Developed by Norman Poisson in the mid-1960s. Helen Fetzer, who lived on the corner at North Main Street, wanted it named Fetzer Road in memory of photographer David Fetzer, but this was not adopted by the town. An official town sign for Lakeview Drive was put up in July 1967.⁶²⁷

1970s: D. Davis Mitchell developed properties there.

Lakeview Terrace: Name before October 7, 1992, for what is now known as Old Lakeview Terrace. Extends from North Main Street, curving to become parallel to North Main on the lake side, ending at Forest Road. This area, once occupied by the Lakeview Farm and Cabins (part of which survives today on North Main Street as the Lakeview Inn) and the Goodwin orchards, has been developed into a residential street with particularly wide lawns. Bassett and Lary Roads connect to it. The general area was part of the third farm of the seven original farms laid out on what is now North Main Street in 1768; it was first settled by Joseph Lary.⁶²⁸

Years ago, before the Lakeview Terrace name was used, the part of the street between Forest Road and the stone wall now at the side of the Lowry house was called Webster Road (from Benjamin K. Webster, the father-in-law of land owner J. Frank Goodwin); the road was discontinuous beyond that point.

1969, October 22: Local resident Mr. Cleveland requested that the selectmen choose a single name for the street which then had two names: Webster Road and Lakeview Terrace. The matter was referred to the Planning Board.⁶²⁹

1992: When the selectmen of Wolfeboro mandated that names of certain streets with names be changed if they were similar to others (in this instance, similar to Lakeview Drive), residents of Lakeview Terrace protested vigorously. As Lakeview Drive had used the "Lakeview" name before Lakeview Terrace did, the town selectmen deemed Lakeview Drive to have first claim. After much discussion the change to Old Lakeview Terrace was agreed upon for Lakeview Terrace.

Lakeview Trail: Cross-Country ski trail mostly on Sewall Point, maintained for many years by the Flagg family (operators of the Nordic Skier shop) for the benefit of the town and its visitors. Small daily charge, or \$20 for a season pass (as of 1993). Now known as the Sewall Woods Trail, part of the Sewall Woods Conservation Area. See listing.

⁶²⁶ *GSN*, May 6, 1976.

⁶²⁷ *GSN*, July 21, 1967. Also see Fetzer Road listing.

⁶²⁸ Parker, p. 111.

⁶²⁹ *GSN*, October 30, 1969.

Lakewood: Development planned in the 1890s at Dug Hill (see listing) partly in East Alton and partly in Wolfeboro.

1897, November 2, *GSN*: “Lakewood [is] a new lakeshore resort situated on the extreme western edge of Wolfeboro and the eastern part of Alton, on the shore of Lake Winnepesaukee, at the base of the wooded prominence known as Rogers Mountain. The locality is well known and is one of the prettiest portions of the lake in this vicinity. The new colony sprung up during the past three months out of comparative wilderness. Lakewood consists of about 240 acres, well timbered, with clearings alerted here and there, from which a most attractive view of the lake and surrounding country is obtained, and lies to the west northwest of Rogers Mountain.

“Entrance to this beautiful tract is at present a few rods west of Dug Hill on the Alton Road, and to the right. A drive of about three-quarters of a mile through charming woods brings the visitor to the lakeshore. In a grove of pines near the lake is the colony mentioned above....

“On a sloping bank but a few feet from the lake, rise two beautiful buildings, on the left there is another. A small building and wharf on the extreme point to the right is Camp Safety, formerly owned by Fred Avery of [South Wolfeboro]. This place is now called Pine Point Landing. To the left and west, almost touching the camp, is a large rock, upon which are chiseled the words ‘Wolfeboro,’ ‘Alton,’ the line cut between the two being the boundary line between the two towns.”⁶³⁰

By this time, three summer camps had been built at Lakewood. A leading light in the project was C.W. Gould of Chelsea, MA.

Lakewood Avenue: Name in 1930s and 1940s for what was earlier called the Pleasant Street Extension,⁶³¹ then Lucas Avenue, and finally Lucas Street.

Lamb Court: Name as of 1992 for road on Brewster Academy grounds. Starting point: Bearce Lane (which is at end of Green Street), extends to gate on Clark Road. Lamb Court passes the Vaughan House, the Lamb House, and the Harris House (Brewster residence halls).

Land Bank Lane: Off Pine Hill Road, in the direction toward Tuftonboro, left turn between Bay Street and Wickers, goes to the land owned by the Wolfeboro-Tuftonboro Land Bank.⁶³² The Land Bank is a non-profit organization dedicated to preserving acreage in the two towns.

Landon Shore: Shore area on Winter Harbor.⁶³³

Lang Pond Road: A.k.a. Lang’s Pond Road. Name in use since 1967; earlier called Lang Road.⁶³⁴ Extends from Route 109 east of Libby Museum to connect to Route 109A in Tuftonboro. A small part of Lang Pond Road is in Wolfeboro; most is in Tuftonboro. Lang Pond was one of the names for Mirror Lake in the 19th century. Road laid out three rods wide on October 5, 1879.

⁶³⁰ Also see *GSN*, July 27, 1897, for additional information.

⁶³¹ 1934 Directory; 1949 *Town Report*, p. 12.

⁶³² July 6, 1994, action of the selectmen.

⁶³³ 1952 tax list; Joseph S. Rogers owned property there.

⁶³⁴ *GSN*, August 25, 1967 (name change).

Lang Road: Name before summer 1967 for what is now known as Lang Pond Road.

1967, August 25, *GSN*: “Among the new street signs erected this summer by the Wolfeboro Highway Department is one at the corner of Route 109 near Libby Museum which has drawn a number of comments in regard to the change in name from Lang Road to Lang Pond Road.”

Lang’s Pond: Early name for Mirror Lake. Named for Thomas E. Lang, early settler (Hayley, 1923, says Thomas *J. Lang*) and son-in-law of Elder William Blaisdell. A.k.a. Lang Pond. The residence of T.E. Lang is shown on a northeast bay of the pond on the 1860 Carroll County map.

Lark Street: Street in the Robin Acres development off North Main Street near the Libby Museum. All streets in the development are named for birds.

Larson Pond: Small marsh-bordered pond that abuts Center Street on the left, as one heads north; in North Wolfeboro a little over a mile from the Ossipee line. Feeds into Willey Brook. Once called Beaver Pond.

Lary Road: Extends from Old Lakeview Terrace south, curving to end on Bassett Road.

Named for Joseph Lary, an 18th century Wolfeboro settler who owned land in the area consisting of the third of the seven original Wolfeboro farms (later sold in 1794 to Daniel Wiggin and descended to the J. Frank Goodwin family) including what is now known as Old Lakeview Terrace. Developed by J. Frank (Jeff) Goodwin. Provisionally accepted by the town in 1977, officially accepted on January 11, 1978.⁶³⁵

Latchaw Building: A.k.a. (for a short time during its final construction period) Dockside Building. Most recent (built 1993-1994) building on the site across the street to the left of the Avery Building (a.k.a. Peavey Block), on left side of Lake Avenue (after October 7, 1992 called Dockside). Two-story plus attic wooden structure owned by John Latchaw, M.D., of Alton and Milton, MA. The building earlier on the site was known under several names, most familiarly, the Bell Building.

Earlier history of site:⁶³⁶ Known as the Bell Building in the early 20th century, as the telephone office was located there beginning in 1896. Successor to a two-story wooden frame structure (on the left) and a small shack-like building that were there in the 1880s. A third building may have been there at one time. Chronology:

1830, March 20: James Brackett sold property to Samuel Avery.

1849, May 12: Samuel Avery sold to William Walker, of Concord, land with two buildings for \$50; Avery reserved the right to build a third structure on the site. Known as Waldron Wharf at the time.

1869: Isaac W. Cotton jewelry store in small one-story building.

1877, May 10: Property sold by William Walker to the Winnepesaukee Steamboat Co.

⁶³⁵ *GSN*, January 18, 1978.

⁶³⁶ The author acknowledges the advice of Harrison D. Moore in the following chronology; letters of December 29, 1993, and January 3, 1994. As there were two and possibly three buildings on the site at one time, and as over the years the various structures often had several tenants simultaneously, certain commercial listings overlap.

1878: George A. Carpenter succeeded Cotton in the jewelry trade, launching the Carpenter fortune.

1884, May 1: Property sold by the Winnepesaukee Steamboat Co. to Rufus H. King, M.D.

1884-1889: James Welton had a fruit store there.

1884-1893: Dr. Rufus H. King had an office and store there in small building (later moved his office to his home, where Carpenter School now stands).⁶³⁷

1886: Thomas Lees had his barber shop and sold sporting goods on the corner.

1893, September 7: R.H. King and wife Lizzie W. King sold property to Henry Jones; sale included stock in trade, drugs, tobacco, etc. in store building and shed attached; Jones had a mortgage with King and the Wolfeborough Savings Bank for \$2,500. By this time a new structure had been built; two stories on the left side and one story on the right (“shed?”); as before, the premises often had multiple tenants.

c.1893: J. Frank Goodwin had a store there (right side).

1896: New England Telephone & Telegraph Co. opened an office there (right side), in the Goodwin store. Became known as the Bell Building, for Bell Telephone.

1896, December 31: Henry and wife Adelle M. Jones sold to Alice L. Thompson, “reserving the boat house now standing on said premises.” This marked the inception of Thompson’s Drug Store (left side). Goodwin’s store was on the right. In 1897 a new structure was built (or renovated extensively).

1897: Thompson’s Drug Store operated by Delmar U. Hobbs.

1898, August: 14-foot addition built to rear of Goodwin store.⁶³⁸

1890s-1923: Harvey C. Kalloch, successor to J. Frank Goodwin, operated confectionery and gift shop (right side).

1903-1906: D.U. Hobbs & Co., successors to Thompson (left side).

1903, December 28: Building bought by Roscoe M. Flanders.

1907-1909: Tobey’s Pharmacy (left side).

1909-1910: Tobey’s Spa (left side).

1910, July-1913, February: G. Otis Sargent’s electrical shop (left side).

1910, March: Charles Johnson opened dry goods store; stayed until 1913 (left side).

1924, May 23: Ellen A. Flanders (of Nashua) and Cora M. Bell (Beverly, MA) sold property to Sherman and Harriett Brummitt. Sometimes later referred to as the Brummitt Block.

1925, April: A&P grocery store opened.

1938, June 10: *GSN*, reported that the A&P store in the Brummitt Block was going to be raised 10 1/2 inches and moved back a distance of 5 1/2 feet. This was at least the second time it had been moved.

1939, June: Hall’s Pharmacy became a tenant; stayed until 1951.

1940s: A&P.

1944, August 17: Stanley Brummitt, Lois Dorothea Parkhurst, and Frances B. Parkhurst (all of the Brummitt family) sold to Harriet Brummitt.

1950: Michael Deyak bought the building to the left (see Savard Building listing) and moved Hall’s Drug Store there in 1951.

1959, April 1: Lois Dorothea Parkhurst and husband Wayne L. Parkhurst sold to Frances B. Parkhurst and husband Roy Parkhurst.

1960s: Stationery Shop opened.

⁶³⁷ *GSN*, November 13, 1920, stated that at the time it was best known as the Dr. King Block; the 1892 Atlas shows King in smaller building to right.

⁶³⁸ *GSN*, August 23, 1898.

1972, June: Roy Parkhurst deeded to the town a quitclaim deed to the improved land behind his building, extending to the shore.⁶³⁹

1973, September 6: Francis B. Parkhurst sold to Edward S. and wife Patricia A. Ryan.

1978, June 30: The Ryans sold to Raymond J. and Carolyn C. Sanborn.

1988, September 15: The Sanborns sold to Edward M. Elliott.

1993, April 15: Elliott sold to Cross Neck Road, Inc. (of Alton), owned by Dr. John Latchaw. Tenants at the time included J.S.C. Office Supplies (a.k.a. Stationery Shop) and Century 21 Docksider Realty.

1993, September: Building was demolished.

1993-1994: A new structure was erected. Harrison Moore noted that the razed building was assembled by oak pins, without nails or spikes of any kind; the possibility was suggested that the Bell Building may have been an older structure moved to the site in the 1890s, rather than built at the time. A feature article on the building, by Mark Smith, appeared in *GSN*, October 20, 1993.

1994, April: J.S.C. Office Products moved into the rear of the ground floor; interior and exterior finish work still in progress on the rest of the building.

1994, June 18: Turquoise Door moved into left front ground floor store; during the prior week, Wolfeboro Sports Outlet moved into shop on ground floor, right side, facing Avery Building; bringing to three the number of tenants to date.

1995: "Latchaw Building" sign attached to front; listed interior businesses. Jo Greens restaurant, "a garden cafe," occupied the second floor.

2021: Jo Greens restaurant is still the long-term business. First floor tenants change frequently.

Laundry Hill: Hill where the Wolfeboro Laundry was once located; now Center Street, heading uphill from Clarke Plaza in the direction of Ossipee. Earlier known as Creamery Hill; once known as Kidder Hill and Schoolhouse Hill.⁶⁴⁰

Laurel Circle: Short street off Nary Shores Road, which, in turn, is off North Main Street. Part of Wolfeboro Common II.

Lawrence Field: Name for proposed municipal aviation facility on the farm of W.A. Lawrence at Wolfeboro Center in 1928. The field was cleared and it was expected that sightseeing flights would operate from it, but before this was done the company offering the flights felt that the field was unsafe, and the arrangement was canceled.⁶⁴¹ This was located behind where Parsons' Furniture was in 1995 (Allen's Wayside furniture is there in 2020).⁶⁴²

Leafy Hill Lane: New name for part of Aarons Road per order of selectmen, December 7, 1994. Leafy Hill Lane applies to the westernmost of two adjacent roads from Keewaydin Road (starting point) to the shore of Winter Harbor. The other road retains the name Aaron Road.

⁶³⁹ *GSN*, June 22, 1972. Originally, the water had come within five or six feet of the building; as time went on, the town filled in the area. The gift averted any controversy as to ownership, as the town was using the filled land for parking spaces.

⁶⁴⁰ Gertrude B. Hamm: "Colloquial Names."

⁶⁴¹ *GSN*, September 8, 1928.

⁶⁴² Arthur F. Chamberlin, note, April 24, 1995.

Leavitt Graveyard: Known as Rust-Leavitt graveyard; see listing.

Ledge Island: Tiny island 0.11 acre in size in Lake Winnepesaukee; one of the Varney Islands. Located more or less by itself, about equidistant from Keniston and Church islands, and closest to Walker Island, about 250 feet to the southeast. Described in tax records as “rocks, with some bushes & trees,” this little point of land—a combination of ledge and reef, with enough soil to support a healthy growth of blueberry bushes—was owned in the 1990s by Mr. and Mrs. Robert L. Hanson, who named it. On one side of this small island there is a deep-water mooring.

Bob Hanson reported that when the Wolfeboro Inn started operating the *Judge Sewall* excursion boat in the 1980s, it ventured into Ledge Island harbor on one of its first.

Ledges, The: No. 1. Small district within Wolfeboro Falls. News of residents of this area appeared under a special column heading in scattered issues of the *GSN* in the early 1920s.

Ledges, The: No. 2. Center Street. Assisted living complex for senior citizens; approved by selectmen, June 1981. Opened in the summer of 1982. Expanded in 1986.

1987 onward: Operated by Hearthstone Homes of Wolfeboro; new name for Wolfeboro Home for the Aged (see listing for history of The Ledges), the corporation administering Christian Ridge and the Ledges.⁶⁴³

Lee's Hill: Same as Captain Lee's Hill (see listing alphabetized under C).

Legion Hall: A.k.a. American Legion Hall. Wolfeboro Falls. Site for many public gatherings including card parties and dances from the 1920s onward, thanks to the generosity of the Harriman-Hale Post. Consists of one large meeting hall with fireplace at the end, and two smaller rooms behind the fireplace and wall. This building was once the Wolfeboro Falls School.⁶⁴⁴

Lehner Street: Extends from Glendon Street to Center Street, parallel to South Main Street. Named for Eugene F. Lehner, Sr., a fireman who died on January 29, 1969, when he had a heart attack while storing hose after a fire. Known as Factory Street until 1970, as factories once operated there.

1974-1975: Street extensively rebuilt. Buried narrow gauge railroad tracks were found, but no one could explain their history, although it was conjectured that at one time a short line may have delivered coal to the factory on the west end of the street.⁶⁴⁵

⁶⁴³ *GSN*, June 3, 1987.

⁶⁴⁴ Arthur F. Chamberlin, letter, February 22, 1994.

⁶⁴⁵ *GSN*, March 28 and June 27, 1974 (the latter illustrates the rediscovered RR tracks); a more likely possibility is the coal dealership of Bickford & Young (see *Business and Professional Directory*).

Levi's Pond: Early name for Mirror Lake; shortening of Livius's Pond (see listing) name.

Lewando Lane: Road beginning at the lake end of Clark Road and extending east along the shore of Lake Winnepesaukee. Named for Dolph Lewando, who had a building there.

Libbey Street: Incorrect spelling for today's Libby Street (see listing). Libbey spelling used in the early part of the century.⁶⁴⁶

Not related to the nearby Libbey & Varney mill, but to Dr. Henry F. Libby (later, of Libby Museum fame), who in the early 1890s owned four houses on the street.

Libbey's Corner: 1893, April 11, *GSN* reported that the hill near Libbey's Corner needed repair and that water was going over, under and through the road bed.

Libby Museum: Nature and history museum founded by Dr. Henry F. Libby in 1912. On North Main Street near Tuftonboro town line. Popular Wolfeboro tourist attraction with many fine exhibits. Administered by the Wolfeboro selectmen.⁶⁴⁷

The following history and appreciation is by Theodore H. Brigden with Patricia Smith and Priscilla Griffin and was written especially for the present volume:

To appreciate fully what the Museum is all about, it helps to know something about the man responsible for its conception, creation and initial contents. Henry Forrest Libby was born April 7, 1850, on Tuftonboro Neck, son of Moses Libby and Vesta Wiggin. He had little formal education except for a couple of years at the Wolfborough and Tuftonborough Academy where one of his teachers was Hattie Horne from Tamworth, who later became his wife. He spent a couple of years at Harvard Dental School but left without a degree; that came about as an honorary grant in 1927 when he was awarded a Doctorate of Dentistry.

After leaving school Henry apprenticed himself to several dentists, one local and the others mostly in Cambridge and Boston. Thereafter he opened his own practice. He and Hattie were married in 1874 in Boston. Throughout the rest of their lives she shared not only his life but his interests, which ranged far afield from dentistry. They early acquired an interest in plants, animals, and birds which led eventually to some of the material now found at Libby Museum.

Summers found Henry and Hattie returning to Tuftonboro and Wolfeboro. As his dentistry practice thrived he was able to purchase property in the Mirror Lake and Winter Harbor area. He brought his birthplace home across the ice from Tuftonboro Neck and placed it on Winter Harbor off North Main Street. Across the road he erected a large barn where the parking lot for the Museum is now located. He had a boathouse across from Carry Beach and also a large hunting lodge on Mirror Lake. The lodge was used to accommodate overflow guests although it had few amenities; no running water and a three-hole privy.

Apparently, Dr. Libby took delight in anything that moved. He used his dental tools and his knowledge of anatomy of animals to dissect and preserve bones for display. As his collection grew, starting in the 1890s, he gradually filled up the barn, boathouse and cottage cellar. Then he decided to buy Rattlesnake Island. He was not too busy to expand his dental practice and to publish numerous treatises, including one on spiders, another on the history of cells and a third on the "Evolution of the Spirit." The last is a compendium of his philosophy, religion and the evolutionary nature of man, ending with "God is not the God of the dead but of

⁶⁴⁶ For example, in the 1907 Directory, p. 9, where Herbert E. Davis, Wolfeboro fire chief, was listed as a resident of Libbey Street.

⁶⁴⁷ The history of the Libby Museum over the years is detailed in the chronological volume of the present Wolfeboro history set of books; thus only brief mention is given here.

the living.” In the 1890s he started another treatise titled “You are What You Eat.” During this period he also developed skill as an artist and as a sculptor, which aided him in depicting various life forms. Another tract he wrote was titled “Appendix Veriformis” urging removal of everyone’s appendix without waiting for trouble.

In connection with the preservation of specimens for his growing collection, he experimented with different types of mounting and display devices, one of which saw commercial use and was marketed through Ward’s Natural Science Establishment of Rochester, NY. He also assisted Harvard in the restoration and preservation of its collection of plants reproduced in hand-blown art glass.

The Libbys’ only child was a son, Arthur, who graduated from Harvard in 1896 and from its dental school in 1899. Thereafter he became Henry’s assistant in dentistry. They collaborated on several dental treatises, one of which is said to be still in use in dental schools.

Dr. Libby bequeathed two large tracts of land to the town of Wolfeboro. One of these is the parcel where the Museum stands and the portion on the other side of the road that assures Museum visitors of a clear view of the lake and the Belknap mountain range. The second tract starts from the far side of the lodge where there had been a public carry on Mirror Lake, which now has been encroached upon, and leads beyond the Tuftonboro line for about 400 feet. Dr. Libby intended that this land should be called “Libby Park” with the public allowed a clear view of the Ossipee range. That land has not been maintained and is now a tangle of vegetation.

Libby Museum was constructed in 1912, apparently financed at least in part from the proceeds of clear cutting the timber on Rattlesnake Island. It enjoyed general support and enthusiasm for many years and had the benefit of an “Appreciation Day” in 1929. Later, it went through a period of comparative neglect. Interest was revived during the 1980s. The formation of the group known as the Friends of the Libby Museum resulted in stimulating wider interest in its artifacts and programs. The town’s selectmen are trustees of the Museum and in recent years have been active in promoting and publicizing the Museum, especially through the annual open house day in August.

After opening the Museum, Dr. Libby announced that his next project was to be the establishment of an arboretum nearby, to include specimens of all trees indigenous to New Hampshire. However, this dream was never realized.

Dr. Libby died on August 1, 1933 at age 83. His wife died in 1940.

As to current operation of the Museum today in the 1990s, it is open weekdays between Memorial Day and late September. Patricia F. Smith has been director since 1991, succeeding Charles Campbell. The Museum now offers an art gallery exhibiting works of New Hampshire artists. Nature classes are conducted on a regular basis and Native American classes from Tuesday to Friday. Wednesday evenings witness a lecture series. That its schedule is popular has been proven by the fact that during the 1992 season over 5,000 visitors were welcomed. Included in that number were 400 entertained on a wet 4th of July.

Its appeal has been such that summer camps regularly make use of its facilities. Thanks to the donation of a television set and videocassette recorder, National Geographic shows are presented at appropriate times. The Museum is recognized as an important cultural resource center, both as a small but excellent natural history museum and a place where artisans have an opportunity to exhibit.

Libby Museum Park: A.k.a. Libby Park. Land given to the town, located between the Libby Museum and Mirror Lake. However, the town has never developed it as a park.

1964: Area cleared by the town to afford a better view of Mirror Lake.⁶⁴⁸

Libby Shore: Area of Winter Harbor near the Libby Museum, known in the early 20th century as Libby Shore, from the ownership of Dr. Henry Libby. By 1949 the name was no longer in use.⁶⁴⁹

⁶⁴⁸ GSN, March 6, 1964.

⁶⁴⁹ GSN, July 8, 1949.

Libby Street: Short street between North Main Street and Mill Street. Cornish Hill Pottery was located there in 1994 (moved in 1995). Laid out in 1893 after at first being passed over in the annual town warrant. Named for Dr. Henry F. Libby, who owned four houses on the street.⁶⁵⁰ Variant spelling: Libbey in some citations (not unusual; the Libby-Libbey surnames were often interchanged in print, including in town records). In 1912 Dr. Libby built the Libby Museum.

1893, October 31, GSN: “The selectmen, Saturday, finished laying out the street leading from North Main Street to Mill Street, in front of the residence owned by Dr. Libbey [sic], the highway agents are to commence operations at once. The selectmen made an assessment of \$200 on the property of Dr. H.F. Libbey [sic], which the owner promptly paid. They further assessed the damages to the lot owners and tendered payment for the same.”

Liberty Pole: Tall pole made of at least two sections of wood, lashed together like a mast and extending well over 100 feet into the air. In the late 19th century this was located on South Main Street about where the sidewalk on the right side of the Latchaw Building is located (across South Main Street from the Wolfeboro Post Office)

Harrison Moore wrote:⁶⁵¹ “Every town had at least one liberty pole. The people gathered at the pole to hear special announcements.”

Lilac Lane: Short street off Nary Shores Road, which, in turn, is off North Main Street. In Wolfeboro Common II.

Lily Brook: Small brook that feeds into Lake Wentworth through a culvert slightly east of Triggs Landing. The stream was changed into a bog in the early 1930s when Lake Wentworth State Park was developed.

Lily Pond: Alternate infrequently used name for Sargents Pond (see listing). Also once known as Duncan Pond.

Little Back Bay: 1889 unofficial name used for extension of Back Bay from the railroad tracks toward and beyond Center Street (since filled in).⁶⁵² Sometimes called Inner Bay.

Little Bass Island: Island between Stamp Act Island and Bass Island in Lake Wentworth. Apparently named since the 1950s, as it had no name earlier.⁶⁵³ This .12 acre island, with no known owner, was added to the Town tax rolls in 2016.

⁶⁵⁰ Not named for Libbey & Varney, who operated a mill near the end of the street, later known as Libbey Brothers; mill included where Hampshire Pewter is in the 1990s; however, over the years, Libby Street often has been misspelled Libbey Street

⁶⁵¹ Undated note to the author, 1993.

⁶⁵² GSN, November 18, 1889, November 15, 1892 (sample citations).

⁶⁵³ Information from John R. Nichols, 1993.

Little Factory, Little Shop: Names for the Clark Shop (see listing). These names were also occasionally used for the remaining left wing of the “Big Factory” after the center and right-side sections were torn down. Nomenclature was not consistent.

Little Fisherville: Name in use in January 1939 for settlement of wooden ice houses in Winter Harbor off Keewaydin Point.⁶⁵⁴ Name never became popular. There were numerous subsidiary “Fishervilles” over the years in addition to the main Fisherville (see listing) on Wolfeboro Bay.

Little Keniston Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Described in tax records as “rock with bushes & trees,” this islet is 0.04 acre. Owned in the 1990s by Mr. and Mrs. Robert L. Hanson. Sometimes misspelled as Kenniston on tax records. In 1998, it became owned by the Town of Wolfeboro.

Little Keniston Island II: Small island in Lake Winnepesaukee; one of the Varney Islands. This islet is even smaller than its similarly-named cousin, Little Keniston, and measures 1/100 acre. “Rock with bushes & tree” note the tax records. It is close by the shore of Keniston Island and in shape fancifully resembles an animal head, mouth open, about to take a bite out of the shore. In modern times it has been alleged that the abutting Keniston Island neighbor caused rock fill to be put in, connecting the little island to the larger one and ending its separate island status. Sometimes misspelled as Little Kenniston in tax records. Owned in the 1990s by Mr. and Mrs. Robert L. Hanson. In 1998, it became owned by the Town of Wolfeboro.

Little League Field: Completed in 1975. Part of Foss Field (see listing).⁶⁵⁵

Little Mud Island: Early name for what is now known as Church Island, one of the Varney Islands in Lake Winnepesaukee.

Little Pond: Old-time name for Mirror Lake.⁶⁵⁶

Little Tanglewood: Unofficial nickname for Melody Island (see listing for details), given in quotes as “Little Tanglewood” by the *GSN* in 1953.⁶⁵⁷

Little Wentworth Island: New name for Mink Island assigned by the Wentworth Association, a group of land owners (no connection to the later Lake Wentworth Association), shortly after the turn of the 20th century. Later, the property once again was known as Mink Island, as it is today.

⁶⁵⁴ *GSN*, January 30, 1939.

⁶⁵⁵ 1975 *Town Report*.

⁶⁵⁶ *GSN*, December 5, 1903; also January 27, 1933 (stated that the name was used in the 1890s).

⁶⁵⁷ *GSN*, July 10 and 17, 1953. Name derived from the Tanglewood summer theatre and festivals in the Berkshires in western MA.

Littlest Mud Island: Small island in Lake Winnepesaukee; one of the Varney Islands. This island was earlier deeded as part of Little Mud (Church) Island. As this part was smaller than Little Mud Island, the Jacob Pieter Den Hartog family named it Littlest Mud Island after buying it from St. Andrew's Church, Newark, NJ, on November 28, 1938. The name is derived from the era when the Varneys were sometimes called the Small Mud Islands. At 1.5 acres it is one of the larger of the scattered small Varneys. Currently owned by Dorcas Den Hartog and her father, Stephen L. Den Hartog, of Hanover, NH. Curiously, the town tax records note that a wood-frame *carport* is on the property; boathouse was intended.

Deed information: On December 4, 1901, this was part of the Dr. Smith Islands conveyed by Lucy Ann Smith, Emma J. Smith, and the estate of Jeremiah Ranlet Smith to Charles W. Hoyt for \$90. On January 8, 1904, Hoyt, a Wolfeboro carpenter, conveyed the land to Myra L. Beacham (Wolfeboro milliner) and Cora M. Thompson. Beacham and Thompson conveyed the land to Florence H. Whitman on September 23, 1914. Florence H. and Raymond L. Whitman conveyed the property to Charles H. Wells on October 4, 1923. Wells left the island to St. Andrew's Church in his will. J.P. and Elisabeth Den Hartog conveyed Uppeshou (*sic*) Island and Littlest Mud Island to Stephen Ludwig Den Hartog on December 16, 1957.

1939, March 24, *GSN*: "Mr. and Mrs. J.P. Den Hartog have been coming to Wolfeboro every weekend and staying at Beaver Brook farm. Work is coming along rapidly on their island home."

1939, March 31, *GSN*: Reported that his cottage on Little Church Island was rapidly taking shape, and trucks were hauling material for it over the ice.

The following is Stephen L. Den Hartog's letter to the author, May 18, 1993: "Ralph Carpenter, Jr., sold my dad Littlest Mud Island. Pop had paid a down payment in the early fall of 1938. After the famous hurricane he drove to Wolfeboro, found that the property had lost only one tree, and closed the deal. My dad was a professor at Harvard when he bought the islands (he bought Uppershoe Island in 1940). He spent World War II in the Navy, graduating as a captain in the Naval Reserve, after which he transferred to the Massachusetts Institute of Technology, where he finished his teaching career some 25 years later. Pop was a member of the National Academy of Sciences and the National Academy of Engineering. I quote the *Memorial Tributes of the NAE*, Vol. 5: 'For many foreign scientists their most vivid memory of the United States is of being bundled in a car, driven up to New Hampshire, seated in a canoe, and paddled across the lake to spend an idyllic weekend on the island.'

"I have spent every summer since 1939 on Littlest Mud Island except for 1958 when I wintered-over at Little America V, Antarctica, during the International Geophysical Year, and 1961 when I was on ARLIS II, a floating ice station on the Arctic Ocean. My daughter Dorcas is the third generation and the first of our family to spend her summers on the island for her entire life."

In the 1990s the *Blue Ghost* mail boat stopped there.⁶⁵⁸

Livius's Pond: Early name for Mirror Lake. Later shortened to Levi's Pond. Peter Livius was a member of John Wentworth's council and with hired help was a farmer on the western shore of what is now Mirror Lake. He dug a channel with the intention of draining the pond and converting it to a meadow.

Nathaniel Adams in *The Annals of Portsmouth*, p. 235, noted: "Mr. Livius was a gentleman of foreign descent, liberal education, and handsome fortune. He came to this country for the purpose of vesting his property in lands. After he left the province, he obtained a lucrative office in Quebec, and never returned here."

⁶⁵⁸ Alexander McKenzie IV, note, February 9, 1994.

Lloyd Road: Road on the shore of Winter Harbor. Starting point: Port Wedeln Road.

1975, June 11: Mr. Michele LaMedica, developer of Port Wedeln, petitioned the selectmen to participate in the purchase of Lloyd Road and the extension of Winterhaven Road, but the request was denied on grounds of there being an insufficient number of residents there.⁶⁵⁹

Locust Lane: Extends southwest off North Main Street near Goose Corner. Probably named after the locust tree (not the pestilential insect).

Lone Island: In Lake Wentworth. 19th century usage. A small island (today known as West Jockey Cap Island) near Mink Island, the most northerly island near Mink Island being called Lone Island and the other East Island.⁶⁶⁰

Lone Pine Island: Official name as of selectmen's meeting of July 6, 1994, (although the owner called it that as of May 9, 1994) for what was earlier called Babson Island II (see listing for history) and, briefly, Long Pine Island (apparently, in error; town records have been changed now). Tax Map 2, Block 11, Parcel 29. The southwestern of two islands owned by Donald P. Babson; not far from the former Camp Kehonka.

Long Beach: Beach on Lake Wentworth near Point Breeze, connected to it by a foot bridge in the early 20th century.⁶⁶¹

Long Pine Island: Name in 1993 and early 1994 for what is now called Lone Pine Island; earlier called Babson Island II (see listing for history), one of the Varney Islands in Wolfeboro Bay.⁶⁶² However, the owner, Donald P. Babson, knew nothing about the Long Pine Island name, and, in fact, could not recall having ever heard it.⁶⁶³ On May 9, 1994, Babson confirmed that the island's correct name is Lone Pine Island.⁶⁶⁴ On July 6, 1994, the selectmen officially adopted the Lone Pine Island name. The island is still owned by the Babson family.

Long Stack Lane: A.k.a. Longstack Lane. Road off Alpine Meadows Road. Named for Mount Long Stack (see listing). Name suggested by local residents in 1992.

Lookout Hill: Small hill in South Wolfeboro serviced by road of same name. Once called Merritt's Hill (see listing). 780 feet high. On south shore of Rust Pond.

⁶⁵⁹ *GSN*, June 19, 1975.

⁶⁶⁰ *GSN*, March 2, 1897.

⁶⁶¹ Cf. postcard issued by J.W. Robins, c.1908.

⁶⁶² Selectmen's resolution, October 6, 1993.

⁶⁶³ March 27, 1994 conversation between the author and Jesse Putney; the latter interviewed Donald Babson on the subject.

⁶⁶⁴ Per letter of Alexander McKenzie IV to Donald P. Babson, May 10, 1994, confirming conversation of the previous day.

Lookout Hill Road: Former name for road leading off South Main Street near Rusty Lane. Designation no longer used.

Loon Island: No. 1. Small island in Lake Wentworth. The Loon Island House was once located there. One of the smaller of the Seven Sisters Islands. In the late 19th century, Loon Island was home to the Estes Hotel, also known as the Loon Island House (see *Business and Professional Directory* for history and anecdotes).

1924, May: Purchased by Ashton Chamberlain.

Today, Loon Island has two sizable buildings on it, one of which is estimated to date from 1890. Its owner also holds title to Wal and Flo islands.

Loon Island: No. 2. Tiny island in Crescent Lake.

Loon Street: Street in the Robin Acres development off North Main Street near the Libby Museum. All streets in the development are named for birds.

Lords' Quarter: Typically punctuated as Lords' in Parker; Lord's in some other citations. Early name for Wolfeboro Highlands, a.k.a. Highlands and Wolfeboro Highlands. Comprised about 1,750 acres.⁶⁶⁵ The Great Lot was part of this tract. See Wolfeboro Highlands listing for additional boundary definitions.

Modern guide to boundaries:⁶⁶⁶ Begin at Wolfeboro Center, follow North Line Road to the Tuftonboro town line; turn right; follow Tuftonboro line to Ossipee; turn right; follow Ossipee town line to Pork Hill (top) and follow existing road to Dimon's Corner; turn right and follow Haines Hill Road and Route 28 to Wolfeboro Center starting point.

Lower Beach Pond: Incorrect name for Lower Beech Pond. (See nomenclature note under "Beach Pond" listing.)

Lower Beach Pond Village District: Alternate spelling of Beech for Lower Beech Pond Village District (see listing).

Lower Beech Pond: Pond fed by the run-off from Beech Pond. All but a small part is in Tuftonboro.

Lower Beech Pond Village District: Area around the dam at Lower Beech (a.k.a. Beach) Pond. Officially delineated by the selectmen on July 6, 1984 "for the sole purpose of reconstructing the Lower Beech Pond Dam under State order."⁶⁶⁷ Term not in use except for town business. Joint venture with Tuftonboro.

⁶⁶⁵ Parker, p. 21.

⁶⁶⁶ Arthur F. Chamberlin, letter, November 1, 1993.

⁶⁶⁷ *GSN*, June 13, 1984, and other issues; quotation from *1984 Town Report*.

Lucas Brook: Mentioned in town records, June 1836, p. 148. Apparently, in the general district on the western side of what is now known as Back Bay.

Lucas Avenue: Name for Lucas Street for a short time in the late 1940s.

Lucas Graveyard: Known as Willey-Lucas-Bennett Graveyard; see listing.

Lucas Street: Short street perpendicular to the upper end of Pleasant Street. Begins on North Main Street, continues past top end of Pleasant Street and terminates in a dead end. First called Pleasant Street Extension, then Lakewood Avenue, then Lucas Avenue, and finally Lucas Street by 1949. Named after James Lucas, who lived in the area in the early 19th century, and who operated the first of seven original farms in the district.

Lumber Lane: Name proposed to but rejected by the selectmen on August 17, 1994, for part of Filter Bed Road (see listing).⁶⁶⁸ Peach Blossom Lane was also rejected.

⁶⁶⁸ *GSN*, August 24, 1994.

M

Macomber Hill Road: Best known as Hardy Hill Road. Road on Hardy Hill leading to the farm owned by Mr. and Mrs. (Clark and Janet) Macomber. Usage in the 1950s and 1960s.⁶⁶⁹

Mail Dock: Dock reserved for the U.S. Mailboat, *Blue Ghost*, later replaced by the *Sophie C*, next to the boat launch ramp at Dockside. Dock, about 40 years old, demolished in 1994. New Mail Dock subsequently constructed next to Dockside Restaurant and shared with the fire boat.⁶⁷⁰

Mail Route Road: Road from New Garden Road toward Perry Hollow near where it joins Rust Pond. Term used in 1968 in connection with a sled dog race.⁶⁷¹

Main Road: 19th-century name for road from Melvin Village through Tuftonboro Center to Wolfeboro. Also called Middle Road (see listing). Today known as Route 109A.

Main Street Bridge: Popular alternate name for Smith River Bridge. Stone bridge separating North and South Main Streets.

Main Street: No. 1. South Wolfeboro street extending from end of South Main Street (at South Wolfeboro intersection, where Weston Auto Body is now) to the New Durham town line (1899 Directory). Different from North and South Main Streets. Known by different names over the years including Farmington Road and Middleton Road. In the 1990s this is known as Middleton Road, a designation that originated in the 19th century.

Main Street: No. 2. Name prior to c.1890 for what are now known as North Main Street and South Main Street combined (to the South Wolfeboro intersection). Around 1890, Main Street began to be called North Main Street or South Main Street, depending upon the section.

1889 November 18, *GSN*, comment by Benjamin F. Parker: "I learned the buildings on the streets of Wolfeboro are being numbered. In what manner and under whose authority I don't know. The two principal streets, Main and Center, were constructed by past generations, and it seems fitting that no change should be made in them in any particular that may not be absolutely necessary for their improvement.... If it should be preferable to number from some point in the Bridge Village, the street might be divided into North Main and South Main."

⁶⁶⁹ 1964 *Town Report*, p. 25; 1965 *Town Report*, p. 54 (town cut nearby brush and put 10" of gravel on road). In 1967 *Town Report*, p. 65, it was called Hardy Hill Road.

⁶⁷⁰ Alexander McKenzie IV, note, February 9, 1994.

⁶⁷¹ *GSN*, February 21, 1968.

Main Street: No. 3. Careless 20th century description of either North or South Main Street, particularly in the Wolfeboro business district. Also used to describe “the Main Street bridge,” which is at the intersection of North and South Main Streets.

1911, October 7, *GSN*, anecdote: “‘Yes,’ said our judge one morning recently, and speaking of the beauties of our village and our principal street, ‘this street runs practically *east* and *west*, and that’s why they call it North and South Main Street.’”

Maleham-Kimball graveyard: Located off Tibbetts Road.⁶⁷²

Mallard Brook: Mentioned in *GSN*, September 13, 1913, where it was noted that the road was improved from Mallard Brook to the Tyler place.

Mandalay Road: Off Keewaydin Road. Extends to shore of Winter Harbor. Probably named for “Mandalay,” a summer camp in the Keewaydin Camps area in the early 20th century; owner at that time: F.W. Halsey, M.D., 272 Newbury Street, Boston. Mandalay is a region in Southeast Asia. Infrequently a.k.a. Camp Mandalay Road in the early days.

Maplecrest Road: Seldom-used alternate name for Bickford Road.⁶⁷³

Maplewood Drive: No. 1. Street at end of Partridge Drive, connecting to Berrywood Drive (and extending beyond) on Cricket Hill. Developed in the 1970s and 1980s. Named for maple trees prevalent in the area. This, one of three town roads with this name over the years, is the only one so signed today. Accepted as a town road in 1988.⁶⁷⁴

Maplewood Drive: No. 2. Old name for road off Clark Road extending to the southeast; renamed Fawn Haven Drive.⁶⁷⁵

Maplewood Drive: No. 3. Old name for Clipper Drive off Clark Road.

Marcus Avenue: Road off Pleasant Valley Road, extending toward shore of Lake Wentworth.

Maria Clark Road: Off the northerly end of Avery Road, but Cowper Road had to be used to get there. Maria Clark lived on the road bearing her name.⁶⁷⁶ Cited in the 1952 Wolfeboro tax list. Kenneth Berry owned 40 acres on the road. Name no longer used.

⁶⁷² Details in John S. Fipphen, *Cemetery Inscriptions*, p. 218.

⁶⁷³ 1964 *Town Report*, p. 4.

⁶⁷⁴ *GSN*, January 6, 1988.

⁶⁷⁵ Selectmen’s resolution, October 7, 1992.

⁶⁷⁶ Arthur F. Chamberlin, letter, March 15, 1994.

Martin Graveyard: Located off Clow's Hill Road at the top of the hill. Cemetery is within a wire fence at the top of the hill; permission is needed to enter.⁶⁷⁷

Martin Hill Road: Suggested but unadopted name for Juthe Road. At the selectmen's meeting of August 17, 1994, an appeal was made to change the name to either Clough's (*sic*) Hill Road or Martin Hill Road. The request was denied.⁶⁷⁸ Some years ago, the name was changed back to the original Martin Hill Road.

Martin's Hill: A.k.a. Martin's Ridge.⁶⁷⁹ Name for Clow's Hill from early settlement times until the early 20th century. Named after Daniel Martin who lived there;⁶⁸⁰ father of James Martin (first president of the Wolfeboro National Bank). This prominence overlooks Lake Wentworth and early in the present century was the site of occasional large bonfires on special occasions such as Old Home Day.

Mary Varney Road: When Back Bay was being filled in, Mary Varney had a large gas station and convenience store where Prescott Farms was in the early 1990s.⁶⁸¹ When trucks hauled sand from the old pit at the east end of Trotting Track Road, it was necessary to cross some of her land to reach the dumping site; this was called Mary Varney Road.⁶⁸² Mentioned in 1947 *Town Report*, p. 15. Name no longer used.

Mason Court: Name since 1992 for road on Brewster Academy grounds. Starting point: Memorial Drive, between Brown Hall and Sargent Hall. Road curves to left, passes Hughes House, Mason House, and House 1 (these are Brewster residence halls), ending on Academy Drive.

Masonic Building: A.k.a. Masonic Hall. Name for the Goodwin Block on South Main Street, used in the 1880s and early 1890s. See listing under Goodwin Block No. 1. Burned, May 28, 1899.

Masonic Hall: Name at any given time for place where the Masons held meetings. Locations have included the Bank Building on South Main Street, Goodwin Block on South Main Street, the Durgin Block, and the Central Block on Railroad Avenue.

Masonic Temple: Glendon Street; 19th century to date. See Temple Auditorium listing. Built as the Unitarian Church; later extensively remodeled. Meetings of the Masons, Order of the Eastern Star, DeMolay, and Rainbow groups have been held there. Also the site for many stage, film, and other events. Sold to the Village Players theatrical group in 1995.

⁶⁷⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 218, 219.

⁶⁷⁸ *GSN*, August 24, 1994.

⁶⁷⁹ *GSN*, September 5, 1903 (front-page caption; numerous other mentions).

⁶⁸⁰ Abbie Cotton Lang, 1937.

⁶⁸¹ The DeVyllder store opened in the premises in 1995.

⁶⁸² Arthur F. Chamberlin, letter, March 15, 1994.

Mason's Brook: Originates on the north side of Poor Farm Hill and flows to the west; Waumbeck Road goes over it near the road's north end.⁶⁸³

Mason's Hill: 1890s usage, not otherwise identified.⁶⁸⁴

Mason's Point: Land point extending into Lake Wentworth; caption on c.1915 postcards; name not now used.

Massachusetts Avenue: Nickname given to road leading from Harry Dame's house on top of Trask Hill, facetiously mentioned in *GSN*, November 20, 1929, which additionally noted: "All the houses on the road except the one occupied by Ervin Dore and wife are owned by people from that state." In actuality, some non-Massachusetts owners were there including Harry Dame, Bowpin Kimball, Rose Holt, and Elwood Hayes' grandmother.⁶⁸⁵

Mast Landing: Boat landing area on Crescent Lake, off Center Street, accessed by Silver Street. One of the most important access areas for seasonal residents of Lake Wentworth islands. Named because ships' masts were brought ashore there in colonial times. Sometimes known as Abbott Landing (see listing), after Blake A. Abbott, who maintained a boat shop there. Area of Mast Landing and parking lot: 0.25 acre.⁶⁸⁶

1911, July: Town built new 120' wharf there.

Mast Landing Road: Mentioned in the "Wolfeboro Planning and Zoning Ordinance as amended through March 14, 1967" brochure; apparently the same as Silver Street.

McCarthy Anna Road: A.k.a. (incorrectly) MCarthyanna Road or Drive (per telephone directories of the early 1990s). Named for Anna McCarthy, resident on the street. Located off Lang Pond Road, behind the Libby Museum, near the Tuftonboro border. Ann (*sic*) McCarthy was featured for many years in advertising as the owner of the Wolfeboro Lodge on the shore of Mirror Lake behind and to the left of the Libby Museum.

McCarthy Subdivision: Mirror Lake in Wolfeboro. Numbered lots were for sale c.1969-1970s, and permits were granted for building.⁶⁸⁷

McKinney Park: Small park at Clark's Point at the lake end of Clark Road. The park offers an excellent view of the lake and shore from a setting among beautiful pines. 1994 *Town Report*: Listed as 0.30 acre; new street address, 167 Clark Road.

Named for Charles Edward McKinney, Jr., a teacher in Central High School in Newark, NJ., and residing at 76 Hillcrest Terrace in East Orange, NJ. Earlier, when he decided to buy land on Lake Winnepesaukee, he

⁶⁸³ *GSN*, June 3, 1938, Mabel F. Hatch column.

⁶⁸⁴ *GSN*, January 28, 1896.

⁶⁸⁵ Arthur F. Chamberlin, letter, October 12, 1993.

⁶⁸⁶ 1991 *Town Report* (schedule of town-owned property).

⁶⁸⁷ *GSN*, September 4, 1969; November 2, 1972, and other issues.

lived at 107 New Park Street, Lynn, MA. Inspecting several lots owned by Greenleaf B. Clark, he decided on Lots 1 and 2, which he purchased on April 5 and October 11, 1905, for \$200 each. There was no road cut through to the property at the time, and access was through woods and fields. McKinney built a six-bedroom “camp” and a boathouse on the lake shore and came there every summer, without exception, for several decades thereafter.⁶⁸⁸

His will made the property a gift to the town of Wolfeboro for use as a park with a marker to be placed on it that said “McKinney Park.” Park accepted by the town in 1958.⁶⁸⁹ The buildings were removed in 1973, and a monument was erected. His inboard motorboat passed to Dolph Lewando.⁶⁹⁰

McMannus Road: Briefly and incorrectly used name for McManus Road. Name in use c.1992-1993, before being corrected to McManus Road.⁶⁹¹

McManus Road: Road along Kingswood Golf Course on the right side of and behind Kingswood Regional High School and Kingswood Regional Middle School connecting to a residential district. From James F. McManus, a 20th century land owner in the area, and the McManus Lumber Co.⁶⁹² Starting point: South Main Street. Continues downhill to Crescent Lake.

1977, February: Eleven residents of the road petitioned the town to accept it; consideration was deferred.⁶⁹³

Meader Cove: A.k.a. Jockey Cove (most frequent usage). Cove on side of Carry Beach opposite Winter Harbor. Named for a prominent Wolfeboro family.

Meader Road: No. 1. Near Goodrich Road. Sewer line was extended there.⁶⁹⁴ Name no longer used.

Meader Road: No. 2. Infrequently used old name for drive leading from North Main Street into the S.A. Meader estate (today known as the Sky Ridge Farm condominiums).⁶⁹⁵ See listing for Farmhouse Lane.

Meadow Lane: Name as of selectmen’s resolution of August 17, 1994, for what was earlier known as Mitchell Lane.⁶⁹⁶ Road off Route 109 near Ryefield Marsh, near Wentworth State Park.

⁶⁸⁸ *GSN*, September 1, 1943 (mentioned his 39th consecutive summer).

⁶⁸⁹ 1958 *Town Report*, p. 11.

⁶⁹⁰ Information from Dorothy Fabian. *GSN*, March 1958, carried information about the will provisions of McKinney; 1973 *Town Report* carried additional information; a retrospective by A. Cooper Ballentine appeared in *GSN*, November 16, 1972.

⁶⁹¹ Amanda Simpson, letter, January 31, 1994.

⁶⁹² *GSN*, December 1, 1950, and other citations dating back to the 1930s.

⁶⁹³ *GSN*, February 9, 1977.

⁶⁹⁴ Cf. *Town Report*, 1956 (cited as “so-called Meader Road”).

⁶⁹⁵ Arthur F. Chamberlin, note, August 22, 1994.

⁶⁹⁶ *GSN*, August 24, 1994.

Meadowview Circle: Road name recognized by town of Wolfeboro, but road not built in 1995. On town road map as Meadow View (2 words) Circle. Starting point: Village Corner Road. In planned (but not built) Collden Farm development near Browns Ridge Road. In 2021, the road is paved and lots have been established. See Collden Farm listing.

Melanson Beach: Same as Melanson Shore.

Melanson Brook: Runs from Sky Ridge Farm Trout Pond downhill to Wolfeboro Bay. Named for Joseph I. Melanson, Jr. (who excavated the pond); name suggested by Dianne Rogers, April 4, 1995.

Melanson Road: Road off Forest Road to the right, just before Carry Beach.⁶⁹⁷ A.k.a. Joe Melanson Road. See listing, name no longer used.

Melanson Shore: A.k.a. Melanson Beach. Name not now actively used. Shore area on Winter Harbor to right of Carry Beach, at base of Cricket Hill. Once owned by Joseph I. Melanson, Jr., prominent Wolfeboro banker and land owner.

Melody Island: Island in Lake Winnepesaukee; named by the proprietors of a music camp once located there. Melody Island, earlier called Mud Island, Big Mud Island, Varney Island, and Varney Island No. 1, among other appellations, is either the largest or second largest in the Varneys, depending upon whether adjacent Harmony Island should be included in the acreage. Eastman's 1878 map designated this as Brown's Island, certainly an ephemeral usage.

Per town records, Melody measures 18.08 acres. It is irregular in shape and has a small cove at the northwest side, and, on the map a rounded "peninsula" (in actuality a small island on its own—Harmony Island—see listing) at the opposite or southeast side. Its longest dimension is about 1,650 feet, if the end "peninsula" is included. Melody is divided into 25 lots, with the aforementioned "peninsula" island being Lot 22, at 1.15 acres. If this peninsula-island area is deducted, as in the interest of consistency it probably should be, Melody Island measures 16.83 acres and thus is ever so slightly smaller than Keniston Island (at 17.02 acres). The largest parcel is Lot 23 of 3.2 acres, described as "wet, unbuildable" on town records, but nevertheless assessed for \$64,000.⁶⁹⁸

1896, December 22, *GSN*: "William Fox is working with a crew on Mud Island, cutting wood. Ice has formed around the island some 75 feet from shore so that it is necessary to keep a channel for their boat to enter."

1903, April 1: Assessed at \$200 and owned by Charles B. Fox. In 1915 the owner was the same, and the assessment was \$350. By the 1920s the only structure on Mud Island was an old boathouse of indeterminate age located in a cove facing Wolfeboro Bay.

⁶⁹⁷ Cited in 1952 tax list, p. 2. Bradford Bentley owned land on the northwest side of the road.

