

# Hebron Historical Society Gazette

Hebron, NH

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## REMEMBER JANUARY IS MEMBERSHIP RENEWAL MONTH

### **Evan Bartlett, Soldier, Farmer and Good Citizen by Ron Collins**

Evan Bartlett was a veteran of the American Revolution and one of the first settlers of Hebron, NH. He was born circa 1759, and died 3 February, 1839 in Hebron. He married Hannah Noyes, daughter of Deacon Enoch Noyes. She was born circa 1756, and died 19 October, 1847 in Hebron.

When the town was created in 1792, Evan was the first Town Constable. The 1794 Town Meeting was held at his house which probably stood southwest of the intersection of Groton Road and West Shore Road. The brook presently called Tannery Brook was called Bartlett Brook in 1795, and the bridge going over it toward Groton was called Bartlett's Bridge. Evan owned what is now the biggest piece of the Town Common and Congregational Church and the cemetery behind the church. In 1795, the Town voted to erect a Town Meeting House and Common on land owned by Evan. Later, in 1799, he donated the land to the town where the church and cemetery are today. Ironically enough when Evan passed away in 1839 at age 80, he was buried in grave number 1 of lot number 1 in the cemetery he donated to the town.

The information we have concerning Evan Bartlett's service in the American Revolution comes from an original document owned by the Historical Society that gives a testimony by Evan Bartlett in 1831. It reads "*I Evan Bartlett of Hebron in the County of Grafton and State of New Hampshire aged seventy two years depose & say that I enlisted into the service of the United States in the month of October or November A.D. 1777 & served five months in the Company commanded by Capt. Caleb Kimball of Newberry Ms which mustered in Col. Gerrith Regt. Ms*

*Militia and served the term of five months at Winterhill near Boston. I further testify that Nathan Merrill then of said Newberry now of Rumney in said County of Grafton enlisted & served with me in the same Company from for the said term of five months. I further testify that I again enlisted at Newberry in the service of the United States in September or October 1779 for the term of three months & served (hole in document) campaign the Regt. Commanded by Col. Jacob Gerrith under Capt. (unreadable) Jenkins in Albany N.Y. and its vicinity. I further testify that said Nathan Merrill did enlist & serve in the same company with me serving the term aforesaid – I further testify that in the summer of 1778 I enlisted & served six weeks in Rhode Island and well remember that Richard Merrill the father of Nathan Merrill aforesaid of Mass. Enlisted and went with us – and I think that the said N. Merrill was at Rhode Island at the time I served there but how long he served I am not positive – I further testify that the said Nathan Merrill is now before me and I know him to be the same Nathan Merrill that served with me as above stated."*

Bartlett was residing in Newbury, Mass. at the time of his first enlistment. He served from Nov. 13, 1777 to April 3, 1778 as a private in Capt. Caleb Kimball's company, Col. Jacob Gerrish's regiment of guards. He served at Winter Hill (Charlestown, Mass.) guarding Gen. Burgoyne's army, who were prisoners of war. Then from July to August 1778, he served under Capt. William Rogers in Col. Wadsworth, Massachusetts militia, for six weeks in Rhode Island. He was a private in Capt. Stephen Jenkins's company, Col. Jacob Gerrish's regiment, from Oct. 14 to Nov. 22, 1779, which was raised to reinforce Gen. Washington's army. He states in his pension deposition that he served three months near Albany N.Y. July 6-Oct. 26, 1780, under Capt. Thomas Michael in Col. Wade's regiment. He joined this regiment at Claverack, N.Y. He was at West Point, N.Y. when Gen. Benedict Ar-

*(Continued on page 2)*

nold, who was in command there, turned traitor.

In 1838, Samuel Crosby, Evan's son-in-law, foreclosed and sold at auction the Evan Bartlett farm in Hebron. Evan was to live another year, so why would his own son-in-law foreclose on his farm? Part of the answer is the character of Samuel Crosby who spent a lot of time in court defending himself against various underhanded financial dealings that leave one with the impression that Samuel would do anything for money. (See *The Crosby Papers* on our website). The other rationale might have been that by foreclosing, Samuel's wife's sister, Hannah, would not have any ownership rights in the farm and it would all come to Elizabeth and Samuel. This farm stretched from the Town Common along Groton Road up to and including where the new safety building is today.

