

**Brookline, New Hampshire**

**1769-1969**

## FOREWORD

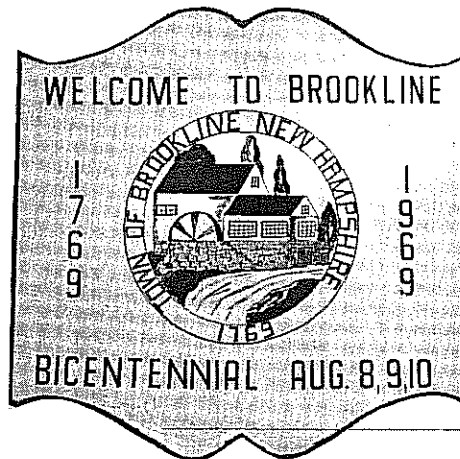
For those of us in this town, in this year, the events of the larger world retreat for awhile as we turn our thoughts to a birthday celebration—the 200th anniversary of the incorporation of our town, Brookline, New Hampshire.

Brookline is a small town and has no claims to any special marks of distinction over its sister towns in general. It has produced no men or women who have become particularly distinguished in any field of endeavor.

Brookline's people and events compose a history humorous and sad, durable and variable, strenuous and apathetic, idealistic and practical. Truly Brookline typifies the American town.

Brookline is our town; the history is our history. We treasure it and honor it. Therefore, many individuals have devoted numberless hours and enormous energy to organize this celebration. It is the culmination of selfless dedication.

So, in this year 1969 we all pause and reflect. We respect those in the past who helped our town develop. We thank those in the present who make the town's welfare their concern. We salute those in the future who will follow in our footsteps.

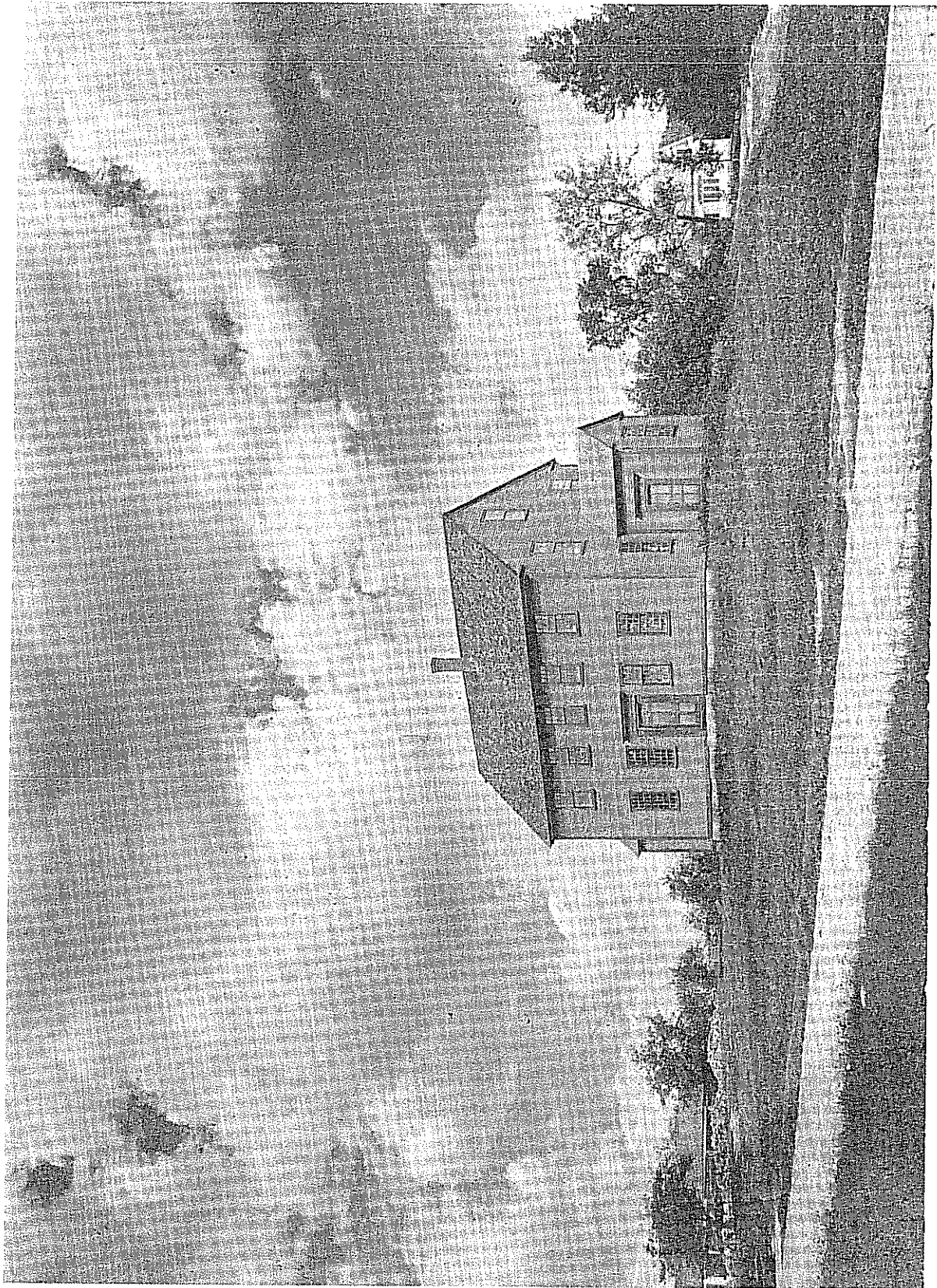


### BICENTENIAL COMMITTEE

Donald Barnaby  
Mary Dulac  
Clarence Farwell  
Allan Fessenden  
Eldorus Fessenden  
Maurice Marshall  
Philip Shattuck  
Peter Ouellette (resigned)

### BICENTENIAL BOOKLET COMMITTEE

Carl Clifford  
Hazel Corey  
Francis Dougherty  
Margaret Dougherty  
Marcia Farwell  
Sandra Fessenden  
Miriam Jepson  
Maurice Marshall





### *THE MEETING HOUSE*

On the 12th day of March 1791, eleven years and two months after the Town of Brookline first voted to build it, the Meeting House was completed.

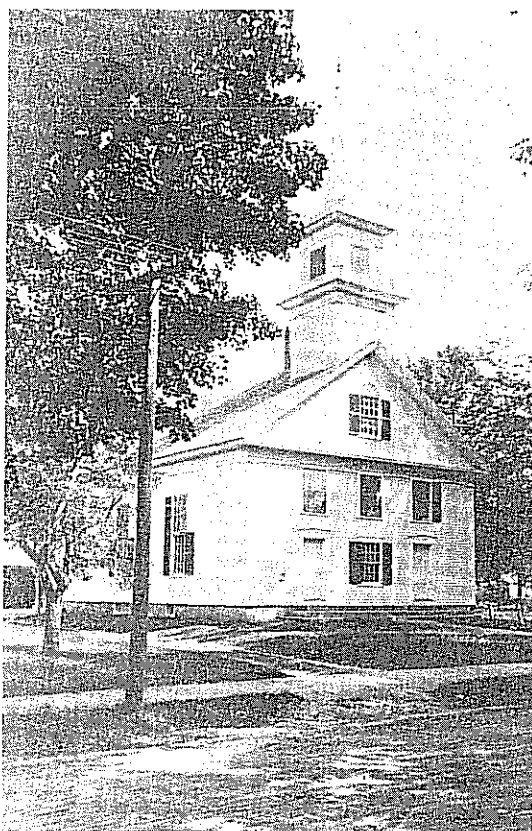
When the Meeting House was ready for occupancy, public gatherings of all descriptions took place there. Although erected originally as a House of God, it was used both as a place of worship and a town house.

The Meeting House was "on a highth of land north of the road and east of the burying ground." The burying ground referred to was that located on the west shore of the pond; the "highth of land," the summit of the hill upon which it stood.