⁶⁹⁸ By Avitar Associates of New England, Inc., Chichester, NH, as part of a general town reassessment, 1990. All assessment figures quoted are from this source.

1930, July 4, *GSN*, advertisement in stated that the northwestern point of Mud Island containing one and one-quarter acres was for sale, “a good location for a camp,” and that inquiries could be directed to Will Horne on Sewall Road in Wolfeboro or Leon R. Hayes in Farmington.

1938, February 28, *GSN*: “E.M. Fifield of Boston, Massachusetts, has purchased Mud Island out on the lake, and it is reported that he is planning some kind of development for boating or otherwise, out on the famous island.”

December 2, 1938, December 2, *GSN*: “Mr. Fifield of Medford, Massachusetts, who has a summer camp on Mud Island, has a problem of righting his boathouse which was turned topsy turtle during the September hurricane.”

1930s: Enter George S. Casebolt, a Harvard student under Arthur W. Hanson (father of Robert L. Hanson, current owner of numerous of the Varney Islands).⁶⁹⁹ Casebolt visited nearby Keniston island and became intrigued with Mud Island across the water, traced the owner, and bought the westernmost tip of it. Later, a man named Peabody erected on it a prefabricated garage said to have been bought from Sears.

1939, August 4, *GSN*: “We are glad to see that the George Casebolts have arrived here to spend the remainder of the summer on Mud Island.”

c.1940: A fine boathouse existed on the east side of the island, and a large, attractive cabin (still there today) was about 50 yards to the northwest of it.⁷⁰⁰

1946, July 10: On this date a professor named Jean (“Jules” in certain citations) Epailly and his wife Hedy Spielter, both from New York City, bought the unsold major part of Mud Island (the island except for the Casebolt property) for use as a summer music camp. It is believed that they were of German ancestry and came from the Alsace-Lorraine district of France, near the German border.⁷⁰¹ Both spoke with a heavy German accent. They set up a large building and hauled a number of pianos (mostly spinets and large uprights) to the facility. The camp, with a boathouse, 16 or more bunkhouses (small shacks each measuring about 10x10 feet), and a combination mess-hall and music building (used as a camp today), operated for about a decade, and reached the height of its prominence in the summers of 1953 and 1954.

1947, summer: Hedy Spielter of the Institute of Modern Piano Technique, New York, and Big Mud Island, Wolfeboro, was training students on the island. Some of these artists appeared in concert in town.⁷⁰² Mud Island was subsequently renamed Melody, a name that has lasted to the present day, as few current cottagers desire the older appellation. The Epaillys retained title to their property until September 14, 1961.

1951, August 24, *GSN*: Detailed discussion of Hedy Spielter’s accomplished music students who were spending part of the summer on Melody Island. “Melody island has brought fine talent to Wolfeboro.”

1953: Called “Little Tanglewood” in the *GSN*, a complimentary nickname linking it to the summer music festivals in western MA.⁷⁰³

1953, August 7, *GSN*: Article about concerts being given regularly on Melody Island, open to the public, such article concluding with: “This, dear readers, should be enough to convince you that unusual opportunities await you on Melody Island, twice a week until about September 1. The telephone number there is 524-J. If you fail to reach them there just keep trying. Remember it is a music school and everybody’s likely to be either teaching or practicing. When you do reach them the reward is great.”

1954, July 9, *GSN*: “It was about nine years ago that the management of the Hedy Spielter School of Music in New York City including Spielter and Mr. Jules Epailly, purchased the Varney Islands off Wolfeboro Bay. The following summer they started a music school limited at that time to the study of piano, music theory, harmony and composition. Their aims in the first was to develop the effort to exactly what they

⁶⁹⁹ Years later Casebolt made a model of the Governor John Wentworth mansion, now preserved by the Wolfeboro Historical Society.

⁷⁰⁰ Letter from Stephen L. Den Hartog to the author, May 18, 1993.

⁷⁰¹ *Ibid.* Certain other information concerning Melody Island, incorporated into other paragraphs here, is from the same source. (A retrospective of Melody Island, with some inaccuracies, appeared in *GSN*, July 3, 1975, and is not used here).

⁷⁰² *GSN*, July 18, 1947. This was the first year of operation of the Institute (also see retrospective in *GSN*, July 24, 1953, noting that 1953 was the 7th season).

⁷⁰³ *GSN*, July 10, 17, 1953.

have today—a school for pianists and orchestral instruments. It has taken a great deal of doing over a period of eight years but it has been accomplished—accomplished to a very large extent through the aid of a large group of far-seeing music lovers from Laconia where interest was keen enough to bring about the organization of the NH Music Festival, Inc.... However, the initial credit for the entire achievement belongs to the venturing couple who dared to dream and act on the dream.

“Miss Spielter is one of the rare individuals in the music field who is artistic to the fingertips, yet as practical as the day is long. After Mr. Maurice Bonney consented to gather a group of orchestral musicians and bring them to the island, there was a very serious question of funds, and Miss Spielter undertook the preparation of food for the entire personality of the island, this plus the purchase of many of the supplies and, of course, her daily task of teaching piano... Other instruments are being taught this year by men of experience and some of the finest symphonies in the country, and a number of young aspirants are on the island to study with them. As for the orchestra as a group, it proved a revelation at a concert in Gilford. Wolfeboro, too, is to have opportunities to hear them, both on the island and in town at the new gymnasium at Brewster Academy. At the present time there are about 30 members of the Music Festival Association in Wolfeboro including a few contributing members...” Biographies were given of some of the instructors at Melody Island.

1955, June 17, *GSN*: “Professor Epailly has started the season at Melody Island.” Called Melody Island School of Music.

1955, July 22, *GSN*: “Visiting town and Melody Island recently were Leopold Stokowski and his two sons, Chris, 3, and Stan, 5” [and his wife, Trudi; they spent 10 days in residence].

1956, June 22, *GSN*: Commented that the orchestra would arrive on the island on July 5. The group, formerly known as the New Symphony Orchestra of New York, had been renamed the New Hampshire Music Festival Orchestra. Although former director Maurice Bonney, who organized the orchestra in 1951, retained the post as music director of the festival, his position as associate conductor of the Houston Symphony Orchestra required his remaining there during July, but planned to come to Wolfeboro in August. In the meantime Dean Ryan, founder and conductor of the Academy of Chamber Players of New York, was going to conduct. It was noted that station WMUR-TV in Manchester planned to present a feature on Melody Island. In the summer, free chamber music concerts were given on the island on Sunday evenings.

1956, July 13, *GSN*: Account of musical group there included this paragraph: “Walk into the Melody Island dining hall between meals—any two meals—of the day, and inevitably there will be musicians relaxing over chamber music, and other musicians brooding tensely over chess. Besides musical instruments, all islanders play chess. True to tradition, Marvin Feinsmith (bassoon player) subscribes to chess, and to pingpong, and to well-done hamburgers.”

1956, September 6: *The Christian Science Monitor* printed a feature article on Melody Island, by Emilie Tavel, noting that there were about 42 men and women musicians in residence there. The island’s boat was named *Go-Go*. Further: “The Monitor’s writer also learned of the never-ending financial drain of running Melody Island. As citizens of this section have become aware of this problem, they have contributed generously to cut down the deficit... The finances seem to be the only cloud looming over Melody Island in the future. Otherwise, the air at Melody Island is full of cheer, the aroma of good cooking, music from every nook and cranny, and most of all the spirit of cooperation.”

The Granite State News, October 13, 1961, included this commentary, “History Marches Around Melody Island”: “The Varney Islands remained well separated, their history is clear cut. One was called for many years, Little Mud Island [*sic*; actually, *Little* Mud Island was a different island, today known as Church Island]. Despite its disgusting name, elite and cultivated people built summer homes there. But eventually, musicians bought it and renamed it Melody Island. Here is planted the seed from which the great New Hampshire Music Festival grew—and grew and outgrew Melody Island. While Jules Epailly and his wife, Hedy Spielter, reigned over Melody Island, melody floated across the bay to Wolfeboro, and music lovers cruised across to the island to hear and to make music.”

John Bridges of Island Real Estate recalled the music camp on Mud Island:⁷⁰⁴ “This was run by Professor Epailly. He was an older man, roly-poly, with a lot of gray hair going every which direction. Obviously, his interest was not in boats. He had a narrow old cabin cruiser that was sunk more than it was afloat. Nat

⁷⁰⁴ Interview with the author, February 16, 1993.

Goodhue tried to care for it and keep it going, but it was such a wreck that not much could be done.⁷⁰⁵ I recall that he was a friendly fellow, an amiable person. He would have music concerts out there on the island.

“Nat Goodhue would take the *Swallow* out in Wolfeboro Bay and anchor off the shore of the island to listen to the concerts. They were very pleasant. Nat Goodhue used to tease the professor. Goodhue kept calling the place Mud Island just to aggravate him. Epailly wanted it to be called Melody Island. Obviously, Epailly persevered.

“I think some of the music camp buildings are still there, maybe converted to cabins. I seem to recall that there was a dining hall, some cabins, and a main playroom where they could practice. Today, I guess you would call the participants ‘hippies,’ but back then they were just happy musicians. I think that the islanders and the mainlanders all enjoyed them and their music. After a number of years, the camp shut down. Whether something happened to the professor, I don’t know. It always seemed to be run on a shoestring. It didn’t seem to be a very affluent operation, and the professor always was out of money.”

1961, September 14: An investor named Heathcote, who lived on Sewall Point, bought Melody Island from Jean and Hedy Epailly on this date and formed Melody Island Associates. Roger Merriman, a surveyor from Squam Lake, was hired to map the property and lay it out into lots for resale. Numerous Melody Island lots were sold from that time through 1966, mainly through the C.M. Mixer real estate agency.

1961, September 29 advertisement: “Wolfeboro Bay. For the first time in years we can offer choice island lots only a six-minute boat ride to Wolfeboro. These lots are on Melody (sometimes known as Varney) Island. This island of nearly 18 acres and more than 4,000 feet of shore frontage on Winnepesaukee commands an unsurpassed view of the lake and its mountains.... For further information contact C.M. Mixer, realtors, exclusive agents.”

1962, November 2: “There are still several good lots on Melody Island for an exceptionally fine view. Sandy bottom. Telephone and electricity available. Only six minutes from town. Price \$4,000 each. C.M. Mixer, Inc.”

Among the early purchasers of property from Melody Island Associates were the following: Ralph Peabody, November 1961; Paul Babson, who bought the two separate small islands known today as Overnight and Lone Pine islands, December 30, 1961; two lots to Horace and Dorothy Woods, February 23, 1962; one lot to Bernard E. and Anita L. Ciolfi on September 6, 1963, and another on September 3, 1966; and one to Alexander Simpson, Jr., and Aili Simpson, December 18, 1964.

John Mixer, son of C.M. Mixer, who owned a real estate and insurance agency in Wolfeboro, became involved in Melody Island Associates, as did Stan Barwis, who worked with the agency. Mixer borrowed money from William Sweeney, a partner in S&B Realty, but could not repay it as scheduled. The unsold lots were conveyed to S&B Realty on August 17, 1968. From that time until the 1980s the remaining lots were purchased by various buyers, some of whom erected cottages.

1966, June 17: “Melody Island has everything but unwanted company! Why not join this group of happy islanders for a new treat in carefree living. Only six minutes from Wolfeboro.” C.M. Mixer.

In 1994 there were 11 summer residences on the island plus a number of outbuildings. Most owners had New Hampshire or Massachusetts addresses, but one was from as far away as Germany.

In the 1990s the *Blue Ghost* mail boat docked there.⁷⁰⁶ Also see Casebolt Point listing.

Memorial Drive: Name as of 1992 for road on Brewster Academy grounds. Starting point: South Main Street. Extends along the left side of the First Congregational Church (in effect, the church driveway), goes past Brown Hall, curves to left past Sargent Hall and ends at Academy Drive.

⁷⁰⁵ After reading this interview, Stephen L. Den Hartog, in a letter to the author, May 18, 1993, noted that this boat was acquired by the Epaillys as part of their island purchase, and was of unknown earlier ownership.

⁷⁰⁶ Alexander McKenzie IV, note, February 9, 1994.

Memorial Hall: Nickname for Brewster Memorial Hall (see listing). Also used to describe the Memorial Hall Theatre (385-seat movie theatre on the 2nd floor).

Memorial to Loyal Men of Wolfeboro: Official name for what is usually referred to as the Soldiers' Monument at Pickering Corner.

Meredith Drive: A.k.a. Meredith Road. Old name for what on October 7, 1992, became known as Greenleaf Drive. Starting point: Clark Road. Turnaround loop at end.

Merritt's Hill: In South Wolfeboro, now called Lookout Hill. Two small camps with a nice view of the lake were located there in the 1930s; owned at the time by Arthur S. Merritt.⁷⁰⁷

Meserve Brook: Small stream that parallels North Main Street on its northeast side, goes under the road, and drains into Winter Harbor. Name in use since the 1770s when it was named for George Meserve, one of the original town proprietors, on whose land the stream originated.

Miah's Hill: Located in the Pine Hill district. Described by Parker (p. 110) as “a rise of land by the buildings now occupied by Jonathan F. Estes.”

Middle Pond: Early name for Rust Pond.

Middle Road: 19th-century name for road from Melvin Village to Pinkham Shore in Wolfeboro.

John W. Hayley (1923): “The Middle (or Main) Road, leading from Melvin Village, past the town hall, through Tuftonboro Center to Wolfeboro.”

Middle Street: No. 1. September 1887 Sanborn fire map name for what is now the section of Union Street between School Street and Lehner Street; at that time Middle Street terminated at what is now School Street (then called Fox Street) and was not cut through to South Main Street.

Middle Street: No. 2. Name for Centre Street in the Wolfeboro Falls section, mentioned as such on the November 1892 and 1901 Sanborn-Perris Map Company, Ltd. maps. However, these maps are not necessarily correct, and at the time the thoroughfare was commonly called Centre Street.

Middleton Road: No. 1. A.k.a. (less familiar usage) Farmington Road; a.k.a. King's Highway. Extension of road from South Wolfeboro corner (where South Main Street, a.k.a. Route 28, makes a right-angle turn), going southeast toward Middleton and a part of New Durham. In 1899 this was known as Main Street (1899 directory), a different designation from South Main Street, which ended where Main Street began—at the corner in South Wolfeboro. Road laid out in 1788 or 1789, but after April 1788 (per Parker).

⁷⁰⁷ *GSN*, June 18, 1937; also Harrison Moore, letter of January 3, 1994, citing information from Ann Durkee and John A. Wiggin.

Middleton Road: No. 2. In March 1783, it was voted “to lay out a road from the sand on the southeast end of Smith’s Pond [Lake Wentworth] to the Middleton line, in the most convenient place, in case the selectmen of Middleton will lay out one to meet it.” Patricia M. Waterman, Wolfeboro town clerk, who researched old town records, commented: “I do not believe this road was ever laid out.”

Miles Road: See listings for Miles Road North and Miles Road South. Also see Parker, p. 187.

Harrison Moore commented:⁷⁰⁸ “In the town records one can find a few tries to rename North and South Main Streets back to Miles Road North and Miles Road South, or East and West. Each time the idea was defeated. One who tried to make the change was Mrs. Mabel Fullerton Hatch of Goose Corner [for many years a columnist in the *Granite State News*].”

1932-1937: In 1932 the *GSN* editorially referred to North Main Street and South Main Street as Miles Road North and Miles Road South, as Mrs. Hatch continued her campaign to eliminate “Main Street” from the local map. On the town warrant of March 1937 was a proposal, subsequently defeated, “to see if the town will vote to change the name of Main Street to Miles Road North and Miles Road South.” One reason for the defeat is that, for example, while much of North Main Street is *near* the old Miles Road North, it was not built on top of it.

Miles Road North: Early Wolfeboro road laid out by the proprietors; quite close to North Main Street now. The road was named for Josiah Miles, who cut its path. Also see Parker, pp. 19, 20.

1955: Alta B. Meader stated:⁷⁰⁹ “The first important change that I find in a road was in 1779, the change in Miles Road North (the present North Main Street). As the early maps show, the surveys provided for many so-called ‘range roads’ between the proprietors’ lots; these roads were straight, except where there were insurmountable difficulties, and sometimes they were built over heart-breaking routes.

“Miles Road (1765) was fairly straight, except where lakes and ponds intervened. It was laid out at the expense of the proprietors before anyone lived in the town, but by 1779 people had built along it. When Ebenezer Horne and his sons came to the Goose Corner region, Miles Road led along the northeast border of his land and was an easier road to travel than the present one, which has a mean curve over Meserve Brook at the foot of the hill beyond Keewaydin Road. Ebenezer Horne desired the road to curve southwest, so that he might have farm lots for his family on both sides of the road; and the town fathers obligingly complied. That accounts for the curve at Ivan Piper’s and on the hill beyond. Waumbec (*sic*) Road, past Carl Shannon’s and the large house now owned by Mr. James Meister, was part of the old road which came out by the red house owned by Harry Libby (1955), in a practically straight line with no bad hill on it.”

The original route of Miles Road was and still is largely wetland and in the 1990s is identified as running from the Piper farm to where the Gordon Harris home is.⁷¹⁰

1977: Janet Macomber told of the road: “The so-called Miles Road started near the New Durham line and roughly followed the lake shore for five miles toward Tuftonboro. It was built before there were any settlers in town. Bridges crossed the smaller streams, but it was necessary to ford the Smith River. The ford was located about fifty feet upstream from the present Main Street Bridge. There was no bridge until 1833.”

⁷⁰⁸ Undated note to the author, 1993.

⁷⁰⁹ Some of what Alta B. Meader wrote is assumptive. Also see Parker (pp. 185-186) for a discussion of the changes.

⁷¹⁰ Harrison Moore, undated note to the author, 1993.

Miles Road South: Early Wolfeboro road laid out by the proprietors; some parts the same as the present South Main Street, other parts more or less parallel with it. This road was laid out beginning at the *old* (pre-1849, see Parker, p. 219) Wolfeboro-Alton town line, at the foot of Perkins Hill and Rust Brook. It continued from that point to what is now the South Wolfeboro intersection, where it turned left and continued into the main area of the town. The first element was five miles long and was laid in 1764.⁷¹¹

Mill Hill: Name for Perkins Hill used by a few people for what most called “Old Perk.”⁷¹²

Mill Island: Early name for Stamp Act Island in Lake Wentworth.

1897, March 2, *GSN*: Retrospective noted that what was later called Stamp Act was named by the town proprietors as Mill island, “possibly on account of its being part of the real estate granted to the builders of the first mill erected on Smith River. The name was afterward changed to Stamp Act. The reason for this change is not very apparent.... A return to the original name, Mill Island, would be a decided improvement.”

Mill Point: Projection of land into Back Bay at Wolfeboro Falls, where the O.P. Berry Company (excelsior mill) held forth for many years.⁷¹³

Mill Pond: Name for Back Bay on certain Sanborn maps (*e.g.*, 1928, 1956). Not official nomenclature.

Mill Pond Place: Name in 1980s and 1990s for small multi-tenant commercial facility located in Wolfeboro Falls in old mill building on Bay side of the bridge crossing Smith River.

1994: Red-painted. Faux waterwheel not recently operated

2021: The faux water wheel, originally built in 1960 when Basket Barn opened there, had seriously deteriorated and has been removed.

Mill Road: Laid out in 1863, 2 1/2 rods wide.⁷¹⁴

Mill Street: No. 1. Street extending from North Main Street, curving left, and terminating at Bay Street. Named for the Steam Mill erected there in 1851 (and shown on the 1860 map). Earlier, part of what is now called Varney Road was also called Mill Street, although when Varney Road was improved by the town, it joined the intersection of Mill and Bay Streets (at the location of the intersection still in use today). At one time called Steam Mill Road (or Street).⁷¹⁵

⁷¹¹ *GSN*, August 28, 1931.

⁷¹² *GSN*, November 1, 1929.

⁷¹³ *GSN*, August 16, 1913.

⁷¹⁴ *GSN*, August 28, 1931.

⁷¹⁵ 1899 and 1941 directories note that Friend Street connects to Mill Street (known as Varney Road in that section today). Also see listing under Friend Street. 1937 Directory has Mill Street extending from North Main Street to the house of Ole Bryant (in the 1990s, near the end of Varney Road).

1899 Directory: “The street extending from North Main Street by the steam mill [Libbey Brothers] to the Daniel Bassett place.” Laid out 2 1/2 rods wide in 1860.⁷¹⁶ Different from Mill Road (which was laid out in 1863); road laid out on July 7, 1850, per town records.

1890, January: Officially defined as: “Mill Street is the street extending from North Main Street by the steam mill to the David Rogers place.”⁷¹⁷

Mill Street: No. 2. South Wolfeboro street extending from Main Street (old name for what is known as Middleton Road today) to the Alton town line;⁷¹⁸ a.k.a. Alton Road. In the 1990s this is known as a part of South Main Street

1889, May 6, *GSN*: “South Wolfeboro: Business at the Woolen Mill is brisk. More help is needed there, and more houses are to be built on Mill Street for use of factory operatives.”

1890, January 19, *GSN* noted that the name Mill Street had been officially applied to a street from North Main Street to the David Rogers house. Accordingly: “There is a street at South Wolfeboro village now called Mill Street which the citizens of that village will probably wish to change.”

Mill Village: Early name for Wolfeboro Falls, nomenclature in widespread use before c.1900; it was virtually never known as Wolfeboro Falls until the 20th century, except at the Wolfeboro (*sic*) Falls Post Office, established in 1891. Sometimes called Upper Village in the late 19th century.⁷¹⁹ A.k.a., infrequently, as slang, Slab City.

1881, October 24, *GSN* (sample citation): “The citizens of Mill Village have put up a street lamp at the corner, which they will keep lighted during the dark nights for the benefit of the public. We learn there are to be several more soon. A good idea, others ought to be placed at suitable distances all over both villages.”

1895, October 8, *GSN*: “No more Mill Village. Out and after yesterday (Monday, October 7) the railroad station name will be changed from Mill Village to Wolfeboro [*sic*] Falls.”

1931, August 28, *GSN*, historical commentary noted that the Mill Village name was changed to Wolfeboro Falls by action of the Boston & Maine Railroad to avoid confusion in the handling of freight; another rail stop elsewhere had a similar name.

Millville: Slang name for Mill Village, an early name for what was later called Wolfeboro Falls.

Millville Grove: Early name for Harmony Grove in Wolfeboro Falls. Mentioned in William Copp Fox’s poem, “The Wolfeborough Centennial, July 9, 1870.”

Millwood Road: Extends from Crescent Lake Avenue to a small peninsula on Crescent Lake. Earlier a.k.a. Crescent Lake Extension. From 1992 to 1994 name changed to Crescent Lake Avenue (of which it was considered a part); name changed back to Millwood Road by action of selectmen, August 17, 1994.⁷²⁰

⁷¹⁶ Parker, p. 199; *GSN*, August 28, 1931, possibly taken from Parker.

⁷¹⁷ *GSN*, January 19, 1890 (report of committee proposing street names).

⁷¹⁸ 1899 and 1907 directories; 1917 Sanborn map.

⁷¹⁹ *GSN*, May 9, 1887 (sample citation).

⁷²⁰ *GSN*, August 24, 1994.

Milton, Ivan, Subdivision: On Broadside Road, Wolfeboro Neck. Developed by Ivan Milton in 1979 and later.⁷²¹

Min Island: One of the smaller of the Seven Sisters Islands in Lake Wentworth. Min Island measures but 0.02 acre.

Minden Drive: Name for Willow Street on several Sanborn fire maps of Wolfeboro; e.g., 1917: “Minden Drive (arbitrary),” and 1928: “Willow Street (Minden Drive).” On 1956 Sanborn map as a paste-over.

Minister Ledge: Ledge in Lake Wentworth to west of Triggs Island. Named for three ministers who settled on Triggs Island.

Ministers’ Island: Early alternate name for Triggs Island, from the ministers who had summer cottages there.

Mink Brook: No. 1. Drains from Rust Pond, joins Baker Brook, and empties into Lake Winnepesaukee. So-called “in honor of the large number of minks that have been trapped in the stream running from Rust Pond into the big lake.”⁷²²

Mink Brook: No. 2. Once a name for the settlement at South Wolfeboro.⁷²³

Mink Island: One of the trio of Mink Islands in Lake Wentworth. Shortly after the turn of the century, this property was known as Little Wentworth Island for a time.

Mink Islands: The trio of Mink Islands in Lake Wentworth includes three pieces of land, the largest being Mink, listed in town records as being 3.3 acres in size, accompanied by the smaller West Jockey Cap (0.03 acre) and East Jockey Cap islands. Mink has three family camps built on it. Shortly after the turn of the 20th century, Mink Island was called Little Wentworth Island for a time; later, the name was forgotten.

1897, March 2, *GSN*: The trio of islands at that time was known by these names: Mink Island, East Island (later, East Jockey Cap Island), and Lone Island (later, West Jockey Cap Island).

Mirror Lake: Lake in Tuftonboro with a small amount of shoreline within the limits of Wolfeboro. Known earlier under several different names including Livius’s Pond, Levi’s Pond, Dishwater Pond (in particular), and Lang’s Pond. *GSN*, December 5, 1903, in an article about old-time names, mentioned that it was also called Little Pond; apparently, this name was rarely used. Also see note under Livius’s Pond.

⁷²¹ *GSN*, October 10, 1979.

⁷²² *GSN*, August 28, 1931; also, Alexander McKenzie IV, note to author, February 9, 1994.

⁷²³ Gertrude B. Hamm: “Colloquial Names.”

When John E. Fox was a mail clerk during Grover Cleveland's presidential administration, he was able to get a post office established in the area, and Horace McIntire was appointed postmaster, the office being in his house. The office had to have a name, and Mrs. Fox suggested Mirror Lake. This post office was established July 23, 1888. However, it was called Dishwater Pond for years afterwards as the name did not catch on right away.⁷²⁴

Mirror Lake Narrows: A.k.a. The Narrows. Strip of land between Mirror Lake and Lake Winnepesaukee, past the Libby Museum, mostly in Tuftonboro, but with a small part in Wolfeboro. Term in use in the 1930s and 1940s.

Mirror Lake Road: Early name for part of North Main Street, especially that from Goose Corner (then sometimes called Rendall's Corner) to Mirror Lake (1899 directory). Laid out in 1873, 3 rods wide.⁷²⁵ Still used by the New England Telephone & Telegraph Company in its directories in the mid-1920s although local residents did not agree with the listing.

Mitchell Road: Name changed to Meadow Lane by the selectmen, August 17, 1994.⁷²⁶ Road off Route 109 near Ryefield Marsh, near Wentworth State Park.

Mohawk Street: 1899 and 1907 directories: "The street extending from Sewall Street to Oak Street, second westerly of Pleasant Street." Apparently, named for the Mohawk Indian tribe. Mohawk Street no longer exists; it was platted, but probably was never developed, although it was listed in directories for nearly a decade. At the time, the general area was one of open fields with very few houses, even on nearby Pleasant Street.

Monument Square: Name occasionally used for Pickering Corner intersection after the erection of the Soldiers' Monument in 1914.

Moody Corner: A.k.a. Moody's Corner. Intersection of Rte. 28 (Center Street) with Haines Hill Road. Arthur S. Moody (1877-1936) lived there in the 1910s and 1920s.⁷²⁷

Moody Mountain: Mountain 1,420+ feet high (USGS map; another map says 1,440 feet) in northern area of Wolfeboro, north northeast of Stockbridge Corner. Recently preserved by the Society for the Protection of New Hampshire Forests, an improved trail has been built. There is an open area at the top with good views in several directions, as well as a small private cabin. This is the highest point in the Township of Wolfeboro.

⁷²⁴ *GSN*, August 28, 1931.

⁷²⁵ *Ibid.*

⁷²⁶ *GSN*, August 24, 1994.

⁷²⁷ *GSN*, August 21, 1915.

Moody Pond: Nickname c.1940 for part of Crescent Lake near Edwin V. Moody's ice house.⁷²⁸

Mooney Shore: Section of Rust Pond shorefront, where in 1902 the summer camp of T.L. Thurston was located. Site for picnics.⁷²⁹

Moore Pond: Name given to pond on Moore Brothers farm in Pleasant Valley. A.k.a. Townsend Brook Reservoir.⁷³⁰ Used for ice skating in the winter.⁷³¹ Made by damming Townsend Brook in 1938 as a WPA project. Today, the pond is heavily silted.⁷³²

1938, January 28, *GSN* reported that a dam 80 feet long was being built as a WPA project to create a pond with an average depth of six to eight feet to be used as a safeguard for fires in the Pleasant Valley section. In actuality, the depth was probably never more than four or five feet.

1938, April 22, *GSN*: Site overflowing with flood waters; WPA dam project suspended.

1939: Pond froze over by mid-November.

1963: Called a "fire hole"; town voted to spend \$600 to dredge out the silt that had accumulated there.⁷³³
1963, October 4, *GSN*: Noted that the Harriman Construction Company and its Wolfeboro employees had completed on September 27 the dredging out of the Townsend Brook reservoir.

Moore Road: In Pleasant Valley. name in use c.1970.⁷³⁴ Name no longer used.

Moore Shore: Located in Pleasant Valley on Lake Wentworth. Several camp lots were located there.⁷³⁵

Moose Point: Projection of land into Lake Wentworth on northwest shore, not far from Allen Albee Beach.

Moose were prevalent in the area in the 19th century and earlier, then they mostly disappeared. From the 1980s onward they have made a strong comeback in Wolfeboro.

1895, October 15, *GSN*: "For sale. A number of desirable lots on Moose Point, Lake Wentworth, sized to suit purchasers, varying in price from \$25 upward according to size and location. For particulars address C.D. Hersey."

Moose Point Road: Road from Center Street extending southeast to shore of Lake Wentworth at Moose Point.

Morgan, Grace, Road: Grace Morgan Road. See listing alphabetized under G.

⁷²⁸ *GSN*, January 5, 1940.

⁷²⁹ *GSN*, August 9, 1902, and July 17, 1909.

⁷³⁰ *GSN*, October 4, 1963.

⁷³¹ *GSN*, December 7, 1954; November 16 and December 6, 1957, etc.

⁷³² Certain information from Harrison D. Moore, letter, December 2, 1993, and Arthur F. Chamberlin, letter, February 22, 1994.

⁷³³ 1963 *Town Report*, p. 4.

⁷³⁴ *GSN*, July 9, 1970 (report of break-in there).

⁷³⁵ 1952 tax map, p. 69.

Morgan Lane: Extends for a short distance northwest off Haines Hill Road. A.k.a. Morgan's Lane and Grace Morgan Road.

Morningside Road: Name on 1956 Sanborn map for Estabrook Road, a short road off South Main Street leading into certain Brewster Academy facilities immediately west of Green Street.

Morrill Brook: Small stream more or less parallel to Route 109 in the area of the Governor Wentworth Farm. Same as Whitton Brook.⁷³⁶

Moultrie Drive: Road off Kenyann Drive in the Wolfeboro Falls area.

Mount Delight: Hill near where Warren Brook empties into Lake Wentworth; close to the Brookfield town line. Named by Gov. John Wentworth. 893 feet high (USGS map). This name was also used briefly in 1924 for Camp Birchmont, on the hill, owned by Helen Hemenway.⁷³⁷ Occasionally called Mount Pleasant (see Mount Pleasant listing 2).

Mount Long Stack: Also occasionally cited as Mount Longstock. Located where the town of Wolfeboro boundary meets the boundaries of the towns of Alton and New Durham in South Wolfeboro near the extreme southern tip of the town. 1,223 feet high (USGS map).

Mount Pleasant: No. 1. Peak mostly (including its summit) in Tuftonboro, northeast of Upper Beech Pond (in Wolfeboro), slopes downward toward Upper Beech Pond, with part of its base in Wolfeboro. In 2020, the Lakes Region Conservation Trust arranged to purchase a 127 acre parcel in Tuftonboro and Wolfeboro, including Mount Pleasant. This protects the watershed of Upper Beech Pond, Wolfeboro's water source, as well as providing hiking trails and expansive views at the rocky summit. Hiking access is via a small parking area on North Line Road in Tuftonboro.

Mount Pleasant: No. 2. Alternate, infrequently used name for Mount Delight (see listing).⁷³⁸

Mount Washington Wharf: Dock in use beginning in the 19th century for the steamer *Mount Washington*. Where the Wolfeboro Dockside Grill & Dairy Bar is there today. The motor vessel *Mount Washington* docks there now.

⁷³⁶ Arthur F. Chamberlin, note, April 24, 1995.

⁷³⁷ *GSN*, July 12, 1924.

⁷³⁸ *GSN*, April 25, 1952, said it was Lady Wentworth who first called it Mount Pleasant.

Mount Washington Wharf Building: A.k.a. Boston & Maine Railroad Wharf Building. Two-story wooden building located at the Town Docks. Occupied by several tenants. Burned on May 28, 1899.

Mountain Road: Alternate, seldom-used name for Cotton Mountain Road.⁷³⁹

Mountain View Field: A.k.a. Mountainview and Mountain View Airstrip or Airport. “Mt. View Field” is the name on the main building. Aircraft grass landing strip owned and maintained by abutting homeowners in Penn Air Estates (see listing for history). Located near North Wolfboro.

1968, August: A plane piloted by Dennis Murray, with James Glidden as a passenger, took off from Mountainview and crashed in Freedom. Murray was killed.⁷⁴⁰

Mountain View Terrace: Name before October 7, 1992, for what is now known as Ryefield Terrace. Starting point: Governor Wentworth Highway (Route 109). Extends north from Route 109 near Bryant (formerly Whitton) Road. Developed c.1987 and advertised by Chipmunk Realty (a.k.a. Realty World). Three two-family garrison-style homes were offered at pre-completion prices of \$119,000 each.⁷⁴¹

Mountain West: 22-unit complex granted permit on August 5, 1981. At terminus of Mountain West Drive (see below). The condominiums are on a hill (“mountain”) overlooking the lake. Where the “West” came from in the name is unknown. Developer: Robert Gayner, a summer resident of Alton. Each unit was to have 2,600 sq. ft. and sell for \$150,000.⁷⁴²

1982, September 15 *GSN* noted that Peter Shulman was sales representative and that five condos had been sold to date.

1984: Robert Gayner wanted 12 piers for boats, with tenants sharing boats. His attorney advised against this. Much negotiation took place, and finally 20 boat slips and 10 piers were approved, but even this approval was controversial and was overturned in court. Legal scraps continued for years.⁷⁴³

1986: K&B Homes, Salem and Wolfboro, owned various units. Advertised that there were 24 units in the complex, four-level “town homes with views of lakes and mountains.”⁷⁴⁴

Mountain West Drive: A.k.a. Mountain West Road. Road ascending hill from South Main Street extending to the Mountain West condominium complex developed in the 1980s and continuing down to the shore of Lake Winnepesaukee.

⁷³⁹ *Town Report*, 1919, p. 22, where maintenance is discussed.

⁷⁴⁰ *GSN*, August 22, 1968.

⁷⁴¹ *GSN*, July 1, 1987.

⁷⁴² *GSN*, May 13, 1981.

⁷⁴³ *GSN*, January 18 and 25, March 14, April 4, and May 9, 1984. Also August 29, 1984 (variance overturned in Carroll County Court). More controversy and litigation is recorded later including in *GSN*, June 10, September 23, and November 4, 1987.

⁷⁴⁴ *GSN*, October 1, 1986.

Mountainview Street: Extends from Heritage Road in Hidden Valley, parallel to Beech Pond Road north of Beech Pond, continues into Tuftonboro. In 2021, there is no record of the street in the tax maps.

Mudge Lane: A short road on the Brewster Campus, named for Daniel and Kathleen Mudge, long-term Trustees heavily involved with the development of the Smith Athletic and Wellness Center.

Mud Island: Old name before the 1950s for Melody Island (see listing for history). A.k.a. Big Mud Island.

Municipal Skating Rink: General name for town-managed ice-skating rinks in various locations over the years including these (partial listing):

1. Rink constructed in January 1937 near the corner of Center and Factory (later known as Lehner) Streets, behind the Tydol Station. 200 feet long, 58 feet wide and surrounded with an eight-foot board fence. Created through the efforts of the Wolfeboro Development Association (name at the time for the Chamber of Commerce).

2. 1940s: Rink on flat area of Back Bay off Center Street before Wolfeboro Laundry, on same side as Wolfeboro Laundry.

3. 1950s: On field on Brewster campus between Carpenter School and the Academy building.

4. Various times, overlapping the preceding: Behind Carpenter School.

5. Back Bay Park (now known as Foss Field), beginning in the winter of 1966-1967; after this time Brewster Academy field was no longer used.

6. The Pop Whalen Skating Rink in the Abenaki Recreation Area (see listing) has served as the municipal rink since 1988.

Murray's Island: A.k.a. Murray Island. Archaic name for Cate Island (see listing). Called Murray Island on 1952 tax list, p. 73 (Marshall Murray owned it).

Murray's Islands: Small islands in Lake Wentworth near Stamp Act Island, visible from Point Breeze. Name used in 1930s and 1940s.⁷⁴⁵

Museum Shores: Area of Wolfeboro on shore of Mirror Lake near Libby Museum. Cottages were developed there in 1961-1962.⁷⁴⁶ Yankee Pedlar offered lots with 100 feet of lake frontage and 370 feet of depth for \$4,200.

Museum Shores Road: Road off Lang Pond Road on the shore of Mirror Lake. Name derived from the nearby Libby Museum.

⁷⁴⁵ Cf. postcard No. 546A issued by Gould's Dime Store, Wolfeboro.

⁷⁴⁶ *GSN*, November 24, 1961; August 10, 1962.

N

Nancys Way: Short street extending from North Main Street to Corinthian Yacht Club on Wolfeboro Bay. Adopted by the town on October 6, 1993. In 2021, the name is now Corinthian Way.

Alexander McKenzie IV, commented:⁷⁴⁷ “This street was named for Nancy Greer, who died in 1992 after a long bout with cancer. George and Nancy Greer owned a two-family dwelling on this street and were both very active and supportive in the Wolfeboro Corinthian Yacht Club. This name was proposed by me and endorsed by the W.C.Y.C., John O’Connell, and the two other property owners on this street. George Greer and his new wife, also named Nancy, still live on this street.”

Narrows, The: No. 1. District, partially in Wolfeboro but mainly in Tuftonboro, on the road between the two towns, just past the Libby Museum; the land area between Winter Harbor and Mirror Lake. A.k.a. Mirror Lake Narrows.

Narrows, The: No. 2. A.k.a. Narrows at Back Bay. Condominium complex on shore of Back Bay near the Wolfeborough Railroad Station. Developed by Anthony Attalia, Green Mountain Investments, Inc., beginning in 1986 with Planning Board approval in 1991; later sold to Edward and Laurie Mertens.⁷⁴⁸

Narrows at Back Bay: See Narrows No. 2 listing above.

Nary Shore: Shoreline area on east side of Winter Harbor, accessed by Nary Shores (plural name) Road.

Nary Shores: Development at Nary Shore platted by George Nary, Jr., in 1976.⁷⁴⁹

Nary Shores Road: A.k.a. Nary Shore Road (as in petition of residents of the road to the town to accept road).⁷⁵⁰ Thoroughfare extending from North Main Street down a hill to the Nary Shore area of Winter Harbor, continuing to the left along the shore. A section to the right of Nary Shores Road is called Gateway.⁷⁵¹

National Guard Armory: Facility in South Wolfeboro south off Middleton Road about half way between the Route 28 corner and the New Durham town line. Later, officially called the Hart Military Reservation (see listing). Often called the Wolfeboro Armory or simply the Armory. In 1994, the building was rented by the Governor Wentworth Regional School District. In 2003 the property belonged to the Town of

⁷⁴⁷ Notes to author, February 9, 1994.

⁷⁴⁸ There were many discussions, hearings, and controversies regarding the use of this land for condominiums, the terms of acquisition, etc. *GSN*, June 24, July 8, August 5, 1987, July 20, December 21, 1988, January 11, 1989, and many other issues.

⁷⁴⁹ *GSN*, September 30, 1976.

⁷⁵⁰ *GSN*, November 6, 1985.

⁷⁵¹ Selectmen’s resolution, October 7, 1992.

Wolfeboro, and the Municipal Electric Company offices were relocated there. In 2012, a small portion of the property was split off for an expansion of the South Wolfeboro Cemetery.

Natures Way: Road off Haines Hill Road. Presumably, named because of natural surroundings in the area, not from a tag phrase in an advertisement for a popular medication. A tiny section of the old Route 28 near the beginning of Haines Hill Road at the intersection with the present Route 28 (a.k.a. Center Street). Services two homes; maintained by the town of Wolfeboro. New name submitted by residents in 1992 and accepted by the selectmen.

Neck Road: No. 1. Alternate name, not often used, for Forest Road years ago. A.k.a. Wolfeboro Neck Road, Forest Street, Forest Road. Laid out in 1836.⁷⁵² Name used in 1915 *Town Report*.

1915: Frank Hopewell, George A. Carpenter, and W. P. Underhill, land owners on Wolfeboro Neck, donated money to the town to raise the grade at the foot of the hill by 9 feet. This was done by adding 2,500 cubic yards of fill. The turn at the foot of the hill was also straightened out. The total expense was \$2,000 of which the town contributed \$500, and donations provided \$1,500.

Neck Road: No. 2. Alternate name, not now used, for Whitten Neck Road (cf.: 1892 map). Also an early name for Neck Street (see listing). Neck Road was laid out in 1836, two rods wide; probably refers to Whitten Neck.⁷⁵³ A poem, *The Neck Road*, by Edith Colby Banfield, published in the *GSN*, September 3, 1933, probably referred to Whitten Neck Road.

Neck Street: Early name for Whitten Neck Road. 1890, January: Officially defined as: "Neck Street is the street extending from Centre Street to the farm of A.H. Willey."⁷⁵⁴ In its day the Willey farm was very well known and was featured on postcards and in illustrations. Later, Edwards-on-Wentworth resort was there.

Nelson Hill: A.k.a. Goldsmith Hill; years ago sometimes called Bellywhack.⁷⁵⁵ Hill in northwest corner of town near Water Village.

1985-1986: Excavated, graded, graveled, and paved by the town.⁷⁵⁶

⁷⁵² Parker, p. 199.

⁷⁵³ *GSN*, August 28, 1931.

⁷⁵⁴ *GSN*, January 19, 1890 (report of committee proposing street names). A.H. Willey = Alexander H. Willey.

⁷⁵⁵ Arthur F. Chamberlin, note, April 24, 1995.

⁷⁵⁶ Street Map, Town of Wolfeboro. Draft copy furnished by Amanda Simpson to author, January 31, 1994; 1985 and 1986 *Town Reports*.

Nelson Road: A.k.a. Paul Nelson Road. Off Cotton Valley Road.⁷⁵⁷ In 1994 known as Armstrong Road, but not without controversy (see No. 2 note under Armstrong Road). Mentioned in 1946 *Town Report*, p. 5. Resurfaced with tar by the town in 1963.⁷⁵⁸ 2021: Nelson Road is considered a driveway and no longer named.

Nelson Subdivision: Development on Crescent Lake. Numbered lots were sold c.1970.⁷⁵⁹

New Durham Road: Road leading from Wolfeboro to New Durham (*e.g.*, 1899, 1907 directories, September 1930, notice from selectmen).

New Garden Road: Road off Pleasant Valley Road, extending southeast to the New Durham town line. Road is a dead end at the last house. Town records of December 23, 1815, mention a road in what is now known as Pleasant Valley, crossing what is now Pleasant Valley Road and continuing on to what is now New Garden Road; name not specified. Town records of May 15, 1818, specify what seems to be an extension of New Garden Road (name not given) to the New Durham line. Town records of November 25, 1818, describe a new road two rods wide off what is now New Garden Road; the new road extended south-southeast up over Horne Mountain (a.k.a. Ricker Mountain) and came down the other side, northerly of the eastern end of Rust Pond, and continued through what is now the Wolfeboro Camp School area to what is now Pleasant Valley Road.

Note: The town of Ossipee was once called New Garden, but this has no connection with the road.⁷⁶⁰

New Hampshire Boat Museum (NHBM): The NHBM was founded in 1992 by a group of antique and classic boating enthusiasts who wanted to preserve and share the boating heritage on NH's fresh waterways. Originally called the "New Hampshire Antique and Classic Boat Museum", the name was modified to better reflect the Museum's mission. After moving around several area locations, a permanent home was found in 2000 at the former Allen "A" Resort theater and dance hall. The building, dating to 1954, is a large Quonset hut on Route 28.

The museum includes a variety of boats, motors and boating related items, with hands-on activities for children and families. The museum also conducts boat rides in their replica 1928-style mahogany triple cockpit boat, the Millie B., on Lake Winnepesaukee, boat building classes, community sailing, summer camp for children, a lecture series, boat restoration, model boat yachting and kit building. Events include a Boathouse Tour (since 2006), a boat show in Alton Bay, and an annual Vintage Boat and Car Auction, for fund-raising.

The NHBM has outgrown the present location. In 2019, the purchase of a 4 acre lot off Bay Street, leading to the shorefront of Back Bay, was completed. In 2021, fund raising is in progress for construction and relocation to a much larger-round year facility to be able to expand their exhibits and programs. See their website for further details.

⁷⁵⁷ Arthur F. Chamberlin, letter, March 15, 1994.

⁷⁵⁸ 1963 *Town Report*, p. 56.

⁷⁵⁹ *GSN*, December 10, 1970.

⁷⁶⁰ Arthur F. Chamberlin, letter, October 12, 1993.

New Road: No. 1. Town records, March 1883: “Voted to discontinue the road leading from the highway from North Wolfeborough to Wolfeborough Bridge near the house of Charles H. Bennett to the New Road (so called) near the house occupied by Mrs. Ellis and Benjamin Prescott—meaning the old Willey Mill Road.” Same as Chamberlin Road (see listing).

New Road: No. 2. New Road: Name for road connecting Ossipee with Wolfeboro Center at Moody’s Corner c.1915 during which era there were many complaints about this road. Laid out in 1866 and used only in dry weather, until it was tarred in the late 1920s.⁷⁶¹

New Road: No. 3. Name used infrequently years ago for Bay Street.⁷⁶²

New Road: Generic. Often-used term by nearby residents for many different roads when they were first built.⁷⁶³

New York Shore: Name for strip of shoreline in Lake Wentworth on which Henry D. Brewster and several other families from New York City spent summers in the 1920s and 1930s. Name no longer used.

Nimenabaug Trail: Indian trail. Roughly paralleled the north shore of the present Back Bay and followed loosely the eastward route of present Route 109 to Sanbornville and Great East Lake where it joined the well-traveled Newichwannock Trail, leading from the coast to the mountains.⁷⁶⁴

Nine Hundred (and) Ninety (990) Sewall Road: Name given to group of houses built by Leigh Turner in the 1980s on Sewall Road near where it joins Forest Road; the name has no connection with the official town numbering system of Sewall Road implemented several years later. Next to the 1000 Sewall Road development. Street within is named Knoll Road.

Nineteenmile Brook: Located near Tuftonboro town line. Also spelled Nineteen Mile Brook. So named because it empties into Nineteen Mile Bay in Tuftonboro.

Normas Lane: Earlier called Norma’s Lane (apostrophe deleted after October 7, 1992). Starts near the end of Port Wedeln Road toward Winter Harbor. From the first name of the lady who, with her husband, built the first house on this street.⁷⁶⁵

North Hodge Shore: Road at Hodge Shore on Lake Wentworth. Starting point: Hodge Shore Lane.

⁷⁶¹ *Ibid.*

⁷⁶² Ida Pineo, note, April 1994.

⁷⁶³ Arthur F. Chamberlin, note, April 24, 1995.

⁷⁶⁴ Walter P. Bowman, p. 8.

⁷⁶⁵ Alexander McKenzie IV, note, February 9, 1994.

North Keewaydin Shores: New name for area in Winter Harbor.⁷⁶⁶ Starting point: Old Keewaydin Point Road. Also see Cottage Lane listing.

North Kenney Shore: Road at Kenney Shore. Starts at Kenney Shore Lane.

North Line Road: Often misspelled as one word: Northline. Extends from Center Street at Wolfeboro Center to the Tuftonboro town line. A citation in the town records, September 1814, refers to what may have been an extension of this road. On the other hand, Hayley (1923, p. 15) notes that this road was laid out in 1816; began at residence of Isaac N. Copp in Tuftonboro and continued “southward by Federal Corner, and through Brighton, to Stockbridge Corner and beyond.” Thus, the road was planned from the Tuftonboro end. A.k.a. Will Clark Road and Bill Clark Road until after World War II.⁷⁶⁷

North Main Street: Extends from the Smith River Bridge in downtown Wolfeboro to the Tuftonboro town line; part of Route 109. Designated West Main Street on Norris’ 1889 map of Wolfeboro and often called that by townspeople. 1890, January: Officially defined as: “The street extending from the southerly side of the bridge across Smith’s bridge to Tuftonboro.”⁷⁶⁸

c.1918, J. Frank Goodwin cleared his property extending from North Main Street down the hill to Jockey Cove, of stone walls and rocks. These were crushed and used as a base for paving North Main Street.

In 1931 and 1932, Mabel Fullerton Hatch, in her column in *The Granite State News*, made many strong suggestions that the town rename North Main Street as Miles Road. For a time, most mail sent and delivered to her bore a Miles Road address in deference to her request. However, the name was not officially changed. In the 1990s it is known only as North Main Street. (See Miles Road North listing for more information.)

North Wakefield Road: Extends northeast to Brookfield (continuing to Wakefield) from the intersection of Cotton Mountain and Stoneham Roads. It becomes known as Jenness Road in Brookfield. Occasionally called Tilton Road (see listing) in the 1940s. Road is only passable for vehicles a short distance north of Stoneham Road.

North Wolfeboro: District centered at the intersection of Haines Hill, Trask Mountain, Stoneham, and North Wolfeboro Roads. including the Dimon’s Corner area. Boundaries not precisely defined.

1818 and c.1835: North Wolfeboro tried to secede from the town of Wolfeboro, but the notion was voted down at town meetings.⁷⁶⁹

Parts of this were selected as the North Wolfeboro Historic District following a vote at the 1976 town meeting for the establishment of the Historic District Commission and at the March 8, 1977, meeting approving the district itself.⁷⁷⁰

2010: The Historic District (see listing) was abolished.

⁷⁶⁶ Selectmen’s resolution, October 6, 1993.

⁷⁶⁷ Arthur F. Chamberlin, letters, October 12, 1993, and February 22, 1994.

⁷⁶⁸ *GSN*, January 19, 1890 (report of committee proposing street names).

⁷⁶⁹ Theodore H. Brigden, *Around Dimon’s Corner*, p. 26.

⁷⁷⁰ 1977 *Town Report*, p. 114; *GSN*, March 7, 1977.

North Wolfeboro Cemetery: Located off corner of Stoneham and Cooper (Cowper) Roads.⁷⁷¹

North Wolfeboro Farmettes: Development by Northern Land Traders (of Ossipee) on Cowper (a.k.a. Cooper) Road, platted in 1977.⁷⁷²

North Wolfeboro Historic District: See North Wolfeboro listing.

North Wolfeboro Post Office: (1835-1915)

This post office was a facility operated from various stores and at least one home (Mary Abbott's). Postmarks used:

NORTH WOLFBOROUGH: March 2, 1835 to March 24, 1892.

NORTH WOLFBORO: March 24, 1892 to June 30, 1915.

Notes:

1856: Alonzo Roberts was postmaster.

1863: Post Office in A.S. Cotton's store.

Later postmasters and mail handlers—partial listing—included Hezekiah Willand was later postmaster, then Martin V.B. Ricker, Moses Abbott, James Canney, Moses Abbott (again), and Mary Abbott.⁷⁷³

1902: Etta C. Dore (Dorr in certain records) was postmaster. Authorized salary range for this part-time position was \$73.28 to \$78.28.

1910: Mary Abbott was postmistress (official term).

North Wolfeboro Road: No. 1. Extends from Center Street southeast to Dimon's Corner.

Where North Wolfeboro Road joins Center Street there is a large panel listing the names of homeowners in the area.

North Wolfeboro Road: No. 2. Occasionally used term c.1900 for Water Village Road through Wolfeboro Highlands, sometimes earlier known as Highlands Road. Name no longer used in this context.

Northpointe-Wolfeboro: Small subdivision off Forest Road. Name no longer used.

1975, August 28, *GSN*: "Northpointe Builders, Inc., Campton and Laconia, is pleased to announce Northpointe-Wolfeboro. Excellent quality new homes in every style and price range for the discriminating buyer. Model home now being constructed on Forest Road. Wayne Blanchard, exclusive agent."