Evan Bartlett and Hannah had two children:

(1) Elizabeth Bartlett was born 7 November 1791, and died 26 February 1878. She married Samuel Crosby on 5 March 1812 in Hebron, NH. Samuel was the son of Jaazaniah Crosby and Elizabeth Gilson. He was born 29 March 1786, and died 29 October 1868.

(2) Hannah Bartlett, born 18 January 1796; married Isaac Barnard (an ancient relative of Bruce, Alan and Ann Barnard) born circa 1780; died 04 March 1825.

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#### Did You Know....

1. Before the nineteenth century, most people got married in June because they took their yearly bath in May and still smelled pretty good by June. However, they were starting to smell, so brides carried a bouquet of flowers to hide the body odor. Hence the custom today of carrying a bouquet when getting married.

2. Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children. Last of all the babies. By then the water was so dirty, you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the bath water."

3. In the 16<sup>th</sup> and 17<sup>th</sup> centuries, many houses along the seacoast had thatched roofs (thick straw, piled high), with no wood underneath. It was the only place for animals to get warm, so all the cats, dogs and other small animals (mice, bugs) lived in the roof. When it rained it became slippery, and sometimes the animals would slip off the roof. Hence the saying, "It's raining cats and dogs."

4. In these thatched roof houses, there was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed. Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence.

5. The floor was dirt. Only the wealthy had something other than dirt. Hence the saying "dirt poor." The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on the floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entranceway. Hence the saying a "thresh hold."

6. In those old days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day they lit the fire and added things to the pot. They ate mostly vegetables, especially peas, and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight, and then start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme, "Peas porridge hot, peas porridge cold, peas porridge in the pot nine days old."

7. Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could "bring home the bacon." They would cut off a little to share with guests and would all sit around and "chew the fat."

8. Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning deaths. This happened most often with tomatoes which have plenty of acid, and so for 400 years or so, until the mid-1800's, tomatoes were considered poisonous.

9. Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or "upper crust."

10. Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial.

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They were laid out on the kitchen table for a couple of days, and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of holding a “wake.”

11. England is old and small, and the local folks started running out of places to bury people. So they would dig up coffins and would take the bones to a “bone-house” and reuse the grave. When reopening these coffins, one out of 25 coffins were found to have scratch marks on the inside, and they realized they had been burying people alive. So they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (“the graveyard shift”) to listen for the bell; thus, someone could be “saved by the bell” or was considered a “dead ringer.”

12. In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are "limbs," therefore painting them would cost the buyer more. Hence the expression, "Okay, but it'll cost you an arm and a leg."

13. Incredible as it sounds, men and women usually took baths only once a year in May! Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term "big wig." Today we often use the term "here comes the Big Wig" because someone appears to be, or is, powerful and wealthy.

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### **The Story of “Six Chimneys” by Ron Collins and Juli Pruden**

Daniel and Sally Pike moved from Hollis, NH and settled in Hebron in 1789. Daniel was born in Hollis, NH on December 5, 1765, and there he married Sarah “Sally” French. Sally died in Hebron on March 2, 1821, and Daniel then married Susannah Estabrook. He died in Hebron on July 30, 1842.

Daniel moved his family to Hebron as part of a

group that included Daniel Pike Sr. and Sarah Pike, his father and mother, his brothers James, Uriah Drury and Moses Pike, along with their families. All of these Pikes built homes in Hebron and died there.

When they moved to Hebron in 1789, Daniel and Sally sought out temporary living with a local family, which was the usual way with new arrivals. By 1791, however, Daniel Pike had purchased land and built a house at the northeast corner of Newfound Lake on “Plymouth Road” that ran from Hebron along the north edge of the lake, over the mountain into Plymouth. All but the first two of Daniel and Sally’s nine children were born in this house.