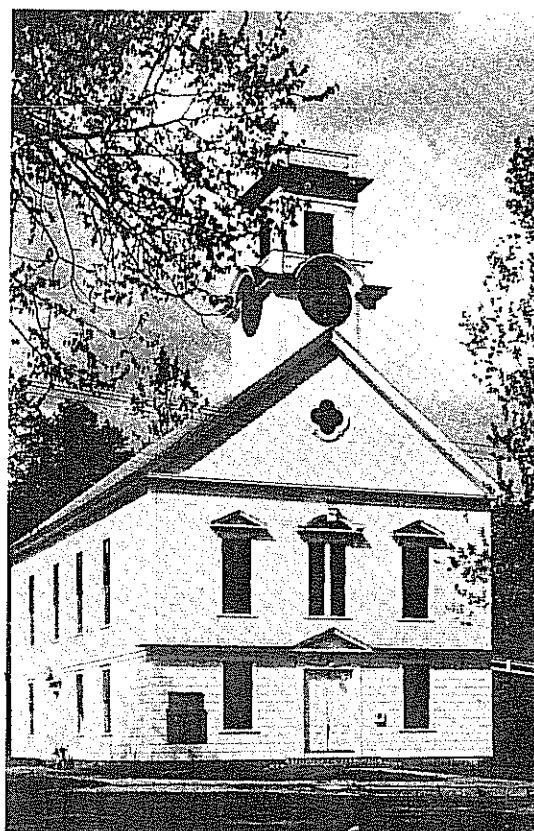
During a night in January of 1914, the Meeting House caught fire and burned to the ground. Portions of the foundation can be found at the top of what is now known as Meeting House Hill Road.

The original architectural beauty of its interior was of particular interest to antiquarians, as it represented the finest type of New England meeting houses common to that era.





Methodist Church established 1859 — Now serves community as Youth Center.



Congregational Church established in 1839.

## BROOKLINE CHURCH HISTORY

For nearly 120 years, Brookline's Meeting House stood out majestically at the top of what is now known as Meeting House Hill. Plans for the erection of a meeting house for worship were first discussed at the Town Meeting of March 1781. Complications of one sort or another delayed its completion until March 1791. Unfortunately it was destroyed by fire in 1914.

In colonial days before church and state were separated by Constitutional law, the town's citizens were taxed for the support of religious as well as educational purposes. Thus all shared in the responsibilities and the benefits derived from these community services.

Even in those earlier years of our Republic, more than 140 years ago, there were strained relations between the "conservative" and "liberal" factions of the religious community. Because the more liberal Christian society commenced to share the Meeting House facilities with the conservative Congregationals, the latter withdrew from the Meeting House and inaugurated plans for the erection of their own House of Worship, the Congregational Church, which was originally completed and dedicated to the service of the Lord in 1839.

The Methodist Episcopal Church was formally established in Brookline in 1852, and in 1859 they dedicated their own House of Worship on the Main Street property they obtained from Joseph C. Tucker.

Denominational differences have rarely been a determining factor in our Brookline churches. By the dawn of this twentieth century, scarcely anyone of the town's church people could tell why he or she was either Congregational or Methodist. During the past half century, financial expediencies have made it necessary to merge as either a "federated" or "community" church, but until recent years there was never any real integration between one denomination and the other. However, since the mid-1950's, an ecumenical movement has been sweeping the country. Congregational, Evangelical, and Reformed denominations have merged, reappearing as the United Church of Christ.

Brookline's Church of The Infant Jesus of Prague was made possible through the dedicated work of a hundred or more persons, headed by Dr. Charles Brusch of Cambridge, Massachusetts, who has maintained a fine summer home here for many years. The edifice is of stone construction, made to represent a miniature cathedral. Dr. Brusch traveled far and wide throughout New England assembling the necessary materials to make this Roman Catholic church a place of worship of which we are all equally proud. Dedication exercises were conducted on July 5, 1943. A pastoral welcome is always extended to the stranger that is within our gates.



Infant Jesus of Prague Catholic Church.



## CEMETERIES OF BROOKLINE

The Town of Brookline has four cemeteries. The Cemetery In The Woods is the earliest one of record in town. It was a family cemetery where Randal McDaniels, one of the three original settlers of that name in town, is buried. It contained graves as early as 1752. There are 14 or 15 graves there, marked by rough, unhewn stones of granite, bearing no inscriptions.

Originally North Cemetery was probably a private family burial ground also. It was taken over by the town on March 8, 1825. Only two bodies have been buried there in the past 60 years.

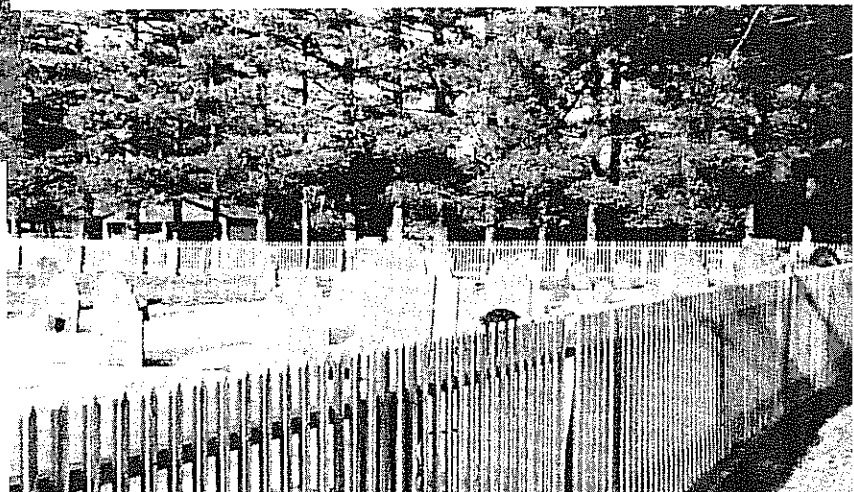
Pond, Lakeside, or West Cemetery (known by all three names) is first mentioned in town records on May 3, 1784, when the town "gave Mr. Hall (William Hall, Jr.) 12 shillings for ½ acre where the burying ground now is." The cemetery has been added to twice since then and now contains approximately 1½ acres. The grave of the first minister of the gospel in Brookline, the Rev. Lemuel Wadsworth, is located in this cemetery. He died in November 1817, and the town erected a tombstone over his grave.

South, Pine Grove, or The Cemetery On The Plain (also known by three names) was in existence at the time of the town's incorporation in 1769 and some tombstones bear dates as early as 1766. The oldest section is the southeast corner. This cemetery, too, has been enlarged twice and now contains all the land between Main Street and Pepperell Road. The west and east sides were bordered by rows of young white pines which were set out in 1909 by Clarence Russell to act as a fence. In 1912-13, the state law required a fence other than of trees and an iron fence was erected. The pines have been removed a few at a time in recent years because salt from the road has killed many of them.