⁷⁷¹ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 173-182.

⁷⁷² *GSN*, May 11 and July 13, 1977; August 8, 1978; and other issues. Consistently spelled as Cooper Road at the time.

⁷⁷³ Theodore H. Brigden, *Around Dimon's Corner*, pp. 53-55.

Nosbab Island: Name in 1993 continuing to July 6, 1994, for what is now known as Overnight Island; earlier called Babson Island (see listing for history), one of the Varney Islands in Wolfeboro Bay.⁷⁷⁴ “Nosbab” is Babson spelled backward. However, the owner, Donald P. Babson, knew nothing about this new name when informed it was on the town records as such, and, in fact, could not recall having ever heard it.⁷⁷⁵ On May 9, 1994, Mr. Babson confirmed the new name as Overnight Island.⁷⁷⁶ This was made official by the selectmen at their meeting of July 6, 1994.

Nudd Graveyard: No. 1. Located off Haines Hill Road.⁷⁷⁷

Nudd Graveyard: No. 2. One of these is known as Haines-Nudd Graveyard; see listing.

Nudd’s Building: A.k.a. Nudd Block. Name for what was later known as the Scott House (see listing for history).

Nute Graveyard: Located off Cowper Road. Mentioned in town records dated December 5, 1859, relative to the location of a road in the area: “the burying grounds and on land of the heirs of the late Francis Nute of said Wolfborough deceased.” Located behind the Doherty house.⁷⁷⁸

Nute’s Ridge: No. 1. Ridge off Cowper Road. Many cellar holes of former Nute family residences are in the area.⁷⁷⁹

Nute’s Ridge: No. 2. Ridge in the northeastern section of Wolfeboro near Pork Hill Road. Infrequently used term.

Nute’s Ridge Graveyard: Located off Pork Hill Road.⁷⁸⁰

Nutt Cemetery: Described in *GSN*, May 29, 1909, as part of a listing of where Civil War and other soldiers were buried in the town. Geographical location not presently traced (a Samuel Nutt, Civil War veteran, is located in the North Wolfeboro Cemetery, and could have been moved).⁷⁸¹

⁷⁷⁴ Selectmen’s resolution, October 6, 1993.

⁷⁷⁵ March 27, 1994 conversation between the author and Jesse Putney; the latter interviewed Donald Babson on the subject.

⁷⁷⁶ Per letter of Alexander McKenzie IV to Donald P. Babson, May 10, 1994, confirming conversation of the previous day.

⁷⁷⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 207.

⁷⁷⁸ *Ibid.*, pp. 204-206.

⁷⁷⁹ Arthur F. Chamberlin, letter, October 12, 1993.

⁷⁸⁰ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 199, 200.

⁷⁸¹ John S. Fipphen, note, November 2, 1994.

Nutt, Rhoda, Road: See Rhoda Nutt Road listing.

Nutter Hill: On Stoneham Road just east of Cowper Road.⁷⁸²

Nutter Hill Road: Off Stoneham Road at Nutter Hill. Name no longer used.
1989 *Town Report* stated it had been sealed with asphalt.

O

Oak Bluffs: Designation on Norris' 1889 map of Wolfeboro and other citations for area of shore on eastern side of Lake Wentworth, there shown as bluffs rising from water's edge. Once owned by "Aunt Jane" Morgan, then her daughters. The name originated as a designation for a home; then it came to be the name for an area along the shore. Later owned by Mrs. Lewando and Mrs. Mattison.⁷⁸³ Now owned by Mr. and Mrs. Roger F. Murray II.

Oak Grove: Area off Bay Street (per town records dated December 31, 1890; a road 40 feet wide was authorized to be cut through it). Belonged to Stephen Durgin and was sold at auction in April 1889, then described as a notable piece of property of about 10 acres; Sylvester A. Edgerly was the buyer for \$175. Rogers' field, 8 to 10 acres, to its west, was also sold.⁷⁸⁴

GSN, September 26, 1941, noted that Oak Grove was called this 50 years earlier; two streets led from Bay Street to Oak Grove. One was Beatrice Street (see listing), name changed in 1941 to Wood Avenue (see listing). The other was to be called King Street (see listing).

Oak Grove Avenue: Name in the 1880s and 1890s for a road leading from Bay Street to Oak Grove.⁷⁸⁵

Oak Street: Short street near upper end of Pleasant Street, connecting to North Main Street on one side and dead ending on the other. Laid out in 1877, two rods wide, per *GSN*, August 28, 1931. Laid out two rods wide on November 12, 1881, per town records. Named for the popular deciduous tree.

1890, January: Officially defined as: "Oak Street is the fourth parallel street northerly of the bridge."⁷⁸⁶

1891 Directory: Called Range Street.

⁷⁸² Arthur F. Chamberlin, note, April 24, 1995.

⁷⁸³ Per Charles E. Stevens, "Memories of Pleasant Valley." Also see *GSN*, July 10, 1894.

⁷⁸⁴ *GSN*, October 27, 1939 (retrospective); April 8, 1889 (auction details).

⁷⁸⁵ *GSN*, May 6, 1889 (notice of house for sale there by Sylvester A. Edgerly).

⁷⁸⁶ *GSN*, January 19, 1890 (report of committee proposing street names).

Oak Street Extension: Old name for extension of Oak Street from Pleasant Street, in direction opposite of North Main Street. Parallels Clow Street (a.k.a. Clow Road). Oak Street Extension was officially added to the town road system in 1962. 300 feet long, 25 feet wide.⁷⁸⁷ Now included as part of the Oak Street designation.

Oakwood: Residential development in South Wolfeboro off Route 28 on the lake side of the road near the Alton town line. Primarily advertised and sold in the 1950s and 1960s. Serviced by Oakwood Road.⁷⁸⁸

Oakwood Road: Road from Route 28 in South Wolfeboro extending to Furber Point on Lake Winnepesaukee. Stonehenge Road connects to it. Officially added to the town road system in 1962.⁷⁸⁹

Office, The: Group of offices with central telephone, secretarial, bookkeeping, copying, conference room, and mail facilities, at Clarke Plaza, 35 Center Street.⁷⁹⁰ Established in the 1987 by Paul E. Zimmerman. Occupied by numerous professionals.

Old Camp Road: Name before October 7, 1992, for road that extends from North Main Street to cove on Winter Harbor. Now called Waterside Lane, per the 1992 suggestion of local residents. However, on October 6, 1993, the name was changed again, at the request of local residents, to Fullerton Shore (see listing).

Old College Road: Former name for what we now call College Road. Cited as Old College Road as early as 1806 (per town records).

Old East Side Highway: Listed in 1934, 1937, and 1939 directories. Straddled town line with Ossipee; two houses on the right side of the road were located in Ossipee, those on the left were in Wolfeboro (1934 Directory). Same as East Side Boulevard and Brown's Ridge Road.⁷⁹¹

Old Farmington Road: Road to Farmington (1939 directory, p. 219). Name no longer in use.

Old Firehouse Community Center: Name in 1970s for what is now known as the Community Center (see listing).⁷⁹² Lehner Street.

⁷⁸⁷ 1962 *Town Report*. Also *GSN*, November 10, 1961. Petition to lay out street.

⁷⁸⁸ *GSN*, August 20, 1954 (included a mention of this by Mabel Fullerton Hatch; Mr. and Mrs. Arthur Senecal, long-time summer visitors, had recently moved there.).

⁷⁸⁹ 1962 *Town Report*.

⁷⁹⁰ *GSN*, February 25, 1987.

⁷⁹¹ Arthur F. Chamberlin, note, April 24, 1995.

⁷⁹² 1979 *Town Report*, p. 63.

Old Keewaydin Point Road: New name for what used to be known as Keewaydin Point Road.⁷⁹³ Street extends to the right off Keewaydin Road just past Piper Lane; terminates at Keewaydin Point on Winter Harbor.

Old Lakeview Terrace: New name for what used to be called Lakeview Terrace. See nomenclature note under Lakeview Terrace listing.⁷⁹⁴

Old Miles Road: Obsolete name for what is now North Main Street.

Old Mill Drive: Road off South Main Street adjacent to the Kingswood Golf Course. In Old Mill Estates. Accepted as a town road by the selectmen following a hearing on December 14, 1977.⁷⁹⁵

Old Mill Estates: Residential area developed by Jones Properties, Inc., of Mirror Lake, in 1969. Roads by Norris Harriman. Connected to town water system in 1969. Sales through C.M. Mixer, Inc., Wolfeboro real estate agency. Exclusive builders: E.J. Hodgdon Co., Inc., of Mirror Lake.⁷⁹⁶

1969, October 16, *GSN*: “Come visit Wolfeboro’s newest site of country houses and its first model for your inspection. This area offers spectacular view, the convenience of proximity to schools, hospital, shopping areas, and recreational facilities—Kingswood Country Club in your backyard. Added to all this is town water and town sewage.”

1975, June 19, *GSN* advertisement: “Old Mill Estates—lots for sale. In-town lots next to the golf course with completed roads and town water.... Lot size: two acres. Norris Harriman, owner.”

Old Ossipee and Sanbornville Road: Infrequently used name for Brown’s Ridge Road.⁷⁹⁷ Mentioned in 1951 *Town Report*, p. 32. Sarah Tappin owned property there at the time.

Old Perk: A.k.a. Ole Perk. Casual term for Perkins Hill (see listing). Hill in South Wolfeboro at the Alton town line and mostly located in Alton. The Camp Wunnishaunta dining room was located there; in the 1990s to date, this is the East of Suez restaurant.

During the course of conducting interviews for the present work, the author encountered an old-timer who mentioned coming into Wolfeboro years ago on the road over Old Perk; she didn’t know what the hill was formally called, for during her many years as a citizen, she had never heard of it referred to as anything else.

⁷⁹³ Selectmen’s resolution, October 7, 1992.

⁷⁹⁴ *Ibid.*

⁷⁹⁵ *GSN*, October 26, November 23, December 21, 1977.

⁷⁹⁶ 1969 *Town Report*, p. 67, also gives information.

⁷⁹⁷ L. Winston Hamm, letter, October 28, 1994.

Old Range Road: A.k.a. Range Way. Old road leading west from Center Street slightly closer to Wolfeboro than where Haines Hill Road branches off to the right. Obsolete. Probably Sawyer Road, now known as Tibbetts Road.⁷⁹⁸

Old Route 28: Old name for thoroughfare now known as Allen Road. Formerly part of the old roadbed for Route 28, prior to the relocation of Route 28 to its present course. Another part of the roadbed still retains the name: a short stretch past the North Wolfeboro Road junction and across from Johnson Road Two properties have Old Route 28 addresses.

Old Sewall Road: Name used in the 1980s to refer to an unused trail that many years earlier had served Sewall Point, going over the hill (instead of along the lake) beginning near the Col. Dickinson cottage. Years ago this was called The Short Cut (see Short Cut listing). This old way was claimed by the town, but at the 1984 town meeting it was voted to abandon it so that it could become a part of the Sewall Point subdivision (today called Pointe Sewall).⁷⁹⁹

Old Stage Road: No. 1. Old name for Brackett Road (see listing).

Old Stage Road: No. 2. Former name for Trask Mountain Road in North Wolfeboro that years earlier was served by the stage line. 1973: Bird's Auto Parts advertised location on Old Stage Road.⁸⁰⁰

Old Town House Cemetery: Best known as the Town House Cemetery (see listing).⁸⁰¹ Listed as Old Town House Cemetery in the *GSN*, May 29, 1909, as part of a listing stating where Civil War and other soldiers were buried.⁸⁰²

Olsen Lane: Begins at Holden Shore Road and extends to the lake at Holden Shore on Lake Wentworth.

One Thousand (1000) Sewall Road: Name given to group of houses built by Leigh Turner and associates (Winn-Wolfe Realty) in the 1980s on Sewall Road near where it joins Forest Road; the name has no connection with the official town numbering system of Sewall Road implemented years later. Planning was done in 1984.⁸⁰³ Next to the 990 Sewall Road Development. Interior road named Webster Circle from October 7, 1992, to October 6, 1993, when it was changed to Frye Circle.

⁷⁹⁸ Arthur F. Chamberlin, note, April 24, 1995.

⁷⁹⁹ 1984 *Town Report*, p. 7; Plan Book 65, pp. 96, 97.

⁸⁰⁰ *GSN*, December 27, 1973.

⁸⁰¹ John S. Fipphen, note, November 2, 1994.

⁸⁰² Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 221-222.

⁸⁰³ *GSN*, August 15, 1984 (eight condominium units in two buildings requested to be built on eight "sub-standard" lots to be combined to create five lots); September 26, 1984 (additional info).

Opies Circle: Road is off College Road where a small development was created in 2006 by Joseph Flood.

Orchard Estates: Residential area off Pleasant Valley Road. Paved road traverses hills and dales. A number of attractive custom homes have been built on there. Named for the apple orchard planted by Dennis DeVlyder in 1978. First called The Orchards. A section of the original orchards remain at the western section of the loop road.

In the 1990s the DeVlyder farm is a very active enterprise. In the autumn, farm owner Dennis DeVlyder posts signs at the intersection of Pleasant Valley Road and South Main Street to inform the public of apple-picking possibilities.

The DeVlyder farm has continued into the 2020's as an active farm, with a number of greenhouses with seedlings, flowers, produce and picking during the growing season.

Orchard Road: Joseph I. Melanson, Jr., built a home there near his private beach c.1940.⁸⁰⁴ Near Carry Beach. Name no longer used.

Orchards, The: Now called Orchard Estates. Subdivision of 40 lots platted in Pleasant Valley by the Patten Auction and Land Co. (a.k.a. Patten Environmental Trust), Bow, NH, in 1986. Dennis DeVlyder was an important factor. Numerous lots sold to Wolfeboro realtor Spencer-Hughes.⁸⁰⁵ Eventually all lots were sold.

Orchards Road: Name since 1992 for a loop in Orchard Estates. Starting point: Pleasant Valley Road.

Osseo: Subdivision at end of Keewaydin Road. "Osseo—translated from the Indian tongue in the poem Hiawatha which means 'spirit of the evening star' which is visible at sunset across the lake from Osseo's shore."⁸⁰⁶

1967, June 23, *GSN*: "Osseo: Wolfeboro's newest exclusive suburban colony (at end of Keewaydin Road). Now ready for visitors. 15 acres of beautiful land on Winnepesaukee's Winter Harbor. 20 spacious, gentle land parcels in tall pines and white birches...."

Sales were through Yankee Pedlar Real Estate. Promoters of the development were Mr. and Mrs. Frank A. Richardson (of Yankee Pedlar) and Mr. and Mrs. Leonard Eckblom (of Quincy, MA).

1967, July 14. Letter to the editor of *GSN* from the Keewaydin Preservation Association: "Currently there is a plan in the Keewaydin and Winter Harbor neighborhood which we believe will tarnish the tranquillity of Lake Winnepesaukee. A precedent is being established that in time could change the entire character and atmosphere of 'the oldest summer resort in America' as well as every other shore in the Lakes Region. The once secluded lakefront lot with a few acres of backland has been acquired by a real estate developer. Needless to say, and understandably enough, the developers are interested in the dollar profit realized from their investment. The 300 feet of shorefront acquired is broken into three 100-foot lots, two will be sold separately, the third is being offered as a community beach for approximately 24 prospective homes."

The writer went on to say this could mean 24 boats or more. In other words, 24 inland homes would have about 100 feet of beach plus dock. This situation, later known as "funnel development," would come

⁸⁰⁴ *GSN*, April 26, 1940.

⁸⁰⁵ Town permit records.

⁸⁰⁶ *GSN*, June 13, 1968 (advertisement).

up in later years, but this was the first instance of its making the news. The writer noted that he wondered what would happen if a developer bought 100 feet of shore with use for 200, 300, 500, or even 1,000 feet of back territory. The place would soon look like the Weirs, he suggested.

1967, August 18: Caroline N. Blasiar wrote to the paper to state that she and her husband had owned the Osseo property since 1928 and used it until his death in 1964, after which she acquired full title. She could not understand the controversy about the development and noted that any cottages built will be privately owned, not rented, and that people would behave properly. She said that “Nothing can mar the beauty and peace as much as malicious gossip and lies.”

1968, July 18, *GSN*: Reprinted a letter from the selectmen dated July 17, 1968, to the Richardsons and Eckbloms, stating that they should have checked rights of way and easements for utilities before offering lots for sale. There were a number of deficiencies including the fact that the town would not accept the town road, “unless the developer served up to the town the right-of-way at least 40 feet wide. Here is another example of this substandard planning of your development in which one day will cause future problems to those to whom you sell. Inasmuch as the developer herein has created all of the unusual problems associated with Osseo, it is the developer who should properly bear all the unusual costs.” The selectmen went on to suggest remedies for what they characterized as careless development procedures.

1971, May 20: Yankee Pedlar Real Estate advertised there were only two lots left, Lot 19 with private boat slip for \$8,800 and Lot 10 without a boat slip for \$4,000.

Osseo Drive: Street near the lake end of Keewaydin Road. Sachem Lane and Koko Circle are near or connect to it. Earlier called Keewaydin Road Extension.

Ossipee Pocket: Section of Wolfeboro accessible only from Ossipee including part of Brown’s Ridge Road.⁸⁰⁷

Ossipee Road: Road from Ossipee Corner to Wolfeboro Center, authorized by action of the selectmen of the two towns on November 9, 1866. Name no longer used. Mention of a road, or section thereof in the same general area, three rods wide (very wide for the era), is found in town records dated October 19, 1790, and April 3, 1793. Part of this now includes Center Street (Route 28).

Ossipee-Suncook Road: State road passing through town (what is now Route 28) from the Alton line to the Ossipee line. Term used in the 1910s (cf.: 1918 Annual Report, which noted that \$1,804.28 had been paid as the town’s share of maintenance in 1917). Name no longer used.

1915, August 21, *GSN*: Official description of road that passed through Wolfeboro: “Road from Alton to South Wolfeboro, thence on the Wolfeboro Road to the corner of Center Street, then along Center Street and through the village of Wolfeboro Falls to Wolfeboro Center, then from the road to Moody Corner, so-called, thence continuing straight ahead on the Haines Hill Road to the Johnson Corner, so called, thence to the right, along the Johnson Road to the Bickford Road, thence to the left on the Bickford Road to North Wolfeboro, thence on the Ossipee Road to the Wolfeboro-Ossipee town line; being a distance of 11.5 miles from the town of Wolfeboro.”

Local citizens often used the Ossipee-Suncook Road nomenclature to refer only to the section of the road between Wolfeboro Center and the Ossipee line. At one time, it was considered to build the road over Haines Hill, but due to the steep grade there, this part of the route was moved to the west of it.

⁸⁰⁷ *GSN*, August 28, 1969 (sample citation).

Outboard Motor Museum (Museum):

South Wolfeboro. See Big W Outboard Motor Museum.

Outlook Hill: Called this on UGGS map; more popularly known as Overlook Hill (see listing).

Overlook Hill: A.k.a. Outlook Hill (USGS map). Hill between Middleton Road and Rust Pond at the south end of Rust Pond. 760+ feet high (USGS map, there as Outlook Hill).

Overlook Drive: Road in the Sugar Hill Retirement Community. See listing.

Overnight Island: Name as of July 6, 1994, for what was earlier called Babson Island (see listing for history) and then, for a brief time in 1993 and early 1994, Nosbab Island.⁸⁰⁸ The northeastern of two islands owned by Donald P. Babson. On May 9, 1994, Mr. Babson confirmed the new name as Overnight Island.⁸⁰⁹ At their meeting of July 6, 1994, the selectmen made the name official.

Owaisa Road: Road leading to Camp Owaisa; between The Prescott (in the 1990s known as the Windrifter Resort) and the Kingswood Golf Course (1934, 1937, 1939 directories).

⁸⁰⁸ Selectmen's resolution, October 6, 1993.

⁸⁰⁹ Per letter of Alexander McKenzie IV to Donald P. Babson, May 10, 1994, confirming conversation of the previous day.

P

P&S Subdivision: Now known as 500 Forest Road (see listing under Five Hundred Forest Road).

Park Avenue: Short street leading uphill to the northwest off Center Street in Wolfeboro Falls.

1952, October 31, *GSN*: “Park Avenue, a little dirt road not nearly as impressive as it sounds, is now trying to grow up to its name. Its ledges are being drilled and blasted very skillfully, as the almost vertical little road was closely hemmed in by homes. After being widened as much as possible, the road will be resurfaced.”

Parker, Gary: See Gary Parker Memorial Highway listing alphabetized under G.

Parker Island: A.k.a. Parker’s Island. Located in Lake Winnepesaukee between Rattlesnake Island and Wolfeboro Neck, closer to the latter. Named for John Parker, town proprietor who owned Wolfeboro Neck in the 18th century, the island is a well-known landmark for navigation. It is the first island encountered as one approaches the entrance to Wolfeboro Bay after the long sweep of open water called The Broads, although the Bay is still some distance away.

In *Three Centuries on Winnepesaukee*, Paul H. Blaisdell stated: “Probably the roughest spot with the highest waves in the northwestern is at Parker’s Island, which with a full sweep of open water is given ample space to pile up the rollers. Unlike the immense swells of the sea, though, the waves on the lake are nearer together and more sharply pointed. After every fifth wave there is a lull. In this calm the wise lake navigator makes his turns and course changes.”

Estimating the maximum height of waves in the lake during a squall has been the focal point for numerous arguments over the years. Not counting some truly memorable storms and hurricanes that have caused damage to even some of the larger ships, the typical “big wave” in the Broads during a summer squall or simply a day with a stiff wind is apt to be about three feet high—and enough to keep all but the largest pleasure boats tied up at their docks. Without a doubt, of all Wolfeboro islands, Parker is the most apt to be isolated during rough weather.

1874, May 7: Island sold by David W. Fullerton to William J. Fox and Daniel Horn for \$1 and other considerations.⁸¹⁰

1881, May 21: Fox sold his share to Horne for \$5.

1886, March 22, *GSN*: “Dan Horn’s camp, or more properly Horn’s Parker Island House, is known far and wide. If it isn’t, it should be, for it is the best appointed island house in the entire region. Summer visitors frequent it muchly, especially those addicted to the taking of fish. It is a miniature hotel with everything in apple-pie order for the accommodation of its delighted guests....” It was available to people who were staying at Horn’s on the Lake (Belvue House).⁸¹¹

1893, February 7, *GSN*: “S.J. Pettengill of Swampscott, Mass., is spending a few days at the Ham’s camp on Parker’s Island. He has been trying his luck at fishing.”

⁸¹⁰ Island sale dates courtesy of Robert Hopewell, “Deed History of Parker’s Island,” based upon Carroll County records. Mr. Hopewell also provided Hopewell family information.

⁸¹¹ *GSN*, July 12, 1886 (additional information).

1896, July 21, *GSN*: “Camp to let...on Parker Island. Apply Belvue House.” During the 1890s the steamer *Spray* often carried guests from the Belvue House (called Lake Shore House at the end of the decade) to Parker Island.

1900, July: On a Sunday afternoon Mr. and Mrs. Horace Pope, owners of Pleasant Point Cottages in Alton, and a group of friends and relatives went aboard the 28-foot steamer *Irene* for an excursion in the lake. A storm arose suddenly, and the craft put in at Parker Island. The weather worsened, and the voyagers sought refuge in the camp there, entering by removing a door from its hinges. For three days the winds raged, and the party remained stranded. A sign was made by forming letters in blueberry juice on a bed sheet: “REPORT IRENE SAFE ALTON BAY.” This was seen from aboard the *Mount Washington*, and served to quiet the fears of those back home, but waves were such that the excursionists had to stay on Parker Island until the wind subsided.⁸¹²

1902, August 9, *GSN*: “Fred Horne of New York is having his camp on Parker’s Island resingled and a new piazza built, and it is now receiving a fresh coat of paint from James E. Gridley.”

1904, May 26: Martha Butler, who had inherited the island from her father, Daniel Horne, sold it for \$100 to Frederick J. Horne.

1909, August 14, *GSN*: “Delos Kelsey, a former Wolfeboro boy, with a party of friends was spending their vacation at Parker’s Island, Lake Winnepesaukee. They entertained a number of their Wolfeboro friends Sunday.”

1913, August 9, *GSN*: “William Goodwin and wife of New York are spending their month’s vacation at W.E. Horne’s camp at Parker’s Island.”

1915: Owned by the estate of Daniel Horne; on the tax rolls at \$800.

1916, June 3, *GSN*: “Fred Horne of New York City, and a number of friends, enjoyed a few days’ outing this past week on Parker’s Island, Lake Winnepesaukee, Fred’s old camping place, and all reported a good time.”

1924, June 7, *GSN*: “Fred J. Horne, wife and friends of New York, have for a few days been stopping on Parker’s Island and enjoying themselves fishing.”

1930, August 27: Apparently, William B. Horne and his sister, Marian B. Sias, had acquired the property through probate process No. 9746 and were in a position to sell it to William P. Underhill and Mrs. Margaret H. Underhill on this date.

1930, December 3: The Underhill family sold the island to Hilda H. Hopewell (whose summer estate was located on Tips Cove, Wolfeboro Neck). At this time there was a small wooden dock and two buildings on the southeast shore, probably built early in the century. There was also an outhouse near the center of the island. The island was used by the Hopewells for picnics and camping parties, as near the center of the island there was an open area of flat rock ledges with a fire pit for cooking.

1940: The island had a comfortable cottage with a piano among its furnishings. Power was supplied by an on-site generator.⁸¹³

1957, September 1: In the evening, during a wind and rainstorm, the engine of the boat of Homer Cotton and three other Rochester, NY, men gave out. Six-foot waves and wind pushed the boat against Parker’s Island, where they spent the night until they were seen the next day by Louis Wyman, from his summer home on Wolfeboro Neck. Wyman called Nat Goodhue, who with Otto Pecunies went to the island and rescued them.⁸¹⁴

1960, May 16: Hilda Hopewell Seaver transferred ownership of the island to her three sons, Harry, Robert, and Frank Hopewell.

1967, April 16: The Hopewell brothers sold the island to James N. and Natalie J. Locke of Barnstead.

1967, June 27: Ownership of the island was then divided into two parts, with half going to Robert and Priscilla Dustin. Both halves were subsequently sold to Beverly Moseley and P&F Enterprises, who held it

⁸¹² Anecdote from *The History of Alton, New Hampshire*, Burton McLain Griffin, pp. 115, 116.

⁸¹³ Letter from Stephen L. Den Hartog to the author, May 18, 1993.

⁸¹⁴ *GSN*, September 12, 1958.

until October 18, 1968, when the American Land Development Corp., Brattleboro, VT, bought it for \$15,000. The island was subsequently sold again as two parcels.

1977, August: Christine Price granted permit to build cabin with deck.⁸¹⁵

Until the early 1980s the island appeared as a stand of trees and bushes. Today, Parker Island is divided into two lots: Lot A, of 1.22 acres, and Lot B, measuring 1.46 acres. Within the past decade, high-quality prefabricated homes have been erected there, and many if not most of the trees have been cleared.

One summer night in the early 1990s, Parker Island had an unexpected visitor. A Meredith business executive was heading home from Wolfeboro in the dark in his high-performance motorboat, and all of a sudden he found himself high and dry on the shore of Parker Island, with his boat in a tree.

Parker Island Road: Extends from Forest Road on Wolfeboro Neck to shore of Lake Winnepesaukee. Vista Drive (not a name officially accepted by the town) connects to it. (Note – Vista Drive is now a road in the Sugar Hill Retirement Community.) Known in the 1930s as Johnson’s Cove Road. Originally named for its use as the access road to a landing for boat departures across The Broads to Parker Island.

Parker’s Neck: Early name for Wolfeboro Neck. Named for John Parker, one of the original town proprietors, who owned Wolfeboro Neck in the 18th century.

Partridge Drive: Street off Forest Road on Cricket Hill. Accepted as a town road on October 29, 1975.⁸¹⁶ Developed in the 1970s and 1980s. Named for the partridge bird. Partridge is the name also given to the extension of the street past Maplewood, down to the shore of Winter Harbor.⁸¹⁷

Partridge Drive Extension: Extension of Partridge Drive. Accepted as a town road in 1988.⁸¹⁸

Paugus Street: 1899 and 1907 directories: “The street extending from Sewall Street to Oak Street, first westerly of Pleasant Street.” Paugus Street no longer exists; possibly it was platted but never developed, although it was listed in directories for a span of years. Paugus is an Indian name; there is a Paugus Bay extending from Lake Winnepesaukee through a channel near Weirs Beach.

Paul Nelson Road: See Nelson Road listing.

Peach Orchard Road: Old, alternate name for Filter Bed Road.⁸¹⁹

⁸¹⁵ *GSN*, August 17, 1977.

⁸¹⁶ 1975 *Town Report*, p. 61; *GSN*, November 6, 1975.

⁸¹⁷ Dorothy Schafer, letter to the author, May 3, 1993.

⁸¹⁸ *GSN*, January 6, 1988.

⁸¹⁹ Selectmen’s resolution, October 7, 1992, standardized it as Filter Bed Road.

Peavey Block: (1889 to date) A.k.a. Post Office Block; later, Haines Block (term seldom used); today, Avery Block. The three-story Peavey Block was constructed on land acquired by John L. Peavey from the Winnepesaukee Steamboat Company, October 22, 1889. The deed carried no mention of buildings upon it. However, earlier there were two wooden buildings, one of which, the Lewando & Mattison store, was moved from its original site to a position closer to the lake and was burned in the fire of May 28, 1899, which destroyed the Goodwin Block, the Boston & Maine Railroad Wharf Building, and other nearby property. The Peavey Block was made of heavy timbers, perhaps even “overbuilt” in this regard. The structure was originally equipped with custom door locks and handles. The land on which it was built had been filled in decades earlier to a depth of over 10 feet, by logs, gravel, and dirt. The lot measures 68’5” wide by 55’ deep.

1889, November 25, *GSN*: “The roof of the Peavey Block is being put in position.”

For years the Peavey Block had the date 1890 on its facade in gold letters, but Norris’ 1889 map of Wolfeboro illustrates it clearly and lists its tenants, who were as follows: Post Office; Arthur E. Richardson, dry and fancy goods; Lewando & Mattison, groceries, crockery, paints, oils, wall paper; James Welton, fruit, confectionery, tobacco and cigars; A.H. Fowler, tonsorial rooms. In view of this, perhaps construction began before the deed was registered on October 22, 1889 (often deeds would be registered months after a transaction took place); alternatively, perhaps the building was not completed until 1890. However, at least a part of it was occupied by the end of December 1889, as per the following:

1889, December 30, *GSN*: “Lewando & Mattison are at present doing business in the rear of the handsome Peavey Block.”

1893, October 3: “The Peavey Block is to be repainted.”

1901, November: Sanborn fire map: three facilities on the ground floor, left to right: Post Office with a cobbler behind it, and a combination barber shop and fishing tackle shop behind that, facing the lake; boot and shoe store; grocer.

1915: Assessed at \$15,000.

1916, January: On ground floor, Post Office on left, McFadden & Libbey drug store in center, Lewando & Tilton on right.

1917, January: Building purchased by Herbert E. Haines from the John L. Peavey estate; called the Haines Block for a short time thereafter, but popular usage of the Peavey Block name prevailed.

1917, October: Sanborn fire map: Post Office, behind which was a barber shop at the back of the building; drug store; grocery store.

Over the years the structure has housed many other tenants as well. The Wolfeboro Post Office remained on the ground floor until the new red brick Post Office was built diagonally across the street in the late 1930s.

1937, January 29, *GSN*: “The prize location, for which there was considerable competition and much conjecture as to its final disposition, is the old Post Office, soon to be vacated. Several local business people covet the space and at least one out of town firm is adding to the clamor.” Maud L. Wiggin moved in and conducted a gift shop. Today in the 1990s the Avery Agency is where the Post Office used to be.

1944, July 7, *GSN*: “The Peavey Block, consisting of stores and apartments, has been purchased by J. Clifton Avery from the estate of the late Herbert E. Haines and is undergoing extensive repairs and improvements.”

From the 1950s through about 1980, the law offices of James Kalled were located upstairs, after which Bowers and Merena Galleries occupied the premises 1982-1992.

1965, February 2: Six-inch water main under the street to the right of the building split. Water went back along the line, and four feet of water in the basement flooded merchandise of Agnes’ Jewelry and Gift Store and the Lakes Region Sports Shop, and drowned the furnace.⁸²⁰

⁸²⁰ *GSN*, February 5, 1965.

1979, October 3, *GSN*: Article about the Avery Building quoted Warren Thompson that it took more than 6,000 gallons of oil a year to feed the steam heating system for the building. Urea formaldehyde foam insulation had recently been installed in the building by Alden Insulation of Alton, in a project that took 2 1/2 weeks. Thompson estimated that this would save 1,500 gallons of oil per year.

1994, January: Ground floor of building was occupied by the Avery Agency (which also had facilities on the 2nd floor), Melanson's Many Facets, and Lakes Region Sports. The second floor was tenanted by Century 21 Dockside Realty.

2021: Avery Insurance Agency is the long-term tenant on the first floor and part of the 2nd floor.

Penn Air Estates: Group of homes and lots bordering Mountain View Field (grass airstrip) in North Wolfeboro. Formerly a part of the Haines farm.

1965: Permit issued to John Penn to use and maintain airstrip for private use.⁸²¹

1967, February 3: "John R. Penn, developer of Penn-Air Estates in Wolfeboro, announces the recent sale of a 300-acre tract of property to the U.S. Land and Development Corporation of Boston. In the summer of 1965, John Penn brought to New Hampshire its first airpark.... Penn Air Estates is located five miles north of Wolfeboro overlooking Lake Wentworth.... It was here he built a 3,500-foot runway, 8,000 square foot hangar and large swimming pool.... In a statement from Mr. Jeffery Forbes, president of U.S. Land and Development Corporation, purchaser of Penn Air Estates, extensive development is planned for Penn Air Estates in the immediate future.

"Penn retained 75 acres of the original tract which he plans to make available for a scientific research company. John Penn's present real estate holdings include the King Christian Hotel in St. Croix, Virgin Islands, and the Garden Apartments in the Ivanhoe development of the Los Feliz area of Los Angeles. In 1960 he was chairman and treasurer of the New Hampshire Democratic Committee."

1969, February 23: Article in the Boston *Sunday Herald Traveler* noted that it was created by John Rogers Penn, "who doesn't mind being called a millionaire playboy." By that time Penn Air Estates was two years old. The development contemplated a 3,500-foot runway with a 4,000 (*sic*) square foot hangar. As of February 1969, 14 lots had been sold for between \$2,000 and \$6,000, and homes constructed on the 300-acre tract were valued between \$17,500 and \$41,000 each. About 30 lots were still available.

Penn Air Estates Road: Infrequently used name for Penn Air Road. Name changed to Sky Lane per action of selectmen, December 7, 1994.

Penn Air Road: A.k.a. Penn Air Estates Road. Road from Center Street to Mountain View Field area in North Wolfeboro. First called Avifauna Lane.⁸²² Name changed to Sky Lane per action of selectmen, December 7, 1994. Today, Penn Air Road is the main road as described above. Sky Lane is off the north side of Penn Air Road.

Pequaket Road: Also spelled Pequawket (in the 1910s the New Hampshire State legislature, after the fact, decreed that Pequaket place names should be spelled Pequawket). Early road cut through Wolfeboro in the 18th century; began in Brookfield and continued to the Saco Valley in Maine. Parts of Pequaket Road can be seen today northeast of Trask Mountain Road.⁸²³ Also see Perry Road listing.

Parker, p. 63: "Pequaket or Conway Road commenced at Brookfield line and passed Cotton Valley to Frost Corner and over Hardy's Hill to the east side of Trask's Mountain to Ossipee. It was spotted by David

⁸²¹ *GSN*, August 20, 1965.

⁸²² *GSN*, February 8, 1968.

⁸²³ Arthur F. Chamberlin, October 12 and 27, 1993.

Copp. In 1769 three miles of it were cut by Jacob Sceggel, Aaron Frost, and Grafton Nutter, and cleared by John Plummer. The remainder of it was cut by George Woodhouse in 1771, bridged by Aaron Frost in 1772, and subsequently completed under the direction of Henry Rust. It was constructed at the expense of the town proprietors of Wolfeboro.”

Percy Drive: Road beginning and ending at different points on Trotting Track Road, in area of residential development.

Perkins Graveyard: No. 1. Located off Pork Hill Road.⁸²⁴

Perkins Graveyard: No. 2. Located off South Main Street near Oakwood Road.⁸²⁵

Perkins Hill: Hill, mostly in East Alton, but also in South Wolfeboro, not far from the Alton line. Sometimes casually referred to as Old Perk. Now usually called Kehonka Hill as part of the hill has a sign on it to that effect.

Perkins Mountain: A.k.a. Blueberry Hill (see listing for history).

Perry, Arthur, Road: Same as Perry Road and Arthur Perry Road (see listings).

Perry Brook: Stream feeding from Perry Hollow (mainly in New Durham) northwest into the eastern end of Rust Pond. Named for John Perry, whose farm the brook ran through.

1986: Designated at the town meeting as a prime wetland under RSA 483-A.7.

Perry Graveyard: Off Cotton Valley Road. Contiguous to the Rendall Graveyard; both are across from the old William Cotton house on Cotton Valley Road.⁸²⁶

Perry Hollow: “That section comprised of the valley which extends from the southern extremity of Rust Pond to the base of Copple Crown Mountain.”⁸²⁷ Named for John Perry. Most of Perry Hollow is located in New Durham.

Perry Road: Name before October 7, 1992, for section of Cotton Valley Road near Brookfield town line. Name now discontinued; section is now known as Cotton Valley Road.

What used to be Perry Road started out being Pequaket Road, which ran from the Middleton (later Brookfield) line to Frost Corner and on to Conway; now Frost Corner has moved southerly about a quarter mile.⁸²⁸

⁸²⁴ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 200, 201.

⁸²⁵ *Ibid.*, pp. 231, 232.

⁸²⁶ *Ibid.*, p. 217. Also, John Fipphen, note, November 2, 1994.

⁸²⁷ *GSN*, November 26, 1937.

⁸²⁸ Arthur F. Chamberlin, letter, October 12, 1993. Also see comments under Arthur Perry Road (alphabetized under A).

Pflueger Lane: Road leading from Pleasant Valley Road to shore of Lake Wentworth. Named for Frederick Pflueger family.

Philbrick Graveyard: Located off Haines Hill Road near Morgan Lane.⁸²⁹

Pickering Block: A.k.a. Pickering's Block; same as what was later known as the Rollins Block and the Hersey Block. Large business (and to a limited extent over the years, residential) block at the western side of the intersection of Center Street and South Main Street where the Corner Store stands in the 1990s. The Corner Store, with CITGO gas, is still on the corner in 2021.

c.1830: Built by Daniel Pickering, a prominent local entrepreneur. The block consisted of two sections and appeared more as a residence than a commercial building. Each section had two divisions within it on the ground floor for a total of four ground floor business locations. After Pickering died, the ownership passed to Caroline D. Rollins, only child of Pickering, who married Charles Rollins of Boston. The name was changed to the Rollins Block, although much of the citizenry still called it the Pickering Block.

1892 map: Right side of the block was a restaurant, and the left side, extending behind the restaurant, was a harness shop. The left section of the building had the Congregational Church vestry on the first floor and offices on the second floor.

1901, November: Sanborn fire map: Left side: left section, dentist's office (Dr. Dowling); right section, vacant. Right side: both sections vacant. These were hard times due to the closed factories.

1902, September 13, *GSN* contained an announcement by Frank P. Hobbs, auctioneer: "The subscriber will offer by auction on the premises, Monday, September 22, at 10:00 a.m., the brick and frame block known as the Pickering Block, together with the land on which said building stands, at the corner of South Main and Center Streets. Said building contains four stores and three apartments and an artist's studio. It is supplied with Beach Pond water and the building is in good repair."

1905, October 21, *GSN*: "Rollins Block," so-called, situated at the corner of South Main and Center Streets, a two-story brick building with two-story frame additions, suitable for stores, offices and dwellings, and on about 1/4 acre was for sale.

1909, January 22: Transferred by will of Caroline D. Rollins to Fred E. Hersey. Became known as the Hersey Block.

1917, October: Sanborn fire map: Entire left side marked as a dining room.

1937, March 19: Transferred by Alice Brown Hersey (wife of Fred E. Hersey) to Harry E. Libby. Building razed.

Pickering Corner: A.k.a. Pickering's Corner. Named after Daniel Pickering. Present-day T-intersection of Center Street and South Main Street. Soldier's Monument, Memorial to Loyal Men of Wolfeboro, and a Rotary Bicentennial Clock are located there. See listing for Soldier's Monument.

Pike's Hill: Hill in Wolfeboro Center nearly opposite the summer home of J. Henry Stevenson in 1924 along the highway.⁸³⁰

⁸²⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 208.

⁸³⁰ *GSN*, July 30, 1924.

Pine Grove: Picnic and camping area on the shore of Rust Pond around the turn of the century.⁸³¹

Pine Harbor condominiums: Development off North Main Street.⁸³² Final approval for subdivision granted to Richard Hammer May 23, 1982; approval to remove old cottages, January 1983; new units, autumn 1984.

1982, August: Major controversy arose between developer Hammer and the town in which the town said he sold a unit which had not received an occupancy permit; a 76-year-old lady vacated her premises after the town revoked the building permit (which was later reinstated).⁸³³

Pine Harbor Drive: Name before October 7, 1992, for the road that services the Pine Harbor condominium units from North Main Street. Now called Harbor Way.

Pine Hill: Hill between Pine Hill Road and Trotting Track Road. 730+ feet high (USGS map).

1894, July 31, *GSN*: “Daniel Paris, while haying at Pine Hill recently, saw a large rattlesnake.”

Pine Hill Cemetery: Located off corner of Pine Hill Road (Route 109A) and Beech Pond Road. Includes the Town Tomb (anyone who died in the winter was kept there until the ground thawed, and they could be buried in that or another cemetery). The oldest grave is that of Stephen Whitten who died in 1819.⁸³⁴

1894, January 13: First meeting of the Pine Hill Cemetery Association was held.⁸³⁵

1907: The Pine Hill Cemetery Association was mentioned several times in the *GSN*, as it sought to improve the facility. On November 4, 1907, a meeting was held, a code of bylaws was adopted, and new members were added. It was desired to put a substantial retaining wall along the roadside, construct a good and durable fence, and beautify the grounds and walks, etc.⁸³⁶

Pine Hill Dump: Town dump off Pine Hill Road. Closed June 1, 1970; operations transferred to Hyde Hill Dump.⁸³⁷ Site later used for a small industrial park.

1970, July 2, *GSN*: Report of selectmen: “There has been another problem at the closed Pine Hill dump which is hungry rodents. We are employing professional advisors to institute an extermination program immediately.”

Pine Hill Road: No. 1. Continuation of Elm Street from where it intersects Bay Street; Pine Hill Road, or Route 109A, goes toward Tuftonboro. Possibly a road referred to in the town records, November 14, 1781, extending from the mills in what we now know as Wolfeboro Falls. Also mentioned in the town records, although not by name, in March 1785.

⁸³¹ *GSN*, August 30, 1902.

⁸³² *GSN*, May 13, 1981 (variances, etc., discussed); December 9, 1981 (approval for 28 units granted, 6 without beach rights).

⁸³³ *GSN*, August 18 and 25, September 1, 1982.

⁸³⁴ John S. Fipphen, contribution to this book.

⁸³⁵ *GSN*, November 7, and December 12, 1893, and other issues.

⁸³⁶ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 112-141.

⁸³⁷ *GSN*, May 21, 1970 (order of the selectmen published).

Pine Hill Road: No. 2. Name in the early 20th century for what is now a part of Beech Pond Road (see listing).

Pine Island: Very tiny, rocky islet in Lake Wentworth off Hersey Point; name as of 1993.⁸³⁸ Once known as Fanny Island. Located at the outlet to Smith River, it is .06 acres with rocks and a few trees, and may submerge in spring.

Pine Needle Grove: Picnic area on Wolfeboro Neck c.1904.⁸³⁹

Pine Needle Road: Name once used for short road extending east from Beech Pond Road. Authorization for a subdivision in the area was revoked by the town of Wolfeboro in 1992.⁸⁴⁰

Pine Point Landing: Name in the 1890s for a boat landing at the Lakewood development (see listing) in South Wolfeboro. Earlier called Camp Safety.⁸⁴¹

Pine Road: Road in Wentworth Park; intersected with Fern Avenue and Depot Avenue (cf. 1934 Directory). Name no longer used.

Pine Street: Extends from Center Street southeast to Crescent Lake Avenue. Laid out as 2 1/2 rods wide on October 6, 1888 (by Moses Thompson, who offered 30 lots there),⁸⁴² with the second section authorized on June 2, 1900. The second section later was known as Crescent Lake Avenue.

1890, January: Officially defined: "Pine Street is the street commencing on the Center Street near Brickyard Hill and extending southeastwardly."⁸⁴³

1934, summer: Widened.

1937 Directory: Indicates that part of what we now know as Crescent Lake Avenue may have been called Green Street, noting that Pine Street extended from Center Street to Green Street.

1981: Rebuilt from Center Street to Crescent Lake Avenue including new curbing and sidewalk. Required 1,421 man-hours of labor.⁸⁴⁴

Pine Street Extension: Name before October 7, 1992, for what is now Heron Hollow. Extends from Pine Street to Crescent Lake.

⁸³⁸ Selectmen's resolution, October 6, 1993.

⁸³⁹ *GSN*, September 14, 1904.

⁸⁴⁰ Conversation, Amanda Simpson, February 26, 1992.

⁸⁴¹ *GSN*, March 2, 1897.

⁸⁴² *GSN*, August 27, 1895 (historical account of Thompson).

⁸⁴³ *GSN*, January 19, 1890 (report of committee proposing street names).

⁸⁴⁴ 1981 *Town Report*.

Pine Street Park: Located off Pine Street; baseball games were played there in the 1930s.⁸⁴⁵ Near where the westerly part of the Christian Ridge housing is in the 1990s. The Wolfboro Arena (see listing) was once located there.

Pine Tree Circle: Name before October 7, 1992, for what is now known as White Pine Circle. Starting point: Hickory Road. In Wolfboro Common II.

Pinkham Road: Obsolete name for road near the present-day Windrifter Resort. Improved or constructed in 1927.⁸⁴⁶ Cited in 1952 tax list, p. 35.

Pinkham Shore: Shore area of Lake Winnepesaukee near Pinkham Farm (now known as the Windrifter). Name in use as early as the 1890s. Location for Owaissa summer camp under the direction of Mr. and Mrs. Charles E. Stevens in the 1920s and 1930s. In the 1930s sometimes called Prescott Shore, as what used to be known as the Pinkham Farm was by then known as The Prescott and Prescott Farm.

Pinkham Terrace: Briefly considered provisional name in 1992 for street known as Kingswood Terrace (see note under that listing).

Pinkham's Cove: Cove on Lake Winnepesaukee near Pinkham's Farm. Early 20th-century usage.

Pinkham's Point: Land point extending into Lake Winnepesaukee near South Wolfboro; caption on c.1910 postcards; name not now used.

Piper Block No. 1: Name in 1887 for the newly-constructed wooden block behind and attached to the Bank Building, owned by Charles F. Piper and John M. Brackett.

1887, October 17, *GSN*: "A big blaze! Valuable property destroyed in the flames! Piper's Block a smoldering heap!... Friday morning, about 5:00 an alarm of fire was sounded, making the fourth time this year our firemen have been summoned to fight the fiery element in our village.... The fire was found to be in Piper's Block, so called, Railroad Avenue, being the wooden portion of the old Lake Boot & Shoe Factory. When discovered it was breaking out in several places. The new Central Block, not yet quite completed, was within a few feet of the northerly end of this block, while the brick Bank Building adjoined it on the south...."

"The block burned was occupied as follows: The lower story by John B. Waldron as a saloon and Henry W. Furber as a meat market. The second story was used by the Peavey Rifles, Company K, for an armory. The third story was very finely fitted up by the GAR Post and used by them and also by the Sons of Temperance, Knights of Labor, Royal Arcanum and Ladies' Relief Corps.... The cause of the fire was, undoubtedly, the careless use of a cigar stub or a spent match in Armory Hall the evening previous...."

Later rebuilt and known under different names including the Furber Block (cf. town map by Kimball, 1938); a.k.a. Avery-Trickey Block, Trickey-Avery Block, Avery Block, Central Block over the years. See Central Block No. 1 listing.

⁸⁴⁵ *GSN*, June 23, 1939.

⁸⁴⁶ 1928 *Town Report*, p. 17.

1894, July 24: "Piper's Block, on Railroad Avenue, has been newly painted by C.L. Horn and J.J. Hammond."

1899, April 4, *GSN*: "C.F. Piper has disposed of the G.A.R. Hall property on Railroad Avenue to E.L. Furber."

Piper Block No. 2: Later name for the Bank Building on South Main Street. Known as the Piper Block in the 1880s and 1890s.

Piper Lane: Road extending to the right off Keewaydin Road and servicing several homes and numerous cottages, the latter along the Piper Shore(s) area of Winter Harbor. Named for Ivan Piper.

Piper, Ivan, Shore. Ivan Piper Shore: Shore area of Winter Harbor in vicinity of the Ivan Piper cottage. Accessed by Keewaydin Road. Usage in the 1920s.⁸⁴⁷ Also see Piper Shores.

Piper Shores: A.k.a. Piper Shore. On Winter Harbor. Served by 1,100 feet of water main from Keewaydin Road.⁸⁴⁸ Earlier known as Ivan Piper Shore.

Piping Rock Shores: Area off North Main Street occupied by Piping Rock Lodges (owned by Leendert Baas). Terminology used in 1973 *Town Report* in relation to water pipe installed there. Also see Baas Road.

1974: Building lots for sale.⁸⁴⁹

Pleasant Street: Extends northwest from Sewall Road to Lucas Street. Early known as a premier residential district of Wolfeboro, a "pleasant" place to live, a distinction that it still retains. Laid out as 2 1/2 rods wide on November 12, 1881; at the time it was called High Street (per town records). Also listed as High Street on Norris' 1889 map.

1890, January: Officially defined as "Pleasant Street is the street parallel to North Main Street connecting Sewall and Oak Streets."⁸⁵⁰

1901, August 17, *GSN*: Augustine D. Avery advertised "A few very desirable house lots for sale at the head of Pleasant Street."

Pleasant Street Extension: Name in 1940s for short extension off Pleasant Street at upper end of hill.⁸⁵¹ Cut through and widened to connect with North Main Street, c.1945-6. By 1949, widened, cut through to North Main Street, and known as Lakewood Avenue, later Lucas Avenue, and finally Lucas Street.

⁸⁴⁷ *GSN*, July 31, 1926, and March 10, 1928 (mention of Camp Wildwood there).

⁸⁴⁸ 1982 *Town Report*, p. 57.

⁸⁴⁹ *GSN*, March 21, 1974.

⁸⁵⁰ *GSN*, January 19, 1890 (report of committee proposing street names).

⁸⁵¹ *GSN*, December 6, 1940.

Pleasant Valley: District extending from South Main Street, along shore of Lake Wentworth. Once called Raccoonboro. Known as Pleasant Valley as early as the 1880s; name given to it by Parson Hall of Wolfeboro Village.⁸⁵²

Pleasant Valley Branch: Now called Brackett Road. Road leading off Pleasant Valley Road not far from the Brookfield line; road continued to the New Durham line.⁸⁵³

Pleasant Valley Camp Road: Name before October 7, 1992, for what is now Island View Road. Extends from Pleasant Valley Road to shore of Lake Wentworth.

Pleasant Valley Club House: Same as Pleasant Valley Community House (see below).⁸⁵⁴ Formerly used as the Pleasant Valley Schoolhouse (now moved to and preserved in Clark Park as part of the Clark Museum Complex).

Pleasant Valley Community House: Gathering for dances and concerts in Pleasant Valley.⁸⁵⁵ A social center in the 1920s and 1930s. Formerly used as the Pleasant Valley Schoolhouse. Informally called Radio Hall c.1923-1925.

Pleasant Valley Lane: Name seen on old map for road leading from Pleasant Valley Road to shore of Lake Wentworth. Name was a misinterpretation of the road PVL Lane, which stands for Pleasant Valley Lodges, see listing.

Pleasant Valley Park: Small municipal park in Pleasant Valley. Listed in various *Town Report* issues of the 1960s. Maintained by the town.⁸⁵⁶

Pleasant Valley Road: Road leading from South Main Street through Pleasant Valley, extending near to but inland from the shore of Lake Wentworth for part of its distance.