“Plymouth Road” was the main connection between Hebron and Plymouth in 1791. There was no Route 3A at that time, and what was then called “Plymouth Road” we now know as three separate roads called North Shore Road, Pike Hill Road and Old Hebron Road.



Around 1799 Daniel and Sally enlarged their house and stable facilities and opened Pike's Tavern. The idea of operating a tavern was timely because on December 22, 1803 the Mayhew Turnpike Corporation was chartered by the state to build a road that would extend from Bristol to the Coos Turnpike (now Route 25) in Plymouth, greatly shortening the travel time from Concord to the Connecticut River Valley towns, especially Haverhill.

Prior to the Mayhew Turnpike, there was only a horse path that passed along the east side of the lake from “Plymouth Road” to Bridgewater, where it followed the shoreline of Whittemore Point and ended near what is today Pike’s Point Road. The Mayhew Turnpike Corporation was the result of a petition that read “Whereas a Public Highway has been Laid out and made passable from Rumney through the westerly part of Plymouth and through a part of Hebron by the Easterly part of Newfound Pond so called through Bridge-

*water which appears to be of public Utility and will be a much shorter way from Rumney to Concord by several miles therefore we pray that your Honors will lay out a Road from Newfound River So Called to the Westerly side of New Chester mountain and to strike the Main or River road about Sixty rods below Smith's mills in New Chester and we your petitioners as in duty bound will ever pray. Orford, May 1, 1801.*" New Chester we now know as Bristol.

The Mayhew Turnpike wasn't necessarily seen as a good thing by most folks, even though Daniel Pike must have liked the idea of a major thoroughfare passing by his tavern. In Hebron at the town meeting in 1803 it was "Voted that the Petitioned for Turnpike on the East Side of Newfound pond be opposed & the Selectmen serve as a committee to advance and forward suitable objections to the general Court." Why did Hebron residents oppose the creation of the turnpike? Probably because most Hebron trade was done with and in Plymouth. They saw no reason why they should have a toll road in town that connected them to Bristol, especially since there was a free road on the west side of the lake that ran over Bear Mountain and connected to the Bristol-Alexandria Highway. Whatever their reasons were, Hebron's opposition did not stop, or even slow the construction of the turnpike, and it opened for business in 1805, much to Daniel Pike's benefit. Today we know the Mayhew Turnpike as Route 3A.

Two hundred years ago, there were necessarily many more public houses, i.e. taverns and inns, than now. All the merchandise for the country stores and the products of the mills passed over the highways, and many farmers made at least one trip during the year to Concord, or even Boston, to dispose of the surplus products of the farm. Travel was slow and all travelers were obliged to stop where night overtook them, and this made a large number of taverns necessary. At that time the right to "tavernize" carried with it the right to keep spirituous liquors for sale at retail and to let rooms for sleeping, and many farmers who had one or two spare rooms, opened their houses as taverns, and thus added to the meager income of the farm.

The accommodations were of the rudest kind. Proprietors charged twelve cents for bean porridge and a chance to sleep on the floor. Along the Mayhew Turnpike in addition to Daniel Pike's Tavern, there was the Hoyt Tavern in Bridgewater (where the Inn on Newfound stands today), and the Prescott and Moses Sleeper's Tavern, both in Bristol. Taverns were the news centers of the day. Here the post-rider always stopped, with occasional letters and newspapers, and later the stagecoach left passengers, the mails, and the latest news. Here congregated travelers and teamsters

and the residents of the town, where the general news of the day, as well as local happenings, was freely discussed, and the quality of the landlord's grog was tested.

When it first opened for business, travel and mail delivery along the turnpike was by horse. The first attempt to substitute the coach for the horse and rider on the route was made in 1811; but it soon failed for lack of support. In the spring of 1814, Robert Morse of Rumney passed a subscription paper in every town on the route for assistance in starting a stagecoach. The result was that starting that summer a four-horse, covered coach made its first trip from Concord to Haverhill, and by July 1821, the Haverhill and Concord stage ran twice a week. Along its route was Daniel Pike's Tavern where it always stopped for refreshments.