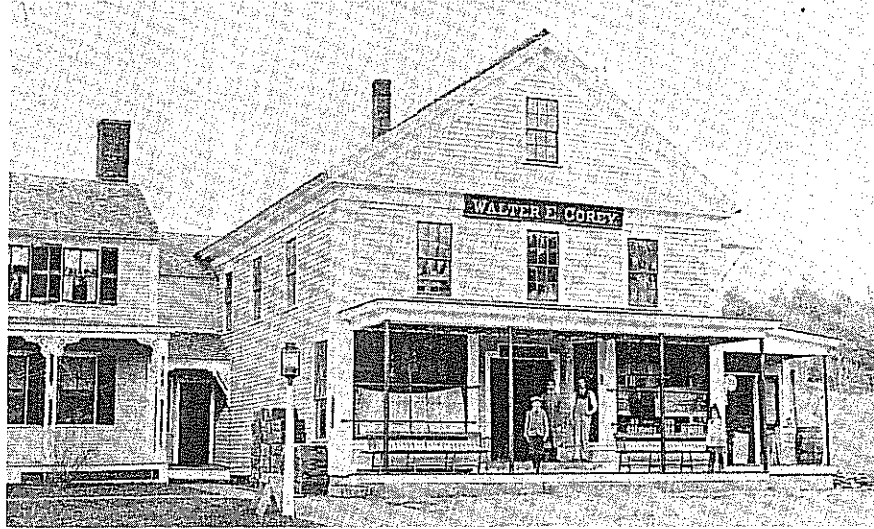
Pinegrove Cemetery

Pinegrove Cemetery - Oldest Section

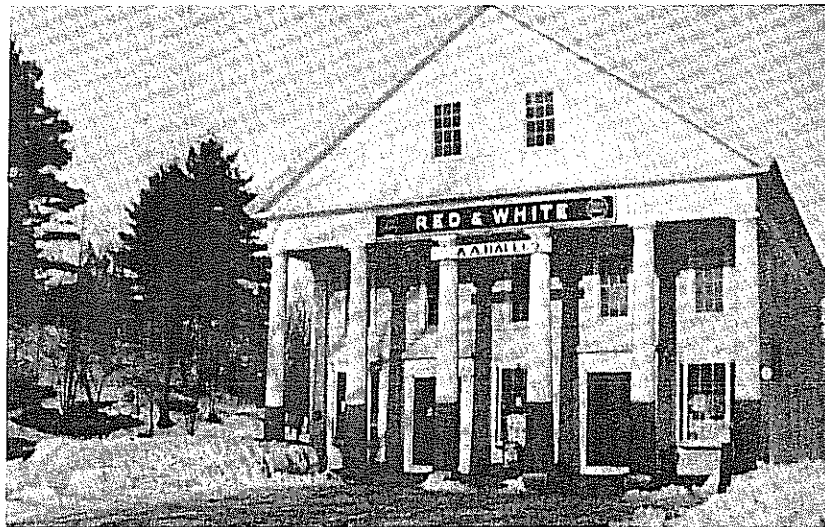




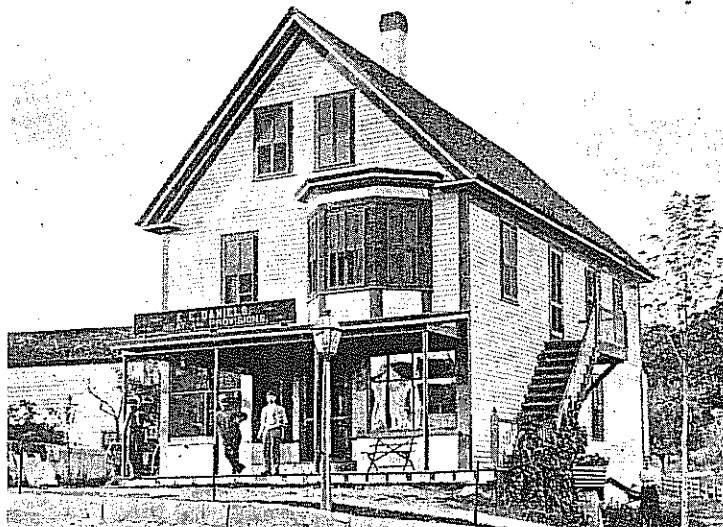
## Brookline Stores



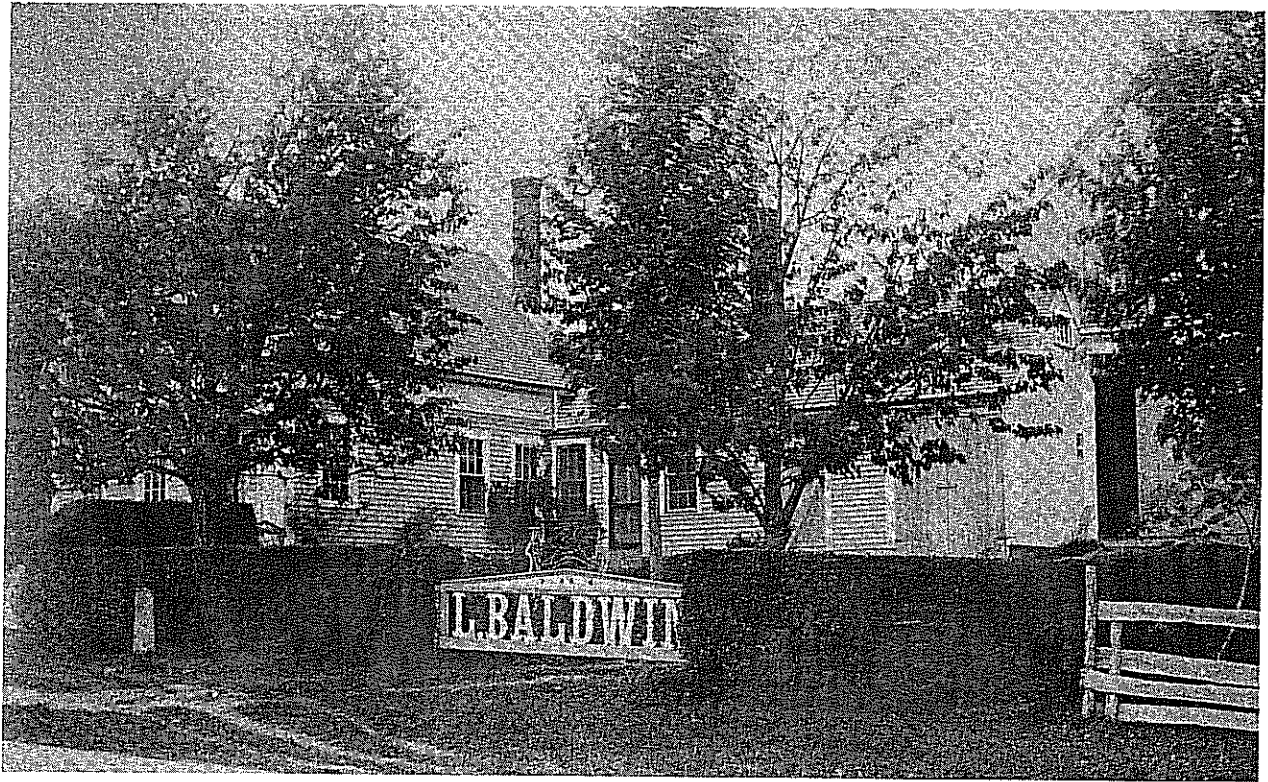
Present Post Office



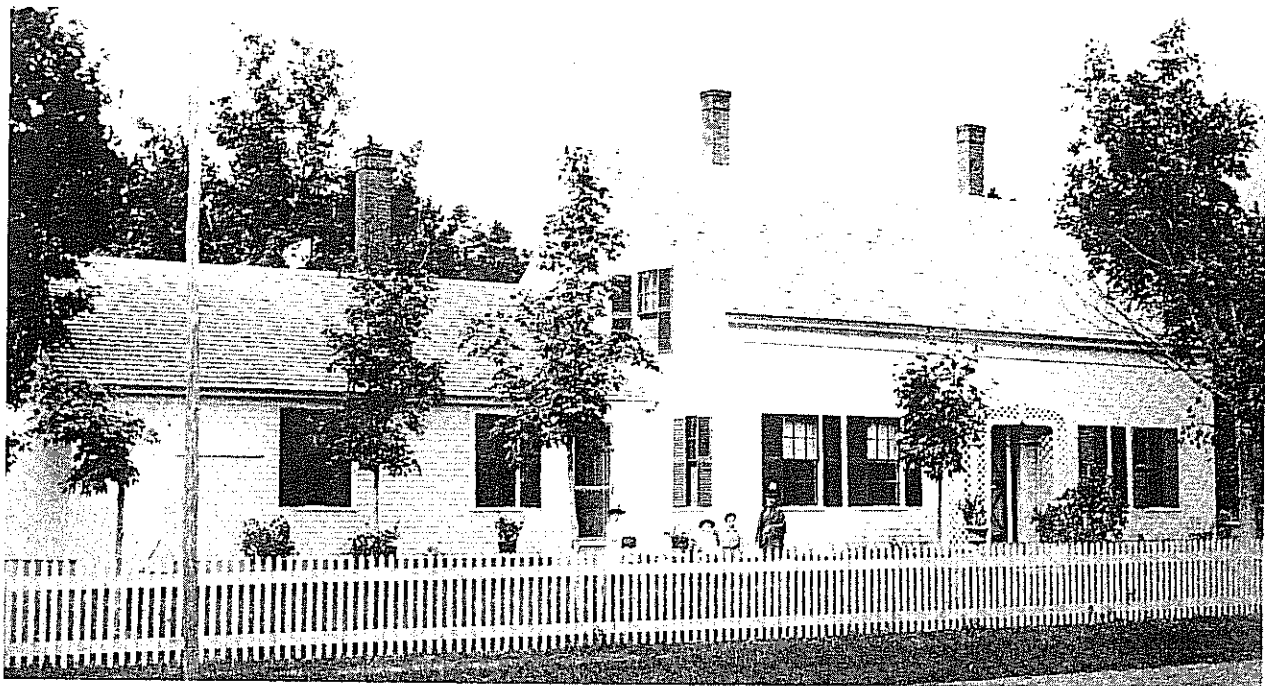
Brookline Village Store



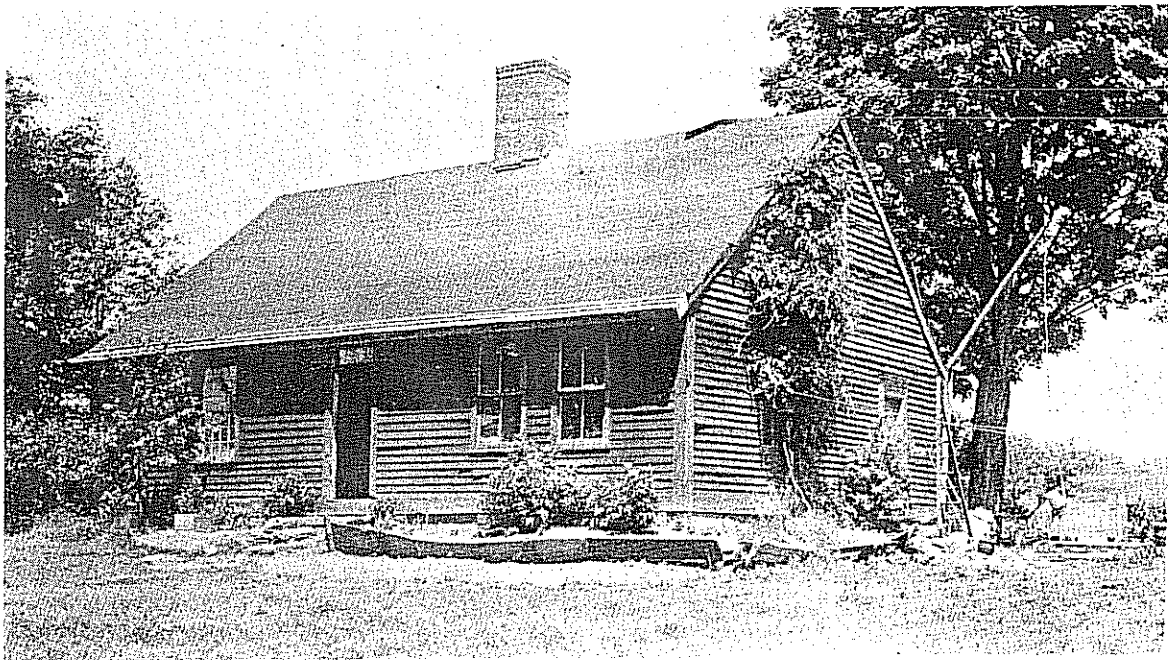
Edward Searles Home



Luke Baldwin Place, Old Milford Road.  
Present owners Mr. and Mrs. Dana King. Mrs. King is a direct descendant of Luke Baldwin.