1786, March: Town records refer to a section of this thoroughfare as Dick Road (leading toward Tumble Down Dick mountain in Brookfield⁸⁵⁷).

1934: Road tarred as far as the Point Breeze turn off, and gravel the rest of the way.⁸⁵⁸

1937 Directory noted that it extended from South Main Street to the Brookfield line.

1973: Defined as being from the junction of Route 28 to the Brookfield line; designated as a Scenic Road under provisions of the State RSA 253:17, 18, at the March 1973 town meeting.

⁸⁵² Per Sherman Brummitt, "Describe Life in Raccoonboro...." Also called Pleasant Valley in *GSN*, October 24, 1881.

⁸⁵³ Cf. 1934, 1937 directories.

⁸⁵⁴ Cited as Pleasant Valley Club House, *GSN*, March 7, 1947.

⁸⁵⁵ Early mention of such a structure: *GSN*, October 24, 1881: "We hear it talked that parties at Pleasant Valley are contemplating building a village hall at that place."

⁸⁵⁶ E.g., 1961 *Town Report*, p. 64; new underground drain installed.

⁸⁵⁷ Interestingly, there is another Tumble Down Dick mountain immediately east of Rumford Point, ME (reference: *Map of Oxford County, Maine*, ©1856 by H.F. Walling; pub. by Gillette & Huntington, New York, 1858).

⁸⁵⁸ *GSN*, November 9, 1934.

Point Breeze: 45-unit condominium complex featuring Acorn Homes on the shore of Lake Wentworth off Pleasant Valley Road. Developed in the 1980s on the former Point Breeze cabin colony property run by the Stevens family.

1980, September 23: The Planning Board heard preliminary plans for the development, presented by Wayne Kelloway of Lakes Region Survey Service and Samuel Nuckols III of Saki Associates of Watertown, MA. It was hoped to build 51 condominiums on the 55-acre site. Clark, Morton & Associates, potential buyers, were to remove 48 cottages presently situated there. Allen Stevens, operator and part owner of the cabin colony, stated his intention to be open as usual in the summer of 1981.⁸⁵⁹ By mid-December 1980, plans were nearly finalized; the number of condominiums to be built was set at 45. The development was to be built one phase or section at a time.

1981, early: Much dissension concerning variances; legal actions filed; rehearings, etc. Heated discussions. Construction was delayed.⁸⁶⁰

1981, December 9, *GSN*: Henry S. Maxfield Real Estate was marketing agent for units. the Acorn Co. of Acton, MA, was the builder.

1982, early: Suit filed by Attorney Roger Murray III against developer as first three units were being built; contested the granting of a variance at less than the required setback.⁸⁶¹

1980s: All units sold during the decade. Considered to be a prime place to live on the lake.

Point Breeze Road: Road off Pleasant Valley Road to the Point Breeze condominium development on the shore of Lake Wentworth.

Point Comfort: Term in the 1890s for point on the northeast side of Lake Wentworth, earlier known as Fernald's Point.

Point Maryland: Point of land extending into Lake Winnepesaukee off Sewall Road. Terminology in use in the early 20th century.

1921: William Goodrich's camp was located there and named Point Maryland, but the term extended to other frontage in the area as well.

Point o' Pines Road: Road leading from Pleasant Valley Road to Point of Pines on Lake Wentworth. Contraction of Point of Pines name.

Point Pines: A.k.a. Point of Pines. Point of land on south shore of Lake Wentworth near Brummitt Island.

Point Pleasant: Name given to southwest shore of Triggs Island in Lake Wentworth.⁸⁶²

1913, September 20, *GSN*: Published an article about Triggs Island and a poem about Point Pleasant, the author being Francis H. Spear.

⁸⁵⁹ *GSN*, September 24 and December 10, 1980, and other issues.

⁸⁶⁰ *GSN*, January 7, 1981 (Board of Adjustment reversal for Clark Morton Associates, developer; also, variance granted permitting building closer to boundary than ordinance allowed; re-hearings); February 11, 1981 (septic systems); February 18, 1981 (permit granted; conditions stated); May 27, 1981 (suits filed against Board of Adjustment).

⁸⁶¹ *GSN*, April 7, 1982.

⁸⁶² Francis H. Spear, "Triggs Island," *GSN*, September 20, 1913.

Point Sewall: Infrequently used early name for what was and is best known as Sewall Point.⁸⁶³

Pointe Sewall Road: Name since 1992 for what was earlier named Sewall Point Road. Interior road on Sewall Point, branching off Sewall Road not far from the Goodhue & Hawkins Navy Yard.⁸⁶⁴ Serves Sewall Point residential development laid out in 1983. However, there is no geographical feature called Point (or Pointe) Sewall; the correct name is Sewall Point.

Point, The: Projection into Back Bay where the Hersey Brothers built a mill near the O.P. Berry Company in 1896.⁸⁶⁵

Polar Highway: Unofficial name given to road over the ice from Carry Beach to the airport cottages. Made by plowing snow on the surface of Winter Harbor.⁸⁶⁶

Pollini Brothers Development: Off Pleasant Valley Road. Developed in 1972-1973 by the Pollini Brothers. A six-inch water main was laid there by the town in 1973.⁸⁶⁷

Pond Road: Road past Wolfeboro Center in direction toward Brookfield, along shore of Lake Wentworth.⁸⁶⁸

1904, August 24, *GSN*: Published plea to make Pond Road connect with Pleasant Valley Road for the convenience of travelers. The October 15, 1904, issue of the same paper said this: "A road could be built on the South shore of Lake Wentworth in such a way as to connect with the Pond Road." However, the two roads were never connected directly. Name no longer used. Same as part of Farm Road and Lake Wentworth Road.

1915: Pond Road was improved extensively. Donations amounting to nearly \$1,000 had been received for it including \$200 from George A. Carpenter. 3,000 feet of hardpan road was graded using 2,500 cubic yards of material; cost \$1,467.75. "Two citizens, lovers of good roads, contributed \$900 towards this, costing the town only \$567.75." (1915 *Town Report*).

October, 1917: Regraded.

Poor Farm: Operated in the middle 19th century.⁸⁶⁹ Located on Poor Farm Hill. A.k.a. Town Farm, Town Poor Farm. Indigent older people boarded there. Little documentation survives today.

⁸⁶³ *GSN*, August 25, 1896 (Point Sewall usage).

⁸⁶⁴ Selectmen's resolution, October 7, 1992. For many years in the *Granite State News*, Mabel Fullerton Hatch railed against arbitrary changes of local historical names; if the change was illogical, her commentary was even more acidic. Were she alive today, surely the name change to Pointe Sewall Road would have commanded her attention.

⁸⁶⁵ *GSN*, January 21, 1896.

⁸⁶⁶ *GSN*, February 3, 1956.

⁸⁶⁷ 1973 *Town Report*, p. 46.

⁸⁶⁸ 1899 Directory; several mentions in *GSN*, 1904.

⁸⁶⁹ *GSN*, January 6, 1912, p. 2.

Poor Farm Court: New street name.⁸⁷⁰ Starting point: Off Hemlock Drive.

Poor Farm Hill: Hill between North Main Street and Abenaki Ski Area (which is on its slope; ski trails built in January 1936 by the Abenaki Outing Club). 886 feet high. The Town Poor Farm, a.k.a. Poor Farm and Town Farm, was located there early in the 19th century.

Poplar Island: Largest of the Seven Sisters Islands in Lake Wentworth; five acres in size. Poplar Island may have been the first island in Lake Wentworth to have a summer camp, a finely-furnished and equipped structure built by attorney John F. Wakefield, who died in 1901. Today, Poplar island is home to a little colony of buildings occupied in the summer primarily by New Englanders.

1908, May 20, *GSN*: An advertisement noted that it had seven acres, was unoccupied, and had picturesque campsites and excellent bathing facilities. Further: "In fact, all the delights of an ideal vacation are to be found here—boating, bathing, fishing, mountain climbing, an absolute quiet for rest. The fishing is superior to any other lake in all the region...island camps are more popular than mainland, as being away from traveled highways they are free from intrusion, are safe for women and children, and no dust contaminates the air. Families make camp on this island in perfect safety when the men folks are away. This is worth considering. Poplar Island is not too large to be controlled in respect to the character of its colonists. Some islands are. For the good of all concerned, the strictest care will be exercised to secure only such purchases as will make a congenial company. Lots in size to suit the purchaser are offered at a price within the reach of all. A good lot, with 100 feet of shore for \$100. Better lots in proportion. If desired, cottage camps will be built at the lowest cost to lot purchasers. There are few better investments than this."

Porcupine Brook: Small stream that rises on the northern slope of Cotton Mountain and flows east into Wakefield. Named for the ubiquitous quill-covered quadruped mammal of the same name.

Porcupine Brook Wetland Complex: Porcupine Brook and environs.

1986: At the town meeting this was designated as a prime wetland in accordance with RSA 483-A:7.

Porcupine Cove: Small inlet of Crescent Lake. Serviced by McManus and Kings Pine Roads.

Porcupine Hill: 860+ feet high (USGS map; another map says 900 feet). Located in the extreme eastern section of Wolfeboro, near where the boundary of Wolfeboro meets the Ossipee and Wakefield town lines.

Pork Hill: Hill situated in North Wolfeboro.

October 24, 1925 *GSN*: "A number of years ago there was a great rivalry among the families on the Water Village Road to see who could raise the best pigs. It was very common to raise one around 500 pounds. The story was that this section was named Pork Hill on the success they had in raising good porkers."

Alternatively: 1936, December 18, *GSN*: Named from the fact that the veteran cattle drover, Thomas Nute, always had a great many cattle and hogs at his farm.

⁸⁷⁰ Selectmen's resolution, October 7, 1992.

Pork Hill Road: Extends northwest from Center Street at the intersection of Center Street and North Wolfeboro Road; crosses Ossipee town line and connects with Beech Pond Road and, beyond that, Route 171 at Water Village. Nearly always called Water Village Road (see listing) until recent decades. Called Fairview Road (see listing), c.1894.

Port Wedeln: Development on shore of Winter Harbor, off North Main Street, by Port Wedeln, Inc.

1966, June 15, advertisement: “Excitingly new in vacation living. Furnished model open daily.” Port Wedeln, Inc.

1969, August 14: Advertisement offered “restricted deeds for your protection” stating that “as a result your investment is *secure* and will increase in value.” Prices started at \$4,000 (later adjusted to \$3,995). “Each lot owner automatically has the use of our private sandy beach, piers, and slips on Lake Winnepesaukee (Winter Harbor).”

1970, January 8, *GSN*: A writer noted that “wedeln” is a ski term like “slalom.” Where the “port” came from, the writer for the *Granite State News* was not able to tell and welcomed an explanation.

1972, August 2: Selectmen met with Mr. Michele LaMedica of the development and reviewed the future growth of the area and the sewage system.⁸⁷¹

1975-1976: Developers had financial difficulties; on August 20, 1976, a section of the development known as Apple Hill (see listing) was sold to satisfy mortgage demand.

1977: Superior Court (Ossipee) ordered Richco, the owner of a hazardous building in poor condition, to put a fence around it to prevent harm to the public. The structure had been partially built the preceding autumn, but, apparently, foundation filling had been done poorly, and much frost damage occurred; in addition, the ridge pole had been incorrectly installed, etc. The town code officer, Dennis Lafoe, stated that the town would be forced to demolish the house if the owner did not repair it. Eventually, the Wolfeboro National Bank foreclosed, repaired it, and the building was sold. The controversy, emblematic of shoddy building practices in certain new developments, received many press notices.⁸⁷²

Port Wedeln Drive: A.k.a. Port Wedeln Road. Road off North Main Street, leading down hill to shore of Winter Harbor in the Port Wedeln development. Officially accepted as a town road in 1970.⁸⁷³

Porter Block: Name for the Folsom Block after Orville Porter renamed it in 1929. Now known as Black’s Paper Store.

Post Office Block: Name occasionally used from the mid-1890s to the 1930s for the Peavey Block.⁸⁷⁴

Post Office Square: Early 20th century name for the area in front of the Peavey Block, where the Post Office was located. A.k.a. Bank Square (see listing) in the 1920s; a.k.a. The Square; rarely, Wolfeboro Square (1930s; see listing).

⁸⁷¹ *GSN*, August 10, 1972.

⁸⁷² *GSN*, June 8, 15, and 29, 1977, and other issues.

⁸⁷³ 1970 *Town Report*, p. 16.

⁸⁷⁴ *GSN*, February 19, 1916, among others.

Precinct, The: A.k.a. Village Precinct, Village Fire Precinct, Wolfeboro Precinct, and variations thereof. Established as the Village Fire Precinct in 1866. Later expanded to include management of the electrical system in town.

Term extensively used through the early 20th century for an area

comprising in general terms the strip along the lake frontage from the Tuftonboro line to the late Winslow Banfield place [what is now the Clark Road area in the 1990s], and practically two miles in width, about 1/4 of the area of the town proper; yet in this small portion nearly 7/8 of the appraised valuation of the whole township, there is a business, railroad station, banks, telephone, express, schools, churches, principal portion of our water system and all of the electric lighting system and fire department.⁸⁷⁵

Another definition:⁸⁷⁶

A corporation within the township proper, authorized to do special work along municipal lines, not granted to towns by statute, such as the maintaining of equipment for the fire department with enlarged scope as well as managing control of the electric system.

The precinct had its own separate meeting to raise taxes and to vote on matters involving the electric department, fire department, etc. In many financial ways this gathering was more important than the annual town meeting. Name largely discontinued in the 1930s and replaced by Municipal Electric Department for the electrical service. The term *Fire Precinct* was later employed in reference to the parameters of fire service and taxation.

1949, March 8: At town meeting it was proposed to extend the boundaries of the Fire Precinct to include all of Wolfeboro. This was rejected because in many outlying areas water was not available to the firefighters.⁸⁷⁷

Prescott Shore: A.k.a. Pinkham Shore (see listing). Shore of Lake Winnepesaukee near the present-day Windrifter Resort.⁸⁷⁸ Named for Prescott Farm (Mr. and Mrs. Wentworth Prescott, owners), one of several earlier names for the resort.

Professional Arts Building: North Main Street. Two-story structure. Has housed various offices over the years including the School Administrative Unit, Dr. Gary Morris, Dr. Robert Maguire, Scott and Alia Sardonicus, and others.

Public Bathing Beach: A.k.a. Bathing Beach, Brewster Beach, Sandy Beach. Name used in 1933 for town-maintained beach on Brewster campus.

Public Safety Building: Municipally-owned building on South Main Street, erected in 1974 and opened in July of that year. Built by the Beaver Corporation under the supervision of Donald E. Hallock. Contains the Police, Fire Department, and Rescue Squad facilities.

1994, December 7: Selectmen accepted as a gift to the town Firefighters' Memorial Bell, mounting, and plaque in front of the building.⁸⁷⁹

⁸⁷⁵ *GSN*, March 23, 1912.

⁸⁷⁶ *GSN*, March 27, 1919.

⁸⁷⁷ *GSN*, March 4, 1949.

⁸⁷⁸ *E.g.*, name used in *GSN*, July 8, 1938.

⁸⁷⁹ *GSN*, December 14, 1994.

Public Wharf: Alternate name for Wolfeboro Town Docks (1939 Directory).

Puffs Point: Name is derived as two of the three residents on this short street have the surname of Puff; the street is located on a point projecting into the lake in South Wolfeboro. Name originated in 1993 during the town's revision and updating of street names. The *Blue Ghost* mail boat docked there in the 1990s.⁸⁸⁰

Pulpit Rock: Large, high rock, split from frost, located on the right side of Hopewell Point Road a short distance from Forest Road. So called from the story that local resident John Edmunds used to ascend it to pray during the early 19th century.

PVL Lane: road off Pleasant Valley Road to Lake Wentworth. PVL stands for Pleasant Valley Lodges, a group of 9 rental cottages built by William and Virginia Sexton about 1960.

Q

Quaker Meetinghouse Hill: 19th and early 20th century name for hill on North Main Street, especially the area between Friend Street and the Lake View Cemetery. Also spelled as Quaker Meeting House Hill.

Quimby Subdivision: One of many small subdivisions platted in the 1970s.⁸⁸¹

⁸⁸⁰ Alexander McKenzie IV, note, February 9, 1994.

⁸⁸¹ GSN, July 26, 1973 (Bob Duchano, Inc., granted building permit for Lot #2).

R

Raccoonborough: Early name for Pleasant Valley. Also spelled as Raccoonboro. Named for the black-masked, beady-eyed, four-footed mammal common in the area. This term was in popular use in the 1860s and 1870s and seems to have been dropped in the 1880s. In an article in *GSN*, January 27, 1906, Benjamin F. Adams stated that he had moved to Raccoonborough 39 years earlier. Also see Pleasant Valley listing.

GSN, August 28, 1931: “There is a tradition to the effect that sometime more than a hundred years ago a sheriff from Maine sought a person in Wolfeboro, who had stolen something in North Berwick. The person made restitution, and as he always had borne a good reputation, he was not apprehended. The sheriff’s explanation for his visit was that he was hunting ‘raccoon’ and that he caught one in his ‘burrow.’ Hence, the community came to be known as ‘Raccoonborough.’ Sometime prior to 1890, a minister who came to hold special meetings in that place suggested that it be called Pleasant Valley....”

Radio Hall: Name for the Pleasant Valley Community House after a radio club was formed there in January 1923. Name used through about 1925.

Railroad Avenue: Extends from South Main Street past the left side of the Wolfeborough Railroad Station to The Narrows condominiums and a building owned by Wolfeboro Oil Co. At the entrance to Railroad Avenue, Black’s store is on one South Main Street corner, and the Bank Building is on the other; the Railroad Station is beyond. Laid out 30 feet wide in 1887.⁸⁸²

1890, January: Official definition: “Railroad Avenue is the two streets extending from South Main Street to the Railroad Depot.”⁸⁸³

At one time what is now known as Central Avenue was known as Railroad Avenue; there were two parallel Railroad Avenues, each leading to the Boston & Maine Railroad Station, one to each side of the Bank Building (1899 Directory). Later called Railroad Avenue East and Railroad Avenue West (1934 Directory). Only the western Railroad Avenue is named such today.

1990, August: Street made one-way in an effort to reduce congestion.⁸⁸⁴

2016: Plans for the Wolfeboro Oil Company storage building, which was originally a freight building for the railroad, were initiated by a non-profit group, known as the Lakes Region Model Railroad Museum. Plans began, the Town purchased the building, and the oil tanks were removed from the site. Implementation of plans to refurbish the building as a museum and fund raising are in progress.

2021: funds were obtained from grants and private owners. Work is to begin in the summer and a projected opening is in 2022. The Wolfeboro Freight Shed was added to the New Hampshire Register of Historic Places on Feb. 7, 2021.

Railroad Avenue East: Extends from South Main Street to Depot Street and beyond, between the Bank Building and U.S. Post Office (1937 Directory and other sources). Now called Central Avenue.

⁸⁸² Parker, p. 199.

⁸⁸³ *GSN*, January 19, 1890 (report of committee proposing street names).

⁸⁸⁴ *GSN*, August 1, 1990.

Railroad Avenue West: 1930s (1937 Directory and other sources) name for what is now known as Railroad Avenue; extends from South Main Street to Wolfeborough Railroad Station and beyond, goes between Black's Paper Store and the Bank Building.

Railroad Square: Area between the Wolfeborough Railroad Station and the Central Block. Usage in the 1880s and 1890s.⁸⁸⁵

Railroad Station: See Wolfeborough Railroad Station.

Range Road: No. 1. Generic term used in the 19th century and earlier for roads laid out in the town, often along or near boundaries, following early land grants. "It was once a range road," and "it was known as Range Road," are typical usages.

Range Road: No. 2. A.k.a. Range Way and Old Range Road. Once called Sawyer Road. Now called Tibbetts Road.⁸⁸⁶ Extended west from Route 28 toward the Maleham-Sawyer Cemetery.

19th century: Site of a number of farms including those of Ichabod Tibbetts, Whitehouse, John Maleham, Morgan, and Tristram Nute.⁸⁸⁷

Range Street: Name in the 1891 Directory for what is best known as Oak Street (see listing).

Range Way: No. 1. A.k.a. Range Road and Old Range Road. Now called Tibbetts Road. Old road leading west from Center Street slightly closer to Wolfeboro than where Haines Hill Road branches off to the right. See listing above under Range Road (No. 2) for more information. Name no longer official.

Range Way: No. 2. Generic name for various ways over the years.

Rattle Snake Brook: A.k.a. Rattlesnake Brook. Early name for Fernald Brook, a small stream feeding into Lake Wentworth at Wolfeboro Center. Named for the pit vipers once said to have been observed in the area (but accurate reports of snake species are rare, and they may have been some other type).

Reade Lane: Short road off Pleasant Valley Road past Orchard Road. Named about 1996.

⁸⁸⁵ 1891 Directory; advertisement for Frost's Shoe Store described it as being in the Central Block on Railroad Square.

⁸⁸⁶ Arthur F. Chamberlin, note, April 24, 1995.

⁸⁸⁷ Per correspondence from Justin W. Tibbetts, November 4, 1956, to the Historical Society, and maps drawn by Gertrude B. Hamm, February 20, 1962, both preserved by the WHS.

Red Brook: Stream feeding into Lake Wentworth on its southern shore.

Parker, p. 35: “Its waters are colored either by absorption from the roots growing in it, or by percolation through mineralized earth.”

Red Brook Circle: Name since 1992 for road in Wentworth Estates residential development off Pleasant Valley Road on shore of Lake Wentworth.⁸⁸⁸ Incorporates the former East Lake Road and West Lake Road. Starting point: Pleasant Valley Road.

Remember the Iron Horse: Museum and shop operated from 1981 to date by Richard R. Libby, Glendon Street. Mini-museum of railroad history; model railroad shop.⁸⁸⁹ Closing date is unknown. Richard Libby died in 2004 at age 93; his wife Shirley, sold the building in 2006.

This listing is also duplicated in Volume III, the *Wolfeboro Business and Professional Directory*.

Rendall Cemetery: A.k.a. Rendall Graveyard. Located off Cotton Valley Road. Contiguous to the Perry Graveyard; both are across from the old William Cotton house on Cotton Valley Road.⁸⁹⁰

Rendall’s Corner: Alternate name c.1890s-1900s for what earlier and later was known as Goose Corner; intersection of North Main Street and Waumbeck Road. A.k.a. Copp’s Corner in the 19th century.⁸⁹¹

1895, July 16, *GSN*: “Rendall’s Corner, the newly adopted name for Goose Corner, seems to be thankfully received all around including summer boarders.”

1906: When the Rendall’s Corner designation was used in the 1906 *Town Report*, Mabel E. Fullerton protested in her column in *GSN*; by then, Goose Corner was the standard name once again.

Rhoda Nutt Road: Early name for Chick Road in North Wolfeboro.⁸⁹²

Richards Road: New-old name for Wentworth Pines Road. Earlier called Richards Road, then Wentworth Pines Road, then (after October 7, 1992) Richards Road again—to eliminate the use of Wentworth in the name.⁸⁹³ Leads from Pleasant Valley Road to Heath Trail. Parallels Lake Wentworth shore.

⁸⁸⁸ Selectmen’s resolution, October 7, 1992.

⁸⁸⁹ Sign permit, April 10, 1981.

⁸⁹⁰ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 217. Also, John S. Fipphen, note, November 2, 1994.

⁸⁹¹ Ida Pineo, note, April 1994.

⁸⁹² Per Ted Brigden.

⁸⁹³ Dorothy Schafer, letter to the author, May 5, 1993. In *GSN*, July 30, 1980, for example, it was called Richards Road (an older use).

Richmond Lake: Name for Lake Winnepesaukee suggested by Governor John Wentworth, but not adopted. Intended to honor the Duke of Richmond.⁸⁹⁴

Ricker Graveyard: Located off New Garden Road.⁸⁹⁵

Ricker Grove: 1891 usage. Picnic grove on A.B. Rust's farm in South Wolfeboro.⁸⁹⁶

Ricker Mountain: A.k.a. (more familiarly) Horne Mountain. Hill between Pleasant Valley and Rust Pond.

River Street: Extends from Center Street through the Crescent Point real estate development (at the entry the name used to change to Crescent Point Road; Crescent Point Road nomenclature was discontinued following the resolution of October 7, 1992). River Street was laid out on August 23, 1855, per town records. Another account states it was laid out in 1863, 3 rods wide.⁸⁹⁷ 1890, January: Official description: "River Street is the street extending from Center Street to the farm occupied by Samuel D. Hasty."⁸⁹⁸

Road 1: Shown on tax map off North Line Road leading to Sargent Pond. This is in a 2006 subdivision now owned by Sargent Pond LLC. As of 2021, there are no houses there.

Road from the Mills to the 50-Acre Lots: See Elm Street.

Roarton Building: A.k.a. Roarton Block. Modern name for the Goodwin Block; located on South Main Street on the Wolfeboro Bay side of the street, to the right of the Avery Building. Named for the owners, Gregory Roark and Thomas Elkinton; ROARK + ElkinTON.

Robin Acres: A.k.a. Robin Acres Village. Housing development off North Main Street near the Libby Museum, first advertised in 1970. Designed by Morice & Gary of Cambridge, MA. Minimum lot size of one-half acre.⁸⁹⁹ Developed by the Poisson Construction Co. in the 1970s and 1980s. Named for Norman and Jean Poisson's daughter Robin. All the streets in the village have birds' names.

1970: Water lines installed by the developer were connected to town lines.⁹⁰⁰

1973: Development cited as an excellent example of cleanliness of unsold lots, attractiveness of landscaping, etc., a credit to the community. In addition, it received the Beautification Award from the Chamber of Commerce.⁹⁰¹

⁸⁹⁴ *GSN*, February 14, 1954, "The Vision Splendid," by Robert F.W. Meader.

⁸⁹⁵ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 229.

⁸⁹⁶ *GSN*, September 7, 1891.

⁸⁹⁷ *GSN*, August 28, 1931. Conflicting dates of layouts may indicate that the later date represents an improvement or widening.

⁸⁹⁸ *GSN*, January 19, 1890 (report of committee proposing street names).

⁸⁹⁹ *GSN*, October 8, 1970. Adv.

⁹⁰⁰ 1970 *Town Report*, p. 61.

⁹⁰¹ *GSN*, July 26, 1973.

Robin Acres Drive: Connects North Main Street to the Robin Acres development near the Libby Museum and serves as the main loop through Robin Acres.

Rockingham Road: Short road off Governors Shore Road, leading to Lake Wentworth.

Rockwell-Franks Graveyard: Located off Pleasant Valley Road.⁹⁰²

Rocky Cove Road: Apparently, a name at one time for what was usually referred to as Hopewell Road or Hopewell Point Road.

1967, September 1, *GSN*: “In Wolfeboro is Rocky Cove Road the one we call Hopewell Road?” Query from C.E. Bullock of the Camp Patrol.

Rocky Point: Point extending into Jockey (Meader) Cove on Lake Winnepesaukee. Accessed by dirt road left off Forest Road before Carry Beach; owned by J. Frank Goodwin in 1934.⁹⁰³

Rocky Shore: No. 1. Shore area on Wolfeboro Neck, facing the Broads section of Lake Winnepesaukee.

Rocky Shore: No. 2. Shore area on Winter Harbor to the right of Carry Beach.⁹⁰⁴

Rocky Shore Road: Extends left from Forest Road on Wolfeboro Neck to shore of Lake Winnepesaukee.

Rogers Mountain: Old name for wooded hill, mostly in Alton, at the base of which, on the shore of Lake Winnepesaukee, the Lakewood development was laid out in 1897; this development straddled the Wolfeboro-Alton town line.⁹⁰⁵

Rogers Point: South Wolfeboro. Point on Lake Winnepesaukee. Usage c.1893.⁹⁰⁶

Rogers Street: Designation on Norris’ 1889 map of Wolfeboro for a small section of what is now known as Sewall Road. Earlier called Cross Street. Named for William Rogers, who in 1779 purchased 100 acres of land from David Sewall, paying four pounds of spring beaver fur. The Rogers land extended along what is now called Sewall Road, to the property in the present century owned by Oscar D. York and also included what are now Lake and Endicott Streets, the Wolfeboro Inn, and other area properties.

1866, November 3, *GSN*: “David C. Rogers, Esq., has opened a new street through a portion of his farm and laid out some 20 or more building lots in one of the most desirable portions of the village.”

⁹⁰² Details in John S. Fipphen, *Cemetery Inscriptions*, p. 227.

⁹⁰³ Cf. 1934 Directory.

⁹⁰⁴ Cf. current town tax map.

⁹⁰⁵ *GSN*, November 2, 1897 (discussion of Lakewood).

⁹⁰⁶ *GSN*, August 29, 1893.

Rolling Wood Drive: Road in the Sugar Hill Retirement Community. See listing.

Rollins Block: Later name for the Pickering Block (see listing for history). Named for Daniel Pickering's son-in-law Charles Rollins, who inherited the property. Later, the name was changed from the Rollins Block to the Hersey Block, although after that it was often called by the earlier names including Pickering Block and Rollins Block—quite confusing to the uninitiated. Razed in 1937. Also see Rollins Hall listing.

(Rollins Brook): Name for South Wolfeboro (?) brook that ran from a dam on the land of Charles Palmer in New Durham, through South Wolfeboro, and into Lake Winnepesaukee.⁹⁰⁷ However, there is the possibility that this name referred to a brook in the towns of Alton and New Durham and not in Wolfeboro.⁹⁰⁸

Rollins Hall: Name in the 19th century for the second floor hall in the Rollins Block (née Pickering Block) used as the Republican headquarters, just as Union Hall in the Sheridan House was Democratic headquarters for a long time.⁹⁰⁹

Ronald Road: Name since 1992 for a road in the Wasamegin Acres development.⁹¹⁰ Starting point: Furber Lane. Near Sargents Pond.

Route 28: Extends from Alton town line in South Wolfeboro and is called South Main Street until it turns right at Pickering Corner, at which point it is known as Center Street; extends to the Ossipee town line.

Route 28 Bypass: A proposed bypass, never constructed, discussed and debated at great length in the 1970s and planned to extend from South Wolfeboro to near the Allen "A" Resort, bypassing the downtown district. Two routes were proposed, one east of Crescent Lake and the other west of it. The matter was settled, possibly permanently, at the 1973 town meeting when the inhabitants went on record not to be in favor of the route. Local realtor Henry S. Maxfield was among the more vocal opponents to the plan.

Route 28 North: Alternate name for Center Street, although Center Street is the official designation.⁹¹¹

⁹⁰⁷ *GSN*, December 9, 1922, and January 13, 1923.

⁹⁰⁸ *GSN*, April 17, 1931. In a note to the author, February 9, 1994, Alexander McKenzie IV concurred that this may not be a Wolfeboro brook.

⁹⁰⁹ *GSN*, April 2, 1937 historical account; at the time it was known as the Hersey Block. *GSN*, January 31, 1870: Sample citation for Rollins Hall.

⁹¹⁰ Selectmen's resolution, October 7, 1992.

⁹¹¹ *Ibid.*

Route 107: Old name (on maps of 1920s-1940s) for what is now called Route 109. State route.

Route 109: A.k.a. Governor John Wentworth Highway. Extends in approximately an east-west orientation from the Tuftonboro border (from which point it is known as North Main Street) approximately along the shore of Lake Winnepesaukee, but not following land projections, to the Smith River Bridge (where the name changes to South Main Street), continuing to Center Street (at Pickering's Corner where it becomes the same as Center Street and Route 28 as far as Wolfeboro Center), north through Wolfeboro Falls to Wolfeboro Center, there leaving Center Street and turning right to the northern shore of Lake Wentworth, and continuing to the Brookfield town line. Earlier called Route 107.

Route 109A: Begins at Center Street in Wolfeboro Falls and goes to Tuftonboro. Includes Elm Street and Pine Hill Road.

Rumpus Ridge: Mentioned in *GSN*, October 19, 1956. See details under Foxville listing.

Ruotolo Development: Laid out by Gavin Ruotolo in 1974-1975, off North Main Street. Nearly 1,000 feet of water mains were installed by the developer.⁹¹² Sales were not up to expectations, and some of the lots were later combined.

Russell C. Chase Bridge-Falls Path: A.k.a. Rus Chase Bridge-Falls Path.⁹¹³ Walkway completed in 1990 from the Wolfeborough Railroad Station to Center Street in Wolfeboro Falls, utilizing old railroad bed. About 2,370 feet in length; occupied 4.6 acres of land. Financing included \$24,290 from the federal Land and Water Conservation Fund and money raised by efforts of the Wolfeboro Rotary Club. Howard Bean donated land valued at \$40,000 as part of the right-of-way. Named for the late Russell ("Rus") C. Chase, proponent of the project, who died on September 6, 1990, at age 83. Project dedicated on July 16, 1990; rededicated on September 2, 1992, following completion.⁹¹⁴

1984 *Town Report*, p. 110: Official address given as 98 Glendon Street; total acreage, 4.62. Listed as Bridge Falls Path (no hyphen, no mention of Rus Chase).

The Bridge-Falls Path connects directly across Route 28 with the Cotton Valley Rail Trail (see listing), which now extends to Wakefield, creating a 12 mile multi-use recreational trail.

Rust Brook: Now called Baker Brook. Located in South Wolfeboro; crosses under Route 28 between the South Wolfeboro intersection and the Alton town line; drains Trapper Pond and empties into Mink Brook. Parker (p. 39) states it empties into Lake Winnepesaukee.

⁹¹² *GSN*, August 15, 1974; April 2 and September 25, 1975, and other issues; 1975 *Town Report*, p. 66.

⁹¹³ Various permits were granted under this name 1988-1993 (Zoning Board of Adjustment records).

⁹¹⁴ *GSN*, July 18, 1990, January 9, April 24, 1991, July 29, August 26, 1992, and other issues.

Rust Graveyard: Located off Camp School Road.⁹¹⁵ Small graveyard surrounded by stone wall; entered by iron gate. Next to drive into the Wolfeboro Camp School.⁹¹⁶

Rust Park: Name used in 1950s and 1960s for what is now known as South Wolfeboro Park (see listing).⁹¹⁷

Rust Pond: Earlier called Middle Pond. Located in South Wolfeboro. Drains into Lake Winnepesaukee via Mink Brook. 578' above sea level (USGS survey). Named for Col. Henry A. Rust, early proprietor who in 1767 drew Lot 15, of 600 acres, which included the pond. In recent years a Chamber of Commerce brochure has hastened to tell visitors to Wolfeboro that Rust Pond was named after an early settler—lest some potential visitor think that it refers to the color of the water. However, Rusty Lane leads there from South Main Street.

Henry A. Rust was born in Stratham, NH, in 1726; married Ann Harvey of Portsmouth, and had 11 children (of whom four died in infancy, and seven married and remained in Wolfeboro all their lives). Mr. and Mrs. Rust both died in 1807 and are buried in the family plot in Wolfeboro. Circa 1773, Rust built a large (for the time) residence on the north shore of the pond, and he and his wife relocated there from Portsmouth; this house burned in 1880.

1896, April 21: “Not since the spring of 1891 has Rust Pond been so high, the water being well up to the bank.... It looks as though the mills would be able to run by water power all summer.”

1955, August 19, *GSN*: Comment from archaeologist Chester B. Price:⁹¹⁸ “On the Abenaki Trail was Winniseeket, a camping place near where the Hill School Camp was later built. Rust Pond was called Winneseeket Pond or ‘8inisicekbog.’”

1982: Rust Pond Association sought to protect the ecosystem, tranquillity, swimmers, etc., on the pond and did not want jet ski or waterskiing tournaments held there.⁹¹⁹

1989, March: Scenes for the motion picture *Once Around*, with Richard Dreyfuss and Holly Hunter, were filmed there.

Rust Pond Park: Area of Rust Pond suitable for picnics. Mentioned in *GSN*, August 7, 1953; it was stated that August 19 was going to be cleanup day at Rust Pond Park. All were invited to help clean up brush and generally tidy up the place.

Rust Pond Road: Road off Middleton Road near Cider Press Restaurant, leading to Rust Pond.

Rust-Leavitt Graveyard: Located off New Garden Road.⁹²⁰

⁹¹⁵ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 198.

⁹¹⁶ Personal visit by author.

⁹¹⁷ Cited as Rust Park in 1950s and 1960s *Town Reports*, and elsewhere.

⁹¹⁸ Price noted the figure 8 was used as OU in the Abenaki tongue.

⁹¹⁹ *GSN*, December 15, 1982.

⁹²⁰ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 228, 229.

Rusty Lane: Road off Middleton Road leading to Rust Pond, southeast of Rust Pond Road. A misuse of Rust Pond nomenclature, as the pond was named for an early settler, not for the color of the water.

Rusty Shores: Waterfront development on Rust Pond.

1963, July 26, *GSN*: “New-new-new. Rusty Shores. Rust Pond. New lakeside development and only land available on scenic Rust Pond just three miles from Wolfeboro business center. All lots have minimum shore frontage of 100 feet.... Prices sell from \$3,000. G.S. Pettengill, associate, Realty Investments, Inc., Mirror Lake Estates, Mirror Lake.”

1964: Town laid over 2,000 feet of galvanized pipe there.⁹²¹

Rye Field: Large, open expanse of rye fields on the Governor John Wentworth farm. Various “Ryefield” names are from this origin.

Ryefield Brook: A.k.a. Rye Field Brook. Feeds into Ryefield Marsh, an appendage of Lake Wentworth. Also see comment under Warren Brook.

Ryefield Brook Wetland Complex: Ryefield Brook and environs. At the 1986 town meeting this was designated as a prime wetland in accordance with RSA 483-A:7.

Ryefield Marsh: Wildlife area managed by the Wolfeboro Conservation Commission; an appendage of Lake Wentworth on the northeast shore. Ryefield Brook feeds into it. The 52-acre⁹²² wildlife site is also known as Ellie’s Woodland Walk (see listing).

Ryefield Terrace: Name since October 7, 1992, for road formerly known as Mountain View Terrace.⁹²³ Starting point: Governor Wentworth Highway (Route 109).

⁹²¹ 1964 *Town Report*, p. 56.

⁹²² Printed figures for acreage have varied; 1994 *Town Report*, p. 113, gives 61.00 acres.

⁹²³ Selectmen’s resolution, October 7, 1992.

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Sachem Lane: Short spur off Osseo Drive. Sachem is a Narragansett tribe word for Indian chief.

Sam Brown Hill: Mentioned in *GSN*, June 5, 1920; a car was stranded there.

Sanborn Cemetery: South Wolfeboro.⁹²⁴ More commonly known as the South Wolfeboro Cemetery (see listing).

Sanbornville Road: Road leading to Sanbornville east from Route 28. Now a part of Route 109 (cf. 1937, 1939 directories).

Sandbox Drive: Off Center Street past Fernald's Basin, connects to Lake Shore Terrace.

Sands, The: Sandy area along the shore of Lake Wentworth; name in use in the 1890s:⁹²⁵ "At the east side of the lake a large bay sets in toward The Sands, as they were named by the town proprietors."

Sandstrom Road: Extends from Pine Hill Road across Tuftonboro town line and connects with Lang Pond Road. Named for local family. Often misspelled "Sandstorm," and in 1994 there was an official "Sandstorm" town road sign posted on it.⁹²⁶ Earlier called Bassett Road; what in 1993 is the Ben Ladd homestead was at one time known as Bassett Farm; no connection with the Bassett Road of today.⁹²⁷

Sandy Beach: Popular bathing beach on Wolfeboro Bay. Mentioned in the *GSN*, July 2, 1921, on postcards, etc. Later popularly called Bathing Beach and still later (and now), Brewster Beach. A.k.a. Public Bathing Beach.

Sandy Lane: This is a short road off the Governor John Wentworth Highway (Route 109). Alexander McKenzie IV commented:⁹²⁸

This road was unnamed until 1985, when I listed [in a real estate offering] a camp off this road. As the McKenzie family owned the property over which the right-of-way to this and two other camps passed, I named it.

Sandy Point: Early name for Keewaydin Point (see listing). In Winter Harbor.

⁹²⁴ Now best known as the South Wolfeboro Cemetery (John S. Fipphen, note, November 2, 1994). *GSN*, October 13, 1944. Headley A. McBride was buried in the Sanborn Cemetery, October 10, following services at the Union Church; *GSN*, May 27, 1971: Noted that Robert L. Mulvey was buried there.

⁹²⁵ *GSN*, March 2, 1897.

⁹²⁶ Personal observation, November 13, 1994.

⁹²⁷ Note, Arthur F. Chamberlin; 1978 *Town Report* noted it was called Bassett Road earlier.

⁹²⁸ Note to the author, February 9, 1994.

Santis Way: Road off Harvey Brook Road in Birch Hill Estates.

Sargents Brook: Name for outlet of Sargents Pond (cf. town records dated November 30, 1889).

Sargents Pond: A.k.a. Lily Pond, Sergeant's Pond (in the 19th century), Duncan Pond. Fed by Hyde's Brook and Horne (a.k.a. Hills) Brook; drains into Tyler (a.k.a. Hersey) Brook. Sometimes spelled as Sargent's Pond. Named for the Sargent family. 718 feet above sea level (USGS map). In the northern part of Wolfeboro.

1895, April 3 *GSN*: "The pond near Thomas Young's is situated within the boundaries of the proprietary lot of Nathaniel P. Sargent, attorney at law. In legal instruments and in common talk it was invariably called Sargent's Pond. A few years ago some careless person gave it the spurious name of Duncan's Pond, probably from a pond of that name situated in the town of Ossipee. Recently it has been known as Lily Lake, on account of the abundance of pond lilies that grow in the waters. This name is appropriate and euphonic. Let it be so called!—B.F. Parker."

Parker (*History of Wolfeborough*), p. 39: "Lily Pond is circular in form and has an area nearly 200 acres. Bordering on some cranberry meadows, but no fine beaches, on its muddy bottom grow many aquatic plants, among them a profusion of water-lilies, which in their season cover the surface of the pond with a mantle of white. Until within a few years, this body was called Sargeant's [*sic*] Pond from the name of the town proprietor within the limits of whose lots it lay."

Sargent's Pond Acres: 1979, August 29, *GSN*: Bernard W. Pineo III advertised Sargent's Pond Acres, one- to three-acre lots for sale, some lots on ponds, others with water access rights.

Sargents Pond Crossing: Another name for the portion of Sargents Pond Road that connects to North Line Road. Both names appear on Town tax maps.

Sargents Pond Road: Off Beech Pond Road, goes to shore of Sargents Pond and connects with North Line Road.

Sargents Pond LLC: Present owners of a 2006 subdivision of a large parcel between Sargents Pond and North Line Road. Part of the subdivision is swampy and owned by the Town of Wolfeboro.

Savard Building: South Main Street, between the Folsom-Parker Building and the Latchaw Building (see listings). Two stories (often with different businesses on each floor, accounting for the overlapping of some listings to follow. History of building and its predecessors:⁹²⁹

1854, January 3: John Barker sold to Joseph Varney for \$137.

1854, March 1: Varney sold to Samuel Dennis for \$150.

1868, November 24: William H. Jones sold to John Rogers, nurseryman and boot and shoe dealer.

John Rogers' Meat Market, a.k.a. Rogers Market, conducted there for many years. Conducted by William Rogers at the turn of the century.

⁹²⁹ Harrison D. Moore provided certain details; letter of January 3, 1994.

1905: Rogers Market sold to Harry R. Leavitt; Leavitt operated it for a year, then sold to Libbey & Tilton (a.k.a. Tilton & Libbey).

1906-1907: Tilton & Libbey.

1914-1917: Anderson's Fruit & Candy Store; Leslie N. Anderson.

c.1913: Elmer R. Durgin opened market; sold out to A.N. Savard in 1922, purchase not finalized until 1924.

1918: Shop of Quality and Tea Room; moved in when Anderson moved out.

1922, March 25: Nathaniel Rogers sold building to Della L. Firmin. Firmin operated a shop upstairs.

1924, November: Albert N. Savard, of North Conway, finalized purchase of Elmer R. Durgin's meat and grocery business.

1926, May: Neighborhood Bakery, George Drapeau, opened on the 2nd floor.

1926, September 8: Della L. and David H. Firmin sold to Dean P. and Mary A. Otis of Florida.

1926-1932: Lakeside Bakery on 2nd floor.

1927, November 14: The Otises sold building to Albert N. Savard.

1932, June: Harold A. Harvey opened jewelry shop on 2nd floor in former bakery premises; stayed until 1933.

1933: Building housed Savard's Market and, upstairs, Queenie's Shop and the jewelry shop of H.A. Harvey.

1933, autumn: Savard demolished structure.

1934, February: Opened new building (the one standing today).

1939: Hood's Market, Walter R. Hood.

1939, February 16: Rose A. Savard sold building to Adeline L. Baldi, of Laconia.

1942-1950: Lamprey's Market (Carroll Lamprey) located there.

1943, July 23: Adeline L. Baldi sold to Carroll A. Lamprey.

1950, November 8: Lamprey sold to Michael F. and Norma E. Deyak, pharmacists, who moved Hall's Pharmacy there; Hall's had been in the Bell Building next door since June 1939.

1978, May 15: Norma E. Deyak, by then a widow, sold to Donald H. McBride (owner of Hall's Pharmacy).

1980s, late: Modern extension added to back of 2nd story.

1990s: Hall's Pharmacy on ground floor; various businesses on lower level and on 2nd floor.

2020: Downtown Grille Café is on the ground floor; other business on 2nd floor.

Saw-Mill Brook: Circa 1784 name for brook running into Lake Wentworth near Horn Brook.⁹³⁰ Numerous other brooks were so designated from time to time.⁹³¹

Sawyer Road: Laid out in Wolfeboro in 1825, location in town not specified.⁹³² Probably the same as Old Range Road, a.k.a. Range Road, now known as Tibbetts Road.

Arthur F. Chamberlin commented:⁹³³ "The Tibbetts Road over to Wolfeboro Center should have been the Sawyer Road. Charles Henry Tibbetts married Sawyer's daughter, but the Sawyer family lived there first, for many years."

⁹³⁰ Per R.P. Edgerly, "The Pleasant Valley Schoolhouse."

⁹³¹ Arthur F. Chamberlin, letter, November 1, 1993.

⁹³² *GSN*, August 28, 1931.

⁹³³ Letter, February 22, 1994.

Scavenger Island: Small island in Lake Winnepesaukee; one of the Varney Islands. Southeast of and not far from Church Island, Scavenger is another island in the “rocks with bushes & trees” category. Measuring only 0.02 acre it is one of the collection of islets in Mr. and Mrs. Robert L. Hanson’s real estate portfolio. The Hansons’ sons, Jon and Michael, would often swim and dive off of the various little islands, finding all sorts of “treasures,” ranging from fishing lures to anchors. In honor of this sport, Jon suggested the Scavenger Island name.

School Street: Short thoroughfare from Glendon Street to rear of Carpenter School, between Lehner and South Main Streets to which it is parallel. Laid out as 2 rods wide on November 17, 1885, per town records.⁹³⁴ Originally serviced the Pickering School; now terminates at alley leading to the back of Carpenter School.

1887: Sanborn fire map called it Fox Street, noting that it was a temporary designation.

1889: Called Academy Street.⁹³⁵

1890, January: Official description: “School Street is the street extending from Railroad Avenue across Glendon and Union Streets.”⁹³⁶

Schoolhouse Hill: One of several old names for the hill on the stretch of Center Street ascending from Clarke Plaza in the direction of Ossipee. So called as there was once a facility popularly known as the Old Red School House there; a.k.a. Laundry Hill, Creamery Hill, Kidder Hill.⁹³⁷

1926, October: Grade was cut down by two feet by a road crew.

Schoolhouse Professional Building: Name since 1990 for the former South Wolfboro Schoolhouse.⁹³⁸ John Boornazian, M.D., owner.

Scott House: Known by this name in the early 20th century, this building was built in 1836 (Parker says 1834). South Main Street, to left of the Pickering Block. A.k.a. Nudd’s Building and, in the early years, the Wolfborough (*sic*) Bank Building.

1836-1839: Built to house the Wolfborough Bank (founded in 1834, thus probably the source of Parker’s incorrect date).

1838, February 3: Sold by Daniel Pickering to the president, directors, and company of the Wolfborough Bank. \$125.

1844, June 27: Sold by Thomas Rust (for creditors of the Wolfborough Bank) to John Thompson of New York City.

1849, October 27: Sold by Thomas Rust to Samuel Nudd. Became known as Nudd’s Building.

1854, November: The Lake Bank had its first office there.

1869, March 2: Given (“for the love and affection I have”) by Samuel Nudd to son Ira P. Nudd and daughter Ruth P. Huggins (of New York City) on condition Samuel would retain life tenancy.

⁹³⁴ Account in *GSN*, August 28, 1931, says 1884.; Parker, p. 199, says 1884.

⁹³⁵ *GSN*, March 18, 1889.

⁹³⁶ *GSN*, January 19, 1890 (report of committee proposing street names).

⁹³⁷ Harrison Moore, undated note to the author, 1993; Gertrude B. Hamm, “Colloquial Names.”

⁹³⁸ Renovation permit, January 5, 1990.

1902, August 19: Sold by Ruth P. Huggins to Harriett L. Scott for \$3,000. Nathaniel H. Scott, M.D., practiced there for many years.

1936, March 23: Given by Nathaniel H. and Harriet E. Scott to Beatrice and Louisa Scott, on the condition that they care for the elder Scotts during their lifetime.

1956, August 27: Sold by sisters Beatrice and Louisa Scott to Edith S. and Herbert D. Tinker.

1960s: Owned by Edith S. Tinker.⁹³⁹

1994: Painted gray with green shutters; "Sale Pending" sign in front; listed by Melanson Associates.

1994: Sold to John Pernokas.⁹⁴⁰ House exterior subsequently refinished and interior renovated.

1995: *Lakes Region Courier* was first commercial tenant in newly remodeled structure.

2020: Tenants are Keller/Williams Realty and Coakley and Hyde Law Offices.

Scott Road: Road off South Main Street opposite Kingswood Regional High School; connects with Stephenson Lane. Named for the Dr. Nathaniel H. Scott family; Scott was a prominent physician in Wolfeboro for many years.

1950s: Herbert D. Tinker and his wife Edith (née Scott, one of the Scott twins; the other was Ethel, who became Mrs. Clayton Wallace) lived on the road.⁹⁴¹

Seaplane Base: Floating wooden platform in Wolfeboro Bay in the 1930s, built and maintained by the town and used for the departure and arrival of seaplanes.

Seavey Brook: Rises southeast of Dimon's Corner and flows west to join Willey Brook.⁹⁴² Named after Moses Seavey, who lived in the first house on the left on Morgan Lane.

Seavey Graveyard: Located off Camp Road on the east shore of Rust Pond.⁹⁴³ Very close to the Rust Graveyard; next to the road leading into the Wolfeboro School Camp. Several markers stand. No wall or gate.⁹⁴⁴

Seavey Hill: South Wolfeboro. The area between the "Cove" and "Seavey Hill" was improved by road agent Fred DeLand according to account in *GSN*, June 29, 1897.

Second Ledge: In Lake Wentworth near Stamp Act Island.

Seven Sisters Islands: Group of islands in Lake Wentworth immediately to the west of Stamp Act Island. Also called the Sister Islands and, earlier, the Three Sisters. This group consists of 5.76-acre Poplar Island, 3.55-acre Sister Island and five islets named Loon Island, Wal Island, Flo Island, Min Island, and Joe (hardly a name for a "sister") Island (see individual listings). The two largest and Loon have summer camps.

⁹³⁹ Most information from Harrison Moore, letter, December 19, 1993.

⁹⁴⁰ *GSN*, May 11, 1994.

⁹⁴¹ Dr. Joyce E. Brown, letter, September 16, 1994.

⁹⁴² Ted Brigden, note, 1994.

⁹⁴³ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 229, 230.

⁹⁴⁴ Personal visit by author.

Sewage Treatment Plant: Town-owned. Address: 46 Filter Bed Road. On site of 300.82 acres.⁹⁴⁵

Sewall Point: No. 1. Projection of land separating the west side of Wolfeboro Bay from The Broads of Lake Winnepesaukee. Named for David Sewall, early town proprietor. Town records dated March 11, 1820, mention a road two rods wide to be built from the main road (now North Main Street) to “Samuel Nowell’s buildings on the Sewall Point so called in said town.” However, Nowell’s structures were not located on the promontory we know today as Sewall Point; instead, they were located at the base of a hill about 300 yards westerly of the present Sewall Road.⁹⁴⁶ Infrequent usage: Point Sewall.