Sally Pike died in spring of 1821. Sally's death must have effected Daniel and he decided to sell the tavern. The next year, 1822, Putnam Spaulding of Bridgewater bought the property, along with adjoining land owned by Moody Pike (Daniel's son). Spaulding continued to operate the tavern as Pike's Tavern. Immediately after his purchase, Spaulding added four rooms to the front of the building to enlarge the tavern section and to have more boarding room.

Commencing on January 1, 1833, the local post offices received three mails from the north and three from the south each week. A four-horse post coach left Concord each day for the north. One day it traveled on the west side of the Pemigewasset through Franklin, up the Mayhew Turnpike to East Hebron, West Plymouth, Rumney, and on to Haverhill; the next day, it traveled south through Plymouth and New Hampton, and thence to Concord on the east side of the river, thus making a great clockwise route. As the first coach left Concord along this clockwise route another traveled the same route but in the counterclockwise direction. Starting in 1835, a four-horse coach passed daily along the turnpike from the north and another from the south. The coaches going south stopped at Pike's Tavern for drinks and then passed on to Prescott's Tavern in Bristol for dinner; those going north arrived at the dinner hour at either Hoyt's Tavern or Pike's Tavern where a stop was made for dinner and for evening drinks and a place to sleep. During this period Pike's Tavern served as the post office depot for Hebron and Groton and the postmasters would pick up the mail for those towns at the tavern and bring it to the main post office at Hebron center. (East Hebron and Hebron were really two distinct areas in one town at the time, and this split continued until 2000 when East Hebron lost its own postal code and was incorporated into the Hebron Post Office postal code.)

All through these days, the arrival of the stagecoach was an event of great importance, and the entire popula-

tion was always on the quick to see it. No matter how fatigued the horses might be, the near approach to a village was the occasion for the driver to put on "airs." Cracking his long whip, the horses were brought into a sharp trot; the driver would sound his horn and drive with graceful curves to the door of the tavern. Inside Pike's Tavern, all was bustle and excitement, especially when, as sometimes happened, two and even three coaches, with four or six horses, were required to be on the turnpike, and all arrived at the same time. As soon as the passengers could alight and partake of a glass of grog or toddy at the bar, they took seats at the tables and helped themselves to food. While the meal was in progress, horses were changed, and in a half hour's time, the coach was again whirling over the rough road to its next stopping-place.

In 1837, just four years after the mail service started, and at the time when the Mayhew Turnpike traffic hit its peak level, David and Emeline (Kidder) McClure of Groton bought the tavern, land and buildings from Putnam Spaulding and renamed it McClure's Tavern.

According to Justin McClure (1866-1952), the McClure Tavern had stables which would take care of 50 or 60 horses. Many of the heavy teams were six and eight horse teams. The cost of caring for horses was much greater than the expense of accommodating the drivers. There is an account book of the tavern for the years 1841-1845 in the collection of the Hebron Historic Society. It shows that, in addition to the accommodations for travelers, the tavern served considerable Boston rum to some local residents of Hebron.

David McClure carried on the tavern business actively for ten or twelve years, and probably did some tavern business for several years after that. However, he is listed as a farmer rather than a tavern keeper in the censuses of 1850, 1860 and 1870. That is because traffic on the Mayhew Turnpike declined sharply after 1848 when the Franklin and Bristol railroad was completed. Two years later, in 1850, the railroad was opened for traffic from Concord to Plymouth, and was then extended to Woodsville in 1853. With the advent of the railroad, the glory days of the Mayhew Turnpike and the stage-coach disappeared, and this was the end for the tavern.

Later in the 1880's, the old tavern was reopened for tourists as an inn. It also served as East Hebron's Post Office for many years, run by the McClure family. Justin and Estelle (Adams) McClure were the last of that family to own the tavern. Justin (grandson of David and Emeline) died in 1952, and Estelle lived at the tavern until January 1960 (she died in 1966) at which time the tavern was purchased by Shaw and Kathryn (Snyder)

Spencer. Then in August 1964 Clinton and Grace Marshall bought the tavern. It was renamed "Six Chimneys," by Peter and Lee Fortescue when they purchased it from the Marshalls in September 1970, which is how we know it today. It served as a B&B during the 1980's when it was operated by the Fortescues. Then it ceased operation as a B&B until 2006 when the present owner Juli Pruden reopened it as "Six Chimneys & A Dream" a B&B, thus preserving a two hundred year old Hebron landmark and tradition.