George E. Styles Homestead. Present owner James Graves.

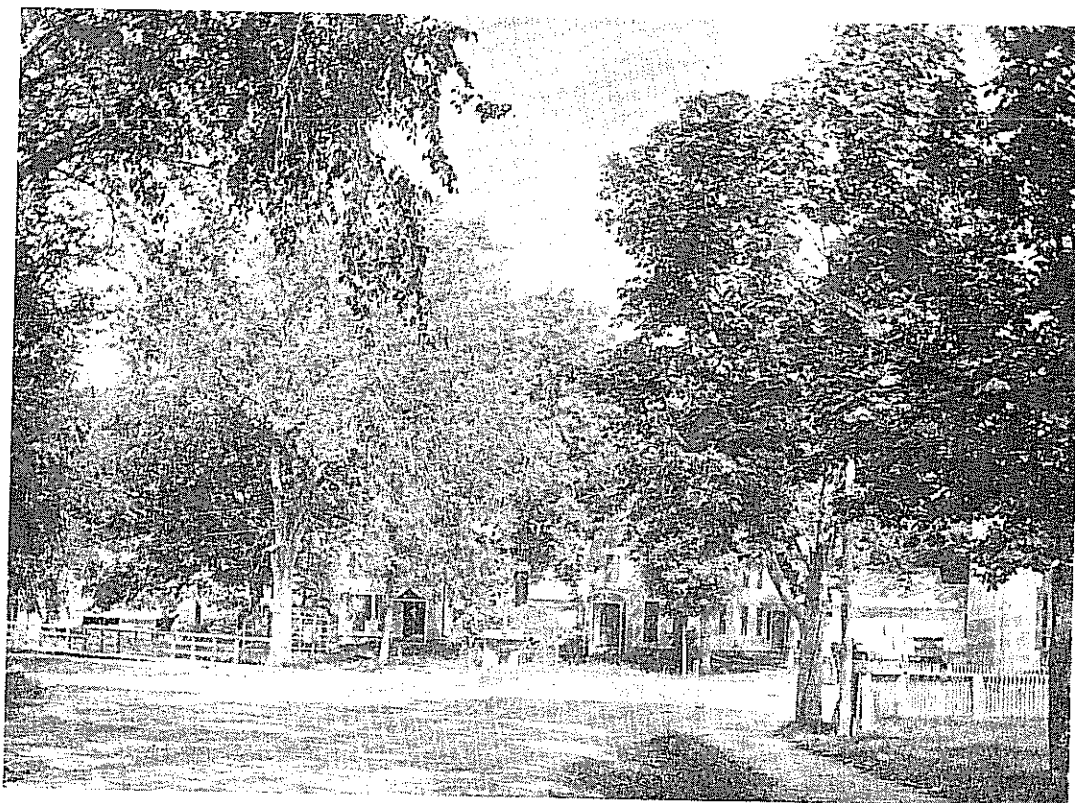


**Lieut. John Cummings House - 1775. Built by one of first settlers in town, now owned by Douglas Fleming.**



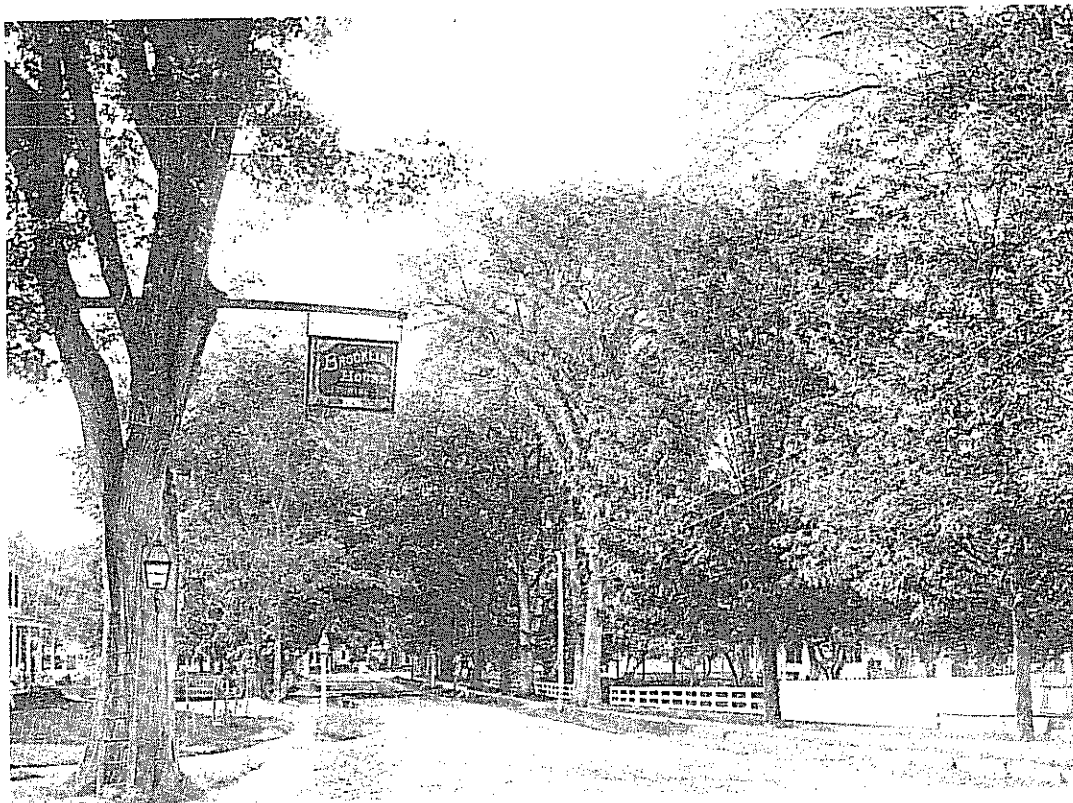
**Oldest Frame House in town, built in 1769 by Benjamin Farley. The town's first inn and store were located here. Restored by present owner Waldo Safford.**





Main Street, looking toward "Store Brook." Circa 1900.

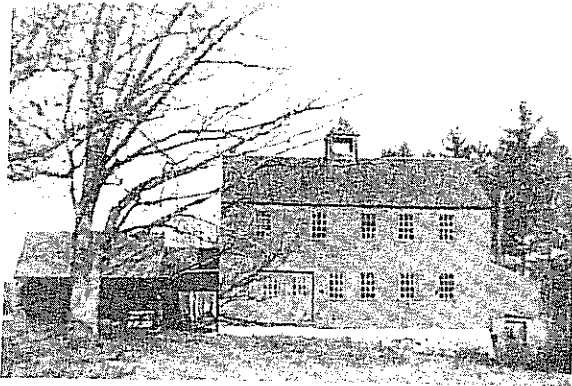




Main Street, view north from Brookline House.