1898, April 12, *GSN*: “C.F. Piper, who owns the land near Sewall’s Point, for which there is such a demand for lots for summer cottages, has had this large tract of land suitably divided into building lots, and a plan of same was made last week by L.E. Scruton, civil engineer of Portsmouth. There is no better location around Lake Winnepesaukee than this piece of property which Mr. Piper is about to open to the public.”

Sewall Point: No. 2. 15-lot subdivision planned in 1983. Consisted of one-acre lots accessed by a 1,700-foot paved road with a turnaround at the end. Developers were Ross Hardman, Henry (“Chip”) Maxfield, Jr., Paul Moore, and Gabriel Tremblay on 20 acres owned by A. Oram Fulton (of Wolfeboro), Mary Shattuck (Portsmouth), and Florence Hunter (Stuart, FL). Hearing held. Development of 14 lots allowed.⁹⁴⁷

1984: Suit against development filed by Anastasia Dunau, summer resident who lived nearby, charging it was “illegal and unreasonable,” and according to the town’s master plan, was to be kept for low density development and recreational purposes.⁹⁴⁸ Also see Old Sewall Road listing.

1994: Several custom-built quality homes are in the subdivision.

Sewall Point Road: Name before October 7, 1992, for what is now transposed and altered to Pointe Sewall Road. Interior road on Sewall Point, branching off Sewall Road not far from the Goodhue & Hawkins Navy Yard. Serves Sewall Point residential development laid out in 1983.

Sewall Road: Begins at North Main Street adjacent to the Wolfeboro Inn and continues, following the contour of the Lake Winnepesaukee shore, and separated from the shore by houses and cottages. Terminates on Forest Road. Includes Sewall Point. Earlier called Sewall Street (name changed to Sewall Road in March 1908 by town meeting vote).

Parker (1900) stated: “The development of the Sewall-Rogers lands on the northerly side of the bay within a decade has been remarkable. The land was purchased by Messrs. Charles F. Piper and George A. Carpenter, and is now practically covered with handsome summer residences. The pioneer in this movement was Colonel Edward B. Dickinson, of New York, who had visited Wolfeborough annually for several years and had become impressed with the advantages of the place as a permanent summer home. He purchased a lot of 10 acres, with a water front of nearly 600 feet. Here he erected in 1889⁹⁴⁹ an attractive residence, ‘Ferncliffe,’ of 13 rooms, with a wind-mill, bath-house, boat-house, and several summer houses, about the grounds. A stone wharf, one hundred and forty feet long, affords ample dock facilities. The high standard

⁹⁴⁵ 1994 *Town Report*, p. 110.

⁹⁴⁶ Harrison Moore, undated note to the author, 1993.

⁹⁴⁷ *GSN*, October 26 and November 23, 1983.

⁹⁴⁸ *GSN*, January 11, 1984.

⁹⁴⁹ Author’s note: First occupied in 1890.

fortunately set by Colonel Dickinson in the first house built on what is now Sewall road, has been to a good degree maintained by the numerous cottagers that have succeeded him.”

1881, November 12: This road was laid out as Cross Road, per town records.

1880s: Later known as Rogers Street, per town records (also appears as such on Norris’ 1889 map).

1890, January: Officially designated as Sewall Street.

1898, June 28, *GSN*:

Our selectmen are building the road recently laid out from the foot of Pleasant Street, to the residence of Col. Dickinson and hope to complete it this week.

1899 Directory: “Sewall Street; the third street northerly of Smith’s River extending from North Main Street to the Lynn Cottage on the lake shore.”

1898-1902: Later laid out (improved) as Sewall Street, 2 1/2 rods wide, June 4, 1898, with an extension built in 1899-1900, and additional work authorized on January 26, 1901, and (as Sewall Street Extension) on February 23, 1902, per town records.

1916: 150-foot extension was built at cost of \$115.50.

1920, March 6, *GSN*: Rev. A. Edwin Keigwin stated that he had been residing on Sewall Road for 20 years and “I dare say there is no street, except Main Street, that is used as much and along which so many large taxpayers reside,” which is not improved, possibly because “so few of the parties interested are able to attend the town meeting where a distribution of public funds is voted.”

1920, June 26, *GSN*: “Sewall Road might appropriately be termed Lovers’ Lane.”

1921-23: Extensive blasting and other work was done on the Sewall Road Extension.

1965: Sewall Road Association formed; included 70 residents by 1987 at which time George Elkins was president.

1987: Municipal sewer lines approved by town; subsequently installed.

1988-1989: Large expansion to rear of Wolfboro Inn was viewed as damaging to the scenic beauty of the area. Sewall Road Association instituted a lawsuit to regulate what were perceived as major problems.

1993: Harrison Moore commented:⁹⁵⁰ “Research I did in the town records in 1986 shows that what is now Sewall Road was laid out in three sections and not all at the same time. The last laid out was the section connecting to Forest Road.” Sewall Road dead ended at the Goodwin property until 1966-1967, when it was cut through to Forest Road. Also see Old Sewall Road listing.

1994: Alexander McKenzie IV commented:⁹⁵¹ “Supposedly, there are several public rights-of-way, 10 to 15 feet wide, along Sewall Road. These are now overgrown and disguised by abutters. These ways were used to provide livestock access to the lake for watering purposes. This was told to me by Nat Goodhue.”

Sewall Road Extension: Part of Sewall Road toward Forest Road. As the road was lengthened, the new part became known as the Sewall Road Extension, but the name was never separate from Sewall Road in signage, and it soon became incorporated into Sewall Road. Cut through in the winter of 1966-1967.⁹⁵²

Sewall Street: 1890, January: Official description: “Sewall Street is the third parallel street northerly of Smith’s River extending from North Main Street to the lake.”⁹⁵³ Name later changed to Sewall Road (see listing).

⁹⁵⁰ Undated note to the author, 1993.

⁹⁵¹ Note to the author, February 9, 1994. Separately, local real estate dealer Joseph (“Bucky”) Melanson III advised the author of similar rights-of-way, now largely forgotten, but still legally extant.

⁹⁵² Arthur F. Chamberlin, letter, October 12, 1993.

⁹⁵³ *GSN*, January 19, 1890 (report of committee proposing street names).

Sewall's Cove: Small cove on Lake Winnepesaukee near Sewall Point. Term in use c.1900-1910.

Sewall Woods Conservation Area: This 179 acre recreation area was purchased by, or gifted to, the Lakes Region Conservation Trust between 1997 and 2007. Already in use as year-round recreational trails through the generosity of land owners, the accumulation of the parcel guaranteed perpetual use. The area provides a network of well-maintained cross-country ski trails, biking and hiking trails.

Sewer Bed Road: Known today as Filter Bed Road. Cited as Sewer Bed Road in 1952 town tax list, p. 27; also called Sewer Plant Road (*ibid.*, p. 17).

Sewer Plant Road: Known today as Filter Bed Road. Cited as Sewer Plant Road in 1951 *Town Report*, p. 32; 1952 town tax list, p. 17; also called Sewer Bed Road (*ibid.*, p. 27).

Shady Lane: Name since 1992 for road extending to the right from Olsen Lane near Holden Shore of Lake Wentworth.⁹⁵⁴ Parallels the shorefront and services lake properties.

Shakapaw Way: Road in Port Wedlin area connecting to Earl Shore Road.

Shelter Island: Small island in Lake Winnepesaukee; one of the Varney Islands. This tiny projection from the lake, described on the town tax records as “boulder with tree & bushes,” measures just 1/100 acre and, like Little Keniston II, may test the lower size limits of what can be called an island. The owners are Mr. and Mrs. Robert L. Hanson. The name was assigned by the Hansons in view of the island’s situation—it is on the lee side of Melody Island and is sheltered from wind and waves.

Shepherd Road: Mentioned by Parker (p. 199) as being widened to two rods in 1836 (*GSN*, August 28, 1931, says widened to three rods in 1836). Presumably, once used by shepherders. The name was continued well into the 20th century. “Started where the ‘Allen A’ cabins were built, ran up over the hill by the trotting track, and joined Trotting Track Road near where Percy Drive is now.”⁹⁵⁵ 1967 *Town Report* (p. 65) stated this was the same as Trotting Track Road; also see 1969 *Town Report*, p. 65.

Sheridan Hall: Name beginning in the early 1890s for the second story hall in the ell of the Sheridan House hotel; a popular gathering place for entertainment at the turn of the 20th century. Earlier known as Union Hall.

Sherman Road: Name for road off Center Street leading to Willey Brook Campground. Basically an entrance, it isn’t shown on tax maps, but the street sign is there.

⁹⁵⁴ Selectmen’s resolution, October 7, 1992.

⁹⁵⁵ Arthur F. Chamberlin, letter, October 12, 1993.

Sherwood Forest: Residential development off Middleton Road. Laid out in the 1980s; approved by the town in 1986. Friar Tuck Way runs through it. Named for wooded area made famous in the *Robin Hood* story. In late spring 1987, Sherwood Forest III including 21 lots was advertised.⁹⁵⁶

1994: Health problem. Area radon levels were alarmingly high. The Sherwood Forest development was the highest in southern Carroll County. The wells tested as high as 22,000 pica curies per liter (pCi/L) of the radioactive gas, 72 times higher than the U S. EPA was proposing as safe. Radon was a naturally occurring radioactive gas. Currently there weren't any standards on it so it wasn't a problem The state couldn't set the standard on its own, because if it did, it would have to impose its own standard because of a constitutional amendment forbidding unfunded state mandates. Larger municipalities were having enough trouble keeping up with regulations for water systems. Smaller municipalities and mobile home parks would have an even tougher time keeping up, be more likely to violate the laws, and were least able to pay the price. Copple Crown Village District in new Durham and the Pine River Mobile Home Park in Ossipee were two others at the top of the list., GSN, March 30, 1994. The following week, in GSN, April 6 1994, Ross Hardman, developer of the area, indicated that the previous article was incomplete and misleading. He reported that water samples were taken from raw water. However, he had installed a reservoir and an aerating system, and tests taken January 2, 1990, showed the radon levels much lower at 3,900 pCi/L. This aerated water was the development's drinking water. The radon problem was all over the state, especially high in areas of granite bedrock. Radon gas is a by-product of the breakdown of low levels of naturally-occurring radioactive minerals in granite.

Shield's Hill: Hill on Route 109 (North Main Street) toward Tuftonboro, past Goose Corner. Named for the Shield family, local residents. In 1905-06 in her "Goose Corner" column in *GSN*, "The Goose" (Mabel E. Fullerton) referred to the sandy spots, boulders, and ruts on Shield's Hill and stated that this hill was the greatest motoring hazard on the road, except for the wooden bridge then over Smith River (until it was replaced by a steel bridge in 1906). The roughness of the road on the hill was discussed in detail in the *GSN*, September 15, 1905.

In 1906 Mabel Fullerton overheard someone give these instructions:

You start for Tuftonboro [from Goose Corner] on your bicycle, and if you survive long enough to reach a hill that you have to pedal all the way down, you may know that is Shield's Hill.

1907, June 1, *GSN*: An editorial comment stated that as Blake Folsom was aroused to such an extent concerning the poor condition of the road that he was determined to see that repairs were made at his own expense, and as this was done, thus making it "the finest hill in the town," it should be called Folsom's Hill. Name later changed to Captain Lee's Hill for a short time, c.1907, and Folsom paid for a sign stating this, but soon thereafter just about everyone resumed calling it Shield's Hill. From the 1930s onward, it has been referred to primarily as Lee's Hill. (See note about Folsom's involvement under Captain Lee's Hill, alphabetized under C.)

Shopping Center: Popular name, especially c.1958-1970, for the Wolfeboro Shopping Center, Inc., opened in 1958. Center St.

Shore Road: No. 1. Name since 1992 for what used to be called Wentworth Shore Road.⁹⁵⁷ Extends to the right off Edwards Way.

⁹⁵⁶ *GSN*, July 15, 1987.

⁹⁵⁷ Selectmen's resolution, October 7, 1992.

Shore Road: No. 2. Road, different from preceding, listed in 1939 Directory. Name no longer used.

Short Cut, The: Road off Sewall Road mentioned in town records, authorized February 28, 1902. Road commenced at the westerly side of Sewall Road “in the line between land of Charles Rollins estate and Charles F. Piper,” thence westerly and back to Sewall Road.⁹⁵⁸ Essentially, the same as Old Sewall Road (see listing).

Patricia M. Waterman commented in 1986: “I believe this road to be the so-called road that leaves Sewall Road at the old [Siegfried and Franziska] Thannhauser house, the old Col. E.B. Dickinson house [today, the Dunau house]. Some of the old timers call this the Short Cut.”

Shortridge Graveyard: Located off Stoneham Road.⁹⁵⁹

Silver Street: Short street in Wolfeboro Falls, extending to Crescent Lake and Mast Landing. So called as in the 19th century the land it occupies was paid for in silver coins. Laid out on August 22, 1844, per town records. Also see Mast Landing Road listing.

1934, October 19, *GSN*: “The property was owned by one Deacon Locke who objected to trespass [as people dragged timber from the lake across his property], and the town, presumably upon petition in 1844, laid out this passage as a highway, assessing a damage of \$20. Tendering the money in scrip; he refused acceptance, demanding silver. From this fact it has since been known as Silver Street.”⁹⁶⁰

Sinclair Drive: New name for Winneconnett Road.⁹⁶¹ Extends from South Main Street in direction of Lake Winnepesaukee. Parallel to Timberlane and east of it. Named for Frank M. and Jennie Sinclair (see information under Winneconnett Drive listing).

Sinclair Shore: Shore area on Lake Winnepesaukee, off South Main Street, near the Jennie Sinclair residence.⁹⁶²

Sister Island: Second largest of the Seven Sisters Islands in Lake Wentworth; three acres in size. A.k.a. Wakefield Island.⁹⁶³ Sister Island supports several structures including at least one dating from c.1890. It is the most cosmopolitan of the Seven Sisters Island group from an ownership viewpoint.

1894: Re-christened Foot Island by new owner Daniel Kimball; name was not generally adopted, however.⁹⁶⁴

Sister Ledges: Located in Lake Wentworth between the Seven Sisters Islands and Moose Point.

⁹⁵⁸ Undated note from Harrison Moore to the author, 1993.

⁹⁵⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 217; just one tombstone is listed, that of Eliza Shortridge.

⁹⁶⁰ In 1844, notes of the only local banking institution, the Wolfborough Bank, were worthless, and notes of other banks were of uncertain value; there was no national currency. Locke’s preference for silver coins was neither unusual nor unreasonable.

⁹⁶¹ Selectmen’s resolution, October 7, 1992.

⁹⁶² *GSN*, November 11, 1938.

⁹⁶³ 1952 tax list, p. 57. The Henry D. Durfee property was listed as being on Sister or Wakefield Island.

⁹⁶⁴ *GSN*, June 26, 1894.

Sisters Islands: Alternate name for the Seven Sisters Islands.

Ski Slope Road: Road connecting the Abenaki Ski Area to Pine Hill Road; called this in town records in the 1960s and 1970s.⁹⁶⁵ Name no longer used.

1962, autumn: Road through swampy area improved by widening raising level by up to five feet (Norris Harriman, contractor).⁹⁶⁶

Skunk's Misery: Old-time name, rarely used, for area later known as Wolfeboro Highlands.⁹⁶⁷ Alternatively, an area *on the way to* Wolfeboro Highlands.

1955, May 13, *GSN*: Mabel Fullerton Hatch noted it was an area between downtown Wolfeboro and Wolfeboro Highlands.

Sky Lane: New name for access road to Penn Air Estates, per action of selectmen, December 7, 1994. In 2020, the access road in Penn Air Road. Sky Lane is off the north side of Penn Air Road.

Sky Ridge Farm: Condominium complex off North Main Street, past Forest Road, on the old Meader estate (later known as the Joseph Melanson, Jr., place). Developed by Herbert S. Pheeney Enterprises, Inc., Sky Ridge Farm Trust, 1982 (H.S. Pheeney also developed Wyanoke Harbors), Herbert Pheeney and Robert White, trustees. Oyster Realty, Osterville, MA.⁹⁶⁸ Originally, an application for 25 units was requested, but the proposal was scaled back because of resistance from the town.⁹⁶⁹ Later it was developed by Clifford Hamill and George Pessoti and was approved as 18 units. Obtaining town permits to tie-in to the water system involved a long and difficult process.⁹⁷⁰

Sky Ridge Farm Trout Pond: On the grounds of Sky Ridge Farm off North Main Street, to the left just past Forest Road when heading west.

1939, September 8, *GSN*: "Joe Melanson, a well-known Wolfeboro golfer and cattle breeder, is having a small trout pond dug on his farm. By making use of a gully, the pond will be 15 feet deep, 150 yards long by 50 yards wide, when finished. A diesel shovel is being used to deepen the natural hollow and an earth and rock dam is being constructed."

⁹⁶⁵ *E.g.*, 1970 *Town Report*, p. 55.

⁹⁶⁶ *GSN*, November 16, 1962. Photo.

⁹⁶⁷ *GSN*, May 23, 1914 ("Uncouth Old Names"). This name must have had an origin in history or literature, as it was used elsewhere; *e.g.*, Valley Stream, NY, once had a thoroughfare with this name.

⁹⁶⁸ Town permit information; permit granted on September 21, 1981. *GSN*, April 13, 1982 (ad offered condos for sale in converted barn).

⁹⁶⁹ *GSN*, April 29, June 10, August 19, October 28, November 25, 1987, and other issues.

⁹⁷⁰ *GSN*, January 13, February 24, March 9, April 20, 27, 1988.

Slab City: 19th century term for Wolfeboro Falls, a.k.a. Mill Village. Named for the wood slabs (leftover cuttings) made in the mills there. Such slabs were used to construct several early homes.⁹⁷¹

1895, August 27, *GSN*. Recollection of Moses Thompson that it was so called because of certain of the nine residences from Pickering's Corner to Hersey's: "Two of these were slab houses, giving rise to the name of Slab City to the Upper Village, subsequently called Mill Village, and lastly Wolfeboro Falls."

Sleepy Hollow: Subdivision off Middleton Road. Serviced by Sleepy Hollow Road. 1989, November 27: Sign application made by William Clark, developer. Named for Washington Irving's 19th century tale, *The Legend of Sleepy Hollow*.

Sleepy Hollow Road: Road with loop at end, off Middleton Road in Sleepy Hollow subdivision in South Wolfeboro.

Small Mud Islands: Early name for the Varney Islands.

Small Street: In 1891 it intersected with Main Street. Alvah H. Bickford lived on the corner.⁹⁷²

Smith Graveyard: Located off Brown's Ridge Road.⁹⁷³

Smith Hill: Smith Hill is a part of Brown's Ridge.⁹⁷⁴ One acre of land owned by Miss Una L. Haselton was on Smith Hill.

Smith Island: Early name for what is known today as Church Island (see listing).

Smith Islands (Dr. Smith Islands): See listing under D for Dr. Smith Islands.

Smith River: River that connects lakes Wentworth and Crescent and drains into Lake Winnepesaukee. The Smith River name was in use in the 18th century.

The identity of Smith has never been ascertained by historians, although he may have been an early hunter who scouted the area and reported to Gov. John Wentworth.

Smith River Bridge: A.k.a. Main Street Bridge. Stone bridge separating North and South Main Streets in downtown Wolfeboro.

Smith River Condos: Business condominiums in Bay Village to left of Back Bay Boathouse (later, Back Bay Club).

1986, January 21: Sign permit granted to Robert Emmel (of Century 21 Real Estate).

⁹⁷¹ Alexander McKenzie IV, note, February 9, 1994. *GSN*, June 30, 1961, noted that Slab City was also a nickname for Moultonville, a hamlet within the town of Ossipee; another Slab City was in Oxford County, ME, at one time.

⁹⁷² 1891 Directory.

⁹⁷³ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 202.

⁹⁷⁴ Cf. 1952 tax map, p. 70.

Smith River Road: New name for road⁹⁷⁵ starting at Whitten Neck Road. Parallels Smith River.

Smith's Bridge: Early name for downtown Wolfeboro, also called the "compact section."

Smith's Bridge Village: Early name for Wolfeboro (1860 Carroll County map).

Smith's Pond: Early name for Lake Wentworth.

Soldiers' Monument: Standard stone monument, as seen in numerous towns, depicting a Civil War soldier. Located at Pickering Corner. Erected and dedicated in 1914. Nearby, veterans of other wars are honored as well. Official name: Memorial to Loyal Men of Wolfeboro. The Memorial includes World War II, Panama and Gulf Conflicts, Korean Conflict and Vietnam Conflict. Also at the site is the 2006 Rotary Club Bicentennial Clock. A Memorial for World War I is in front of the Carpenter School.

1976, November 11 (Armistice Day): Wolfeboro Roll of Honor dedicated near the Soldiers' Monument.⁹⁷⁶

1986, November 11: Two plaques were added to the memorial at Pickering Corner as part of a ceremony held by Harriman-Hale Post 18 of the American Legion honoring NH veterans of Vietnam and Korean Conflicts.

Reminiscence by Dr. Joyce E. Brown:⁹⁷⁷ "My father, Harold F. Brown, used to tell of one aged Civil War veteran he knew who vehemently criticized the monument: 'That soldier's facing north. No Union soldier would ever turn his back on the enemy.'"

Sophie Drive: Road in the Sugar Hill Retirement Community. See listing.

South Branch: Early name for Heath Brook which flows into Lake Wentworth.

South Hodge Shore: Road at Hodge Shore on Lake Wentworth. Starts at Hodge Shore Lane.

South Kenney Shore: Road at Kenney Shore on Lake Wentworth. Starts at Kenney Shore Lane.

⁹⁷⁵ Selectmen's resolution, October 7, 1992.

⁹⁷⁶ *GSN*, November 17, 1976.

⁹⁷⁷ Letter, April 20, 1994.

South Main Street: Extends from the Smith River Bridge in downtown Wolfeboro, to South Wolfeboro, at which point it turns right and continues to the Alton town line. From Pickering Corner to South Wolfeboro, it is the same as Route 28. The section from Pickering Corner to the Smith River Bridge is Route 109.

1890, January: Official description (differs from today's description): "South Main Street is the street extending from North Main Street to the New Durham line."⁹⁷⁸ This includes what is now known as Middleton Road.

Alternate name (infrequently used) in 1890s: East Main Street (see listing).

South Road: 19th century alternate name for Lake Shore (a.k.a. Lakeshore) Road, the road from Mirror Lake to Wolfeboro. Laid out in 1771.

South Wolfeboro: District in southeast Wolfeboro including the last two miles of South Main Street. At one time this was known as Mink Brook.

1889, December 30, *GSN*: "South Wolfeboro. The houses in this village have been numbered by the Boston Numbering Company."

South Wolfeboro Bay: Area of Lake Winnepesaukee to east of Springfield Point. Furber Point extends into it.

South Wolfeboro Cemetery: Located off Middleton Road.⁹⁷⁹ It was originally formed as an association, but in recent years it been turned over to be overseen by the town of Wolfeboro. The oldest grave is that of Isaac Jones who died in 1816. Occasionally referred to as the Sanborn Cemetery over the years.⁹⁸⁰

South Wolfeboro-New Durham Road: Mentioned in 1935 *Town Report*, p. 35; \$496.70 was paid to maintain it in 1934.

South Wolfeboro Park: A.k.a. South Wolfeboro Playground. Small park (0.2 acre) with children's play apparatus, located on South Main Street in South Wolfeboro. On land donated to the town by Marian Shea, operator of Marian Shea Designer Fabrics in the building to the left of the park (in the 1990s occupied by Steve Davis Office Equipment).

1947: At the March 11, town meeting, a field in South Wolfeboro valued at \$50 left in the will of the late Josephine M. Rust for a park was accepted.⁹⁸¹ This was combined with the Shea gift to create what is now known as South Wolfeboro Park.

1982: Park was restored and playground equipment was added, this following years of disuse and neglect.⁹⁸²

⁹⁷⁸ *GSN*, January 19, 1890 (report of committee proposing street names).

⁹⁷⁹ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 182-195.

⁹⁸⁰ John S. Fipphen, contribution to this book.

⁹⁸¹ *GSN*, March 14, 1947.

⁹⁸² *GSN*, May 19, 1982.

South Wolfeboro Post Office: (1834-1911)

This facility was operated with various stores and homes. History and postmarks:

SOUTH WOLFBOROUGH: March 4, 1834 to December 1894. Henry B. Rust was the first postmaster.

SOUTH WOLFBORO: December 1894 to May 15, 1911. At one time the South Wolfeboro Post Office was located in the building now (in the 1990s) occupied by the accounting firm of Leone, O'Donnell & Roberts. At another time when Sarah Taber was postmistress, it was in her house next to the church. Later it was in the home of Mrs. Moses Chesley, postmistress, in her home opposite the old Monitor Hose Co. hall.

Notes:

1902: Sarah Taber was postmaster. Authorized salary range for this part-time position was \$205.07 to \$219.07.

RURAL FREE DELIVERY: The rural free delivery (RFD) route in South Wolfeboro began in 1914. The itinerary began with leaving the South Wolfeboro Post Office, going to the Cross Road, to and through Hill School Camp along the northeast side of Rust Pond, then turning left (north northeast) up over Horne Mountain to New Garden Road, to the Copple Crown Mountain road, to Brackett Road, to Pleasant Valley Road, to southwest along said Pleasant Valley Road to Cross Road, and back to the South Wolfeboro Post Office, a distance of about 13 miles.⁹⁸³ Later, the route eliminated Horne Mountain. The first carrier was Charles R. Grant. Some of the later carriers included David Grant, Walter Mulvey, Andy Gary, Harland Kelley, Linley Moore, Ed Lowe, Winfield Nichols (who served the longest term), Leslie Rankin, Guy Corson, and Fred Bierweiler, through 1972.

South Wolfeboro Square: A.k.a. The Square. Intersection in South Wolfeboro. Official name in 1932; given its own fire alarm listing.⁹⁸⁴ At one time there was a watering trough for horses located in the middle of the intersection.

Spider Island: A.k.a. Walker Island. Small island in Lake Winnepesaukee; one of the Varney Islands. To local residents Walker Island is the more familiar nomenclature, although the owner, Robert McNitt, prefers Spider Island and has the final say.⁹⁸⁵ In 1994 Mr. McNitt, of Wayland, MA, was the owner of the island and the two-bedroom, one-bath cottage on it. He also owned Church Island and Harmony Island off the southeastern tip of Melody Island.

Spinney Brook: Flows westward and empties into Beech Pond.

Spring Street: Short street in Wolfeboro Falls; so-called in the 1920s; nomenclature no longer in use. Up behind what is now known as "The Ledges," off Center Street. Goes to the upper dam and Crescent Lake.⁹⁸⁶

⁹⁸³ Description from an old-timer, name not noted, recorded by Harrison Moore, and transmitted to the author, March 23, 1993.

⁹⁸⁴ *GSN*, July 29, 1932.

⁹⁸⁵ Amanda Simpson, letter, January 31, 1994; also conversation with Alexander McKenzie IV, February 2, 1994.

⁹⁸⁶ Arthur F. Chamberlin, letter, March 15, 1994.

Springfield Point: Projection of land into Lake Winnepesaukee in South Wolfboro. Named for Isaac W. Springfield, 19th century mill owner.

Advertisement in *GSN*, October 9, 1909: “For Sale! Springfield Point. About 18 acres on this valuable point of land surrounded on three sides by the lake. Will be sold cheap to wind up an estate. L.B. Woodward [of Boston].”

1955, July 29, *GSN*, noted that Springfield Point had been purchased by Fred E. Varney through the offices of Attorney Eliot Wyman. He previously acquired adjoining lands in the area formerly part of Camp Wunnishaunta and the Gould Estates. Varney intended to develop the land and already started road construction. In the 1970s several houses were built there.

1985: Local residents purchased 20 acres of land and donated it to the Lakes Region Conservation Trust for permanent wildlife protection.⁹⁸⁷

1987: A disagreement erupted involving what was claimed by some to be an illegal subdivision in part of the area and lack of zoning ordinance enforcement reached print. However, when protesters were told that if the contested area were found illegal, the maximum fine would be only \$500, the matter was dropped.⁹⁸⁸

1990s: An attractive wooded area with seasonal as well as year-round residences.

Springfield Point Road: Road from Route 28 in South Wolfboro leading to Springfield Point on Lake Winnepesaukee.

1980: A brouhaha erupted at a meeting, October 8, 1980, when selectmen agreed to waive town requirements for a 20-foot paved road and three-foot shoulder. Joseph Melanson III, developer of Cricket Hill Estates, who had built his project to meet town standards, threatened to sue “to reclaim money that the residents of [Cricket Hill] area were forced to spend to upgrade their road to meet town standards.”⁹⁸⁹

1981, January: Road to be accepted if conditions met (26’ width, clearance of boulders, etc.; estimated cost \$30,000).⁹⁹⁰

1981, October: Accepted as a town road by the selectmen; necessary work had been done by the Springfield Point Association.⁹⁹¹ Worcester Island Road connects to it.

Spruce Acres: Name in the 1950s and 1960s for the tract of land that was later platted as Embassy Estates (see listing) development.

Spruce Road: New name for Embassy Drive (see Embassy Drive and Embassy Estates listings) adopted on October 6, 1993. From Spruce Acres, an earlier name for the area.

Spruce Sands: 60-unit condominium development planned on site of Allen “A” Resort (then called Wentworth Winds) in 1987. The motel unit was to be demolished and 26 single-family units and 34 duplexes built there. Never built.⁹⁹²

Square Hill: Also called Square Hill Road, off Allen Road. A small subdivision called the Square Hill Trust was established in the early 2000’s.

⁹⁸⁷ *GSN*, December 18, 1985.

⁹⁸⁸ *GSN*, October 14 and 28, 1987.

⁹⁸⁹ *GSN*, October 15, 1980.

⁹⁹⁰ *GSN*, January 14, 1981.

⁹⁹¹ *GSN*, October 21, 1981.

⁹⁹² *GSN*, January 14, 1987.

Square, The: No. 1. Name for three-way intersection at South Wolfeboro; intersection of South Main Street, Main Street (road to Farmington), and road to Alton. Name used in the early 20th century.

Square, The: No. 2. Alternate name for Post Office Square (see listing).

Stage Coach Road: Old name for Trask Mountain Road at Dimon's Corner (North Wolfeboro). Called this in the 1952 Town Warrant.⁹⁹³

Stamp Act Island: The largest island in Lake Wentworth, now a wildlife preserve. About 99 acres in extent including an eight-acre marsh and 12,000 feet of shoreline. In the early days it was known as Mill Island. The highest spot on the island is 547 feet above sea level (USGS map).

The name was derived from the Stamp Act passed by the British, one of the several taxes the American colonists considered unfair. In 1765 George Meserve, a native of Portsmouth, was named the crown agent appointed to collect the levy in New Hampshire, but resentment was so intense that he quit the position upon his arrival in the colony on September 9th.⁹⁹⁴ However, the repeal of the Act was eventually accomplished by John Wentworth's distant relative, the Marquis of Rockingham, another British gentleman, and, perhaps, with some aid from John Wentworth himself.⁹⁹⁵

1897, March 2, *GSN*: "At the east end of the island is a point called East Cape. South of this is a sandy access named Big Cove. On the island is a considerable deposit of a substance which is thought to be marl [clay with calcium carbonate, useful for fertilizer]. South of Stamp Act Island are four islands which together contain about three acres of land. They are named Edgerly's, Cate's, Townsend's and Boulder."

1900: While the Stamp Act Island name is considered quaint and historical today, this was not the case in 1900 when Parker completed his *History of Wolfeborough*. He could not resist stating: "The name, not being euphonic, and to the present generation apparently meaningless, should be changed."

1915: Island was owned by Sarah M. Hodge (local furniture dealer) and the John L. Peavey estate and was appraised at \$2,000.

1926, October 26, *GSN*: "H.G. Davenport of Providence has purchased the interest of the heirs of Mrs. S.M. Hodge in Stamp Act Island. He has also acquired about 50 acres adjoining the Peavey lot. This property he intends to improve for a summer home."

1973, July 31: At Boston's Logan Airport a Delta Airlines jet crashed, killing 89 including Herbert G. Davenport, Jr., of Sparta, NJ, owner of all but 4.8 acres of Stamp Act Island owned by the heirs of Ralph G. Carpenter.

1975: Davenport's widow, Virginia, offered her 93 acres of the island for sale for \$250,000.

1977: Following a drive to raise \$250,000 to acquire Stamp Act Island from the owners, the Lake Wentworth Association deeded the property to The Nature Conservancy. Now it will be preserved in its natural state as a refuge for wildlife including nesting loons and great blue herons. Although it once was inhabited, no one has a summer residence there today; the last building was removed in 1978.⁹⁹⁶

⁹⁹³ Cf. 1951 *Town Report*, p. 16; in quotes, as "Stage Coach" Road.

⁹⁹⁴ Details of Meserve's action and the Stamp Act may be found in Adams, *The Annals of Portsmouth*, pp. 210-214.

⁹⁹⁵ Mayo, *John Wentworth*, 1921.

⁹⁹⁶ *GSN*, September 11 and December 4, 1975; July 8, 1976; June 29, 1977 (\$230,000 had been raised, enough to enable the transaction to go forward); other issues.

Stamp Act Nature Preserve: Nature preserve on Stamp Act Island in Lake Wentworth.

Stanard Road: Road extending for a short distance southeast from Forest Road. Named for the Peter Stanard family living on the road in the 1980s and 1990s. On land earlier owned by J. Frank Goodwin. (Mrs. Stanard née Joyce Goodwin.)

Starch Road: Early 19th century road leading from the starch mill at Wolfeboro Falls (then called Mill Village) to Pleasant Valley. Farmers brought potatoes (source of starch) by the ton over the road. On what was then Squire Batchelder's land, it went north toward the upper dam in Smith's River and about six rods from the dam turned west and followed the river to the mill, which was opposite the Hutchins mill, on the south bank of the river. Name no longer used.

1940, January 12, *GSN*: Described it using old landmarks: The road ran from Mrs. Meserve's house, where Frank Piper now lives, through the Avery land across Moses Cate's land and came out in back of Mrs. Maria Burke's home on Pine Street.

Starlight Hall: (1890s) A.k.a. Star Light Hall. Meeting and social house at Rendall's Corner (now Goose Corner) diagonally opposite the Rendall house (1892 atlas). Converted from an old shoe shop c.1883-84.⁹⁹⁷

1904, May 28, *GSN*. Description by Mabel E. Fullerton: "Starlight Hall was a Goose Corner cooperative enterprise. Lumber, labor and furnishings were contributed by the people in the community, who transformed what was originally a shoe shop into a community center for the local lyceum, singing school and social gatherings." It was stated that the building was currently in poor condition and was suitable only to be used for a paint shop or storage place, "but it seems only fair that for the people thus using it to lend a hand in getting it cleaned again."

1942, March 27, *GSN*. Description by Mabel Fullerton Hatch (née Mabel El Fullerton): "Starlight Hall [was] a community center in the 1880s and 1890s. Here young and old in the neighborhood met for entertainments provided by ourselves. Recitations, vocal and instrumental music, and dramas, essays featured the meetings of the members. And we had membership badges—stars cut out of tin, bright and shiny as all getout. And if you insist on digging a little further back from Starlight Hall, its predecessor was the shoe shop, and the yard littered with scraps of leather."

1946, November 1, *GSN*. Further from Mrs. Hatch: "There were lyceums—dramas and comedies, really elaborate affairs were staged there. The youngsters spoke speeches, and there was a debating society. The hall provided a center for religious gatherings and for singing schools and for a local band. It was the pride of Goose Corner. First thing the astonished owners of the place knew, by some pure kind of shenanigans, all of a sudden it was sold, we never knew just how or by whom. Nobody had the heart to disturb the inoffensive little German lady who bought it. And that's the story of Starlight Hall and its shareholders as it was."

1946, November 8, *GSN*. Recollection (here paraphrased) by Joseph C. Blake: "Starlight Hall is the home of Mrs. James Baird. The original building was built by [Mr. Baird's] uncle, Daniel Blake, who owned the John Will home and used it as a carpenter shop where he made chairs, cupboards and crickets. His uncle gave up carpentering and went to Goffstown to become in charge of a grist mill coming home weekends to his family. Then his son Levi Blake and Charles Bickford opened it as a shoe shop."

1885, March 2, *GSN*: "Wednesday evening last, being the regular lyceum evening, Starlight Hall was filled nearly to its utmost capacity."

1915: Owned by Agnes Gilman and was on the tax rolls at \$600, with \$11.85 taxes paid on it.

⁹⁹⁷ *GSN*, July 24, 1953.

1920s: Occupied as a home by Mr. and Mrs. Crowley.

1942: Summer home of James Baird.

1946: Occupied by Mrs. James Baird. Leased from Matthew Lahti, securities broker who was born in Finland (became U.S. citizen in 1942).

1947-1948: Known as Locust Lane Farm. Matthew Lahti raised fruit, vegetables, and nuts, and experimented to learn what types of nuts could be commercially grown in Wolfeboro.

1953: Bought by Mr. and Mrs. Lewis Clifford.

1990s: Private residence (Mr. and Mrs. Lewis Clifford) at the corner of Locust Lane and North Main Street.

Station Avenue: Alternate name, rarely used, for Depot Street. *GSN*, February 11, 1938, mentioned that the New England Telephone & Telegraph Company had purchased a lot on the corner of Glendon Street and Station Avenue next to the Harmony Shoppe, in anticipation of putting up a new telephone exchange building.

Steam Mill Hill: In 1892 Charles H. Spinney's blacksmith shop was located on it or near the bottom of it.⁹⁹⁸

Steam Mill Road: A.k.a. Steam Mill Street. Mid-19th century name for what is now Mill Street; led from North Main Street to the Steam Mill (erected 1851) on the shore of Back Bay.

Steamboat Avenue: Usage in the 1890s for the way leading from South Main Street, between the Peavey and Goodwin blocks, to the Boston & Maine Wharf Building. The *GSN* in the 1890s gave Steamboat Avenue as its address.⁹⁹⁹ Now part of what is called Dockside; road to the right of the Avery (née Peavey) Building.

Steamboat Landing: (1860 map) Located on the shore of Wolfeboro Bay, with an access road from South Main Street west of the Pavilion Hotel (road about where the Soldiers' Monument is now or to the left of it). Part way down the road to the shore, on the left, was Bennett's Saloon (a photography parlor).

Stephenson Lane: Short road along the Lake Winnepesaukee shore beginning at the terminus of Scott Road. Called Stephenson Road per resolution by the selectmen, May 19, 1993; name changed back to Stephenson Lane by resolution of the same group, August 17, 1994. Named for the Stephenson family, owner of Grant Island (offshore from the road).

Stephenson Road: Name for Stephenson Lane (see listing) for a short time 1993-1994.

⁹⁹⁸ *GSN*, March 11, 1892.

⁹⁹⁹ One of many examples: issue of January 1, 1892.

Stephenson Shore: Area along shore of Lake Winnepesaukee in South Wolfboro. Grant Island is off the shore. Named for Robert and Nancy Stephenson. Usage from the 1950s.

Stockbridge Building: See Folsom-Parker Building listing.

Stockbridge Corner: Intersection of Beech Pond, North Line, and Highland Roads. Near Beech Pond. Named for Josiah Stockbridge, early land owner in the area. Town records dated June 12, 1812, mention a three-rod-wide road in this area.

Stockbridge Graveyard: Located off North Line Road. Named for Josiah Stockbridge.¹⁰⁰⁰

Stockbridge Hill: Better known as Stockbridge Mountain (see listing):

1892, March 26, *GSN*: “Complaint has been made regarding the dangerous condition of Stockbridge Hill. This hill is covered with one sheet of ice from bottom to top...”

Stockbridge Mountain: A.k.a. Stockbridge Hill. Named for the Josiah Stockbridge family which had a house at its base.

1895, September 3, *GSN*: “Have we a mountain of mica? That there are vast deposits of mica in Stockbridge Mountain has long been the belief of not a few of our citizens. This belief rests not merely upon unscientific observation of local explorers, but it is made pertinent by the opinions of others, possessing somewhat a practical and scientific knowledge pertaining to surface indications of mineral deposits. Fine specimens of surface mica have been found there of such size and purity has strongly suggest ledges of this valuable product in the depths of the mountain...”

1900: Parker (p. 40) described it as a “solitary peak, mostly denuded of trees, situated in the westerly part of the Masonian division. It affords a very fine view of the Winnepesaukee Lake Region.”

Stoddard Graveyard: Known as Frost-Stoddard Graveyard; see listing.

Stoddard Road: Begins where Stoneham Road leaves the main route and goes uphill as a Class 6 road (not maintained).¹⁰⁰¹ Connects to Cotton Valley Road. Apparently, laid out pursuant to mention in town records dated October 2, 1811: “Beginning at the beech at Frost Corner so called, and to run northwesterly on the range to Dudley Hardy’s land.” Upper part is same as Pequaket Road.¹⁰⁰² In 2021, the road remains mostly dirt, but has been in good condition and maintained for many years.

¹⁰⁰⁰ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 220.

¹⁰⁰¹ Ted Brigden, letter, March 29, 1994.

¹⁰⁰² Arthur F. Chamberlin, note, April 24, 1995.

Stonegate Lane: Road off Hemlock Drive built about 2000.

Stoneham Corner: Intersection in East Wolfeboro.¹⁰⁰³

Stoneham Road: A.k.a. Tyler Road. In 1994, Extends from Dimon's Corner southeast to the town line. In 2020, the road no longer connects to Dimon's Corner; It is blocked by private property and is a dead end west of the Jenness Farm Road junction.

Town records dated October 18, 1808, mention an unnamed road [Stoneham Road] leading from the meeting house to Dimond's (*sic*) Corner and thence to the Brookfield line [Cotton Valley Road].

1973: Defined as being from Dimon's Corner to the top of Cotton Mountain Road to the Brookfield line. Designed as a Scenic Road under provisions of the State RSA 253:17, 18, at the March 1973 town meeting.

1984: Robert Hopewell proposed creating a 15-unit single-family-dwelling development on 75 acres, with the houses clustered close together to permit saving a large natural area, under the Open Space Preservation section of zoning ordinance, which allowed buildings to be developed on a smaller than normal lot.¹⁰⁰⁴

Stonehenge Road: Road from Oakwood Road in South Wolfeboro, going through part of Furber Point. Road runs across Stonehenge (a.k.a. the Baker Estate, 1908-1984), named by Isaac F. Baker after the prehistoric Stonehenge observatory in England. The property was sold to Robert Tardiff in 1984, who thereafter developed the property as Furber Point Landing. Stonehenge Road was named then.¹⁰⁰⁵

Stonyfield Farm Road: Road off Pleasant Valley Road near Warren Shore. "Stoneyfield" Road on town tax map.

Storytelling Rock Road: Road in the Wyanoke Harbors section of Wolfeboro Neck, named for a rock in Camp Wyanoke (this rock is located behind the Boyden Chapel and not near Storytelling Rock Road, however). Named by Herbert Pheeny when he laid out the development in 1978.

Strafford County: County in which Wolfeboro was located until 1840, when Carroll County was formed from a part of it.

Strawberry Place: A.k.a. Eaton Square. Name used in the mid-1980s for the parking and storefront area to the left of the Richard Eaton Building (then with an address of 30 North Main Street).¹⁰⁰⁶ The Strawberry Patch was among the businesses there, and the Strawberry Place (related gift shop) was there for a short time. Name not widely used.

¹⁰⁰³ Abbie Cotton Lang, 1937.

¹⁰⁰⁴ *GSN*, March 28, 1984.

¹⁰⁰⁵ Alexander McKenzie IV, note, February 9, 1994.

¹⁰⁰⁶ *GSN*, May 25, 1983.

Sugar Hill: A Retirement and Assisted Living Community, opened off Pine Hill Road in 1997, with an affiliation with Huggins Hospital. Various options for living arrangements and health care are available. Presently owned and managed by the Taylor Community group. Roads in the Community include Donald E. Walter Drive, Overlook Drive, Rolling Wood Drive, Sophie Drive and Vista Drive.

Sugar Maple Community Playground: Located behind Carpenter School. Designed by architect Robert Leathers using ideas furnished by schoolchildren. Built by community volunteers in autumn 1991. Wooden equipment, structures, etc. Named for prominent tree at its entrance.

Sugarwood Drive: Road off Kenyann Drive in the Wolfeboro Falls area. Apparently named after maple sugar trees.

Summer Lane: Name since 1992¹⁰⁰⁷ for road which starts at South Main Street between Mountain West Drive and Abenaukee Estates Drive and extends to the shore of Lake Winnepesaukee.

Suncrest Drive: Road off Beach Pond Road past North Line Road, added as a small subdivision in 1996.

Suncook Valley Road: A.k.a. Suncook Valley Highway. Provisional name, never adopted, used c.1914-1915 for the proposed road passing through Wolfeboro connecting Ossipee and Suncook Valley; the road today known as Route 28. Ossipee-Suncook Road was another provisional name for the route, c.1914-1915.¹⁰⁰⁸

Sunny Oaks Terrace: Short street off Birch Hill Estates Road in the Wolfeboro Falls district.

Sunset Hill: Located in East Wolfeboro.¹⁰⁰⁹

Sunset Point: Point of land on south shore of Lake Wentworth near Cate Island.

Sunset Point Road: Road off Pleasant Valley Road to Sunset Point on the shore of Lake Wentworth.

Switch Road: Road in North Wolfeboro, used after 1870 as a shortcut from North Wolfeboro to Center Street. Sometimes unofficially called Ki Road or Ky Road. No longer used.

¹⁰⁰⁷ Selectmen's resolution, October 7, 1992.

¹⁰⁰⁸ A discussion of the route is in *GSN*, July 24, 1915.

¹⁰⁰⁹ *GSN*, September 11, 1936.

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Tappan Graveyard: On Cotton Valley Road at the rear of Bruce McBrien's house.¹⁰¹⁰ Now decayed to the point at which no stones are visible.¹⁰¹¹

Taylor Community: A 55-plus retirement community opened off Bay Street in 2000.

Taylor Drive: Off Bay Street, leading to the Taylor Community.

Tea Rock: Small projection in Lake Wentworth. Also called Governor's Rock (see listing). Tradition holds that Gov. John Wentworth and his friends used to serve and drink tea there.

Tebbetts Graveyard: Located off Pork Hill Road.¹⁰¹²

Tebbetts Road: Off Center Street on the way to Ossipee. Laid out two rods wide on May 28, 1825, per town records.

Temple Auditorium: Name for the Masonic Temple on Glendon Street after January 1912 when it opened for lay use (previously a church). Used for motion pictures, stage events, etc. A.k.a. the Little Theatre for a short time beginning in 1935 and again in the 1940s when Ansel Sanborn used it as an overflow theatre when Brewster Memorial Hall was filled. Name still used in the 1940s. Now known as the Village Players Theater.

1938, November 4, *GSN*: "Temple Auditorium is to have a new face. Workmen of Goodwin & Doe began operations last week in which the entire front of the building will be reconstructed, giving the famous lodge center a more prepossessing appearance."

1995: Bought by the Village Players theatre group.

Tennis Court Lane: Off Westwood Drive, which leads to College Road.

Tern Lane: Road in Robin Acres development near the Libby Museum. Connects Robin Acres Drive to Lang Pond Road. Name provided in 1992 by residents for what was earlier a section of Robin Acres Drive. All roads in the development are named for birds.

Tetherly Heath: Marshy area on Whitten Neck between Porcupine Cove on Crescent Lake and Lake Wentworth. Named for the Tetherly family, Wolfeboro residents in the 19th century.

In the last century, bog peat was taken from Tetherly Heath, located on the neck at the entrance to Heath Brook. "A horse pulled four-wheeled box carts along oak rails two feet apart," Historian Walter P. Bowman related. "On the higher ground the peat was transferred to dump carts and taken to the Whitten garden for fertilizer. At the mine site one can still see [in 1955] deep holes and the remains of the rails."

¹⁰¹⁰ Arthur F. Chamberlin, letter, November 1, 1993.

¹⁰¹¹ John S. Fipphen, note, November 2, 1994.

¹⁰¹² Details in John S. Fipphen, *Cemetery Inscriptions*, p. 203.

Tetherly Road: New name for road which starts at Holden Shore Road and is a spur to the right off Holden Shore Road at its end.¹⁰¹³

Thaddeus Island: Archaic name for Cate Island (see listing).

Thayer Road: Not an accepted name by the town. Road (actually a driveway) to the Thayer residence, extending north from North Main Street, near Hemlock Drive. Called Thayer Road on at least one map. A 1973 notation stated that it was to the right off North Main Street before Waumbeck Road.

Third Ledge: Rocky ledge in Lake Wentworth between Stamp Act and Turtle Islands.

Thompson Avenue: Road off Pine Street. Laid out by Moses Thompson (also see Pine Street listing). Name no longer used.

Thompson Building: William Thompson, owner. On site where the Goodwin & Haley Building (see listing) was later built.

Thompson Graveyard: Located off Pleasant Valley Road.¹⁰¹⁴

Thompson Heights: Off Pine Street.

1889, August 2 *GSN*: "Since last spring Moses Thompson has disposed of 10 house lots on the new street which he has recently opened, running from Elm Street to Thompson Heights. He has 25 more lots to dispose of, the lots are 50 by 100 feet, and are sold at \$150 each."

Thompson Street: Small street connecting Elm Street (from about where Jane Quimby lives in the 1990s) to past the northern side of the Baptist Church on Center Street.¹⁰¹⁵ Name not officially used today.

Designated on Norris' 1889 map of Wolfeboro for road branching off Elm Street (part of Centre Street) in direction toward southeastern shore of Crooked Pond (Crescent Lake). Probably Thompson Avenue (see listing) was intended, although both could have been called Thompson Street at various times.

Thompson's Court: Mentioned in *GSN*, July 30, 1904: "The water pipes are being relaid in Thompson's Court this week."

Three Sisters: Early name for the Seven Sisters Islands.

¹⁰¹³ Selectmen's resolution, October 7, 1992.

¹⁰¹⁴ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 227, 228.

¹⁰¹⁵ Harrison Moore, undated note to the author, 1993.

Tibbetts Graveyard: Located at the corner of Stoneham and Burwell Roads.¹⁰¹⁶

(Tibbetts Hill): 1,278 feet (USGS map). In the eastern section of Wolfeboro to the northeast of Cotton Valley Station. Arthur F. Chamberlin: “This is in Brookfield; the USGS map is in error.”¹⁰¹⁷

Tibbetts Road: Road extending uphill northwest from Center Street (Route 28) near Willey Brook. Probably the same as Old Range Road (No. 2), once called Sawyer Road (see listing).¹⁰¹⁸

1939, December 8, *GSN* described an old road that began near the home of Olin Nichols: “Seven-eighths of a mile long. There is one house on it in habitable condition although with disintegrating outbuildings. The blacksmith shop built by Charles Henry Tibbetts (1841-1930) is still standing and fully equipped. The road itself was of corduroy construction over the flat, and some of the original logs may be seen. It is still a town highway and in excellent condition as far as the Tibbetts place. The view from the Tristram Nute farm further up the hill is worth 10 or 15 minutes’ climb necessary to reach it.”

Tightwad Avenue: Mentioned in the *GSN* September 20, 1929: “Harry T. Merritt has engaged the tenement on the corner of Bay Street and Tightwad Avenue of W.H. Willey formerly occupied by Leslie Chamberlain.” This may have been some type of inside joke; not a standard road name. 1956, October 19, *GSN*, mentioned Tightwad Avenue again (see details under Foxville listing). Believed to have referred to as Elm Street.¹⁰¹⁹

Tilton Road: Same as North Wakefield Road. The Tilton family lived there at one time. Name used in the 1940s but not widely.¹⁰²⁰

Timberlane: A.k.a. Timber Lane, Timberlane Road. Road off South Main Street connecting it with what used to be called Winneconnett Road (which led to Jennie Sinclair’s summer lakeside home). Not far from the turnoff for Pleasant Valley Road, but farther toward South Wolfeboro and on the right.

1972, September 13: Selectmen considered a petition to accept Timberlane Road (as it was called) as a town road, but as it did not meet specifications, the matter was referred to the town attorney.¹⁰²¹

Tips Cove: Cove or small bay on south side of Wolfeboro Neck at Hopewell Point. Serviced by Tips Cove Road (formerly Diplomat Drive). Sometimes incorrectly spelled with an apostrophe, as Tip’s.

Tips Cove Road: Road off Spruce Road in what was formerly known as the Embassy Estates development on Wolfeboro Neck. Road earlier called Diplomat Drive (name changed in 1992 on the petition of Patricia R. Merena and other abutters).

¹⁰¹⁶ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 212.

¹⁰¹⁷ Arthur F. Chamberlin, note, April 24, 1995.

¹⁰¹⁸ *Ibid.*

¹⁰¹⁹ *Ibid.*

¹⁰²⁰ Mentioned in 1946 *Town Report*, p. 5; 1947 *Town Report*, p. 15.