The building contains such neat antique features as gunstock posts, King's Pine floorboards, a two-seat privy, log beams with bark still on them, hand wrought iron nails, and some 9/6 window sashes. It is also home to "A Dream Within A Dream," a gift shop. Call Juli at 744-5848 if you'd like to arrange a tour.

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### Dr. Abijah Wright by Ron Collins

Dr. Abijah Wright was the first physician and surgeon in what is now Hebron, practicing between 1770 and 1814. He was born in Hollis in 1746 and studied with Col. John Hale, a distinguished physician of that town. He first bought land in West Plymouth (now East Hebron) in 1768, and between 1786 and 1802, bought considerably more land in the area which became the eastern part of Hebron in 1792. He lived for a number of years in the George Road area, near the present Richard Merrill house.

He served in the Revolution. His war record is: July to Sept. 1776, he served one month and twenty two days as a private with Capt. Jeremiah Eames's company of rangers on the northern frontier. July 1777, he served 11 days as a surgeon with Lt. Col. David Webster's company of militia which marched to reinforce Ticonderoga but got only as far as Cavendish, Vt. where they met the Ticonderoga troops in retreat.

He probably built the brick house on North Shore Road (presently owned by Peter Chamberas) around 1785 using clay found nearby to make the bricks. The initials "A. W." are inscribed over the doorway. According to the *History of Plymouth*, Dr. Wright was a farmer, physician and a man of "fair ability and character." He made his professional journeys on horseback or on snowshoes in the winter. He sold the property in 1814 and lived the remainder of his life with his son in Haverhill, where he died on July 12, 1829. He is probably buried in the old East Hebron cemetery near his wife Lucy and daughter Betsy.



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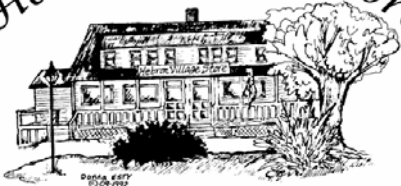
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**Hebron Historical Society Program Events Calandar for 2007.**

- **February 17** - Pot Luck Supper with Program: "Looking Forward to the 200th Anniversary of Abe Lincoln's Birth - Lincoln's Coming of Age in New Salem, Illinois" a slide presentation by Howard Oedel. Community Center at 5PM.

If you have a suggestion for a program please do not hesitate to tell us. Just call Ron Collins at 603-744-1048 and he'll be happy to hear your idea.

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 written by Ronald Collins, archivist of the Hebron Historical Society. The book of 178 pages covers the lives of nearly 1600 people and is completely indexed. Price \$25.00 for non-members, \$22.50 for members.

The family names contained in these two volumes are: Adams, Ball, Barnard, Bartlett, Beede, Berry, Blood, Bowers, Braley, Browne, Butterfield, Case, Cheney, Cilley, Clement, Colburn, Colby, Crawford, Crosby, Cummings, Davis, Dustin, Estye, Farley, Farren, Fowler, Fox, George, Gilman, Goodhue, Gould, Greenleaf, Hardy, Hazelton, Heath, Hobart, Hoyt, Huckins, Jesseman, Jewell, Jewett, Johnson, Kelley, Kendall, Keyes, Kidder, Lovejoy, McClure, Melvin, Merrill, Moore, Morgan, Morse, Moses, Murch, Muzzey, Nelson, Nevens, Nevens, Norris, Noyes, Nutting, Ordway, Page, Parker, Perkins, Phelps, Pierce, Pike, Powers, Putney, Rawlins (Rollins), Remick, Roby, Rogers, Sanborn, Sealy (Cilley), Shuttuck, Smith, Vickery, Walker, Ward, Whipple, Whitmore, Wise, and Wright.

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