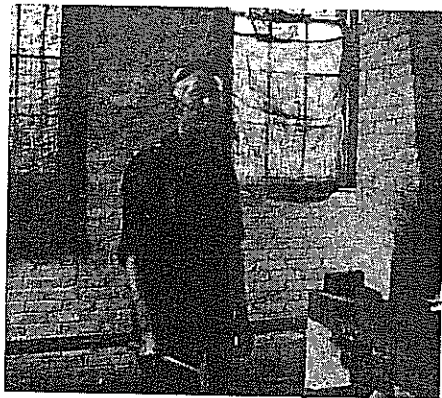
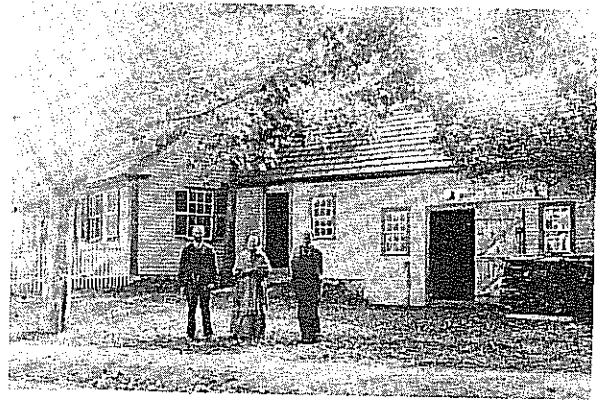
Main Street, looking toward Post Office.





Gristmill located in South Brookline. Typical of many found throughout town. Foundation and wheel can still be seen today on Oak Hill Road.

Boot and Shoemaker's Shop; now the home of Lawrence E. Corey.

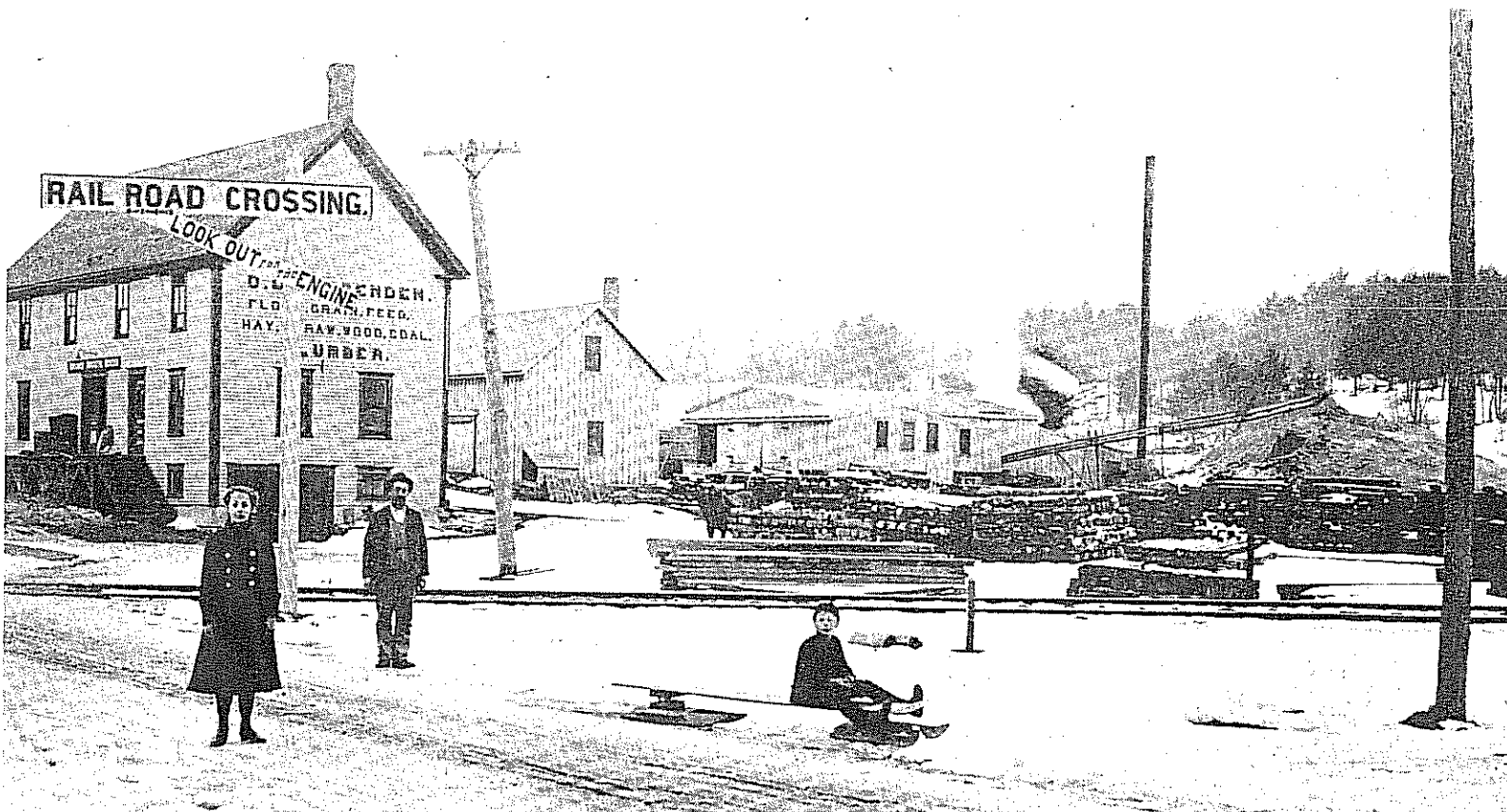


Interior of local Blacksmith's Shop.

Wooden Type Shop established in 1897. One of two such shops manufacturing wooden print known to be in existence in the United States. Destroyed by fire in 1909.