¹⁰²¹ *GSN*, September 21, 1972.

Torrey's Opening: Term applied to a local area during the early settlement of the town, named for an owner of the parcel.¹⁰²²

Town Cemetery: Name until the early 20th century of what is now known as the Lake View Cemetery. Slang name at the turn of the 20th century: City on the Hill.

Town Docks: A.k.a. Dockside. General wharf area on the shore from Cate Park to the Back Bay outlet including behind the Avery Building. Today includes several public docks, space for the *Doris E* mailboat and the fire boat, landing for the *Mount Washington*, and the Wolfeboro Dockside Grill & Dairy Bar. 0.93 acre.

1954: Long canopy at the edge of the parking lot at shorefront was demolished. Following public protest, a smaller canopy was built in 1955 in Cate Park.

1994, May 21: Dedication of newly enlarged and expanded public docking facilities. Town dignitaries in attendance, with ceremony conducted from the top deck of the *Mount Washington*, which had come to town for the purpose.

Town Dump: Several locations over the years.

1962: Three town dumps in operation: Pine Hill Dump, Hyde Hill Dump, and Back Bay Dump.

1967, August 11, *GSN*: Pine Hill dump was for general trash, such as paper, tin cans, light metal and wood objects and domestic garbage in limited quantities when well-wrapped. The Wakefield Pit Dump was on Beech Pond Road 2.3 miles beyond the Pine Hill Dump and 2.3 miles from the intersection of Routes 28 and 109, convenient to the Lake Wentworth area. This was for auto bodies, stumps, leaves, brush and material. Near the Wakefield Pit Dump was Area C, for garbage. By this time, Back Bay Dump had been filled and converted to a recreation area.

1970: Pine Hill Dump closed effective June 1. Operations transferred to Hyde Hill Dump.¹⁰²³ It was stated that supervision of one dump would be more economical to the town than supervising two dumps. Also, as the Hyde Hill dump was at a higher elevation, it was figured it would be ecologically more sound, with better dissipation of smoke and less pollution of water. No private dumps were allowed within the town of Wolfeboro.

In the 1990s the municipal dump is located off Beech Pond Road; known as the Town of Wolfeboro Solid Waste Disposal Facility.

Town Farm: No. 1. A.k.a. Town Gardens (see listing). Farm area cultivated and maintained by the town of Wolfeboro during the Depression, for the free use of residents to raise vegetables. 6.68 acres located behind Goodrich Road and Old Mill Estates off South Main Street. Given to the town in 1929 by the Greenleaf B. Clark estate for “practical, agricultural and other needs which our school may need now or for future outgrowth of practical sciences.” Now used for the support of the Life Ministries Food Pantry.

In 1937 about two dozen people had plots there, and about 500 bushels of potatoes were grown, in addition to other produce. Seeking not to embarrass anyone in need, the town did not keep a record of those who asked to use the Town Farm. Later known as Town Gardens (see listing). Also used during World War II.

¹⁰²² Parker, p. 51.

¹⁰²³ *GSN*, May 21, 1970 (announcement by selectmen).

Town Farm: No. 2. 19th century alternate name for the Poor Farm, a.k.a. Town Poor Farm. On Poor Farm Hill.

Town Forest: See Wolfeboro Town Forest.

Town Garage: Situated on three acres on Pine Hill Road. Headquarters for trucks, road equipment, etc.

Town Gardens: A.k.a. Wolfeboro Town Gardens. Later name for Town Farm. Called Town Gardens in *GSN*, March 18, 1939, and described as the Wolfeboro location where two dozen or more people were given free plots of land by the town to raise vegetables during the Depression. Leon Wentworth was in charge of it for many years. Used for Victory Gardens by townspeople in the 1940s.¹⁰²⁴

1977: Robert E. Sager was authorized to use an 80 x 100' area as a garden; no similar request had been made in recent times. Selectmen stated that anyone could apply to use the area, but that objects such as beanpoles had to be removed at the end of the season.¹⁰²⁵

1991: Town inventory stated it consisted of 6.68 acres of land.

1993: Mentioned as a possible site for a new Governor Wentworth Regional School District elementary school to relieve Carpenter School overcrowding. Discussed at length through 1994; idea eventually rejected.

2020: The Town Gardens facility is now under the management of the Wolfeboro Conservation Commission and maintained by a volunteer group of gardeners. The produce is entirely for the support of the Wolfeboro Life Ministries Food Pantry.

Town House: A.k.a. Town Meeting House, Meeting House, and Town Meetinghouse. Authorized by town vote in 1786 for a church building. Building used for Wolfeboro town meetings (and earlier used for church services) until the Brewster Memorial Hall (present Town Hall) was ready in 1890. Located near Wolfeboro Center where the Bittersweet Restaurant was in the 1990s.

1890: Purchased by Greenleaf B. Clark, who moved it to Factory Street.

1923, December 6: Used by the Paris Shoe Co., caught fire, causing smoke damage.

1928, July: Sold to the Wolfeboro Coal & Supply Co. to be remodeled and used as a warehouse. Later used by Hillside Lumber.

1942 *Town Report*, pp. 81-83, described it in detail and provided a sketch. Said to have been made from plans drawn by Matthew S. Parker of Wolfeboro and decorated on the interior by carving and appointments made by two men from Stratham. The building plans called for a building 52 feet long by 42 feet wide and two stories high and modeled after the meeting house at Middleton. Begun in 1786, it was not completed until 1792. The framing was done by Samuel Tibbetts. The outside of the building of clapboarding over boarding was completed by Reuben Libbey. The inside was finished by Jesse and Eliphalet Merrill and others. The pulpit and its sounding board were by George Freeze, from out of town. It was estimated that the town meeting house cost \$1,200, a large sum at the time. Most of the pews were of the rectangular cattle-pen type with seats on three sides and closed by a door. The pulpit was 8 feet high and had a stairway ascending to it. There was a space for an orchestra. The house was plastered in white wash but had no provision for heating. In 1802 the final work was done on it. In 1819 it was repaired for about \$80. In 1811 and in 1827 it was struck by lightning. In 1840 it was shortened eight feet in height and moved across the road. In 1875 it

¹⁰²⁴ Sample citation: *GSN*, May 22, 1942, invited free use of plots there.

¹⁰²⁵ *GSN*, May 4, 1977.

was repaired, and continued as a town house until 1890 when Brewster Memorial Hall was built. It was then sold for \$62.50, taken down, put up as a stable behind the shoe factory built by Greenleaf Clark.

1955: Alta B. Meader stated: "The original meeting-house at the Center, where Ebenezer Allen once preached, was reduced, in 1840, to one story, from the two which it had at first, when the tide of population unmistakably turned toward Smith's Bridge and there was no longer a town minister. It was moved nearer to the cemetery when the road was changed to follow the range lines straight to the Center. The early road had gone almost straight to the lake, and the meeting-house had been a little distance to the southeast of the present road. The upper floor, still a town-house, was abandoned when the new town hall was built in 1890, and now stands back of the Clark factory on Factory Street; Greenleaf Clark bought it after it had served the town for 98 years; for the sum of \$62.50. He then took it down and re-erected it behind his factory as a stable for his operatives' horses. After many vicissitudes and at least one fire, it became a grain ware-house, and now shelters the Carroll County Tire Company, a tire recapping concern."

1993: Arthur F. Chamberlin stated: "The first road from the town to the Town House was from Wolfeboro Falls (as it is now known) to College Road in 1779. At that time, there was a road from Dimon's Corner to the Town House area. The two roads missed each other by several hundred feet. The Meeting House was first built between the roads and later moved when the roads were adjusted. The railroad track is nearly where that first road was located."

1950s-1960s: Carroll County Tire Co.

1965-1970s: Hillside Lumber.

1980s: Benjamin's refinishing shop.

1993: Extensively remodeled and opened as Antiques on Lehner Street, a group shop.

There is a commemorative plaque on a rock off Allen Road on the path leading to the Town House Cemetery. It reads "Site of the First Meeting House and Town House of Wolfeboro erected 1792. Placed by Winnepesaukee Chapter D.A.R. 1940". The location of the sign is in the general area of the Town House, but the exact location is unknown. This plaque is the second one in the area; the original had disappeared and a new one was placed by the D.A.R. about 2012.

Town House Cemetery: Located off Allen Road off Center Street near Bittersweet Restaurant. A.k.a. Old Town House Cemetery (see listing).¹⁰²⁶

Town House Hill: Name for hill in Wolfeboro Center near where the old Town House was located. Mentioned in the *GSN*, May 21, 1924.

Town Landing: Name for Town Docks (per town records of 1875 describing vote to clear a passageway 40 feet wide leading to the landing).

Town Library: See Wolfeboro Public Library.

Town of Wolfeboro Solid Waste Disposal Facility: Town dump off Beech Pond Road. Includes facilities for sorting, storage, and recycling.

Town Park: Town Park and Cate Park: The upper level or street side is Town Park, laid out in 1967 on land given to the town by Mr. and Mrs. Philip Sidney Smith, a.k.a. Sidney Butler Smith, who also contributed securities toward a fund for its landscaping and maintenance; Dolly Bovaird also played an important part. An Esso service station was

¹⁰²⁶ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 221-222.

formerly on the site and was moved at town expense in sections, 1966-1967, to Center Street behind Wolfeboro Shopping Center (area now known as Foss Field).¹⁰²⁷

The lower level, or water side, is Cate Park, laid out in 1941. It looks like one park, but it is, in fact, two parks that have a common boundary.¹⁰²⁸

How it happened:

1966, March 7: At the town meeting, the motion to purchase the Esso service station and turn the site into a park was defeated.

1966, September 11, *GSN*: Noted that an unnamed resident offered donation of \$20,000 to the town of Wolfeboro as a base of a fund to be used for purchasing from the Varney estate the vacant land in Wolfeboro and would open up Cate Park, etc. A "Town Park Fund" was established. Dolly (Mrs. James) Bovaird, who lived nearby on South Main Street, sponsored the fund.

1966, December 16: Revealed that Sidney Smith, a long time resident of the area had put up \$20,000 if his fund could be matched—to buy the land and develop Town Park and have an endowment for it. Leon Pearson was the architect for the park.

1967, March 8: At the annual town meeting, voters appropriated \$4,000 to make Town Park a reality. Soon thereafter, the Board of Selectmen wrote to Mrs. Philip Sidney Smith of Boston and expressed thanks for the generous donation she made to help facilitate Town Park.

1967, April 28: *GSN* published a photo of work in progress, noting that preliminary grading which would merge the two park areas (Town Park and Cate Park) on a gentle slope was underway. It was expected that the park would be ready by June.

1967, August 13: Park dedicated.

2000: The Governor Wentworth Arts Council (GWAC), wanted to provide a lasting artistic element that residents and visitors could enjoy for years to come. After an extensive search for proposals, and a fund-raising campaign, the statue "Sharing", by Derek Wehner of Metamora, Michigan, was commissioned. The bronze sculpture depicts a grandfather and grandson sitting on a park bench enjoying ice cream. It represents generations of visitors returning to Wolfeboro. GWAC coordinated the funding and installation in the Park and donated the statue to the Town in 2003.

Town Poor Farm: Mid-19th century. On Poor Farm Hill in the western part of Wolfeboro. In 1933 the barn of the Old Poor Farm was still standing, but nothing else remained of the Poor Farm except the cellar. It is not known when this building was built.¹⁰²⁹

Town pounds: There have been five in Wolfeboro's history.¹⁰³⁰

1. The first was built of logs on land belonging to Samuel Tebbetts in 1771, was 20 feet square and 7 feet high. Tebbetts settled on the westerly side of North Main Street on Lot 2

¹⁰²⁷ 1966 *Town Report*, p. 57; 1967 *Town Report*, p. 65; 1992 *Town Report* dedicated to Smith and contains obituary. There as Sidney Butler Smith (life dates: July 28, 1913 to October 26, 1992).

¹⁰²⁸ Most information from Harrison Moore, December 29, 1993; also see 1965 *Town Report* (p. 26) and 1967 *Town Report* (p. 77). At the 1967 Town Meeting it was voted to raise up to \$4,000 to match private donations so the site, known as the Varney property, could be acquired.

¹⁰²⁹ *GSN*, September 22, 1933; additional information from Stephen E. Clow, letter, January 1994.

¹⁰³⁰ Much of this information is from Harrison Moore, letter, December 18, 1993. Parker says four pounds were built, and mentions three of them; cf. pp. 110, 125, 133, and 136 of his text.

of the original seven farms. It is believed that this pound was located near where Old Lakeview Terrace intersects today with North Main Street.

2. In 1799 a pound 30 feet square was built on the Town Meeting House lot in Center Wolfeboro near today's Allen Road and was constructed of stone with a cap timber measuring one foot square. Joseph Piper built it for \$14.

3. Built in 1814 where Clifford's Donut Shop on Center Street was in the 1990s (behind the Wolfeboro Falls Post Office); across from Grove Street on the easterly side and fronting Center Street. The pound was 30 feet square and was surrounded by stone walls three feet thick at the bottom and two feet thick at the top, faced with stone on inside and outside, capped with a timber measuring one foot in diameter. The pound was at the side of the street. The pound had a door with a substantial lock and was built by Paul H. Varney for \$25. It did not exist by 1900.

4. Built in 1814; no information known to author.

5. Another pound was built in 1814 for \$24 by Mark Wiggin on land bought from Dudley Hardy and Richard Bickford for \$4. This pound was 36' square and still stands on the southerly side of Stoneham Road. Circa 1961, Charles Teare carved a mahogany sign to mark it.¹⁰³¹

Town Reservoir: Beech Pond (see listing). 315 acres including water surface.¹⁰³²

Town Tennis Courts: Part of Foss Field (see listing). Courts opened in 1976.

Town Tomb: Receiving vault located at the Pine Hill Cemetery. Townspeople who died in the wintertime would be kept there until the spring thaw, permitting their burial at the Pine Hill Cemetery or elsewhere.¹⁰³³

Townsend Brook: Stream feeding into the south side of Lake Wentworth, formed by two branches which come together on the westerly side of Pleasant Valley Road (as of 1994, most maps inaccurately show the confluence on the eastern side).

1938: Brook dammed to create what became known as Moore Pond (see listing), a.k.a. Townsend Brook Reservoir.

Townsend Brook Reservoir: Infrequently used name for Moore Pond (see listing).¹⁰³⁴

Townsend Shore: An area of settlement in Lake Wentworth. Named such because it flowed through a farm formerly owned by Isaac Townsend.

1950, September 8, *GSN*: The Lake Wentworth Association decided to name the shore adjoining Point Breeze extending on the easterly and southerly shoreline, the Townsend Shore, in memory of Isaac Townsend, the first minister in Wolfeboro.

¹⁰³¹ *GSN*, August 18, 1961.

¹⁰³² Cf. 1994 *Town Report*, p. 95.

¹⁰³³ Dr. Joyce E. Brown, letter, April 20, 1994.

¹⁰³⁴ *GSN*, October 4, 1963.

Townsend biographical notes: He was ordained in his home on October 25, 1792, and pastor of the Free Will Baptist Church for 54 years. For nearly 30 years from 1806, Townsend was the only resident minister in Wolfeboro. He died August 30, 1846. He lived in the Percy Clark house, Pleasant Valley, for many years.... He died at his home on his farm in his 90th year, and he was buried on the farm. Later, at the time Sherman Brummitt sold his farm, he and his wives and little son were buried in the Lake View Cemetery, and the graves are marked with gravestones. His life was likened to a “ripened shock of corn.”

1980: An octagonal house, the first to be constructed since the 19th century Dowlin residence (Green and South Main Streets), was built at Townsend Shore for Mr. and Mrs. Donald Moran.¹⁰³⁵

Townsend Shore Road: Road off Pleasant Valley Road to Townsend Shore on the shore of Lake Wentworth.

Townsend’s Island: A.k.a. Townsend Island. Early name for an island in Lake Wentworth, probably the island now known as Bass Island.¹⁰³⁶ Owned by Hattie Brummitt in 1903 (per town records); assessed \$50. Alternatively, an early name for Brewster Island (cf. 1952 tax list, p. 77; then owned by LeRoy King Smith). Alternatively, an early name for Brummitt Island.

1897, March 2, *GSN*: South of Stamp Act Island are four islands which together contain about three acres of land. They are named Edgerly’s, Cate’s, Townsend’s and Boulder.

Townsend’s Sands: Shore area of Lake Wentworth north of the Oak Bluff area.¹⁰³⁷

Trapper Pond: Small pond near Middleton Road. Drains into Baker Brook.

Trask Mountain: A.k.a. Trask Hill. North Wolfeboro. 1,320+ feet high (USGS map; another map says 1,345 feet). Named for a family that once lived on its eastern slope (*e.g.*, Jacob Trask is mentioned in town records in 1800; Edward Trask in 1835). A fire tower was there in the early 20th century. Presently, it is the site of the Carroll County Dispatch antenna for various community departments.¹⁰³⁸ The mountain top has commanding views of Lakes Wentworth (especially) and Winnepesaukee and of Ossipee and districts to the north.

1900: Parker (p. 41) commented: “Points from which fine landscape views may be obtained are numerous in Wolfeboro. Perhaps that from Trask Mountain, the top of which can be easily reached with carriages, is of greater extent than any other in the town. Here, in almost every direction, rise isolated peaks, or chains of mountains of ever-varying contour, while the valleys are diversified with lakes and streams that, glistening in the sunlight, form a striking contrast to the dark shades of the forest-clad hills.”

Trask Mountain Road: Road leading up Trask Mountain from Dimon’s Corner intersection in North Wolfeboro. Runs through to Brown’s Ridge but is not maintained beyond Upper Trask Mountain Road. Called Stage Coach Road and Old Stage Road at various times years ago. Cut through c.1770 as part of Pequaket Road.

¹⁰³⁵ *GSN*, November 12, 1980.

¹⁰³⁶ Parker, p. 33.

¹⁰³⁷ *Ibid.*, p. 34.

¹⁰³⁸ Alexander McKenzie IV, note, February 9, 1994.

Trask Summit Road: Earlier name (before October 7, 1992) for the continuation of Trask Mountain Road as it turns left at summit of Trask Mountain. Serves small development of homes built beginning in the 1980s. Now known as Upper Trask Mountain Road. Earlier, it was a private road maintained by local property owners.

Treadwell Lane: Extends northeast from South Main Street adjacent to the greens of the Kingswood Golf Course.

1971, October 21, advertisement: "Treadwell Lane of Wolfeboro. A small elegant community adjoining the exclusive Kingswood Country Club golf course. Each home is located on a half acre of land in a charming natural atmosphere. Sliding glass doors open to sun deck providing a view of trees and foliage. Wall to wall carpeting throughout.... Opposite the General Wolfe Inn [in the 1990s known as The Windrifter]. Distinctive 3-bedroom 1 and 1/2 bath houses from \$29,500. Other lots also available. Robie Enterprises."¹⁰³⁹

1973, September 19: Road accepted by town, after improvements were made.¹⁰⁴⁰

Treasure House Lane: Road in the Wyanoke Harbors section of Wolfeboro Neck, now called Chapel Lane. Original name was from the Sears "Treasure House" or nature building of Camp Wyanoke. Named by Herbert Pheeney when he laid out the development in 1978.

Trickey-Avery Building: A.k.a. Trickey-Avery Block and Avery-Trickey Block or Building. Name from 1920 to 1957 for the wooden business block behind the Bank Building; called the Furber Block (see listing) and other names over the years including Court Block, Piper Block,¹⁰⁴¹ and Central Block. J. Clifton Avery and Ernest H. Trickey.

Trickey Block: See Trickey-Avery Building. In April 1938, tailor Joseph Lund advertised he was in the Trickey Block.

Triggs Island: The second largest island, comprising over 10 acres, in Lake Wentworth. Named for Thomas Triggs, its first owner.¹⁰⁴² For a time, shortly after the turn of the 20th century, this was known as Wentworth Island,¹⁰⁴³ but later the Triggs Island name was used once more. At one time it was also known as Ministers' Island, from the ministers who lived there in the summer months.¹⁰⁴⁴ Triggs is the northernmost island of significance and is not far from Wentworth State Park (which includes Clow Beach).

Triggs Island is the site of nearly a dozen summer camps. In comparison to most other island properties, Triggs lots are generous in size and average close to an acre each. Building was pioneered by Methodist minister Francis H. Spear, who bought Triggs in partnership with two other men of the cloth, and who on his own also purchased Mink Island and Sister Island. He persuaded other ministers to buy lots and thus set in motion

¹⁰³⁹ See *Business and Professional Directory* for information about Robie Enterprises.

¹⁰⁴⁰ *GSN*, November 16, 1972 (petition for acceptance); August 9, 1993 (improvements needed); September 27, 1993 (accepted).

¹⁰⁴¹ Town map by Kimball, 1938.

¹⁰⁴² Parker, p. 33; the size of the island is considerably smaller than the 20 acres mentioned by Parker. Also see *GSN*, March 2, 1897.

¹⁰⁴³ *GSN*, October 8, 1904.

¹⁰⁴⁴ *GSN*, May 19, 1939, which stated that William O. Douglas (justice of the U.S. Supreme Court) summered there.

“colonization” of islands in the lake. In describing the appeal of island living, Walter P. Bowman, Lake Wentworth historian, quoted Firestone’s comment in *The Coasts of Illusion*, “To reach felicity one must cross water.”¹⁰⁴⁵

1904, October 8, *GSN*: “Triggs Island, known in this section for nearly or quite a hundred years has been rechristened by the new proprietors, the Wentworth Association, and hereafter will be known as Wentworth Island and the small island by that name [actually, Mink Island was intended] which the same company has purchased is to be called Little Wentworth.”

1905, January 28, *GSN*: “S.W. Clow, this week has received from the Wentworth Park Association schedules for six cottages to be erected on Wentworth Island, formerly Triggs Island, early this spring. This association is a corporation formed under the laws of Rhode Island, where most of the members reside. It looks as though Lake Wentworth should be a point of attraction in this section. It certainly has many advantages.”

Triggs Landing: Docking area on north shore of Lake Wentworth for Triggs Island residents.

Triggs Shore: An area of settlement on the north shore of Lake Wentworth.

Trotting Track Road: Extends from Center Street west to connect with Beech Pond Road. Percy Drive is off Trotting Track Road. Name derived from the time that Stephen Durgin (owner of the Durgin Block) had a trotting track there; property including the trotting track was auctioned in April 1889. George Symonds bought the trotting track for \$200.¹⁰⁴⁶ This road was generally referred to as Shepherd Road through the mid-20th century.¹⁰⁴⁷

Tuftonboro Road: No. 1. Early name for what is now known as Route 109A and Pine Hill Road, especially the portion after the intersection with Bay Street. Name no longer in use.

1937 Directory: “Continuation of Elm from junction of Wolfeboro Highlands Road to Tuftonboro line.”

Tuftonboro Road: No. 2. Early name for what is now known as North Main Street.

Tuftonborough Addition: Section of land added to Wolfeboro in 1858 from Tuftonborough; comprises much of the land west of the Fay Farm including where the Libby Museum was later built.

Tuftonborough Bay: A.k.a. Tuftonboro Bay. 19th century name for Winter Harbor. Name no longer used.

¹⁰⁴⁵ Clark Barnaby Firestone; New York: Harper, 1924.

¹⁰⁴⁶ *GSN*, October 27, 1937, “The Retrospector.”

¹⁰⁴⁷ Harrison Moore, undated note to the author, 1993; also see 1967 *Town Report* (p. 65) and 1969 *Town Report* (p. 65).

Turtle Island: Three-acre island in Lake Wentworth near the site of the Governor Wentworth mansion. Probably named for Eastern Painted turtles that once sunned themselves on the island and perhaps still do.¹⁰⁴⁸

1895, July 23, *GSN*: “For sale. Turtle Island, Lake Wentworth. High land, pine grove. Black bass fishing from shore, natural bridge to mainland. Price \$300. S.A. Edgerly, Wolfeboro.”

1895: George Ellis built Sunset Cottage there.

1903: Owned by George Ellis.

1930s: Isaiah Bowman, president of The Johns Hopkins University, summered there.

1956: Historian Walter P. Bowman (son of Isaiah) made this whimsical observation: “At low water the island is sometimes transformed into a peninsula. The deed states that ownership extends “to the water’s edge” in all directions, but the possibility that the continent of North America might thus come into the possession of the owners of Turtle Island has never been legally tested.”

Turtle Island Road: Extends from the Governor Wentworth Highway (Route 109) to shore of Lake Wentworth near Turtle Island.

Tyler Brook: Later name for Hersey Brook, feeding into Lake Wentworth. The outlet for Sargents Pond. Called Sargents Brook at one time.¹⁰⁴⁹

Tyler Point: Projection of land into Lake Wentworth. Usage c.1910, the year that a Mr. Underhill purchased the property.¹⁰⁵⁰

Tyler Road: Earlier name for section of Stoneham Road which extends from Dimon’s Corner (North Wolfeboro) south to Stoddard Road, then continues southeast to town line; the part from Stoddard Road to the town line is the section once known as Tyler Road. Once also called Gilman Road. “When the Tylers lived there, it was referred to as Tyler Road; when Selectman Wilbur Gilman lived across the street, it was called Gilman Road.”¹⁰⁵¹

U

Umbrella Point: No. 1. Projection of Wolfeboro Neck into Lake Winnepesaukee. Named for a tall pine tree with a bare trunk and foliage spreading at the top, fancifully resembling an umbrella.¹⁰⁵²

Umbrella Point: No. 2. Road. New name for what was known as Broadview Drive.¹⁰⁵³ Road branching off from Broadside Road on Wolfeboro Neck.

¹⁰⁴⁸ Robert F.W. Meader, in *GSN*, February 21, 1964, stated the island was named from snapping turtles that annoyed early workers on Wentworth’s farm. This seems doubtful, as snapping turtles are very shy creatures that usually annoy no one unless cornered and provoked.

¹⁰⁴⁹ Cf. town records dated November 30, 1889.

¹⁰⁵⁰ *GSN*, September 24, 1910.

¹⁰⁵¹ Arthur F. Chamberlin, letter, October 12, 1993.

¹⁰⁵² Illustrated on Tichnor Bros. postcard No. 115880, c.1920.

¹⁰⁵³ Selectmen’s resolution, October 7, 1992.

Union Hall: 19th century name for the second floor of the ell of the Lake Hotel used for public gatherings. After the hotel name changed to the Sheridan House in the early 1890s, Union Hall was known as Sheridan Hall.

Union Street: Extends from South Main Street to Lehner Street, passing just to the left of the Town Hall. Designated as Brewster Street on Norris' 1889 map of Wolfeboro.

1887: As evidenced by the 1887 Sanborn fire map, the part of this street between School Street and Factory Street (now called Lehner Street) was called Middle Street (see listing); the part from School Street to South Main Street was not yet cut through. Apparently, also once called Brackett Street.¹⁰⁵⁴

1891, January: Official description: "Union Street is the street near Memorial Hall connecting South Main and Factory Streets."¹⁰⁵⁵ In 1891 the width was set at 30 to 37 feet.¹⁰⁵⁶

1891, November 20, *GSN*: "Union Street, connecting South Main and School Streets, is one of the finest streets in our village."

Union Street Extension: It was proposed in 1935 to extend Union Street southward to the other side of South Main Street toward the lake, on the vacant lot then between the Avery and Parshley residences; proposal never adopted. The lot later had a house constructed on it.

University Avenue: Thoroughfare perpendicular to South Main Street leading directly toward Brewster Academy's main building; The Estabrook is on the left. In 2020, the name is no longer used. The road appears to have been replaced by the wide pathway now leading to the Academy's main building.

1902, June 14, *GSN*: "It is proposed by some of our citizens to change the name of the path north of the Doe house leading to the Academy from University Avenue, as first called, to Brewster Terrace."

Uppa-Shou Island: See Upper Shoe Island.

Upper Beach Pond: Old and once the incorrectly preferred name for what is now called Upper Beech Pond or Beech Pond.

Upper Beech Pond: Correct name for Beech Pond (*e.g.*, USGS map). Sometimes incorrectly spelled as Upper Beach Pond (see nomenclature note under "Beach Pond" listing).

Upper King Street: See King Street listing.

Upper Shoe Island: Small island in Lake Winnepesaukee; one of the Varney Islands. A.k.a. (incorrectly) Uppershore Island and Uppa-Shou on town records and maps; Upper Shoe adopted as the official name on October 6, 1993. This 0.22-acre islet, located northeast of Melody Island and close by its shore, is the site of an old one-bedroom summer

¹⁰⁵⁴ *GSN*, February 16, 1940.

¹⁰⁵⁵ *GSN*, January 19, 1890 (report of committee proposing street names).

¹⁰⁵⁶ Town records dated September 22, 1891 (citation courtesy of Pat Waterman).

camp, built on piers, paneled in pine, without electricity or septic facilities, but with gas heat. Owner Prof. Jacob Pieter Den Hartog gave it the name Upper Shoe from a name he found on an old sign c.1940.

The island is believed to have been camped upon as early as 1907, that being the date of an old magazine found there years ago and still preserved by the Den Hartog family. Prof. Den Hartog and his wife Elisabeth acquired the island on October 25, 1939, from Gertrude Davis, widow of Dr. Myron Davis of Ossipee. Davis had bought it from J. Wilbur Tilton, Wolfeboro merchant, on May 21, 1919. J.P. and Elisabeth Den Hartog conveyed Uppeshou (*sic*) Island and Littlest Mud Island to Stephen Ludwig Den Hartog on December 16, 1957.

Upper Trask Mountain Road: New name for what used to be called Trask Summit Road (see listing).¹⁰⁵⁷

Upper Village: An 1880s synonym for Mill Village, today known as Wolfeboro Falls.¹⁰⁵⁸

Uppershore Island: Incorrect name on town map for Uppershoe Island, a small island in Lake Winnepesaukee; one of the Varney Islands. Officially called Upper Shoe Island (see listing), as of October 6, 1993.

Uppeshou Island: Name on December 16, 1957, deed for what is now designated as Upper Shoe Island (see listing).

V

Valley Lane: Short road between Lehner Street and parking lot behind supermarket. Serves Huck's Hoagies and another business; connects to a parking area. Name suggested by the Valley family.

Varney Brook: A.k.a. Clow Brook. Runs through the Frog Hollow swamp, under the Bay Street bridge, and into Back Bay. Named for Moses Varney.

Varney Cove: Cove east of Springfield Point in Lake Winnepesaukee.¹⁰⁵⁹

Varney Island: A.k.a. Varney's Island. An old name for Mud (later Melody) Island.¹⁰⁶⁰ Calvert's 1896 map shows Varney's Island as, apparently, a composite of Keniston (which is not shown) and nearby islands.

¹⁰⁵⁷ Selectmen's resolution, October 7, 1992.

¹⁰⁵⁸ *GSN*, May 9, 1887 (sample citation).

¹⁰⁵⁹ Alexander McKenzie IV, note, February 9, 1994.

¹⁰⁶⁰ Used in Hurd's 1892 atlas; also various mentions of the 1911-1921 years.

Varney Island No. 1: Old name for what is now called Melody Island (see listing).

Varney Island No. 2: Old name for what is now called Church Island (see listing).

Varney Islands: Group of nearly two dozen islands located in Lake Winnepesaukee between Worcester Island and Barndoor Island (the latter in Alton). Earlier known as the Small Mud Islands. The name is taken from the Varney family, who once owned Worcester Island. The two largest are Melody and Keniston.¹⁰⁶¹ The 1860 map of Carroll County shows all of the Varney Islands, except for the extreme northwest end of Melody Island (then not named) as being located in the town of Alton.

1961, October 13, *GSN*: “Varney was a well-known name in Wolfeboro and Alton in the 19th century. Moses Varney came from England before the Revolution and settled in Dover. Early in the 1780s they came to Wolfeboro. Joseph Varney, the eldest son of Moses, built up his capital and in 1809 bought four large islands lying near Wolfeboro Harbor. These belonged to Alton but later were annexed to Wolfeboro. Varneys married Varneys. One of the daughters of Moses Varney was married to Paul H. Varney, and a daughter of Joseph Varney was married to Jonas Varney of Farmington. The Varney genealogy is confusing. But the Varney Islands remained well separated, their history is clear cut.”

The interesting story of the acquisition of Blueberry Island (see listing) and numerous of the other Varneys was related to the author by Robert L. Hanson:

Born in 1923, the son of a Harvard Graduate School of Business professor, Bob Hanson as a child spent many happy summers at the family camp on Keniston Island. As an adult, he maintained his love for the island and lake. On April 3, 1967, he bought Blueberry Island from Melody Island Associates. In 1972 the Hansons built a cottage there.

In 1970 Bob Hanson was checking the town records as part of bringing electrical service from Keniston Island to Blueberry. Upon viewing the tax map, he saw that in actuality Blueberry was in a different place than marked on the map. He inquired as to the identity of the owner of the various smaller Varney Islands, but no one at the Town Hall knew. Hanson decided to research the matter, and in due course he learned that part of the title to Melody Island specified the ownership of “also all the small islands in the vicinity of said Mud Island or Varney Island or Melody Island as it is now known, and formerly known as the Small Mud Islands or Varney Islands, with the exception of those previously conveyed to other parties.” This phrase was construed to mean all of the little islands between Worcester and Barndoor other than those that had been deeded to others. However, William Sweeney, the current owner of Melody, was not aware that he owned them!

Following some maneuvering, Bob Hanson struck up an agreement whereby a friend made an offer to Sweeney on his behalf for the islands. After the transaction was completed, by agreement his friend, Armin H. Langsten, retained title to two islands (Chip and Winch), and the rest were deeded as a group to Hanson. So that the new ownership would be a matter of record, Hanson and his two sons, Jon and Michael, gave each of the newly-acquired islands a name, after which they were registered with the town.

Varney Lane: 19th century name for what was later known as Friend Street (cf. *GSN*, February 21, 1866; 1899, 1907 directories, etc.). A.k.a. Varney’s Lane.

Varney, Mary, Road (Mary Varney Road): See Mary Varney Road listing alphabetized under M.

¹⁰⁶¹ Much of the historical information concerning the Varney Islands (under appropriate headings throughout *Wolfeboro Place Names*) is from interviews with Robert L. Hanson, February 12 and 13, 1993. Mr. Hanson generously shared information from his collection of deeds, records, and other information.

Varney Road: Extends from the intersection of Bay and Mill Streets; in effect, a continuation of road past the end of Mill Street. Named long before Mill Street received its name.

Varney's Lane: Early name for Mill Street; possibly also for Friend Street.¹⁰⁶²

Varney, Joseph, private highway: Town records dated July 7, 1850, mention the “private highway of Joseph Varney and others.” Includes what is known as Varney Road today. See Varney Road listing.

Viewpoint Drive: Short road on Worcester Island. Name originated in 1993 during the town's revision and updating of street names. Adopted on October 6, 1993.

Village, The: Unofficial designation for the downtown or commercial district of Wolfeboro.

Village Corner Road: Planned road off Brown's Ridge Road, so-called Collden Farm area. Near Ossipee town line. Not yet built as of spring 1995. Other planned roads including Jenness Lane, Meadow View Circle, and Whitestone Terrace extend from it. In 2021, roads are all completed and paved, and a number of houses have been built. See Collden Farm listing.

Village Park: Name in 1921 for what later became known as Clark Park.¹⁰⁶³ Located on South Main Street.

Village Precinct: Special corporate district within Wolfeboro (see Precinct listing). A.k.a. Village Fire Precinct and other variations.

Village Townhouses: A.k.a. (later including on 1994 sign) Wolfeboro Village Townhouses. Four-unit condominium townhouses built in 1971 and opened on August 15, 1972, by Robie Enterprises (Richard Robie).¹⁰⁶⁴ Located on Wolfeboro Bay at the end of Endicott Street, to the right. Architect: Donald Hallock. Surveyor: Wayne Kelloway.¹⁰⁶⁵

Vista Drive: No. 1: (Not an officially accepted name) Short road near Parker Island Road on Wolfeboro Neck. Shown on a 1992 map.

Vista Drive: No. 2: Road in the Sugar Hill Retirement Community. See listing.

¹⁰⁶² The latter per Gertrude B. Hamm, “Wolfeboro's Contribution to the Civil War,” 1961 ms. preserved by the Wolfeboro Historical Society.

¹⁰⁶³ *GSN*, June 23, 1921.

¹⁰⁶⁴ Detailed story in *GSN*, December 30, 1971.

¹⁰⁶⁵ *GSN*, August 17, 1972, and other issues.

W

Wakefield Island: Former name for Sister Island.¹⁰⁶⁶ in Lake Wentworth.

Wakefield Pit Dump: Town dump on Beech Pond Road 2.3 miles beyond the Pine Hill Dump and 2.3 miles from the intersection of Routes 28 and 109, convenient to the Lake Wentworth area. This was for auto bodies, stumps, leaves, brush and material. Used in the 1960s.¹⁰⁶⁷

Wal Island: One of the smaller of the Seven Sisters Islands in Lake Wentworth.

Waldron Wharf: Wharf and accompanying plot of land where the Latchaw Building stands today on South Main Street. Nomenclature used in the early 19th century.¹⁰⁶⁸

Walker Island: Old name for Spider Island (see listing). One-acre island in Lake Winnepesaukee; one of larger of the Varney Islands. Now known as Spider Island on town tax records per the preference of current owner Robert McNitt.¹⁰⁶⁹

Walker Island was named for Herbert Walker, M.D., and his wife Vivian, who owned it when the Den Hartog family came to the Varney Islands in the late 1930s. The Walkers had two cabins and a boat storage shed. There was no electrical service then, and the owners used an evaporative cooler to help preserve their food. In the 1980s the Walkers lived in Clinton, CT. Dr. Walker died in 1986 and was survived by his wife.¹⁰⁷⁰

Walker Road: New name for Hahn Road.¹⁰⁷¹ Road begins at Route 109 in Brookfield and ends in Wolfboro on the south side of Mount Delight near the shore of Lake Wentworth.

Walts Lane: Short road off South Main Street, leading to shore of Rust Pond in South Wolfboro. The name lost its apostrophe on October 7, 1992, due to postal regulations.

War Monument: Soldiers' Monument (see listing) erected in 1914 at Pickering Corner.

¹⁰⁶⁶ 1952 tax list, p. 57. The Henry D. Durfee property was listed as being on Sister or Wakefield island.

¹⁰⁶⁷ *GSN*, August 11, 1967.

¹⁰⁶⁸ Harrison Moore, letter, December 29, 1993. Mentioned in May 12, 1849, deed transmittal from Samuel Avery to William Walker. See entry under Bell Building.

¹⁰⁶⁹ Amanda Simpson, letter, January 31, 1994; also conversation with Alexander McKenzie, February 2, 1994.

¹⁰⁷⁰ Letter from Stephen L. Den Hartog to the author, May 18, 1993.

¹⁰⁷¹ Selectmen's resolution, October 7, 1992.

Warren Brook: Rises in Brookfield, meanders, and then flows northwest into Lake Wentworth at Warren Sands.

1956: Lake Wentworth historian Walter P. Bowman noted that Warren, Ryefield, and Heath brooks are “broad and deep enough to be navigable by small craft for a fair distance, and afford interesting glimpses of bird and reptile life in remote swampy reaches, as well as good pickerel fishing.”

1986: Designated at the town meeting as a prime wetland in accordance with RSA 483-A:7.

Warren Cemetery: Located off Pleasant Valley Road.¹⁰⁷²

Warren Heath: Marshy area near where Warren Brook drains into Lake Wentworth.

Warren Ledge: In Lake Wentworth near Townsend Shore.

Warren Sands: Low-lying area at extreme east side of Lake Wentworth. Was developed to a large extent c.1956-57. Warren Brook enters the lake here.

Warren Sands Road: Road off Pleasant Valley Road to Warren Sands on the shore of Lake Wentworth. Brackett’s Corner is at the junction of the two roads.

Wasamegin Acres: A.k.a. Wasamegin. Residential area south of Sargents Pond in Furber Hill area. In January 1987, the Planning Board accepted an application proposed by White Mountain Survey for a seven-lot subdivision off Beech Pond Road on Furber Lane, Phase II of Wasamegin Acres.¹⁰⁷³

Water Street: Mentioned in *GSN*, October 3, 1903. The Wolfeboro Board of Trade was investigating a town landing, and “the committee found that Water Street gave a small lake frontage.” Name no longer used.

Water Village Road: No. 1. Road from Pine Hill Road through Wolfeboro Highlands toward Water Village (in Ossipee). 1890s-1900s usage. Now called Beech Pond Road. Once called North Wolfeboro Road, infrequently, but different from the present North Wolfeboro Road.

Water Village Road: No. 2. Road from Route 28 (now Center Street) to Water Village, now called Pork Hill Road. Usage popular until about the 1950s. During the 1940s the road was often closed at the Water Village end during the “mud season.”¹⁰⁷⁴

1939, June 23, *GSN*: “A new sign has been placed at the end of the Water Village Road, replacing the one destroyed by the hurricane. The name of the road is followed by the names of the summer residents on the road, the Mowatts, Tarrs, Prays, Cooks, and Clarks. It is the work of Orren Tarr.”

¹⁰⁷² Details in John S. Fipphen, *Cemetery Inscriptions*, p. 228.

¹⁰⁷³ *GSN*, January 28, 1987.

¹⁰⁷⁴ Dr. Joyce E. Brown pointed out (letter, May 5, 1994) that “mud season” was a local idiom, almost worthy of being a single word, for the spring thaw period.

Waterside Lane: Name in use from October 7, 1992, to October 6, 1993, for road that extends from North Main Street to cove on Winter Harbor. Earlier called Old Camp Road. Name changed to Fullerton Shore on October 3, 1993.

Waumbeck Road: Extends northeast from North Main Street at Goose Corner to Pine Hill Road. Hill and dale road with scattered farms and residences. Council Tree Lane is off Waumbeck Road. Also spelled (incorrectly) as Waumbek and Waumbec. As of 1992, Waumbeck has been confirmed as the official town spelling. What is called Waumbeck Road today may have been one of the roads referred to in town records dated November 14, 1781, and October 31, 1782. A portion of Waumbeck Road today incorporates a small stretch of the original Miles Road.

An article in the *GSN*, October 3, 1909, stated that various people had lived on this road for many years, and that at one end the junction was called Goose Corner, but: “For 70 years or more this has been a stage road and never had any accustomed or general distinguishing title or name.... It is sparsely settled. The old Andrew Wiggin¹⁰⁷⁵ house...has recently been purchased by John T. Kennedy of Boston, Mass., and has been entirely renovated, re-shaped, plastered and put in thorough up-to-date order.¹⁰⁷⁶ The outfittings are made elegant and convenient. The whole estate is to be improved in various ways—water, electric lights, telephone service—mechanical contrivances of all kinds—sewers, vaults, electrical motors, labor-saving appliances have been introduced, and Mr. Kennedy is putting out money in Wolfeboro, without stint. He is the proprietor of several wholesale and retail houses in Boston, and other parts of Massachusetts, and owns a beautiful residence in the Grove Hill precinct of Boston.

“ This house in Wolfeboro is intended as a summer residence only, yet Mr. Kennedy is a constant visitor during the winter months, and it requires only the pressing of a button to put his residence here in habitable condition in mid-winter with every room warm, lighted, ready for business, in 20 minutes. Mr. Kennedy’s residence in Boston is known as Waumbeck Hall, and on his solicitation the proper method was taken to give the old road that passes his Wolfeboro residence the new address named above, Waumbeck Road, such name to be recorded in the town records. Mr. Kennedy is taking steps to place adequate signs in position.”

GSN, August 20, 1910: “According to the new telephone Directory just issued, it appears that Waumbeck Road plays an important part in our town, there being some 23 registered as takers [of the telephone service] on this road, when in fact there are but three takers. The fact is that four residences are on this road. No doubt this matter will be rectified in a future issue of the directory.”

1923, August 4, *GSN*: Kennedy offered his property for sale and described it as consisting of a 12-room house, about 70 acres of land, together with household furniture, tools, wagons, and one good horse. “For quick cash will make some sacrifice.” However, there were no takers, and as of the early 1930s he still owned it and visited it infrequently. Kennedy died at his home in Boston in May 1937; by that time, he had sold his summer residence (on April 6, 1934) to Catherine B. Conner of Ossipee; in 1937, it was owned by the Snow family.

1961: Waumbeck Road was considerably improved, when some curves were straightened, grades lessened, and surface tarred.

1978: Paved in its entirety.¹⁰⁷⁷

¹⁰⁷⁵ Another citation, *GSN*, June 4, 1937, called it the Alfred Brown place.

¹⁰⁷⁶ Date on sale deed to Kennedy: October 7, 1908 (this and certain other information per Harrison Moore, December 10, 1993).

¹⁰⁷⁷ *GSN*, June 14, 1978 (paving completion originally scheduled for 1977, but delayed due to an incomplete water line).

Waveland Island: Alternate name for Keniston Island in Lake Winnepesaukee; one of the larger of the Varney Islands. Developers attempted to name it Waveland, and it was used with some frequency during the first 20 years of the present century (*e.g.*, the 1907 Directory), but the name was secondary in popularity to Keniston Island. Usage was mixed. In *GSN*, August 14, 1936, the editor mentioned “Waveland, formerly Keniston’s Island.” Waveland Island currently appears in certain Wolfeboro tax records.

Webster Circle: Name in provisional use from October 7, 1992, through October 6, 1993, when it was officially changed to Frye Circle. Interior road at the 1000 Sewall Road development (here indexed under O: One Thousand Sewall Road, to which listing refer). Developed by Leigh Turner and associates in the 1980s. Named for Benjamin K. Webster, father of Helen Webster Goodwin and father-in-law of J. Frank Goodwin. J. Frank Goodwin owned much land in the area during the early part of the present century.

In 1992 during a brouhaha involving the changing of the name of Lakeview Terrace to what is now known as Old Lakeview Terrace, the town suggested that if residents of Lakeview Terrace could not come up with a satisfactory new name, Webster Terrace might be a possibility; the use of Webster Terrace never came to pass, and after then, Webster Circle was used for a short time as a name elsewhere.

Webster Road: Old name used until 1970 before Lakeview Terrace was laid out in its entirety, for the road from Forest Road to the stone wall at the side of what is now the Lowry house. Webster Road was named for the father-in-law of J. Frank Goodwin, land owner.

1966-1967: Town cut Webster Road through 150 feet to join Lakeview Terrace, a project completed in 1968.¹⁰⁷⁸

1968, September 12, *GSN*: Report that selectmen had voted to accept Webster Road as a public road and to make it a through street with Lakeview Terrace. However, acceptance was delayed.

1969, October 22: Mr. Cleveland, a local resident, asked the selectmen to designate a single name for the joined street. The matter was referred to the Planning Board.¹⁰⁷⁹

1970: Officially accepted as a town road in 1970 and renamed Lakeview Terrace (see listing).¹⁰⁸⁰ Now known as Old Lakeview Terrace.

Wentworth: Nomenclature note: It is a little known fact that Wentworth Shore and other Wentworth names on the *southerly shore* of Lake Wentworth took their names not from Governor John Wentworth, but from his brother, Thomas Wentworth, who owned the original Proprietor’s Lot 12, which bounded Lake Wentworth, then known as Smith Pond. Most other Wentworth names are from Governor Wentworth.¹⁰⁸¹ Some may be from Mark H. Wentworth, John’s father.¹⁰⁸²

Wentworth Beach: See Clow’s Beach listing.

¹⁰⁷⁸ 1967 *Town Report*, p. 23; *GSN*, April 18, 1968. Discussion of plan; noted that the Lakeview Terrace name had not been officially registered yet, although it had been in use. 1969 *Town Report*, p. 23.

¹⁰⁷⁹ *GSN*, October 20, 1969.

¹⁰⁸⁰ 1970 *Town Report*, p. 16.

¹⁰⁸¹ Harrison Moore, undated note to the author, 1993.

¹⁰⁸² Arthur F. Chamberlin, note, April 24, 1995.

Wentworth Estates: Residential development off Pleasant Valley Road on shore of Lake Wentworth. Includes former West Beach and East Beach Roads (now Red Brook Circle).

1965, August 23: Hearing on placing signs by the developer, William Sexton, was held at the selectmen's office.

1966, June 3: Choice lake lots advertised on Lake Wentworth, one and one-half miles off South Main Street on Pleasant Valley Road.

1967, August 11: Advertisement: "25 large building sites among tall pines with 600-foot private lakeshore park and beach, every lot is ready for building."

1971, June 24, advertisement: "On the shores of beautiful Lake Wentworth. At Wentworth Estates we have created a select community of fine large building sites among tall pines, hemlocks and white birch trees with 600-foot private lakeshore park and beach. Every lot is ready for building. There are only a few lots left."

1973, July 19, *GSN*: "Several homes already up, others getting ready. There are only a few lots left."

1976, August 7, *GSN*: Lots advertised for sale.

Wentworth Estates Road: Old name for what was known briefly as Burbank Drive (October 7, 1992, to October 6, 1993) and now is known as part of Red Brook Circle. Starting point: Pleasant Valley Road.

Wentworth Farm Road: Extends from Route 109 (Governor John Wentworth Highway) to the site of Governor Wentworth farm, then continues to private cottages on the shore of Lake Wentworth.

Wentworth Highway: Short modern name for Route 109. Formally: Governor John Wentworth Highway.

Wentworth Island: Popular name at the turn of the 20th century for what was earlier called Triggs Island in Lake Wentworth and what is called Triggs Island now.¹⁰⁸³

Wentworth Meadows: Business park on Center Street on left before Route 109 intersection at Wolfeboro Center. Parsons' Furniture is there in the 1990s.

1963, March 22, *GSN*: Noted that a new Wolfeboro business area to be known as Wentworth Meadows was planned and was located on Route 28 between Bly's Dari-Curl and the Albee Warehouse at Wolfeboro Center. Further:

"One of the buildings to be constructed this fall will house a dairy bar and space for at least one other store. Another large building will be the new home of Parsons Furniture Store now located on South Main Street near the Brewster Memorial Building. The buildings will be rustic in design and the area to be landscaped and parking facilities will accommodate 200 cars. Harry Hopewell and Douglas Parsons, developers of Wentworth Meadows, said that land for additional buildings will be available for sale or lease."

1964, October 2, *GSN*: Noted that final arrangements for completing two initial buildings on the 11-acre tract were being made. Douglas B. Parsons, president of the corporation, noted that two buildings under construction would comprise 13,000 square feet—including a wayside furniture store and warehouse and a custom woodworking and patio shop, the woodworking and patio shop to be owned by Harry C. Hopewell.

¹⁰⁸³ Wentworth Island nomenclature is discussed in *GSN*, September 10, 1904.

“The long range plans for the corporation tentatively include several additional buildings to be built by the corporation and leased by businesses compatible to the entire home building and equipping business.” The tract had been zoned for commercial use.

1965, April: Parsons Furniture moved to there.

2017: Allen Wayside Furniture opened there, replacing Parsons Furniture.

Wentworth Park: No. 1. Turn of the century name for area on north side of Lake Wentworth; a common mailing address for summer camps on the lake.¹⁰⁸⁴ Today, it is defined as an area of Wolfeboro Center just east of the railroad tracks, and on the shore of Lake Wentworth; no connection with Clow Beach or the Governor Wentworth mansion site.¹⁰⁸⁵

1903, October 17, *GSN*: “Wentworth Park is destined to be a very popular summer resort. It is only a short time since the pioneer of this park, Frank L. Pryor of Portsmouth, purchased the first lot and erected Pine Camp and thus opened to the public the beauties of this spot. Today there are five cozy cottages adorning this shore, while several more lots have been purchased by parties who are making preparations for building in the near future and most of them next season. If our Portsmouth people continue to be purchasers of this park we shall be obliged to ask that the station be styled New Portsmouth. When we get our new and positively needed railroad station we shall feel quite proud of our little hamlet. The present apology is a disgrace to the Boston & Maine and furnishes inadequate accommodations for the requirements of this section.”

1925: Local residents organized as the Wentworth Park Association on August 7, 1925, at the cottage of Rev. J.E. Everingham (who was chosen president). “The objects of the association are for sociability and for betterment of Wentworth Park.”

Wentworth Park: No. 2. Name proposed in 1984 by Smith, Smith & Kourian, owners of the old North Conway Lumber Co. property on Route 28, for that property; name never used.¹⁰⁸⁶ Later it was called 2000 Centre Street.

Wentworth Park Road: Old name for what became (on October 7, 1992) Fernald Crossing (not to be confused with the railroad crossing of the same name on Gov. Wentworth Highway).

Wentworth Pines: Term used in the 1940s for a district of Pleasant Valley. At one time it was a vacation spot for girls from the Catholic church, a use it would be put to later as well.¹⁰⁸⁷ In 1952 much of this area, including 27 acres of land and 1,000 feet of Lake Wentworth shorefront, was purchased by the Manchester Diocese of the Catholic Church; on June 23, 1953, it opened as Camp Bernadette.¹⁰⁸⁸

Wentworth Pines Road: Old name for Richards Road. Leads from Pleasant Valley Road to Heath Trail.

¹⁰⁸⁴ The 1907 Directory lists many such addresses, for example.

¹⁰⁸⁵ Arthur F. Chamberlin, letter, February 22, 1994.

¹⁰⁸⁶ *GSN*, April 4, 1984.

¹⁰⁸⁷ *GSN*, June 26, 1942 (name used).

¹⁰⁸⁸ *GSN*, December 12, 1952, and May 15, 1953.

Wentworth Plaza: Strip mall of stores developed as commercial condominiums in 1986 by Bill Todesco (Back Bay Construction Co.) on the east side of Center Street between Wolfeboro Falls and Wolfeboro Center, close to the latter.¹⁰⁸⁹

Wentworth Shore Road: Old name for what became known as Shore Road on October 7, 1992.

Wentworth Shores: Small shore area of Lake Wentworth on Whitten Neck; confusing in name, as it is on the opposite side of the lake from the Governor Wentworth Mansion and several other things with the Wentworth name. Named for *Thomas* Wentworth (not Gov. John Wentworth). The former Edwards Resort was located there.

Wentworth Shores Road: A.k.a. Wentworth Way. Old name for what became officially known as Edwards Way on October 7, 1992. Starting point: Whitten Neck.

Wentworth State Park: Located on Lake Wentworth. Picnic areas and sandy beach. Beach land primarily donated by Stephen W. Clow, Gov. Wentworth mansion site and nearby acreage donated by Lawrence S. Mayo; developed as a Works Progress Administration (WPA) project beginning in 1933. Also see notes under Clow Beach and Governor's Park. For information on the mansion site, see the listing for Gov. Wentworth State Historic Site.

1985, summer: State Cooperative Regional Archaeological Program (SCRAP) sponsored excavations at mansion site. In five weeks of digging, a number of important finds were made: Foundations of five buildings apart from the main house. Two of these were not on the maps of the plantation. They uncovered a barn, 40' x 60' carriage house, dairy, and two unidentified buildings. They also found broken pottery pieces at the bottom of a pit filled with heavy stones, and nails and glass around a fireplace, with badly burned wooden floorboards.¹⁰⁹⁰

Wentworth Way: A.k.a. Wentworth Shores Road. Old name for what became officially known as Edwards Way on October 7, 1992. Starting point: Whitten Neck Road.

Wentworth Winds Beach: Name for a time in the 1980s for the beach area on Lake Wentworth behind the Wentworth Winds motel, the name used at the time by the motel section of the former Allen "A" Resort. Purchased by the town in 1989 for \$730,000 and name subsequently changed to Allen H. Albee Beach.

Wesley Commons: A small condo development off Varney Road, built in 2003. Roads include Ians Way and Wesley Lane.

Wesley Lane: A road in Wesley Commons.

¹⁰⁸⁹ *GSN*, April 16, 1986, and other issues.

¹⁰⁹⁰ *GSN*, April 17, June 12, July 24, 1985. On August 12, 1987, archaeologists Gary Hume and David Starbuck spoke at the Wentworth Winds and displayed the results of excavations during the past three summers.

West Beach Road: Name before October 7, 1992, for road in Wentworth Estates residential development off Pleasant Valley Road on shore of Lake Wentworth. Now part of Red Brook Circle.

West Clark Road: Alternate name for what is now called Clark Road.¹⁰⁹¹ A.k.a. Clark Road West.

West Jockey Cap Island: One of the trio of Mink Islands in Lake Wentworth. 1897: Called Lone Island.¹⁰⁹²

West Lake Road: Name before October 7, 1992, for part of what is now known as Red Brook Circle. Starting point: Pleasant Valley Road.

West Main Street: Alternate name in the 1880s and very early 1890s for what is now called North Main Street (cited, for example, on Norris' 1889 map). Until c.1890, what are now known as North and South Main Streets were simply known as Main Street in most listings. Also see note under Miles Road listing.

1889, December 2, *GSN*: Discussion that East Main Street and West Main Street were terms in proper use and were just as accurate as North and South Main Street. Similarly, 1889, December 9, *GSN*: Letter from Benjamin F. Parker stated that North Main Street and South Main Street could just as easily be called East Main Street and West Main Street. "Either would be proper, since the street runs north-west and south-east."

1988, June 29, *GSN*: An advertisement for Horne's Ford Sales bore the address West Main Street, probably an error—without realization that this name was proper a century earlier.

West Wolfeboro: In 1931 the New England Telephone & Telegraph Co. Directory listed certain Wolfeboro addresses near the Tuftonboro line as being in West Wolfeboro. However, this name had no official status.¹⁰⁹³

Dr. Joyce E. Brown commented:¹⁰⁹⁴ "We used to say, 'There's a North Wolfeboro, an East Wolfeboro, and a South Wolfeboro; West Wolfeboro is out in the lake.'"

Westwood Drive: Street off College Road between Willey Brook and Frost Brook. Leads to housing development platted in the 1980s.

Westwood of Wolfeboro: A.k.a. Westwood. Near the beginning of College Road. Developed by a succession of owners including Percelay & Werner (1977), Atlantic Land Trust, and RealVest of Portland, ME (as of c.1986). In August and September 1986, lots were being offered by Century 21 Docksider Realty.¹⁰⁹⁵ However, there were problems, and

¹⁰⁹¹ Cf. 1957 *Town Report*, p. 57; recently resurfaced.

¹⁰⁹² *GSN*, March 2, 1897.

¹⁰⁹³ *GSN*, January 1, 1932.

¹⁰⁹⁴ Letter, May 5, 1994; Joyce, daughter of local merchant Harold F. Brown, was a student in Wolfeboro schools in the 1950s.

¹⁰⁹⁵ *GSN*, August 27, 1986 ("Spotlight on Business").

in October 1986, the State Wetlands Board issued a cease and desist order against RealVest, charging that culverts may have been installed without the proper permit and that in any event more study was needed in view of the proximity to Ryefield Brook and wetlands there.¹⁰⁹⁶ In August 1987, the Planning Board approved a 31-lot subdivision. Sales were very sluggish, and loans on part of the property were later in default.¹⁰⁹⁷

1977, June 8, *GSN*: The town informed Percelay & Warner that the cost of constructing roads to the development would be \$60,000 and that a bond would be required.

1990, August 24: Auction of 100+ acres divided into 20 home sites and woodlots planned.¹⁰⁹⁸

1992: Part of property was owned by the Resolution Trust Co. (federal agency supervising the liquidation of non-performing loans given by banks).¹⁰⁹⁹

Whale's Back: No. 1. Timbered area of East Wolfeboro mentioned in the *GSN*, March 4, 1916.

Whale's Back: No. 2. Cf. Hayley, *History of Tuftonboro*, p. 96:

A peculiar geological formation which lay just east of David Piper's cottage [in Tuftonboro]. It was a serpentine mound, 30 or 40 feet high, and perhaps 50 rods long. It extended almost to the shore of Upper Beach Pond [in Wolfeboro]... We used to call the mound the Whale's Back, though no whale was ever a quarter as long. The mound was undoubtedly caused by the action of currents in some prehistoric deluge.

GSN, September 23, 1932, article by J.W. Goldthwait explained geological features including gravelly ridges: "Sometimes called whalebacks, sometimes horsebacks (for no good reason), ridges like these are known in geology as kames or eskers. They mark lines of flow of rivers which ran in and through the melting ice sheet, at the end of the glacial era. The ice mass was thinning down and its edges melting back toward Canada, exposing the highlands and ridges, later the lowlands and valleys."

Wharf Avenue: Old name, apparently used infrequently but over a long period of years, for short street from South Main Street along the right side of the Avery Building to the Town Docks.¹¹⁰⁰ Name not used today. The official town name for the short streets to the left and right of the Avery Building is now Dockside.¹¹⁰¹

White Pine Circle: New name for Pine Tree Circle.¹¹⁰² Starting point: Hickory Road. In the Wolfeboro Common II development.

Whiteface Mountain: Mountain east of North Wolfeboro named for light-colored cliffs on its eastern slope. 1,339 feet high (USGS map; another map says 1,342 feet). In 2016, the Wolfeboro/Tuftonboro Land Bank and the Wolfeboro Conservation commission partnered to purchase a 120 acre parcel on the east side of the mountain, including the summit where there is an expansive view from the rocky cliff top. A parking lot on Browns Ridge Road is at the start of a new well-marked trail.

¹⁰⁹⁶ *GSN*, September 17 (advertisement) and November 5 (Wetlands Board), 1986. However, no water from that area drains into Ryefield Brook (cf. Arthur F. Chamberlin, note, April 24, 1995).

¹⁰⁹⁷ *GSN*, May 13 and August 19, 1987, and other issues.

¹⁰⁹⁸ *GSN*, August 22, 1990 (advertisement).

¹⁰⁹⁹ Town permit information.

¹¹⁰⁰ Among later citations: *GSN*, August 22, 1947, and Ida Pineo, note to author, April 1994.

¹¹⁰¹ Information from Amanda Simpson, February 26, 1993.

¹¹⁰² Selectmen's resolution, October 7, 1992.

Whitegate Road: Private lane extending off the right side of Forest Road just before Carry Beach; serves local residences on Winter Harbor.

Whitestone Terrace: Planned road extending off Village Corner Road in proposed Collden Farm development. Not yet built as of spring 1995. As of 2021, the road has been completed and paved. Some houses are completed in the development. See Collden Farm listing.

Whitten Neck: Peninsula separating Crescent Lake from Lake Wentworth. Comprises much of the eastern side of Crescent Lake. Named for Jesse Whitten, who built a house there early in the history of the town. Known as Whittion's Neck in the third decade of the 19th century and possibly before. Donald H. McBride, owner in 1994 of the former Jesse Whitten property, noted that on early papers, Jesse (born in Brentwood, March 18, 1766) spelled his surname as Whittion.¹¹⁰³ A.k.a.. (infrequently) Willey's Neck.

Whitten Neck Road: A.k.a. Whitten's Neck Road. Road leading from Center Street to Whitten Neck. Kings Pine and Holden Shore Roads connect to it. Named for Jesse Whitten. 1899 Directory: Neck Street.

Whitten's River: Waterway connecting Lake Wentworth and Crescent Lake. "The outlet to Smith's Pond (Lake Wentworth) connecting it with Crooked Pond (Crescent Lake) is about 80 rods in length" (*GSN*, December 21, 1901). Earlier sometimes spelled as Whittion's River. Named for Jesse Whitten. Now known as a part of the Smith River.

Whittle Hill: Hill in North Wolfeboro on which a spring was located providing water supply for some local residents.¹¹⁰⁴ On Trask Mountain Road close to Dimon's Corner. The Mann property was located there in 1924.¹¹⁰⁵

Whittion Brook: Small stream that feeds into Lake Wentworth. Same as Morrill Brook.¹¹⁰⁶

Whittion Graveyard: Located on Clow's Hill near Lake Wentworth.¹¹⁰⁷

Whittion Ledge: In Lake Wentworth near Governor's Shore.

¹¹⁰³ Conversation, December 31, 1994. Also, Parker, pp. 228 ff. (account of his life and family), uses the Whittion spelling. However, the old, original tombstone near which Jesse is buried is clearly spelled Whitten, and his son, Jesse, Jr., likewise spelled it this way (cf. John Fipphen, *Cemetery Inscriptions*; also, personal inspection of the Jr. and Sr. Jesse Whitten markers by the author, January 1, 1995). It seems evident that Jesse preferred Whitten.

¹¹⁰⁴ *GSN*, September 8, 1923; also July 7, 1931.

¹¹⁰⁵ *GSN*, August 2, 1924; another mention October 14, 1960, etc.

¹¹⁰⁶ Arthur F. Chamberlin, note, April 24, 1995.

¹¹⁰⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 221.

Whitton Neck: Incorrect spelling for Whitten Neck. Named for Jesse Whitten.

Whitton Road: No. 1. Old and traditional name (before the resolution of October 7, 1992) for what is now known as Bryant Road. Extends from Gov. Wentworth Highway north to Cotton Valley Road. George Whitton was an early land owner and prominent citizen. Laid out on November 21, 1822 (per town records), and improved in 1831 (to two rods wide),¹¹⁰⁸ 1833 and 1835 (and also in later times). A.k.a. Whitton School Road years ago.

1978, November 1: Local residents of Whitton Road (as it was called at the time) petitioned for a name change to Cotton Valley Road; this was later denied, as it would have caused confusion with another way called Cotton Road. “The road name was changed from Helen Bryant Road to Whitton Road, according to selectmen, when Janet Macomber discovered that while she was updating the town history that the road was laid out in 1831 as Whitton Road.”

1978: Town tax map designated one end of Whitton Road as Cotton Valley Road and the other end as College Road!¹¹⁰⁹ Apparently, no one was certain what the proper name should be, Whitton Road having been lost in the mists of time.

Harrison Moore commented:¹¹¹⁰ “Whitton Road was so named back in the early 1800s. It picked up the name Helen Bryant Road in the 1930s, a name used intermittently through the 1970s, after which it was named Whitton Road again. Now it is Bryant Road.”

Whitton Road: No. 2. Name proposed in 1952 for road leading to Whitton Shore (see listing), a section of Governor’s Shore. Name wasn’t used.

Whitton School Road: Road off Cotton Valley Road. A.k.a. Whitton Road. Whitton School was on the road (1934, 1937 directories). 1937 Directory: “From Cotton Valley Road to Sanbornville Road.”

Whitton Shore: Name proposed by local cottage owners on July 12, 1952, for a section of Governor’s Shore. Whitton Road was the name proposed for the road leading to Whitton Shore; different from the Whitton Road extending from Gov. Wentworth Highway north to Cotton Valley Road.¹¹¹¹

Whitton’s Crossing: Name for railroad crossing on Bryant Road (formerly known as Whitton Road) in East Wolfeboro; listed as Frogg Crossing on some maps. Named for George Whitton.

Whitton’s Neck: 19th century name misspelling for what is now known as Whitten Neck (see listing). Named for Jesse Whitten.

¹¹⁰⁸ *GSN*, August 28, 1931.

¹¹⁰⁹ *GSN*, November 22 and December 13, 1978.

¹¹¹⁰ Undated note to the author, 1993; here, slightly adapted to reflect use in the 1970s as well.

¹¹¹¹ *GSN*, July 18, 1952 (cottage owners met on Turtle Island).

Whitton's River: 19th century name misspelling for Whitten's River (see listing). Named for Jesse Whitten.

Wickers Drive: New (c.1992) name for a road extending from Pine Hill Road (Route 109A) to the new facility built for Wickers sportswear manufacturers in 1993.

Wiggin Graveyard: A.k.a. Buxton-Jenness cemetery. Located off Trask Mountain Road.¹¹¹²

Wiggin Hill: Small hill North Wolfeboro; Route 28 now goes over it on the way to Ossipee.¹¹¹³ Name not in use today.

Wiggin Road: Defined October 7, 1992, as road extending to the left, beginning part way down the hill on Forest Road from North Main Street.

Laid out on the former Goodwin property, c.1960s. Blocked off from its extension to Lary when P&S Development bought the remaining Goodwin property in the 1980s. The, the "500 Forest Road" group put a "Wiggin Road" sign up on Lary Road, in spite of the earlier Wiggin Road off Forest Road. The matter became quite confusing.¹¹¹⁴

(Earlier, a discontinuous section of the street was named Wiggin Road and was connected with Lary Road; now this section is known as Frank Goodwin Road, to which listing refer.)

Named for Daniel Wiggin, an ancestor of the Goodwin family, who owned property in the area deeded to him September 1, 1794.¹¹¹⁵

Wiggin Trail: (Not official town road) North Wolfeboro passage providing a shortcut between Stoneham and Haines Hill Roads. Near top of Haines Hill Road.

Wildwood Lane: Short lane off Gov. Wentworth Highway near Bryant Road.

Will Clark Road: Name in popular use until after World War II for what is now known as North Line Road. Name occasionally used later.¹¹¹⁶

Willey Brook: The outlet of Larson Pond; feeds into Lake Wentworth. About five miles long, this is one of the two longest brooks emptying into the lake (the other is Heath Brook). In the 18th and 19th centuries the brook provided power for several mills erected along its course.

¹¹¹² Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 202, 203.

¹¹¹³ Abbie Cotton Lang, 1937.

¹¹¹⁴ Dorothy Schafer, letter to the author, May 3, 1993.

¹¹¹⁵ Ginger Dempsey, "Land Grant Farm Still in Same Family," *GSN*, October 26, 1994.

¹¹¹⁶ *E.g.*, 1959 *Town Report*, p. 12.

Willey Graveyard: Located off Stoneham Road.¹¹¹⁷

Willey, H.B., Graveyard: Located off Whitten Neck Road.¹¹¹⁸

Willey-Jenness Road: In March 1889, the town “voted to discontinue the road running from Josiah Willy [*sic*] place to the Joseph Jenness Road,” per town records. A.k.a. Willey Road.

Modern commentaries:

Patricia M. Waterman, letter of November 17, 1993: “It is a consensus of opinion that this is [what is now called] Dallas Road.”

Arthur F. Chamberlin noted:¹¹¹⁹ “It started at or near the Jenness Farm (where Bob Hopewell lives now) and ran across what is now the Stoneham Road and continued onto the old road still visible toward Willey’s.”

Willey-Lucas-Bennett Graveyard: Located off Haines Hill Road.¹¹²⁰

Willey Mill Road: Same as Chamberlin Road (see listing). Named for Isaac Willey’s mill.¹¹²¹

Town records, March 1883: “Voted to discontinue the road leading from the highway from North Wolfeborough to Wolfeborough Bridge near the house of Charles H. Bennett to the New Road (so called) near the house occupied by Mrs. Ellis and Benjamin Prescott—meaning the old Willey Mill Road.”

Willey Neck Road: Mentioned in the 1942 *Town Report*, p. 5. Probably referred to road leading to the Willey Farm in Wolfeboro Falls.

Willey Road: Road on Cotton Mountain. Named for Josiah Willey, of Dover, who settled here after the Revolution. History of the road was given in *GSN*, November 13, 1939; known by the Willey Road name for about a century. A.k.a. Willey-Jenness Road.

1889: At town meeting in March, it was voted to discontinue this road.¹¹²²

1930s: Road abandoned for travel, but still used for logging.¹¹²³

Willey Shore: An area of settlement in Lake Wentworth.

Willey, Valentine B., Graveyard: Located off the Governor Wentworth Highway (Route 109) near Fernald Crossing.¹¹²⁴

¹¹¹⁷ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 196, 197.

¹¹¹⁸ *Ibid.*, p. 226.

¹¹¹⁹ Letter, November 16, 1993.

¹¹²⁰ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 211.

¹¹²¹ Arthur F. Chamberlin, note, April 24, 1995.

¹¹²² *GSN*, March 18, 1889.

¹¹²³ Abbie Cotton Lang, 1937.

¹¹²⁴ Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 220, 221.

Willey's Mill Stream: Early name for Willey Brook, feeding into Lake Wentworth.

Willey's Neck: The town built a bridge there in 1937 for a cost of \$463.66.¹¹²⁵ Same as Whitten Neck.

Willow Street: Short street extending from Center Street to the Bridge Falls Path at the start of Back Bay. Laid out as 3 rods wide on September 15, 1863 (cf. town records).

1899 Directory: "The street extending from Centre Street to the Grist Mill at Wolfeboro Falls."

1890, January: Official description: "Willow Street is the street extending from Center Street to the grist mill."

On several Sanborn fire maps of Wolfeboro, Willow Street is listed as Minden Drive; e.g., 1917: "Minden Drive (arbitrary)," and 1928: "Willow Street (Minden Drive)."

Winch Island: Small island in Lake Winnepesaukee; one of the Varney Islands. A small "rocks with bushes & trees" islet measuring 0.02 acre in size. About 250 feet from its nearest neighbor, Shelter Island. Owners in 1994 are Armin H. and Gisela I. Langsten of Gilford, NH, who gave the place its name from the mechanical device familiar to sailors.

Windsong Lane: Short road on Worcester Island. Name originated in 1993 during the town's revision and updating of street names. Adopted October 6, 1993.

Wingate Brook: Located in South Wolfeboro (per *GSN*, May 13, 1916).

Winneconnett Estates: Development laid out in 1966 off South Main Street.¹¹²⁶

Winneconnett Road: Old name for what is now officially called Sinclair Drive. Winneconnett was the name of the summer home built in 1911 by J. Frank Goodwin for Francis McDonald Sinclair and his wife Jennie; the land had been purchased from the Brewster heirs. Extends off South Main Street in direction toward Lake Winnepesaukee east of Timberlane and parallel to it. (What is now called Amley Way, a spur of Timberlane, was earlier part of Winneconnett Road.)

1960, July 29, *GSN*: "Mrs. J.H. Sinclair arrived Wednesday by ambulance from NY to spend the remainder of the summer at her residence, Winneconnet."

Biographical notes: Francis M. Sinclair with Theodore S. Valentine owned Sinclair & Valentine, a printing ink manufacturer in New York; in 1890 he married Jennie Hankinson; the couple had no children; he died on December 15, 1918. Years later, Mrs. Sinclair was a benefactor of Huggins Hospital. Mrs. Sinclair died March 8, 1965, at age 97. On August 24 of the same year, her antiques and personal effects were sold at auction (held at the Bittersweet Restaurant).

Winnepesaukee Boulevard: Used in a booklet issued by the New Hampshire Development Commission in the 1930s, describing South Main Street and, specifically, the location of the Kingswood Club. Term never caught on, despite desire by the state for it to be called that.

¹¹²⁵ *Town Report*, 1939, p. 45.

¹¹²⁶ 1966 *Town Report*, p. 60; town installed fire hydrant there.

Winnepesaukee Drive: Mile-long road beginning and ending on South Main Street (Route 28) near the Alton town line and extending through the Winnepesaukee Hill Estates tract. Not on Lake Winnepesaukee, nor can the lake be seen today from anywhere on the road.

Winnepesaukee Estates: Original name for Winnepesaukee Hill Estates (see listing).

Winnepesaukee Hill Estates: First called Winnepesaukee Estates. 43 residential lots laid out on a mile-long road, Winnepesaukee Drive, in the 1980s, surrounding Kehonka Hill in South Wolfeboro.

Developed by Peter Hoffman (who had been the owner of Blackstone Construction, Jamaica, NY) and Ely Barashi (who had been involved in construction and development in Israel since 1961), trading as B&H of Rochester, NH, who purchased a 194-acre parcel (153 acres in Wolfeboro and 41 in Alton), a part of the former Camp Kehonka, from members of the Ballentine family.¹¹²⁷ Permission to create the development was granted in January 1988, after which there were many charges and counter-charges between the developer and the town, the latter accusing several violations.¹¹²⁸ This development, one of the largest ever planned in town, failed to find buyers, and as of early 1995, no homes had been built there. As of 2020, about 19 houses have been built there.

Winnepesaukee Lake Road: On warrant for town to spend money not exceeding \$10,000 in conjunction with the state “in constructing a highway, agreeable to legislation, it may be enacted at the present session of the Legislature, relative to Winnepesaukee Lake Road.” (1915 *Town Report*) This was part of a dream to have a road go around the lake, close to the shore. However, this was never accomplished beyond where Sewall Road later joined Forest Road.

Winnepesaukee Road: In 1931 the State Legislature said that the main artery going through Wolfeboro was officially Winnepesaukee Road—the road extending from New Durham town line through South Wolfeboro and through to the Tuftonboro line.¹¹²⁹ The name never caught on. Also see Lake Winnepesaukee Road listing (designation two decades earlier for essentially the same route).

April 8, 1932: “Attractive ‘Winnepesaukee Road’ signs appear on the highway, one of them at Goose Corner. The name of course applies to the entire road around the lake.”

Winnepesaukee Shore Road: Name for road around Lake Winnepesaukee.¹¹³⁰ This and Winnepesaukee Avenue, Winnepesaukee Boulevard, Winnepesaukee Road, etc., were names suggested in the 1930s, but never adopted by the general public.

¹¹²⁷ *GSN*, September 23, 1987; also discussed Knights Pond on the Alton part of the property. The Wolfeboro selectmen later donated \$1,000 toward preserving the area—a highly unusual action of the town of Wolfeboro paying for a project in a neighboring town.

¹¹²⁸ *GSN*, January 13, April 27, June 15, October 26, 1988; October 11, November 1, 1989, and other issues.

¹¹²⁹ *GSN*, December 18, 1931.

¹¹³⁰ *GSN*, September 1, 1933.

Winnepesaukee Steamboat Co. Landing: Behind the Peavey Block, a short distance east of the Boston & Maine Railroad Steamboat Landing.¹¹³¹

Winnipiseogee Block: (1860 map) Operated by Moses T. Cate. Name later changed to the Cate Block (see listing).

Winter Harbor: Bay of Lake Winnepesaukee named because a fully-loaded boat on the way to Moultonboro sought shelter in this bay and was frozen in place for the winter.¹¹³² Framed by Wolfeboro Neck, Tuftonboro Neck, and a section of Wolfeboro on the western side of North Main Street. Winter Harbor opens into the section of the lake known as The Broads. Called Tuftonborough (or Tuftonboro) Bay in the 19th century.

Winter Harbor Seaplane Base: A.k.a. Wolfeboro Seaplane Base. Area in Winter Harbor near the Lakes Region Airport, serviced by the Airport.

Winterhaven Road: A.k.a. Winter Haven Road. Begins on Port Wedeln Road at the North Main Street end and goes down a hill toward Winter Harbor. Listed on at least one map as Apple Hill Road, a name not currently used.

1972, December: Accepted by the town.¹¹³³ The thoroughfare subsequently deteriorated as problems arose with the sale of lots in the area.

1982: Residents Erland McLetchie and Larry Kimball proposed that the town take over Winter Haven (*sic*) Road and assess property owners for the cost of upgrading it to town standards. The selectmen stated it would be best if local residents upgraded the road at their own expense, then petitioned the town to re-accept it.¹¹³⁴

Winterhaven Road Extension: 1975, June 11: Mr. Michele LaMedica, developer of Port Wedeln, petitioned the selectmen to acquire the roadway known as the Extension of Winterhaven Road, but the town declined.¹¹³⁵ Name is still not used.

Wishing Well Lane: New name for road off Wentworth Farm Road near Lake Wentworth.¹¹³⁶

Wolfboro: Common 19th century spelling of Wolfeboro.

¹¹³¹ Cf. Hurd's 1892 atlas.

¹¹³² Parker, p. 33.

¹¹³³ *GSN*, December 21, 1972.

¹¹³⁴ *GSN*, October 13, 1982 (incorrectly called Port Wedeln Road; error corrected in issue of October 13, 1982); November 24, 1982 (more information; listed erroneously as Apple Hill Road in the Winter Haven Development; should have been Winter Haven Road in Apple Hill development; residents should do own work).

¹¹³⁵ *GSN*, June 19, 1975.

¹¹³⁶ Selectmen's resolution, October 7, 1992.

Wolfeboro Falls: Official Boston & Maine Railroad name for the station at Wolfeboro Falls; adopted on October 7, 1895.¹¹³⁷ However, this misspelling was not generally adopted by local residents. Known as Wolfeboro Falls today.

(Wolfeboro Junction): Post Office in Sanborn's Mills (now a part of Wakefield) in operation from June 5, 1882 to February 7, 1895. Never a part of Wolfeboro.

Wolfeborough: Commonest 19th century spelling of Wolfeboro.

Wolfeborough Bank Building: Early name for the Scott House (see listing). The Wolfeborough (*sic*) Bank (founded in 1834) was located there from 1836 to 1839.

Wolfeboro: Town of about 4,810 year-round inhabitants (1994 estimate).¹¹³⁸ In 2021, the census estimate is 6472 residents. Located in Carroll County, NH; borders Lake Winnepesaukee; named for Gen. James Wolfe, colonial British military figure killed in action in Quebec. Earlier known as Smith's Bridge and Smith's Bridge Village. Variant archaic spellings include Wolfeborough, Wolfboro, Wolfeborough, Wolfsboro, and Wolfsborough.

Wolfeboro Addition: Section of land near Ossipee border containing Batson, Trask, and Whiteface mountains. Officially annexed to Wolfeboro in 1800. Once an extensive farming area.

Wolfeboro Airport: A.k.a. Lakes Region Air Park. Located on Wolfeboro Neck at the end of Forest Road. Operated by Ralph Horn since the 1950s. Closed about 2005 and replaced by a development. See listing for Lakes Region Air Park.

Wolfeboro-Alton Bay Boulevard: Term infrequently used in the 1930s for road between South Wolfeboro and Alton Bay (Route 28).¹¹³⁹

Wolfeboro Area Children's Center: South Main Street. Non-profit daycare facility. Founder Edie DesMarais provided this history:¹¹⁴⁰

The Wolfeboro Area Children's Center, Inc. was established in 1974 in response to the "Needs of Women Survey," as the Wolfeboro Area Daycare Center. A committee was gathered including representatives from the fields of health, education, business, parents of children who might utilize the Center, and clergy.

Included were representatives from established agencies. This mix, which became a requirement in our by-laws, proved very effective. The group incorporated, solicited community support, hired a staff and

¹¹³⁷ *GSN*, October 8, 1895.

¹¹³⁸ 1994 *Town Report*, p. 90.

¹¹³⁹ *GSN*, August 28, 1931.

¹¹⁴⁰ Specific contribution to this book, March 29, 1993.

opened in the American Legion Hall in September with 30 children enrolled. Some of us will never forget the bingo chips!

The Center had also located a burned-out former recreation building in South Wolfeboro, which had no heat, septic, electricity or interior finish.¹¹⁴¹ It was structurally sound, had sufficient parking and playground space. The Board was able to negotiate an agreement with the owner. After this followed one of the true miracles of the WACC.

Our fledgling agency, with no history, money, or community recognition, but with a great deal of determination, mobilized members and the citizens of Wolfeboro to transform this forlorn structure into a usable day care center. Parents, Lions Club members, the construction trades class from Kingswood Regional High School, and local contractors worked day and night. Nearly all of the labor was donated. Our financing consisted of a \$5,500 note secured by volunteers to purchase material (which we did at cost from Diamond International). The septic field alone would have cost \$4,000 because of all of the fill and bulldozing required, but donations of materials, labor, equipment by local contractors and gravel pits reduced the figure to just \$2,000. For very little financial expense, we were able to provide the \$15,000 worth of improvements required in our lease agreement.

In December 1974, less than three months after we began, all was ready, and we moved in! This remarkable project was the foundation of the interdependence of the Center and the community.

Within a year our board of directors recognized the need for family day care (FDC). Many of our children had younger siblings for whom affordable care was difficult to find. With our affiliation in FDC our Title XX contract funds could be used for younger children. Our FDC system has ranged between five and 15 homes since 1975.

In 1976 we recognized that there were children within our day care population who had special needs. Lois Senecal from the Governor Wentworth Regional School District also requested placement for several children. With her encouragement, within the next two years the Wolfeboro Area Daycare Center became the first mainstreamed Pre-school Special Education Program in the state to be certified by the New Hampshire Department of Education. It was because of the move into special education that the name of the agency was changed to the Wolfeboro Area Children's Center, Inc. Since our certification we have served between five and 13 special needs children each year in our preschool program.

In 1980 we recognized that we could be far more effective in meeting the needs of children with handicapping conditions if we could begin working with them at birth. A steering committee was organized of related community organizations, *i.e.*, representatives from Huggins Hospital, Wolfeboro Visiting Nurses Association, Governor Wentworth Regional School District, and Carroll County Mental Health. Together we designed an early intervention program which we eventually had funded through the Developmental Disabilities Council. Today, our funding for early intervention (EI) services to southern Carroll County is under the Region 11 Area Agency, the Center of Hope.

In 1981 the WACC negotiated the purchase from Joseph Ricupero of our original building in South Wolfeboro, for \$45,000, with a 20-year mortgage held by the owner. The rate of 10% was set for the first five years, with a later rate to be negotiated at least 2% below the going rate. The Wolfeboro Rotary Club and the Miles Hodsdon Vernon Foundation provided the down payment, and a capital fund drive provided the additional funding needed to complete the contract. Balloon payments reduced the mortgage, and the building was paid off the very month we moved out—in just two months over five years. (Because of our non-profit status, we could not deduct interest payments; for this reason it was advantageous to pay off the mortgage as quickly as possible.)

In early 1984, the WACC was given a contract to provide developmental clinics to all of Carroll County. Our team of specialists, supplemented by specialists from the New Hampshire Bureau of Special Medical Services, provided diagnostic services to children in our rural area. Before this grant, families had to travel to Boston, Hanover or Laconia for diagnostic services. This program was lost to state budget cuts in 1990.

In September 1984, a program was established to meet the needs of multiply and severely disabled children. This highly intensive program provided for the individual therapy and developmental needs of these children. This program is activated when community need requires it.

¹¹⁴¹ This structure, across the street from the Isaac Springfield house, was earlier operated at the Tumblebrook (see description in Volume III). Today it is an apartment rental facility.

In March 1985, WACC opened a pilot infant/toddler program at a local church to relieve the strained situation for care of children of this very young age. The space was much too small to meet community needs, so this move set the stage for the second miracle of WACC.

WACC was now at a crossroads. The need for child care had increased beyond our capability to serve. The board of directors responded with a plan to increase service capabilities through the construction of a new building. A site centrally located in Wolfeboro was selected and purchased, and a community development block grant and capital fund drive were pursued. Construction was completed in May 1986, at a cost of about \$545,000. Through foundations, businesses and individual assistance, the building was fully paid for! The South Wolfeboro building was sold, and the proceeds were used to endow the new building.

The new building increased services by more than 60%. It also brought about a tremendous increase in demand for infant and toddler services. While many parents would not consider child care as an option for their very young children in the past, the quality of care provided in the new facility changed their minds. Now in the early 1990s, the waiting list continues to grow!

In 1991 the Center again approached decision time. The programs had outgrown our space. The economic recession helped slow the demand for day care, but prudent planning must recognize that the economic recovery will bring back excessive pressure on our facilities. Our school age children are now moved from the Center to Carpenter School, to the Congregational Church, to Brewster Academy, and elsewhere in the community. They have no permanent home to set up their projects, build a library, or do extended activities. They live out of boxes. We must look ahead. The Building and Grounds Committee is working on this project.

In January of 1992, Highwatch New Medico approached the WACC to request we operate their on-site child care facility. The board of directors voted to do this on the condition that the facility be operated as a private, non-profit facility open to the public. At Highwatch, the Center serves 24 children at one time aged from 6 weeks to 10 years. The WACC pays \$1,100 per year rent with the stipulation that Highwatch employees have priority on the waiting list.

In September 1992 we began providing the Family Service Aide Program for Carroll County. This program will assist families that have been determined in need of services by the court system, due to abuse or neglect of their children. The aides will provide needed transportation, supervision of visits, and parenting training.

Representative WACC news items in addition to the preceding:

1974, September 10: Planning Board held public hearing about the facility. Soon thereafter it granted a decision for establishment of the center at the old Tumblebrook building despite opposition by a few local residents who feared property values would be lowered and that bacteria would contaminate Mink Brook. Building was owned by Lawrence R. White and Michael E. Gould at the Tumblebrook building.

1984: Pat Lovering was chairman of the board of directors.

1985, March: Pilot program for infant and toddler care began in facilities in the All Saints' Episcopal Church.

1985, April 10: Public announcement of new building to be constructed next to the Brewster Academy Administration Building.

1986, January: WACC formed the Corporate Support Committee to urge support from area employers. Members included BankEast (Robert Fournier, president); Bowers and Merena (Ray Merena and Dave Bowers), Camp Kehonka, Inc., Century 21 Dockside, Hamel Real Estate, Hunter's Farm Fresh Foods, Laconia Savings Bank, Wolfeboro Marina, Wolfeboro Mills, and the Wolfeboro National Bank.

1986, June 1, 6 to 9 p.m.: The first annual sunset dinner-dance cruise was held aboard the *Mount Washington*; proceeds benefited the WACC. The conducting of a raffle with a \$10,000 prize became a tradition. Winners over the years have included Gordon Hunt (1987) and John and Susan Hutchins (1989).

1986, May 21, *GSN*, noted that Eva Pelletier was popular at the WACC. She was a native of Eskituna, Sweden, and had worked at a group home for disturbed, abused, and neglected children. In 1965 her sister, who lived and worked in Washington, got her a job as a governess for the Danish family. The Danish family turned out to be CBS news correspondent and later ABC anchorman Howard K. Smith and his wife. She spent two years with the family and then met her husband, radiologist Robert Pelletier, while on vacation in Connecticut. They moved to Wolfeboro with their two sons.

1986, June 18: Tenth annual flea market on Brewster Field to benefit the WACC.

1987, January: Currently served 175 families and 197 children.

1991, November 9: Eighteenth annual ski and skate sale held to benefit WACC.

1993, October 4: Ground was broken for a 5,000 square foot addition to the South Main Street building.

Wolfeboro Area Farmers Market: The Wolfeboro Area Farmers Market began in 2002 through the vision of local farmers and citizens who wanted to provide a central venue to sell directly to their neighborhood customers. Early locations included: by Carpenter School; next to the croquet court at Clark Plaza; and behind the car wash on Pine Street. None of the sites were really suitable to accommodate the Market's growing support and popularity. In 2009, with the help of G.A.L.A. (Global Awareness Local Action) and the Wolfeboro Historical Society, the site was moved to Clark Park, adjacent to the Clark Museum Complex. With ample parking and space, the Market has thrived and grown substantially. The summer market is open from May to October. In recent years, an indoor market has been added, from November to April in the Congregational Church.

Wolfeboro Arena: Once located in Pine Street Park (see listing). This superseded Clark Memorial Hall (see listing).

June 9, 1933: Announcement that the Wolfeboro Arena, a new building, would be opened in Wolfeboro on Monday night, June 12 at 8:30 with one of the best wrestling bouts held in the county. Further: "The arena has a seating capacity of 600-700 people with each and every seat elevated at a height so that everyone will have a clear view of the ring. It can be reached by either the South Main Street entrance turning to the left in front of Green Street or going by way of Pine Street and turning off Center Street into Pine Street. This is not an open air arena and these bouts will be held rain or shine."

Wolfeboro Armory: Alternate name for the National Guard facility off Middleton Road. Officially known as the Hart Military Reservation (see listing). In 1995, the building was rented by the Governor Wentworth Regional School District. In 2003, the Wolfeboro Electric Company offices moved there. See listing for National Guard Armory.

Wolfeboro Bay: Large bay of Lake Winnepesaukee at the edge of which is situated the downtown area of Wolfeboro. Begins approximately at the line extending from Sewall Point across the water to the tip of Clark's Point. Also see Wolfeboro Harbor listing.

Wolfeboro Bay Center: Name in 2019 for the former Clipper Home. See listing.

Wolfeboro Bay Condos: See Durgin Block.

Wolfeboro-Brewster Memorial Library: See Wolfeboro Public Library.

Wolfeboro Bus Terminal: Opened on May 28, 1948, on Central Avenue. Interstate (trade name) buses arrived and departed from there. Tickets could be purchased at the bus terminal or at McFadden & Libbey's drugstore. At various other times, local businesses were used as stopping points by various bus lines; *e.g.*, the Lakeview Service Station (Pickering Corner) in the 1960s and Funspot in the early 1980s. Funspot (a branch of the

better known Weirs Beach Funspot) was located in the Wolfeboro Shopping Center on Center Street.

Wolfeboro Center: A.k.a. Center Wolfeboro (especially in the 1920-1950 era). Present area at the point at which Center Street intersects with North Line Road to the west and the road to Brookfield (Gov. Wentworth Highway, a.k.a. Route 109) to the right. So called from its approximate location in the geographical center of Wolfeboro. Once there was a post office there. Name not widely used today.

Wolfeboro Center Cemetery: Located off North Line Road. This cemetery was expanded in the 1990's to allow for more graves.

Among the markers is a monument to many members of the Tibbetts family, one of whom was "George W. Tibbetts of Company I, 2nd New Hampshire Volunteers, killed in the Battle of Gettysburg Jul. 2 1862 ae 24y 1m 9d." Apparently, the stone cutter or someone directing the work did not realize that the Gettysburg conflict was in 1863!¹¹⁴² The oldest grave is that of Hannah Fernald who died in 1826.

Wolfeboro Center Community House: Wolfeboro Center gathering place for social activities c.1935. A.k.a. Community House.

Wolfeboro Center Post Office: (1857-1915)

History and postmarks:

WOLFBOROUGH CENTRE: February 18, 1857 to July 11, 1859 (only a few cancellations from this era are known today), and again May 28, 1869 to December 1893.

WOLFBOROUGH CENTER: December 1893 to December 1894.

WOLFBORO CENTER: December 1894 to June 30, 1915.

Notes compiled in 1961:¹¹⁴³

There have been at least two post offices at Wolfeboro Center. Both of them were in houses near the crossroads [in the 1990s, the intersection of Routes 28 and 109, near Christy's store] variously called Cook's Corner and Fernald's Corner.

The earlier post office was run by Isaac B. Sawyer in what was then the second, but now in 1961 the first, house on the left beyond the crossroads on the way to Ossipee. The first-floor room on the right as you entered served as the post office. A four-horse stage that ran from [downtown Wolfeboro] to North Conway stopped at the door to leave and pick up mail. This ran until the railroad was built. It is not known when this house ceased being used as a post office. In 1961, Mr. and Mrs. Everett Albee lived there.

The later post office at Wolfeboro Center was run by Charles O. Dixon at his home that stood on the northwest side of the road that is now Route 28, about 200 feet southwest from the crossroads. My [Henry J. Stevenson's] earliest recollection of him as postmaster was in the late 1890s, and he continued to serve in that capacity until the Rural Free Delivery route from Cotton Valley (East Wolfeboro) was established. During most of these years, Moses Abbott of Ossipee carried the mail between Ossipee Corner and [downtown Wolfeboro] by way of Dimon's Corner, Wolfeboro Center, and Mill Village [Wolfeboro Falls] post offices. He made a round trip every weekday in a one-horse box wagon with a canopy top. After Moses

¹¹⁴² Details in John S. Fipphen, *Cemetery Inscriptions*, pp. 158-172; Tibbetts and Fernald information is a special contribution by John S. Fipphen to the present work.

¹¹⁴³ Excerpted and edited from J. Estelle and Henry J. Stevenson, "Fragmentary Items...." March 1961. Items taken from interviews with Albert Franklin Stevenson (1830-1916), Joseph Henry Stevenson (1838-1927), Mrs. Harriet Ann (Sawyer) Tibbetts (1845-1930), and John Adams Chamberlain (1828-1913).

Abbott ceased carrying the mail, Ford J. Smith (born in Ossipee, was 26 years old in 1917) completed the runs. This office closed in 1915.

1902: Charles O. Dixon, postmaster, a part-time position. Authorized salary range was \$64.10 to \$72.26.

Wolfeboro Center Road: Old name for road from Wolfeboro Falls to Wolfeboro Center (1899 Directory). Now Routes 28 and 109 (concurrently), officially a part of Center Street.

Wolfeboro Common: No. 1. Condominium housing complex off North Main Street. Developed by Robert Grott beginning in 1979 and continuing to date.¹¹⁴⁴

1980, August: Pre-construction price was \$76,500 per unit in the first building, occupancy expected in October. Designed by Architects Work Shop of Campton. Builder was Nottingham Associates of Hudson. Marketed through Henry S. Maxfield Real Estate.¹¹⁴⁵ Wolfeboro Common I units were developed mainly 1982-1984, with advertising continuing until 1987; Wolfeboro Common II units were available beginning in 1985.

1982, September 8: *GSN* advertisement noted that Wolfeboro's first condominium complex had registered sales of four units so far, and four more were being built, despite an unfavorable real estate market.

1991, February 27: Noted that three new units were being built. Marketed by Robert Grott, Hamel Real Estate.

1991, October 2: Opening of Phase V announced.

1990s: After several phases of construction Wolfeboro Common is a popular and attractive complex.

Wolfeboro Common: No. 2. Road to the left off Nary Shores Road leading into Wolfeboro Common condominiums.

Wolfeboro Community Center: Lehner Street. See Community Center.

Wolfeboro Cove: A.k.a. Johnson Cove. In the 1930s and 1940s this was the name for what is called Johnson Cove today. After the hurricane of September 21, 1938, this became a government storage spot for downed timber.

Wolfeboro Falls: District of Wolfeboro along Center Street in general area of Crescent Lake and Smith River; nomenclature primarily used from c.1890 to date; before then it was nearly always called Mill Village or, in slang (infrequently used), Slab City. In the early 1890s it was often spelled as Wolfeborough Falls. Post Office was opened in the railroad depot there in February 1892.

1895, October 7: Official Boston & Maine Railroad name of Wolfeboro Falls adopted.¹¹⁴⁶ This "Wolfeboro" spelling was not widely used locally, however.

¹¹⁴⁴ *GSN*, May 9, 1979, and other issues.

¹¹⁴⁵ *GSN*, August 6, 1980.

¹¹⁴⁶ *GSN*, October 8, 1895.

Wolfeboro Falls Park: Small town park in Wolfeboro Falls. Small piece of land next to the parking lot that is adjacent to the I.O.O.F. building.¹¹⁴⁷ A large tenement building was on the site decades ago.¹¹⁴⁸ This location is across from the junction of Center Street and Elm Street.

Wolfeboro Falls Post Office: (1891 to date)

Zip code: 03896. History and postmarks:

WOLFETON FALLS: February 16, 1891 to February 20, 1892; erroneous spelling, subsequently corrected. This information is from U.S. Post Office records. In actuality, the branch may not have ever issued cancellations with this spelling.

WOLFBORO FALLS: February 20, 1892 to 1912. Government records indicate that the spelling of this office was officially changed to WOLFEBORO FALLS on October 1, 1927, but on its cancellations the office used this spelling beginning circa 1912. Postmasters included Charles S. Paris, Perley E. Young, Charles S. Paris (again), Daniel S. Paris (1909-1944).

WOLFEBORO FALLS: 1912 to date. Postmasters included Daniel S. Paris (1909-1944), James McGee (1944-1954), Reginald W. Stevens (acting postmaster March 15, 1954 to April 2, 1955; postmaster from that time to November 3, 1980); Freda Chamberlin (acting postmistress 1980 to her appointment as postmistress on July 11, 1981; served until May 1992); Laura Cronin (appointed postmistress on January 23, 1993), Deborah Osgood (appointed February 10, 2021).

In 1892, the Post Office was in the railway station. When Perley E. Young was appointed postmaster, it was moved across the tracks to his store. Two years later it went back to the railroad station when Charles Paris became postmaster. In 1902 the salary range for his part-time position was \$315.65 to \$389.42. In 1915 Daniel Paris (Charles' son), postmaster, moved the office to the store on the bridge that had been run by Timothy B. Young. On May 1, 1959, the facility opened in a new building on the site of the old Phinney blacksmith shop. In the early 1990s, the office was moved to Clarke Plaza on Center St.

1996: A Pictorial Cancellation was issued on March 8 indicting "Serving the Wolfeboro Community since 1892" and contains a sketch of a water wheel (similar to the faux wheel once behind Mill Pond Place by the Smith River Mill pond. An interesting observation is that the Postcard's 20-cent stamp at the time is headed "Cog Railway 1870s" and has a sketch of a coal-driven locomotive.

Wolfeboro Falls Station: A.k.a. Wolfboro Falls Station (official spelling by the Boston & Maine Railroad). Primarily a freight station, but full service was provided with a freight house, telegraph station, post office (at some times), and freight and passenger agents.

Also see historical notes by Donald L. Hallock under Wolfeborough Railroad Station listing.

Wolfeboro Harbor: Occasionally used name for Wolfeboro Bay, particularly the area in and around the Town Docks.¹¹⁴⁹

Wolfeboro Highlands: District of northwestern part of Wolfeboro. Earlier known as the Lords' Quarter. Called the Highlands because of Moody Mountain and other nearby hills. Slang name: Bellywhack (see listing). High hills in this district are sometimes referred to as the "Alps of Wolfeboro."

Boundary lines of Lords' Quarter are: North Line Road, Tuftonboro line, Pork Hill Road, Center Street, and Haines Hill Road, per the layout of the town in 1759. Today the

¹¹⁴⁷ Cf. 1960 *Town Report*, p. 66; \$25 was listed for maintenance; also listed in other *Town Reports* of the decade; land description by Joan Kimball, note, August 1994.

¹¹⁴⁸ Arthur F. Chamberlin, note, April 24, 1995.

¹¹⁴⁹ E.g., in an advertisement for the Copple Crown Yacht Club, *GSN*, July 31, 1969.

Wolfeboro Highlands area is defined as a small range of mountains within the Lords' Quarter, running parallel to the road to Water Village; Haines Hill Road and Center Street are distant from these.¹¹⁵⁰ See listing under Lords' Quarter for additional boundary information.

Wolfeboro Highlands Road (1937, 1939 directories): Same as Highlands Road.

Wolfeboro Historical Museum: Name beginning on February 7, 1966, for what was earlier called the Early American Living Museum; the Clark House and Pleasant Valley Schoolhouse complex in Clark Park off South Main Street; administered by the Wolfeboro Historical Society.¹¹⁵¹ In the 1990s usually called the Clark House. Now known as the Clark Museum Complex, as there are four separate buildings, each filled with exhibits, at the site.

Wolfeboro Home for the Aged: Name for organization managing Christian Ridge and The Ledges (see listings).¹¹⁵² Name changed to Hearthstone Homes of Wolfeboro, Inc., on May 21, 1987. Created by and mainly guided by members of the Wolfeboro Rotary Club. For example, in 1971 there were 11 Rotarians on the committee.¹¹⁵³ Selected events:

1946: Initial steps of founding were taken by the Wolfeboro Rotary Club. It became a major project for Dr. Frank Swaffield, who was the leading light in the endeavor. Incorporated on June 22, 1946, by E.L. Clark, C.E. Corkum, Fred A. Stackpole, H.E. Libby, Leon C. Robinson, and A. Cooper Ballentine.

1968, October 16: Acquired Goodwin property on South Main Street for site to build facility. Soon decided to sell this property and use a parcel of land that had been donated by Elvira (Mrs. Howard) Avery on Crescent Lake.¹¹⁵⁴

1977, June 30: Ground-breaking ceremony for Christian Ridge on the former Avery land.

1978, June 1: Christian Ridge opened following dedication on May 30. Consisted of one- and two-bedroom apartments for independent living by senior citizens..

1981, January 13: The Wolfeboro Planning Board met to discuss The Ledges and granted a special exception for its construction. Richard Hutchins owned the land. Russell C. Chase was director for the project.¹¹⁵⁵

1982, September 1: The Ledges opened off Center Street, Wolfeboro Falls. Offered one-bedroom apartments, congregate living, and full food service.

1987, January 1: A 20-unit addition to The Ledges was opened.

1987, March: John McDermott was named president of the Wolfeboro Home for the Aged, Inc. Other officers chosen were Randolph K. Dales, vice president; Donna King, treasurer; Anne Vinnicombe, secretary; and W. Herbert Lamb, director at large.¹¹⁵⁶

1989, December 1: An 8-unit addition to Christian Ridge was opened.

¹¹⁵⁰ Arthur F. Chamberlin, letter, October 12, 1993.

¹¹⁵¹ *GSN*, February 11, 1966.

¹¹⁵² Much of the following information was provided by Herbert Vinnicombe.

¹¹⁵³ *GSN*, March 17, 1972.

¹¹⁵⁴ *GSN*, October 27, November 28, 1968.

¹¹⁵⁵ *GSN*, January 28, 1981.

¹¹⁵⁶ *GSN*, March 25, 1987.

Wolfeboro Landing: Dock area off South Main Street where the railroad used to meet the steamboats, c.1872-1925. Term popular in the 1910s and 1920s. P.J.'s Dockside Restaurant was there in the 1990s, and the *M/V Mount Washington* lands there; docking space is provided for the *Blue Ghost* mail boat and for the fire boat. In 2020, the restaurant is the Wolfeboro Dockside Grill & Dairy Bar, and the mail boat is the *Doris E*.