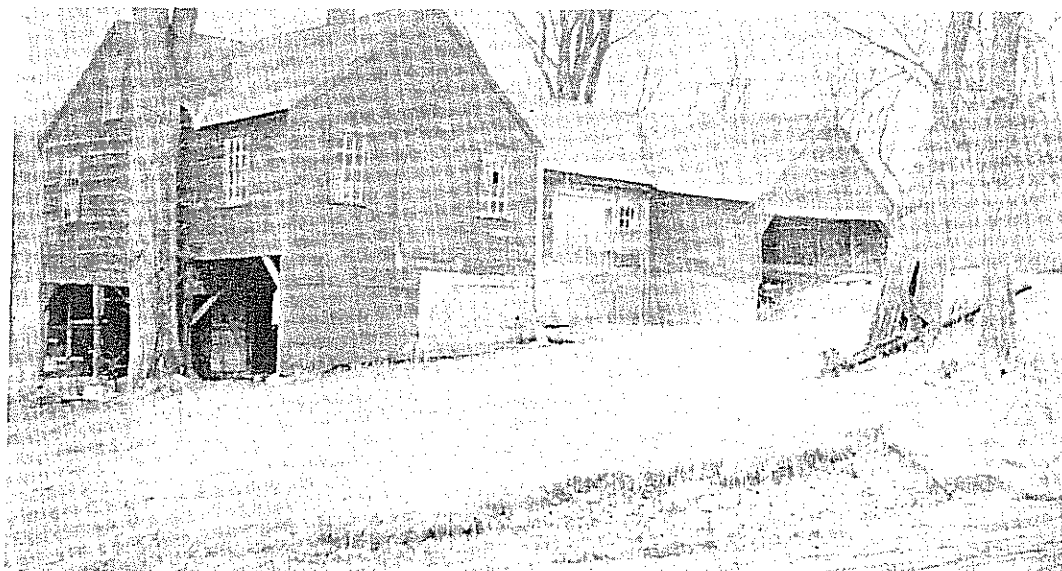




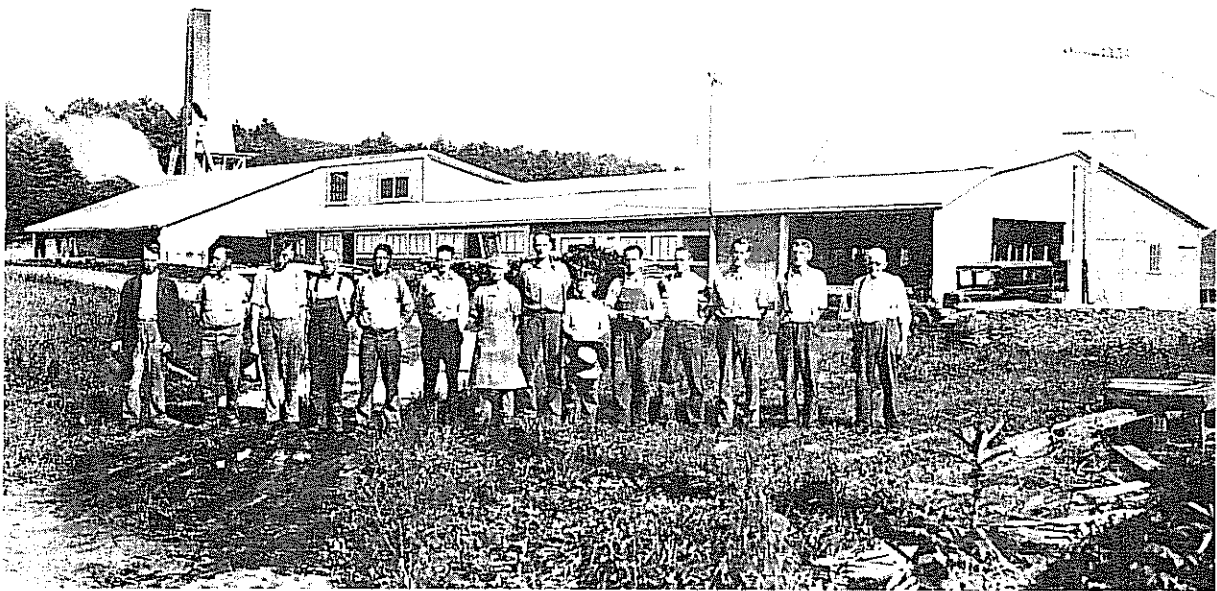
### THE O. D. FESSENDEN SAWMILL

Although the original Fessenden sawmill was located on the Averill Hill Road in Brookline, the steam operated sawmill, the second of its kind in town, was built in South Brookline in 1900 by Orville D. Fessenden. As its name implies, the sawmill was run by steam generated power rather than the conventional water powered sawmill.

In 1913 Mr. Fessenden expanded and remodeled his mill to keep pace with his increasing business. A new engine house was built to make room for a new 125 horsepower Rollins engine. In addition to supplying power for the sawmill, this engine enabled the Fessenden Mill to generate electric power for the street lights and homes of Brookline residents in 1914. This same location also housed the water plant which provided running



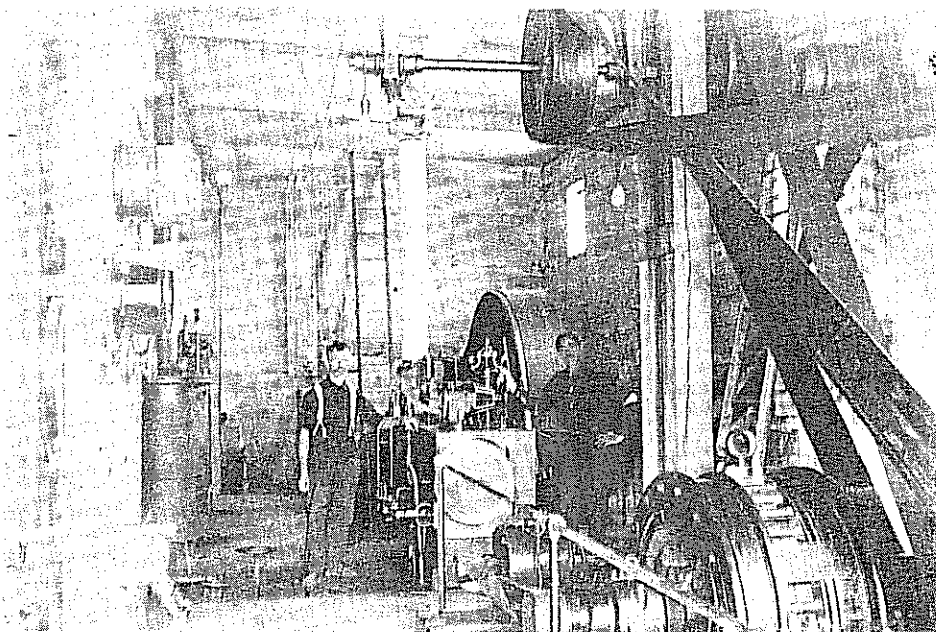
Original Mill. Located near Fish and Game Club, Averill Hill Road.



Men at Mill. Left to right: Harry Wilkins, Andrew Marshall, Arthur Popple, Charlie Kecz, Ralph Porter, Louis Works, Lewis Popple, David Fessenden, Orville Fessenden, Norman Spencer, Harold Burgess, Nason Fessenden, Walter Fessenden, O. D. Fessenden.

water for part of the town. The mill complex also included a blacksmith and repair shop as well as office buildings. In back could be found a grain store and the South Brookline railroad depot from which the lumber and barrels made there were transported to their destinations by train.

By 1924 the mill employed between 60 and 70 men, making it one of the largest industries in Brookline. That fall, however, the mill was completely destroyed by fire, and



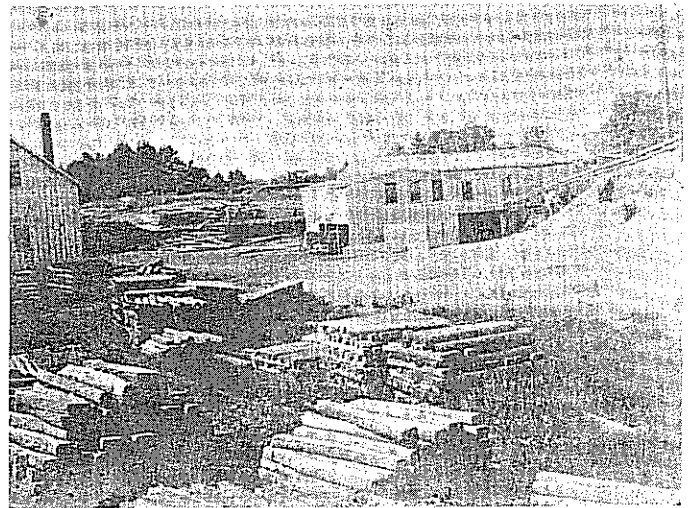
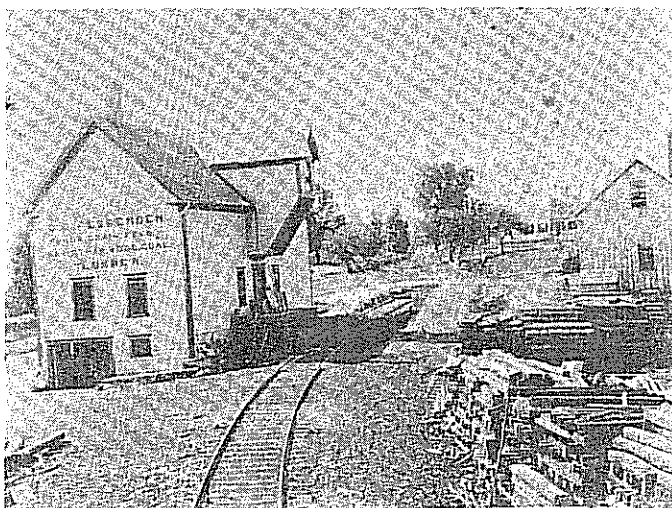
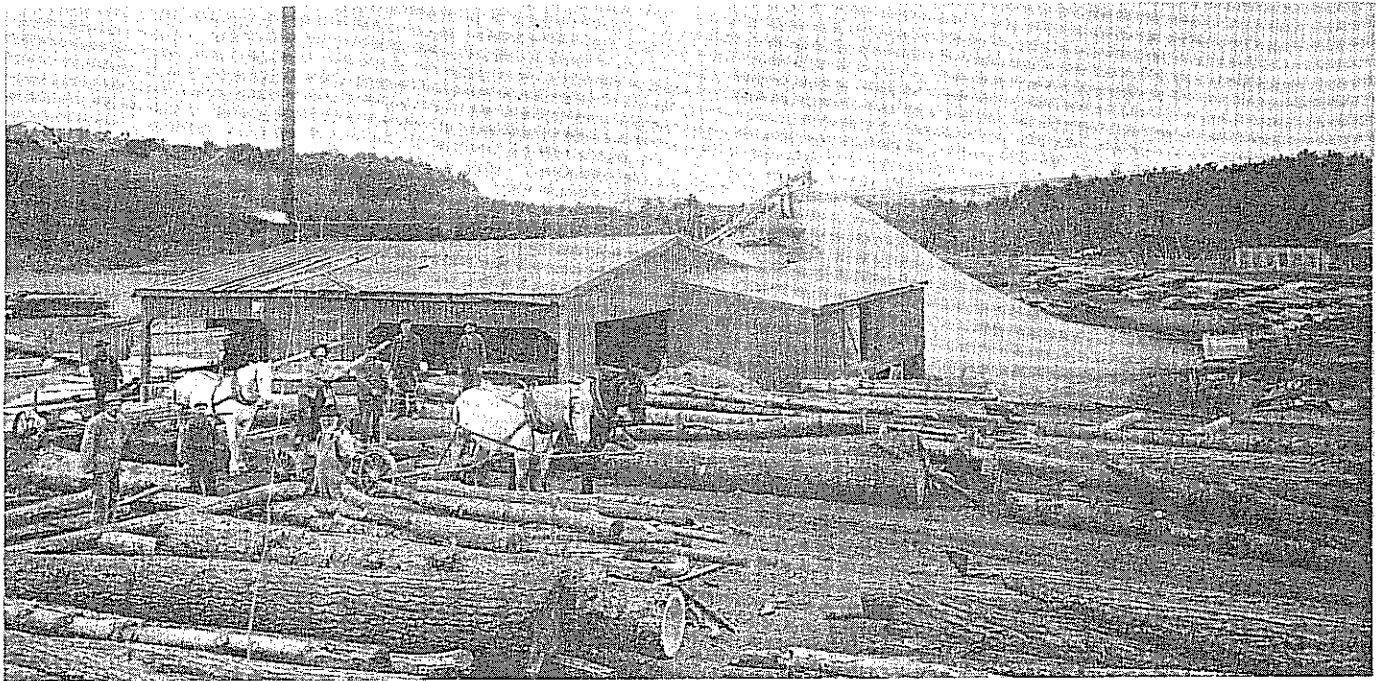
Lewis Popple and Frank Austin in Engine Room.

it was uncertain as to whether it would ever operate again. Following a few weeks of deliberation, O. D. Fessenden decided to rebuild, and after a few months, business was back to normal again.

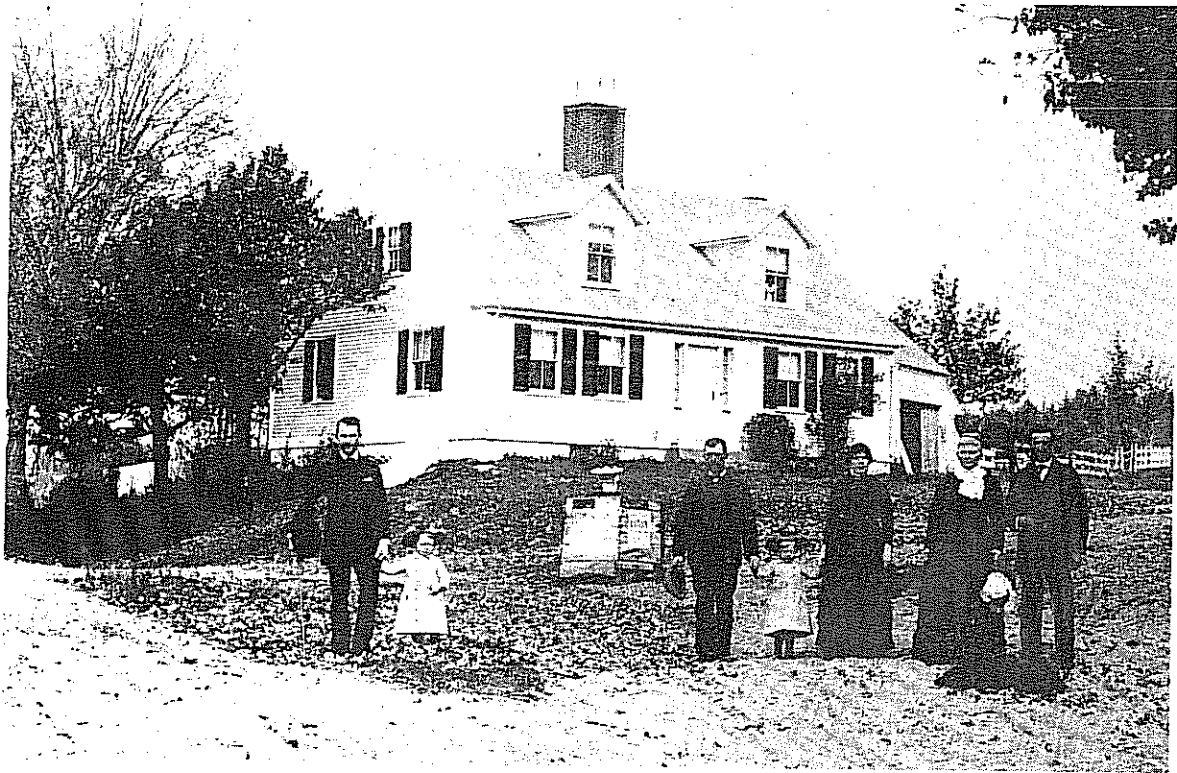
After the death of O. D. in 1936, his two sons, Walter and Eldorus, took over the management of the company. In 1938 much of the lumber on the 2,000 acres of land the company owned was destroyed by a hurricane. Unable to open the mill for business again, the Fessenden Company was turned over to the Federal Government to salvage the remaining timber. Following this, the Fessenden family continued to operate the mill on a limited basis until 1941 when they closed it for good.

Later the mill was sold to the Somerville Milling Company who manufactured hardwood flooring there for many years.

At present, although the building itself still stands in good repair, it has not been used except by an energetic Bicentennial Committee, which scheduled a very successful "Harvest Ball" there in October of 1968.







The Seaver (Rideout) Homestead. Present owner Richard Coon.



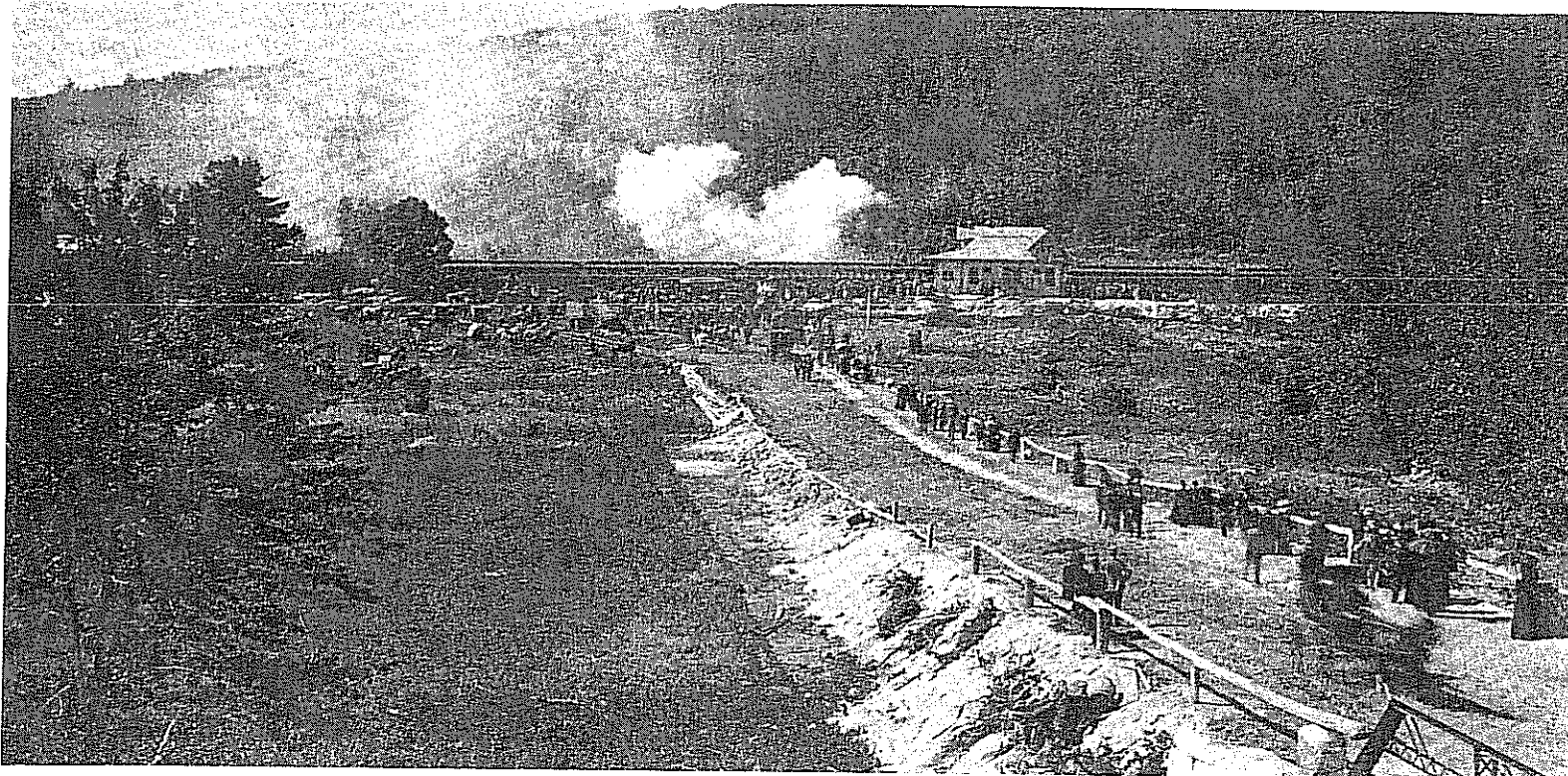
J. A. Hall Farm Buildings. Destroyed by fire September 1906.