Wolfeboro Lodge: Former summer residence of Dr. Henry Libby. Converted into four condominium units by Gorham Humphrey in 1980. Sold by Hamel Real Estate; asking prices: \$47,900 up.¹¹⁵⁷

Wolfeboro Marketplace: North Main Street, immediately to the left of the Durgin Block; former site of the Sheridan House hotel, Stanard's Mobil Station, the Lil Banana, and other businesses. New construction of multi-tenant, two-level arcade of shops approved by the town in 1978, planned by Matarazzo Design, and built by Hamel Realty in 1984 under the name of the Wolfeboro Marketplace Realty Association; Hamel also situated a large two-story building in the front center of the development, effectively blocking the view to most of the shops behind it. Opening was in September 1984. Initial tenants included Hamel Realty, Cloud 9 Bed and Bath, Irish Tweed Shop, Basic Tastes, and Bridges' Hallmark.

1983: Developers planned 12 shops to occupy 12,000 square feet of space, revised to 10 shops and upward to 18,000 square feet. Construction began in the autumn. Horne's Garage filed suit because the parking lot of the new project resulted in closing an access road to Horne's; suit settled privately.¹¹⁵⁸

1980s-1990s: Lack of visibility plus what were felt to be very high rents combined to make most tenants stay for just a short time.

1992: The development went into default, was offered by the Hilco subsidiary of First NH Banks, and on September 22, was purchased at auction by Henry S. Maxfield, Jr., and several associates.

2021: Among the multiple tenants are Nolan's Bistro, Lydia's Café, and Kalled Gallery

Wolfeboro Neck: Large peninsula past Carry Beach serviced by Forest Road; bounded by Jockey Cove, The Broads, and Winter Harbor—all a part of Lake Winnepesaukee.

In the late 19th and early 20th centuries it was actively farmed and was nearly devoid of trees excepting at water's edge and along stone walls. Several farmhouses were there in the 19th century, some of which were later moved over the ice to Wolfeboro. From 1909 to 1976, Camp Wyanoke was located there. Today Wolfeboro Neck is the site of numerous custom-built homes and, at the tip, the former Lakes Region Air Park has been replaced by the Grand View Commons housing development, see listing.

Wolfeboro Neck Road: No. 1. Alternate name used years ago for today's Forest Road.¹¹⁵⁹ Said by Parker to have been laid out in 1836 (p. 199), but see information under Forest Road listing.

¹¹⁵⁷ *GSN*, March 26 and June 25, 1980, and other issues.

¹¹⁵⁸ *GSN*, January 12, February 16, March 23, and November 16, 1983.

¹¹⁵⁹ 1937 Directory: "From North Main Street at Lake View Cemetery to Camp Ossipee." Forest Road and Wolfeboro Neck Road names were used interchangeably for many years.

Wolfeboro Neck Road: No. 2. Name proposed to replace Embassy Drive by the Embassy Estates Property Owners Association on August 28, 1993. However, within the next few weeks the name Spruce Road was selected instead, as it was felt that the initial choice would be confused with Forest Road. Spruce Road was accepted by the town as the official name on October 6, 1993.

Wolfeboro Neck Town Beach and Boat Basin: Name proposed in 1954 for town development of facilities at Carry Beach.¹¹⁶⁰ The idea never came to fruition.

Wolfeboro Nursery School: Nursery school and kindergarten in the Wolfeborough Railroad Station. 1963 to 2018. Leased facilities from the town. First called the Wolfeboro Cooperative Kindergarten and Nursery School. In 1972 the cost was \$5 each for two semesters. Over the years the facility has been primarily in the Railroad Station, but in 1965-1966 it was at Carpenter School. During the operation of the revived Wolfeboro Rail Road in the 1970s and early 1980s the children were treated to the sights and sounds of locomotives and cars coming in and out of the station during school hours.

Among those who taught, helped, or served in important positions were these:¹¹⁶¹

Gail Antonucci, Julie Bailey, Barbara Bainton, Gwen Bierweiler, Mimi Brown, Ann Bunnell, Jane Carville, Sylvia Countway, Joan DeCelle, Grace Douglas, Paula Finnegan, Mary Foote, Joan Frye, Bonnie Fuller, Anita Hale, Carolyn Hathcock, Pat Hermann, Barbara Hersey, June Hutchins, Gail Johnson, Gay Knox, Maria LaGuardia, Dale Lauber, Mary McBride, Frances Miliner, Judy Osgood (Mrs. John Osgood), Judy Osgood (Mrs. Richard Osgood), Suzanne Parsons, Mary Ann Pollini, Nat Pollini, Pat Rankin, Shirley Richardson, Beth Roark, Jane Sanborn, Donna Lee Sanos, Gina Skelley, Corrine Smith, Joyce Stanard, Martha Taylor, Nancy Taylor, Doris Toms, Joanne Walker (first teacher), Wendy Warren, Barbara Wells, Rhea York, and others.

After decades in the Railroad Station, the Nursery School moved to a new home at 258 South Main Street (across from the Library) in the classroom wing of the All Saints Church property. A ribbon-cutting ceremony was held on August 13, 2018.

Wolfeboro Post Office: (1815 to date)

Zip code 03894. History and spelling variations:

WOLFBORO: January 21, 1815 to January 8, 1894. Franchise granted in 1815, but office began operations in 1820, with Daniel Pickering as the first postmaster. In 1857, the Post Office was on North Main St. opposite the Lake Hotel. The facility was later located on Railroad Avenue at one time, where the Central Block is in the 1990s; destroyed by fire on February 2, 1887.

WOLFBORO: January 8, 1894 to April 17, 1908. Located in the Peavey Block (in the 1990s known as the Avery Building).

WOLFEBORO: April 17, 1908 to date. Located in the Peavey Block until 1936, when the present red-brick building was occupied. In 1971 there were 735 post office boxes in the building; in 1993 there were 1,834 boxes.

In addition, there are two other postal cancellations bearing names related to Wolfeboro, but issued by entities outside of the town. These are as follows:

WOLFBORO JUNCTION: Post office in operation June 5, 1882 to February 7, 1895 in Sanborn's Mills (then a part of Wakefield), name later changed to Sanbornville. Hurd's 1892 atlas of the state includes a detailed map of this district.

¹¹⁶⁰ GSN, April 23 and 30, 1954.

¹¹⁶¹ Most information is from Jane Carville.

WOLFPORT: Stampless letter dated July 10, 1853, apparently marked at Tuftonboro.¹¹⁶²

Historical background of Wolfeboro postal service:

There is no record of a post office located in the town of Wolfeboro until a franchise was granted on January 21, 1815. Earlier, post riders from Dover visited Wolfeboro on occasion. Samuel Bragg, publisher of the *Gazette and Advertiser* in Dover, began a weekly round in 1795 and may have visited Wolfeboro. Bragg and his contemporaries may have continued along the shore of Lake Winnepesaukee to Sandwich. At one time, a post rider route went from Concord to Portland, ME, and passed through Wolfeboro.¹¹⁶³

Although the franchise was given to Wolfeboro in 1815, it was not until 1820 the Wolfeboro Post Office was established. Serving as postmaster was Daniel Pickering, the town's best-known entrepreneur of the time. Pickering remained for many years in the position.

In 1825, a stage drawn by two horses inaugurated an improved mail service from Dover. On the first day blasts were sounded on a horn as the rig went along its route.

As time went on, branch post offices were opened. The Wolfeboro Post Office served as the distributing point not only for these, but for mail to Tuftonboro. After trains first came to Wolfeboro (in 1872), mail was picked up and deposited directly at the Cotton Valley (East Wolfeboro) and Wolfeboro depots, in addition to Wolfeboro.

During the present century, it has been the policy of the Wolfeboro Post Office to destroy its old records every 10 years. Accordingly, available information is mostly from other sources, including *The Granite State News* and various philatelic publications.

By 1900 the main Wolfeboro Post Office was a distributing point for mail for North, South, and Center Wolfeboro, and Mirror Lake and Melvin Village, connecting with these points by stage.

The *Granite State News*, July 19, 1902, noted that in Carroll County there were 72 post offices and 72 postmasters. With the exception of the main Wolfeboro Post Office position, the postmastership was typically a part-time occupation, conducted in conjunction with a general store or other retail business. The authorized salary range for Wolfeboro Postmaster Forrest W. Peavey was \$1,400 to \$1,600.

Charles R. Grant was awarded the overland mail route between Wolfeboro and Alton Corner through South Wolfeboro for a three-month period beginning on July 12, 1902. Each day he was scheduled to leave Wolfeboro at 1:50 p.m. and, making various stops along the way, arrive at Alton Corner at 3:50. At the time South Wolfeboro had its own post office (see listing). In June 1903, the stage route to Alton was given permanent status. Grant continued as carrier.¹¹⁶⁴

In 1906, the Wolfeboro Post Office was third class, and the postmaster's annual salary was \$1,700. From 1920 to 1954, it was second class. On June 25, 1954, it became first class. The class designation was determined by the amount of annual revenue generated. In 1954 the Wolfeboro Post Office was the only federally-owned building in Carroll County (other facilities were rented).

At the turn of the century, the Wolfeboro Post Office occupied the lower left side of the Peavey Block, where the Avery Insurance Agency is in the early 1990s. In 1935, a site diagonally across the street was selected for the erection of a new post office building, under an aggressive construction program supervised by James A. Farley, postmaster general in the Franklin D. Roosevelt administration. The old Elmwood Hotel (built as the Glendon House, later called the Hobbs-Is-Inn) was razed, and on November 6, 1936, the cornerstone for the new Wolfeboro Post Office was laid. On May 1, 1937, the red brick structure was dedicated. In June 1943, postal zone numbers, such as New York City 36, N.Y., were added to big-city addresses to help speed mail, in view of the wartime shortage of Post Office workers. However, no such numbers were used in Wolfeboro.¹¹⁶⁵

¹¹⁶² Cf. Simonds, *New Hampshire Post Offices 1765-1975*.

¹¹⁶³ Information concerning eighteenth and nineteenth century postal service is primarily from Parker, *History of Wolfeborough*. Much of the information and selected text for the present century is from research completed by Florence Paine in 1972 for a history of Wolfeboro contemplated to be published about that time. Ralph Malmgren furnished much valuable data to the author in 1993.

¹¹⁶⁴ *GSN*, June 13 and 20, 1903.

¹¹⁶⁵ *GSN*, June 11, 1943.

In the 1980s, it was announced that due to the increase of business in Wolfeboro, a new post office would be built. Preliminary sites were discussed, but the ever-increasing national deficit of the United States Postal Service (as it was called by then) forced termination of the idea, at least for the present.

The Wolfeboro Post Office has long been known for its personal, friendly service. The author recalls waiting in line at the window one day in the early 1980s, when the conversation between a postal clerk and a lady patron in front of me went something like this:

Lady: "I would like to mail this letter."

Clerk: "The size of the envelope is too small, and under the postal regulations effective as of last week, it is not mailable. However, if you are sending it to a Wolfeboro address, it's OK, and we'll take care of it."

In 1983 the Wolfeboro Post Office added about 700 post office boxes.¹¹⁶⁶

In 1986 postmasters Marjorie Henson and Freda Chamberlain of the Wolfeboro and Wolfeboro Falls Post Offices announced that the familiar RFD designation for Rural Free Delivery and Star Route listings for mail to outlying areas would be replaced by RR (Rural Route) and HC (Highway Contract), together with corresponding numbers. Patrons would be urged to use "Zip + 4," by adding four assigned digits to their zip code.¹¹⁶⁷

On March 8, 1994 (03-8-94) the Wolfeboro Post office (zip 03894) issued a special cancellation to mark the coincidence in numbers. The Selectmen let Postmaster John Stockman use the town's letterhead, logo, featuring Lake Winnepesaukee waterfront buildings, as part of the cancellation stamp (GSN, 1/12/94).

On January 1, 1995, a new system of Wolfeboro street numbers went into effect, thus affecting address numbers. For the first time in town history street numbers followed a consistent pattern.

The list of postmasters of the Wolfeboro Post Office in order is as follows:

Daniel Pickering. Served for many years.

Levi T. Hersey.

Eleazer D. Barker.

Charles F. Hill. Served only for a short time.

Charles H. Hersey.

John G. Cate.

Charles F. Piper.

Joseph W. Goodwin.

Frank P. Hobbs.

Forrest W. Peavey. 1887 until his death on June 14, 1909 (his appointment would have expired in 1910).

Arthur Copp. Was assistant to Peavey for nearly 12 years before he was appointed to succeed him. Appointed postmaster July 19, 1909. Served until 1914.

Frank P. Hobbs. Appointed to terms 1914-1918 and 1918-1922.

Almon Eaton. Title was assistant postmaster 1922-1926, and postmaster 1926-1930. Resigned January 8, 1930.

Charles David Grant. Appointed 1930-1934, but did not complete his term.

Frank Hutchins. 1934-1959.

Bernard Landman. 1960-1965.

Richard L. Hutchins. 1965-1982.

Marge Henson. 1982 (officially appointed April 30, 1983)-September 1990.

John Stockman. Sept. 1990-1995.

Robert C. Dean. Sept. 1995-April 2003.

¹¹⁶⁶ GSN, Mar. 16, 1983.

¹¹⁶⁷ This transition was discussed in detail by Barbara Hobbie, "Goodbye, RFD: Postal Changes Coming." *Granite State News*, July 9, 1986.

Rhonda L. Knapp. April 2003-Sept. 2006.
Robert A. Apkavian. Sept. 2006-May 2013.
Darlene A. Snell. May 2013i-April 2014.
Lisa G. Raspante. April 2014-Sept. 2020.
Stephen J. Legro. Sept. 2020-to date.

MAIL BOATS: Commencing at an unknown time in the nineteenth century, boats carried mail to and from ports on Lake Winnepesaukee. Beginning in 1882, the Railway Post Office (R.P.O.) division of the United States Post Office began canceling mail aboard certain inland steamers, but not including any in New Hampshire. When the first mail imprints were made on the local lake is not known. The mail boats included routes sanctioned by the Post Office, as well as others established to deliver to summer camps, cottages and islands. Here are some of the ships involved. It is noted that various documents, even those written by the same author, have disagreements in the dates and details.

The *Robert & Arthur* is said to have been operating from 1892 to 1896.

In the 1890s, and the early part of the 1900s, the *Mount Washington* carried mail to and from Wolfeboro (in addition to mail dispatched via train). On July 15, 1902, a new lake postal route between Wolfeboro and Alton Bay took effect, replacing the mail service which up to that point had been conducted by the steamer *Mount Washington*. Mail canceled on board bore an Alton R.P.O. postmark, as the lake service was administered by the Railway Post Office branch of the U.S. Post Office. Each day, the mail left the Wolfeboro docks at 2:10 p.m. No intermediate stops were made, unlike the later island-to-island services.¹¹⁶⁸

The *Dolphin* was a mailboat operating out of Lakeport (next to Laconia) in 1902, then became part of a new mail route established in 1903. The *Dolphin* continued some service until about 1918, but the primary route had the following succession.

Uncle Sam, 1906-1931, Capt. Edward Lavallee.
Marshall Foch, 1931-1932, Capt. Lavallee's own boat.
Uncle Sam, 1933-1961.
DO-BO, 1962, Capt. Lavallee's boat
Uncle Sam II, 1962-1967.
DO-BO, 1968.

It didn't appear that the *Uncle Sam II* serviced Wolfeboro, so the followed boats took over here.

Gray Ghost, 1963-1977. Apparently covered main route as well as smaller stops.
Sophie C, 1971-2017. The aging boat, built in 1945, had developed hull leakage.
Doris E. 2018 to date.

Other boats that carried mail, making stops at islands, cottages, camps, and Wolfeboro, were:

Chocorua, 1909-1910. Burned Sept. 5, 1910.
Columbia, 1911-? Replaced above. In the 1930s, it was a private vessel.
U.S. Mail Boat, 1935-1941. Capt. Lawrence P. Beck.
Tonimar, 1941-1960s. Replaced above. Also operated by Capt. Beck. This run was also taken over by the *Gray Ghost*.
Blue Ghost, 1977-at least 2013. Took over part of *Gray Ghost's* route. Capt. Alexander J. McKenzie IV operated both boats.

More information on these boats is in Bowers History of Wolfeboro, Vol. II.

¹¹⁶⁸ GSN, July 19, 1902, and other sources.

Wolfeboro Professional Building: Multi-tenant commercial building on North Main Street with 450-sq.-ft. suites. Opened in 1977 as Wolfeboro Professional Park;¹¹⁶⁹ name later changed to Wolfeboro Professional Building as only one structure was built. Owned in 1977 by Dr. Joseph Capizzi (of Tuftonboro), whose dental office was in the building.

Wolfeboro Professional Park: See Wolfeboro Professional Building.

Wolfeboro Public Beach: Name for swimming beach in 1947. Same as Brewster Beach, Bathing Beach, and Sandy Beach. On Wolfeboro Bay on Brewster Academy campus.

Wolfeboro Public Library: Town-owned facility on South Main Street next to the Public Safety Building. Facilities, services, and events include books, magazines, videotapes, and computer programs, monthly exhibits of local art and other items (displays supervised by the Governor Wentworth Regional Arts Council), and meeting room for films, concerts, etc.

The following history up to 1994 was prepared especially for this volume by Beatrice Scott and Louise Gehman with Theodore H. Brigden. The update from 1995 to 2021 was prepared by Cynthia L. Scott, present Library Director.

The will of John Brewster, dated January 17, 1883, provided for building a town hall at a cost of \$35,000 and for establishing a free public library in the “same plain brick building.” According to the will, the net income from the stores in the building was to be used for maintenance of the library and for purchase of books. In March 1890, the Brewster Library was dedicated and opened to the public with George H. Sleeper as first librarian.

A close relationship existed for years between the library and Brewster Academy. When in 1890 Arthur F. Estabrook gave \$1,000 to buy the first library books, their selection was left to the discriminating taste of Miss Helen M. Cobb (later known as Mrs. Calvin Clark), a teacher of English at the Academy. In the early days Brewster students sometimes served as acting librarians. Three Brewster trustees had double duty as library trustees until 1900.

In 1895 the New Hampshire Legislature enacted a law requiring towns to make an annual appropriation for public library purposes, as they are obliged to do for schools. The bill met with considerable opposition, which was in time overcome largely by the efforts of Willis McDuffee of Rochester. The law received much attention as the most advanced library legislation in the world. McDuffee, one of the youngest men elected to the legislature up to that time, afterward married Dora C. Haley, a graduate of Brewster Academy.

In 1900, largely because of the untiring efforts of Miss Inez Brewster and Judge Sewall Abbott, Wolfeboro voted to accept the Library Law. This acceptance brought with it \$100 worth of books from the state, the promise of an annual percentage of the state tax for library use, and the founding of the Wolfeboro Town Library with its own trustees, elected at Town Meeting.

Through the courtesy of the Brewster trustees, the Town Library continued for a time to be housed in the same room as the Brewster Library and with the same library staff, the libraries being operated jointly by the two boards of trustees and known as the Wolfeboro Town Library. As this name suggests, the library received supporting contributions from the town and from the Brewster estate. In 1900 the town appropriation was \$148.20; in 1960, Wolfeboro contributed \$3,000, the Brewster estate \$1,500.

Although a close relationship existed between the town and the Brewster estate, the library was known as the Wolfeboro Town Library from 1900 to 1951. In 1952, the name was officially changed to Wolfeboro-Brewster Memorial Library. This name was again changed in 1979 when the new library building was

¹¹⁶⁹ *GSN*, January 12, 1977 (advertisement).

opened, at which time all ties with Brewster were severed, and the institution became known as the Wolfeboro Public Library.

Local library patrons have never paid a deposit or a registration fee. In July 1988 a non-resident fee of \$5 was instituted (increased to \$10 in 1994). A fine on a daily basis is charged for overdue books (in 1994 fines collected totaled \$5,734.95).

Space needs have long been a concern at the Town Library and particularly on the part of the librarians. As early as 1906, Inez Brewster wrote that "the librarian has come to wish that we might have a separate children's room and many hundred more books." Only five years later, Elizabeth Brewster wrote: "The children are fast outgrowing their own particularly corner; and the time is not far distant when they must have a separate room under the care of an assistant."

In 1920, Miss Brewster recommended "we need better accommodations for the children, more stack room and some quiet place where adults may read and study." In 1921, her proposal brought action: more stacks, a room alcove for the children and more quiet for reference work and study.

On December 1, 1933, this notice from Albert K. Elliott appeared in *The Granite State News*: "The town library has placed a number of books at South Wolfeboro, and for the present they are at my house. The same regulations for borrowing them that exists in the Town Library. A.K.E."

When Miss Brewster retired in 1942 she reminded the town that "soon the question of expansion must be met." In her final annual report in 1965, Miss Wilma Paine stated: "the space needs are becoming critical." Mrs. Gladys Tuttle, the new librarian, and the trustees began looking at the possibilities and procedures involved in a building or renovation plan. The 1966 report stated that "our greatest problem is lack of space for the staff to work, to shelve their books and for adequate reading space."

The trustees' report in 1966 was concerned with thoughts of expansion plans. It was decided to retain an architect to make recommendations and submit plans for renovation and expansion of the old library, but this was deemed impractical and expensive, thus new sites were considered.

In 1973 the trustees reported that "a public hearing in July supported the creation of a feasibility committee to thoroughly study all facets of the problem, to be concluded by mid-1974."

The purchase of the Fuller property on South Main Street as the site for the new library was approved at the March 1975 town meeting. The price was \$40,000. An additional \$5,000 was requested to remove the old Fuller residence and for architect's fees. Another major step in 1975 was the appointment of Emerson Greenaway as a library consultant. John Carter of Carter & Woodruff Architects, Nashua, was subsequently hired and planned "a functional library allowing for additional expansion in years to come."

A public hearing in October 1976 gave citizens an opportunity to discuss a new building with the trustees and the architect. Mrs. Tuttle's report in 1977 exclaimed: "*Mirabile dictu*—after more than forty years of effort on an expansion plan, the new Wolfeboro Public Library is underway." A grant of \$600,000 was applied for by the trustees (Jeanne Harriman, John Ballard and Nancy Elliott) and received from the U.S. Department of Commerce, Economic Development Administration. Bonnet, Page & Stone was hired as the construction company. The building committee consisted of librarians Wilma Paine and Gladys Tuttle, plus Oram Fulton, Phyllis Berry, Frances Pope, Mildred Hoyt, Helen Bradley, Ernest Bainton, Joan Newell and Sidney Smith.

Construction of the new building began in 1978, and it was opened to the public May 21, 1979, and a ceremony was held on the 24th. Not only does the library have one side devoted to the children's collection, but also a meeting room which can seat 82. The grant paid for the cost of the building including furniture, stacks, rugs, etc. Economy of operation was one of the goals so that a minimum library staff could handle all functions. Space for art displays was also considered.

The community has been most supportive of our new building. In the last full year in which the library was located in Town Hall, the total circulation was 29,491. By 1980 circulation had risen to 44,797. And in 1994 the figures reached 77,778. In 1978 the library was open 37 1/2 hours a week. Since April 1993 the library has been open 54 hours a week: 10 A.M. to 8:00 P.M. Monday through Thursday and 10 to 5 on Friday and Saturday. In addition the meeting room is often open evenings for special events such as film showings and concerts.

Louise Gehman was hired January 1, 1980, and is the first full-time professional librarian with a Master's degree in library science.¹¹⁷⁰ Melinda Baster, her assistant, also has a Master's degree in library science; her prime responsibility is the children.

Since the new building opened, the services and programs offered to the public have increased dramatically. In the summer of 1979 Louise Gehman and Randi Gallagher began a pre-school story time, which has run continuously since. The Friends of the Library group had its organizational meeting on May 21, 1980, and ever after has rendered strong support, raising money through dues, an annual book sale in June and an annual book-and-author luncheon, started in 1984.

The first computer was installed for a short time in November 1981, and was an Apple II desktop model on loan from the Pelham Public Library. "Young and old alike experienced first hand how to use a computer and what a computer can do. Although this microcomputer was in the library for only three weeks, it was a highly successful introduction to the increasingly popular world of computers."¹¹⁷¹

The library now offers programs for people of all ages: pre-school story time, summer reading programs for children, programs for school-age children during the school year, baby-sitting preparation programs for upper elementary and junior high students, and programs of interest to adults of all ages. Some of the latter include reading/discussion groups, programs available through the New Hampshire Humanities Council, comedy film classics, authors speaking about their works, etc. In 1992 the library presented 175 programs with a total attendance of 2,992. In 1994 programs included such titles and subjects as "The Nature of Morality," "Darby Field and the First Ascent of Mount Washington," "The Sisters of Fortune," the Mount Washington Cog Railway, the Civilian Conservation Corps camps in NH in the 1930s, "Haunted Places in NH," the Isle of Shoals, Czech Republic and Slovakia, and many others including many for children. The meeting room in the library was used 268 times in 1994.

Meantime, library records have been computerized, starting in 1986. This has permitted access to the New Hampshire Automated Information System, making possible inter-library loans by computer. In 1990 the library began a three-year plan to automate the collection. The entire project cost \$27,000 over that period. In 1991 a microfilm reader was purchased and installed using funds from bequests from the estates of Florence and Wilma Paine.¹¹⁷² In July 1992 the card catalog was put on-line for the public. In the preceding December the library started circulating its books via computer. As of July 1993 the library owned eight computers; in addition to five used for the circulation/catalog system, the library has two computers with a CD-ROM drive for public use. It also has a word processing program on it for the public. These computers help to make the collection and the holdings of other libraries in the state more accessible.

As to public response to what is offered, in July 1908 when the card system of charging books was initiated, 750 cards were issued. By 1960 cardholders numbered 2,675 adults and 1,086 juveniles. Corresponding figures in 1993 were 4,140 adults and 1,345 juveniles.

Although no separate file is kept of library-users among summer visitors and retired residents, the needs and requests of these two groups naturally influence both circulation numbers and librarians' selection of material. The summer group includes both students and teachers who ask for books to respond to required vacation reading and tutoring needs. Retired people often have special hobbies and interests which require books, magazines, and pamphlets on a wide variety of subjects.

During war periods the library staff made itself responsible for collecting and sending books to those in military service and for keeping lists and the biographical sketches of local service people for a permanent record. Whenever possible it has sent books to Huggins Hospital and to Wolfeboro's convalescent homes. It has provided book stations for outlying districts and book service to shut-ins.

Currently (as of December 1994) the library operates with a full-time staff of three: library director Louise Gehman, children's librarian Laura Maloon, and library assistant Marilyn McBride. The full-time children's librarian position was created in April 1988. Part-time library assistants include Karen Bishop, Jane Carville, and Barbara Widmer, and Stephen Cady serves as library page.

¹¹⁷⁰ Mrs. Gehman is a graduate of the University of Denver with a M.A. in Library Science, worked in a library there for three years, and six years as a librarian at an Anchorage, AL, military base, and for a year at Millinocket, Maine High School.

¹¹⁷¹ 1981 *Town Report*.

¹¹⁷² *GSN*, August 7, 1991.

Book circulation in selected years: 1900: 6,952 books; 1906: 9,066; 1916: almost 19,000; 1946: 22,401; 1978: 29,491; 1980: 44,797; 1985: 54,914; 1990: 74,233; 1992: 78,469; 1994: 77,778. Figures for later years include computer and film items. In 1994 the library staff answered 5,571 reference questions, added 1,648 books and other items to their holdings, issued 743 new library cards, re-registered 1,454 patrons, and filled 1,094 requests for interlibrary loans. In 1994 the library's budget was approximately \$196,000.

Librarians and their terms: 1890-1897 George H. Sleeper; 1897-1907 *Miss Inez Brewster (later known as Mrs. Llewellyn H. Wentworth); 1907-1908 Miss Florence Seymour; 1908-1943 *Miss Elizabeth Brewster; 1943-1966 Miss Wilma Paine; 1966-1979 Mrs. Gladys Tuttle; 1980 to 2002 Mrs. Louise Gehman; Cynthia L. Scott 2002 to date.. *=Nieces of John Brewster.

Until 1993 the library operated under the overall guidance of three trustees. At the 1993 town meeting it was voted to raise the number of trustees to five.

A notable addition to the library resources in the 2010's was the digitizing of the Granite State News, with the files going back to the GSN's beginning in 1860. The digital version includes a search function, which is tremendous improvement over the archaic microfiche files.

The problems with lack of space, poor functionality, structural issues, and an aging mechanical system had become increasingly evident as each year passed. After more than a decade of planning, the Wolfeboro voters approved a warrant article in March, 2018, by over 78%, authorizing up to \$5 million for an extensive renovation and expansion of the library. The non-profit Wolfeboro Public Library Foundation pledged to raise \$1.3 million of the total and exceeded that amount by raising over \$1.4 million. A separate initiative by the Foundation resulted in additional donations that made it possible to increase the energy efficiency of the building and plan for a future solar installation on the roof.

Work began in April 2018 with the team of Lavallee Brensinger Architects of Manchester, NH and Milestone Engineering and Construction of Concord, NH. A groundbreaking ceremony was held on September 28, 2018 and construction of the 5,500 square feet of addition to the front of the library began. As the project progressed, staff and operations were relocated into ever decreasing spaces. Despite these challenges, the library managed to stay open during most of the construction.

In early 2020, after eighteen months, the construction phase was completed. Refurbished and new furniture was installed, new technology was added throughout the building, and stored items were retrieved, allowing the newly expanded and renovated library to open to the public on schedule in February 2020. With new heating/cooling and lighting systems, as well as increased parking, the expanded library offers opportunities to explore new ways to provide access to information and materials, and to add additional services. Overall, the building increased 57% from 10,500 sf to 16,500 sf with more general space, a separate children's room, several small meeting spaces, a larger meeting room, a local history room, staff offices and storage. The new facility is designed to be flexible and will fulfill the needs of the community for many years to come.

Over the years, the library has expanded from offering books, periodicals, DVDs, Audio CDs, reference assistance and programming to now also providing downloadable movies, television series, audio books, e-books, music, periodicals, and graphic novels. Access to the library is available 24/7 through the library website where items can be reserved or renewed, downloadable material can be borrowed, and databases such as Nuwave legal forms, Linkin Learning with Lynda.com online classes, and genealogical databases can be accessed. Programming has expanded to include both in-person and virtual events as well as digital story times. There are computers, printers, a copier, a scanner, high-speed wireless internet access, small and large meeting spaces with projection and internet compatible equipment, and one-on-one help with technology and other types of questions. New initiatives, programs, and services are being developed to fully utilize the new facility.

Current staff in 2021 includes four full-time: Cynthia L. Scott, Library Director; Joyce Davis, Assistant Director; Jeanne Snowdon, Children's Librarian; David Baker, IT Coordinator; and eight part-time and two substitutes.

Wolfeboro Railroad Station: See Wolfeborough Railroad Station.

Wolfeboro Road: Name used over a period of time for various roads leading into Wolfeboro from other locations; see Arthur F. Chamberlin's commentary in the introduction.

Wolfeboro Seaplane Base: No. 1. Area in Wolfeboro Bay off Brightwaters Inn in 1957.¹¹⁷³ A.k.a. Lake Region Seaplane Base.¹¹⁷⁴ Operated for a short time.

Wolfeboro Seaplane Base: No. 2. Area in Winter Harbor near the Lakes Region Airport, serviced by the Airport. A.k.a. Winter Harbor Seaplane Base.

Wolfeboro Shopping Center: In the late 1950s known as the Wolfeboro Shopping Center; later as the Kingswood Plaza, then the BankEast Plaza, and, after the failure of BankEast in the early 1990s, the Wolfeboro Shopping Center again. Shopping center on Center Street across road from Clarke Plaza. Often referred to simply as the Shopping Center, especially c.1958-1970.

1958, March 28, *GSN*: Construction underway by Wolfeboro Shopping Center, Inc. Principals were Harry Hopewell (of Wolfeboro) and Frank Whipple (of Tamworth, who also owned the Tamworth Oil Co.), owners.

1958, July: Opened with two stores: First National Stores and the Western Auto Associate Store.

1959, December: Stores, left to right, were: First National Store (grocery), Lampron's Grocery, Western Auto Associate Store, Samaha's, and Wolfeboro Oil Co.

1960: Pre-fabricated building erected on right side of parking lot. Lake & Village Real Estate and Construction Co. and *The Granite State News* moved in.¹¹⁷⁵

1961, September: Harry C. Hopewell obtained a permit to add on to the center.

1962, March 30: Announced a 105'x25' building would be constructed and would house the Deep Six lobster pound plus a seafood snack bar; the former building on the site would be torn down.

1962, May 25, *GSN*: Now 11 businesses in center including the new SaveOn Sales.

1965, August 27, advertisement: "Shop at the Wolfeboro Shopping Center where the Wolfeboro Police cannot give you tickets for overtime parking."

1969: Owned by Mr. and Mrs. Harry Hopewell.

1971: Facility on the market; recent negotiations for its sale bore no fruit.¹¹⁷⁶

1972, July 13, *GSN*: "The Kingswood Bank & Trust Co., Wolfeboro's recently chartered commercial bank, purchased the Wolfeboro Shopping Center from Harry Hopewell and Frank Whipple of the Wolfeboro Shopping Center, Inc., for the sum of \$159,000. The approximately 180 by 200 foot property runs along Center Street in Wolfeboro from the First National Store to the buildings housing Warren's Den and the *Granite State News*. The purchase is the first step in the plan that will see the bank located in the space currently housing Sawyer's Jewelry Store, Thornton's Barber Shop, and the Perky Peacock Beauty Shop." Lampron's Community Grocery was inadvertently omitted from the list of tenants. It was stated that the bank would open the first of December.

1973, April 19, *GSN* noted these tenants were there: Kingswood Bank & Trust (recently opened), Kendall Insurance and Real Estate Co., Inc., Warren's Den, the Deep Six, Sawyer's Jewelry, Inc., Sears,

¹¹⁷³ *GSN*, May 10, 1957.

¹¹⁷⁴ *GSN*, August 16, 1957.

¹¹⁷⁵ *GSN*, May 6, 1960. Noted move was to be by May 20. Grand opening of Lake & Village was on May 26.

¹¹⁷⁶ *GSN*, December 9, 1971.

Roebuck, Samaha's, First National Stores (Finast), and Wolfeboro Oil Company. (The *Granite State News* was to move the following weekend.)

1973, August: Heavy flooding. Water reached a depth of more than a foot in places, and the Kingswood Bank & Trust Co. and Samaha's had part of their floors covered by three to four inches of water. Flooding was also reported in the Sears catalog store and Sawyer's Jewelry.¹¹⁷⁷

1977, October 8: Open house featured these tenants: Wolfeboro Oil Company, Kingswood Bank & Trust Co., Prescott Farms, Scott Pharmacy, Sawyer's Jewelry, Billy John's Den, Sears, Samaha's, Kendall Real Estate, Inc., Deep Six Deli, Radio Shack, and Wolfeboro Yarn & Fabric Shop.

1993, February: Sign misspelled "Wolfboro" in February 1993; soon corrected to "Wolfeboro."

1994: Sold for \$568,000 (including one acre of undeveloped land across the street adjacent to Clarke Plaza) by the Federal Deposit Insurance Company to Center Street Plaza Trust. Shopping center measured 30,000 square feet.¹¹⁷⁸

Note: The comings and goings of various tenants and the story of BankEast are in the *Business and Professional Directory*, which applies up to 1994.

2021: The Center is now owned by the Paul Zimmerman family. Long-term tenants include Harvest Market, TD Bank (which replaced Farmington Bank), and Louis' Pizza. Several other businesses are located there.

Wolfeboro Ski Slope: Ski slope at the Abenaki area. Circa 1960 nomenclature (occasional usage) for Abenaki Ski Area.¹¹⁷⁹

Wolfeboro Square: A.k.a. Post Office Square, Bank Square. Infrequently used name in the 1920s and 1930s for general area in front of the Peavey Block and the Goodwin Block, with the Bank Building on one side and the Folsom Block (Porter Block) on the other. A number of businesses were listed as being in Wolfeboro Square.¹¹⁸⁰

Wolfeboro Town Forests: A.k.a. Town Forests. Refers to two parcels: **1.** Plot of woodland off Center Street located between Trotting Track and Allen Roads. Land bought from B.G. Tutt for \$400 in 1926.¹¹⁸¹ **2.** The Sherburne lot between Haines Hill Road and Route 28 was added and was bought from Dana J. Brown for \$250 in 1927. Circa 1930: Seedlings planted there by Leslie Chamberlain.

1969: Center Street lot thinned. The town also owns about one thousand acres of other forested land, not officially designated as the Town Forest; otherwise, this acreage would be under the control of the Conservation Commission and would be subject to special rules.¹¹⁸²

Wolfeboro Town Gardens: See Town Gardens.

¹¹⁷⁷ *GSN*, August 9 (flooding on August 2) and December 22, 1976 (discussion of long-standing problem); July 27, 1977 (town not responsible for flooding, per Town Atty. John W. Barto).

¹¹⁷⁸ *Granite Extra*, April 15, 1994, among other sources.

¹¹⁷⁹ *GSN*, November 4, 1960.

¹¹⁸⁰ *GSN*, August 19, 1938.

¹¹⁸¹ 1982 *Town Report*, p. 90, erroneously stated it was a *gift* from Tutt in 1926.

¹¹⁸² Arthur F. Chamberlin, letter, October 12, 1993.

Wolfeboro Town Hall: Popular name for what is formally designated Brewster Memorial Hall. Built in 1890. Numerous private businesses were situated there during the late 19th century and much of the 20th century. At one time there was a 385-seat theatre, advertised as Memorial Hall Theatre, on the second floor. The town library was in the rear section for many years until it was moved in the 1970s to its own building on South Main Street. Presently used for Town of Wolfeboro business offices and departments.

Restoration Project, 2004-2016: the Wolfeboro Town Hall had been in a long period of deterioration. Owned by the Brewster Trustees, and leased by the Town, maintenance was minimal. Recognizing the growing condition issues, an agreement was reached with the Brewster Trustees to sell the building to the Town for one dollar in 2004. Activity to consider options went on for several years, including a number of proposals for renovation or relocation of town offices to another site. Discussions were quite contentious, with the high cost of saving the building at the forefront. The “Friends of the Wolfeboro Town Hall”, a non-profit volunteer group, was formed in 2007 and became a driving force toward restoration. In 2009, the New Hampshire Preservation Alliance added the Wolfeboro Town Hall to their annual “Seven to Save” list.

Finally, ten years after the Town bought the building, a scaled-down renovation proposal was presented in a Warrant Article and approved by the voters on March 11, 2014; the cost was \$4 million with the Friends group raising \$750,000 in donations. As plans were already in place, work began quickly, the Town offices were temporarily relocated to the old unused Huggins Hospital building, and the work was completed on an ambitious schedule in November 2015. The work included masonry and roofing restoration, window replacement, rebuilding the chimney, storefront redesign for office use, bringing the structure up to code and making the building energy efficient. The Great Hall on the 2nd floor, unused for decades, was completely restored, with new lighting, seating, restrooms and a kitchen. ADA accessibility was provided with new ramps, automatic doors and an elevator to the 2nd floor.

On November 7, 2015, an open house celebration with public tours was held. Even the dissenters were impressed with the successful restoration. The Great Hall has since seen considerable use for public meetings and community events. On May 10, 2016, the restoration project was recognized with a preservation award from the New Hampshire Preservation Alliance.

Wolfeboro Town House: A.k.a. Town House (see listing), Town Meeting House, Town Meetinghouse.

Wolfeboro Town Library: See Wolfeboro Public Library.

Wolfeboro Village Townhouses: See Village Townhouses.

Wolfeboro Youth Center: Name for the Wolfeborough Railroad Station given to it in 1955 when it was remodeled in order to make it suitable for use for about 50 children a day.¹¹⁸³ The name endured for a number of years thereafter, but is not used at that location today.

1956: These groups used it: Girl Scouts, Boy Scouts, Community Kindergarten, Cub Scouts. Each day 60 or more youngsters were there.¹¹⁸⁴

Wolfeborough: 19th century spelling of Wolfeboro.

1899 Directory noted this, tongue-in-cheek: “Wolfeborough is the stronghold of Mr. Wolf, who borrows his name from a beast of prey. The town was undoubtedly named in honor of Gen. Wolfe.”

1895: U.S. government officially changed name from Wolfeborough to Wolfeboro.¹¹⁸⁵

Wolfeborough Bay Condos: See Durgin Block.

Wolfeborough Bay Manor: See Durgin Block.

Wolfeborough Bridge: Variant name for Wolfeboro, especially the central business district, used in the 19th century after the Smith River was bridged in 1833. “The Bridge” was also a popular name for the town.

Wolfeborough Railroad Station: A.k.a. Railroad Station, Wolfeboro Railroad Station, Wolfeboro Rail Road [two words] Station, Boston & Maine Railroad Station, Wolfeboro Youth Center (c.1955), and other names. Owned by the town of Wolfeboro and leased by it to various entities in recent years including the Wolfeboro Chamber of Commerce, Oh Fudge, and the Wolfeboro Nursery School. Victorian-style structure built in 1872 and subsequently remodeled several times.

The Wolfeborough Station was one of six train stops in town over the years. Donald E.L. Hallock has provided the following:¹¹⁸⁶

The town of Wolfeboro had within its corporate limits no fewer than six genuine stations with buildings instead of just “painted posts” and platforms.

These were in order, starting at the east edge of the town:

1. Cotton Valley, at 5.9 miles from Sanbornville, a full agency station with a telegraph office, a separate freight house, and the East Wolfeboro Post Office.

2. Next, at the foot of a 3-mile downhill grade from Cotton Valley, was a flag stop with a shelter station at Fernald Crossing 8.9 miles from Sanbornville. A “team track” was located here for unloading freight cars. A.k.a. Fernald Station.

3. Next was a very unusual station near Whitten Neck. This was called Lake Wentworth Station and had no access except by boat, for which a small dock was provided. A passenger would row or sail across the lake, tie up his boat, set the “flag” (a post with a semaphore arm on it), and wait for the engineer to stop the

¹¹⁸³ *GSN*, November 18, 1955.

¹¹⁸⁴ *GSN*, October 5, 1956.

¹¹⁸⁵ *GSN*, February 13, 1894.

¹¹⁸⁶ Letter, Nov. 8, 1993. Some additions by author.

train when he spotted the flag, and climb on the cars. It was the only station on the B&M with no access by road! This was at 10.8 miles from Sanbornville. Established in August 1908.

4. Next was Wolfeboro Falls (originally Mill Village). This was a full agency station with a freight house, telegraph office, and freight agent as well as a passenger agent. It was 11.3 miles from Sanbornville.

5. Next came Wolfeborough Railroad Station at 12.1 miles.

6. Last, Lake Station or “Dockside,” at 12.3 miles; six in all!

Historical dates include:

1872: Built for the Eastern Railroad (which was subsequently taken over by the Boston & Maine Railroad).

1950 town meeting: Voted to buy the station from the Boston & Maine Railroad for \$5,000 and tear it down. Fortunately, demolition funds were not available, the matter was later reconsidered, and the structure was saved.

1952, June: Civil Defense Committee built air-raid observation platform on roof. The station was derelict.

1955: Became known as the Wolfeboro Youth Center. Served as a meeting place for various groups and functions through to the 1970s.

1969: Oh Fudge, a candy store operated by Russell C. Chase, became a tenant as did the Hobby Craft Shop.

1972, December 19: The Wolfeboro Rail Road Co., Inc., Donald L. Hallock, president, acquired 12.1 miles of track from the Boston & Maine Railroad, leading from Sanbornville to Wolfeboro. This set in motion a revitalization of the station for tourist railroad purposes, which lasted through the early 1980s.

1970s to 1988: Operated by the Wolfeboro Branch Railroad Club (a.k.a. Wolfeboro Railroad Club) under lease from the town. The club had expended many thousands of dollars in restoration and other work. Donald L. Hallock supervised the replacement of old-style ornate trim and other accouterments. In the summer of 1988 the town expressed the desire to regain control, and this was subsequently done, but without even a “simple thank you” from the town to the club for the work that had been done.¹¹⁸⁷

1987, May 30: Struck by lightning. Loss estimated at \$179,000. Soon rebuilt.¹¹⁸⁸

1991: Wolfeboro Nursery School signed lease to use part of the property.

Wolfsboro: Uncommon variant 19th century spelling of Wolfeboro.

Wolfeton Falls: Authorized spelling for postmark cancellation at the Wolfeboro Falls Post Office (see listing) from February 16, 1891 to February 20, 1892. This name was not otherwise used and was erroneous in its concept.

(Wolfport): This marking is known on a stampless letter dated July 10, 1853, and may have been marked at Tuftonboro.¹¹⁸⁹

Wood Avenue: No. 1. Short street off Bay Street, extending to Back Bay; in poor repair in 1931; not a town road.¹¹⁹⁰ Today, it is well maintained, and the Saw Mill Marina is there.

¹¹⁸⁷ *GSN*, Feb. 28, 1990 (letter from R.C. Libby).

¹¹⁸⁸ *GSN*, June 3 and August 12., 1987.

¹¹⁸⁹ Cf. Simonds, *New Hampshire Post Offices 1765-1975*.

¹¹⁹⁰ *GSN*, April 3, 1931; 1934 Directory; 1994 town street map.

Wood Avenue: No. 2. New name in 1941 for what was called Beatrice Street (see listing for history and more information) and King Street earlier. So named “because it leads to a tract of woodland.” This was *uphill* from Bay Street, unlike Wood Avenue No. 1 which is *downhill*.¹¹⁹¹ 1937 Directory definition: Extends from Bay Street to King Street.

Woodbine Court: A.k.a. Woodbine Place. Short street extending from North Main Street toward Wolfeboro Bay; between Lake Street and Endicott Street, immediately to the right of the Camelot store (which, in 2021, is the Sen Glow Day Spa). This road name is not generally known, but it is official.

Wool Corner Building: See Goodwin & Haley Building listing.

Worcester Island: Island in Lake Winnepesaukee, close to the mainland and connected to Springfield Point by an all-season road on a causeway and small bridge.

Site of attractively built homes, seasonal (mostly) as well as year-round. Residential development of the island took place in the mid-1960s. There was a drought at the time, and the low water made it possible for a bulldozer to create breakwaters and beaches in a manner easier than would have been otherwise possible.¹¹⁹² As it is accessible by motor vehicles, the land and house prices are the same on Worcester Island as on the mainland. (Also see Cove Island listing).

1903; The island was owned by Augustine D. Avery and assessed for \$200.

1952: Owned by Fred E. Varney and Gordon Colby.

1990s: The mail boat *Blue Ghost* stopped at the Voedisch residence there.¹¹⁹³

Worcester Island Road: Road from Springfield Point Road going across small bridge to adjacent Worcester Island in Lake Winnepesaukee in South Wolfeboro.

Wormwood Road: Road at base of Hardy Hill. Mentioned in town records, May 26, 1826. The Wormwood family lived in town in the late 18th and early 19th centuries.¹¹⁹⁴ Name no longer used.

Wright Museum, The (Museum): Opened on July 16, 1994, on the site of the former Diamond International building supply business, Center Street, Wolfeboro Falls. Extensively rebuilt and now with a red-brick faced front building with a World War II tank appearing to break through the wall at the left front corner.

Founded by David M. Wright, who had summered in Wolfeboro since 1958, and officially known as the E. Stanley Wright Foundation, Inc., a non-profit organization named after David’s father. Intended to “showcase memorabilia from the 1940s, as well as

¹¹⁹¹ *GSN*, September 26, 1941.

¹¹⁹² Per note from Stephen L. Den Hartog, July 1993.

¹¹⁹³ Alexander McKenzie IV, note, February 9, 1994.

¹¹⁹⁴ John S. Fipphen, note, November 2, 1994.

military artifacts and half-tracks used during wartime.”¹¹⁹⁵ Expansion of the original building providing a large auditorium, with space on the second floor as well. There is an educational center, period-theme restaurant, gift shop, and many permanent and special exhibits and speakers in the open season. More details are on the museum’s website.

Wunnishaunta Shore: Lake Winnepesaukee shore area in South Wolfeboro on which Camp Wunnishaunta was located.¹¹⁹⁶ Name infrequently used in the 1940s and early 1950s.

Wyanoke Gate Lane: Road in the Wyanoke Harbors section of Wolfeboro Neck. Road goes between two gateposts made of cemented fieldstones. This was once the main road leading into Camp Wyanoke (which operated 1909-1976).

Wyanoke Dump Road: Private road extending from Forest Road in southerly direction, opposite Camp Wyanoke, into part of area in what was later known as Embassy Estates.¹¹⁹⁷ Used as trash dump for Camp Wyanoke. Road no longer used or marked.

Wyanoke Harbors: Development consisting of 33 lots planned and developed by Herbert Pheeny of Osterville, MA, from 1978 to the early 1980s. Built on the site of the former Camp Wyanoke on the shore of Winter Harbor. Named by Pheeny when he laid out the development. Roads were built by Norris Harriman. Fine custom-built homes have been constructed there, beginning with a model home designed by Royal Barry Wills Associates.¹¹⁹⁸

1978, June 14, *GSN*: “A 32-lot subdivision on the former Camp Wyanoke property on Forest Road was considered by the Wolfeboro Planning Board, June 6. The camp ceased operation two years ago. In accordance with the board’s policy no decision on the proposal will be made until at least the next meeting... The owner of the more than 50-acre tract, Herbert Pheeny, was represented by Wayne Kelloway...”

1978, September 5: Planning Board approved development.¹¹⁹⁹

1978, September 20, *GSN* advertisement by Yankee Pedlar: “20 shore lots! Lake Winnepesaukee. We are pleased and proud to offer for sale Wyanoke Harbors, Wolfeboro’s newest and most prestigious lake property within two miles of the center of town, 20 direct frontage lots, 12 with access, minimum lot size 1 1/3 acres, minimum shore frontage 150 feet, town water, year-round access, tennis courts, nature trails, mountains and lake views....”

Wyanoke Hill: A.k.a. Ayers Hill, especially in the 19th and early 20th century. Called Wyanoke Hill in town records in more recent times.¹²⁰⁰ A.k.a. (rarely) Carry Hill.¹²⁰¹

¹¹⁹⁵ *GSN*, July 13, 1994.

¹¹⁹⁶ *GSN*, August 22, 1952. Wunnishaunta was operated by Sadie Brickman.

¹¹⁹⁷ Cf. 1958 *Town Report*, p. 55; 1959 *Town Report*, p. 56.

¹¹⁹⁸ Richard Wills, A.I.A., Newbury Street, Boston.

¹¹⁹⁹ *GSN*, September 13, 1978.

¹²⁰⁰ E.g., 1959 *Town Report*, p. 56; 1960 *Town Report*, p. 18.

¹²⁰¹ 1968 *Town Report*, p. 17.

Wyatt Subdivision: Planned in 1978.¹²⁰²

Wyatt's Mountain: Mentioned in *GSN*, January 10, 1903, and other citations as being located in or near Wolfeboro Highlands.

Wyman Drive: Road on Wolfeboro Neck off Spruce Road; named for nearby shore resident, Louis Wyman. Road extends downhill off Spruce Road for a short distance and has a turnaround area at its end. Constructed in the 1980s by Smith & Kourian.

¹²⁰² *GSN*, September 27, 1978 (notice of hearing).

Y

Yacht Club Apartments: At the waterfront end of Lake Street. Developed by Donald Duchano and Bruce Williams, who bought the former Copple Crown Yacht Club on Lake Street from Larry Grover of Glendale, CA, and remodeled the facilities.¹²⁰³

1972: Studio and one-bedroom apartments, membership yacht club, recreation room, 1,600-square-foot lounge area, apartments from \$125 a month. "The most impressive, essentially located luxurious living in Wolfeboro. One minute, 40 second walk from shopping, dining, movies and 25 feet from Lake Winnepesaukee." Managed by Shirley Clough.

York Road: A.k.a. Gregory York Rd. Road extending west from Beech Pond Road across Nineteen Mile Brook to Tuftonboro town line. Chlorinator for town water was once located there.

Young Graveyard: Located off Brown's Ridge Road.¹²⁰⁴

Young Mountain Road: Road in Wolfeboro extending off road leading from Ossipee Corner to Wakefield Corner. Earlier called Adam Brown's Lane (see listing alphabetized under A). Same as Youngs Road.

Youngs Brook: Located east of North Wolfeboro. Originates in Wolfeboro and flows northeast into Ossipee, where it joins the Pine River.

Young's Court: Court owned by Perley E. Young. Buildings were on it, one of which was being remodeled for a tenement (*GSN*, October 13, 1931). Name no longer used.

Youngs Road: Road off Brown's Ridge Road near the Ossipee town line. Same as Young Mountain Road.

Z

Zephyr Lane: A spur of Crystal Shore Road toward Smith River. Name adopted by the selectmen, July 6, 1994.

¹²⁰³ *GSN*, May 4, 1972, and other issues.

¹²⁰⁴ Details in John S. Fipphen, *Cemetery Inscriptions*, p. 201.