The Rideout Barn, Built 1876. The ell section is still in use. Present owner Richard Coon.



J. A. Hall Homestead. Destroyed by fire September 1906.



September 1892: Dedication of opening of line and the first train to come through town.  
View looking up Bond Street.

## BROOKLINE'S RAILROADS

There were four attempts made to establish a railroad in Brookline before one was actually constructed and successfully operated. The very first railroad in the State of New Hampshire was the Nashua and Lowell Railroad, incorporated in 1835. From that date on, the towns surrounding Nashua all had railroad fever.

A charter was granted in 1845 to the E. Wilton and Groton Railroad which would have gone through Brookline had its charter not become null and void in 1848. The Brookline Railroad was incorporated in 1871, but its charter was allowed to expire in 1876 when the terms of the contract were not met. In 1877 another charter for a line in Brookline was granted, this time to be called the Manchester and Fitchburg Railroad. When capital for the line was not immediately forthcoming, and as the charter was about to expire, it disappeared completely, and from that day to this, no Brookline resident has ever seen it.

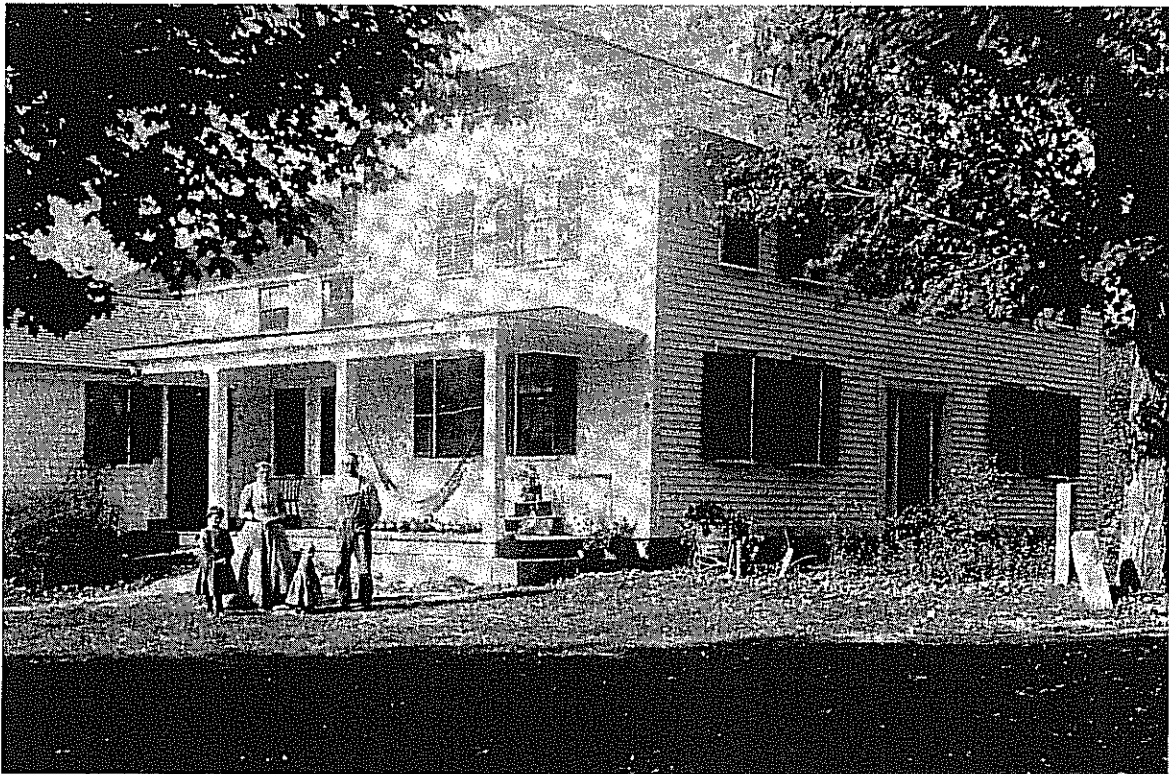
The fourth and last charter was granted on March 31, 1891 for a railroad to extend from Potanipo Lake to the Massachusetts state line to join other established lines. There was considerable battle over the granting of this charter. The Fresh Pond Ice Company had been established by this time and was cutting 35,000 tons of ice per year, but could move only a fraction of that amount due to the lack of rail facilities. In the battle between the Boston and Maine Railroad and the Fresh Pond Ice Company, the ice company emerged victorious when the New Hampshire legislature granted their petition and the charter for the railroad was issued.

Shortly after the Brookline line was established, a new line from Groton to the state line in Pepperell was begun. The two lines merged and were known as the Brookline and Pepperell Railroad. The line was 14 miles in length, 3 miles of which was within the State of New Hampshire.

There was a great celebration when the line was opened to public traffic on September 8, 1892. The first train pulled into the station at 10 o'clock in the morning. A 30 gun salute was fired from the Lyndeboro Lafayette Artillery's cannon, and a "parade of great numbers" followed.

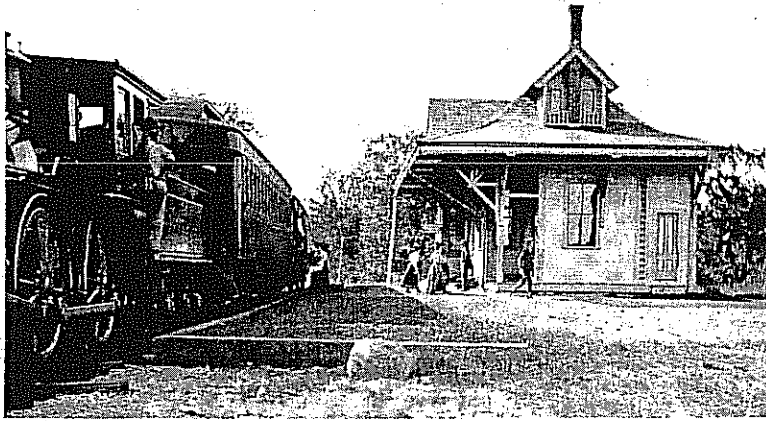


Elmwood Inn. One of the three original houses on Main Street. Also known as "The Yellow House." Present owner is Einer Knudsen, Jr.

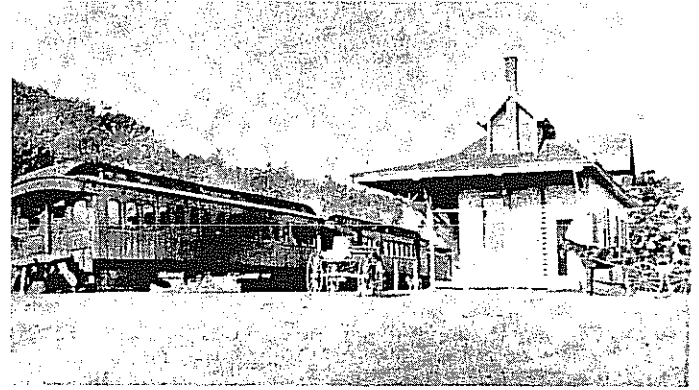


Whitcomb Homestead. Located on Old Milford Road. Now owned by Vincent Spano.





Presently Railroad Snack Bar owned by Lawrence Corey.



Railroad Station.

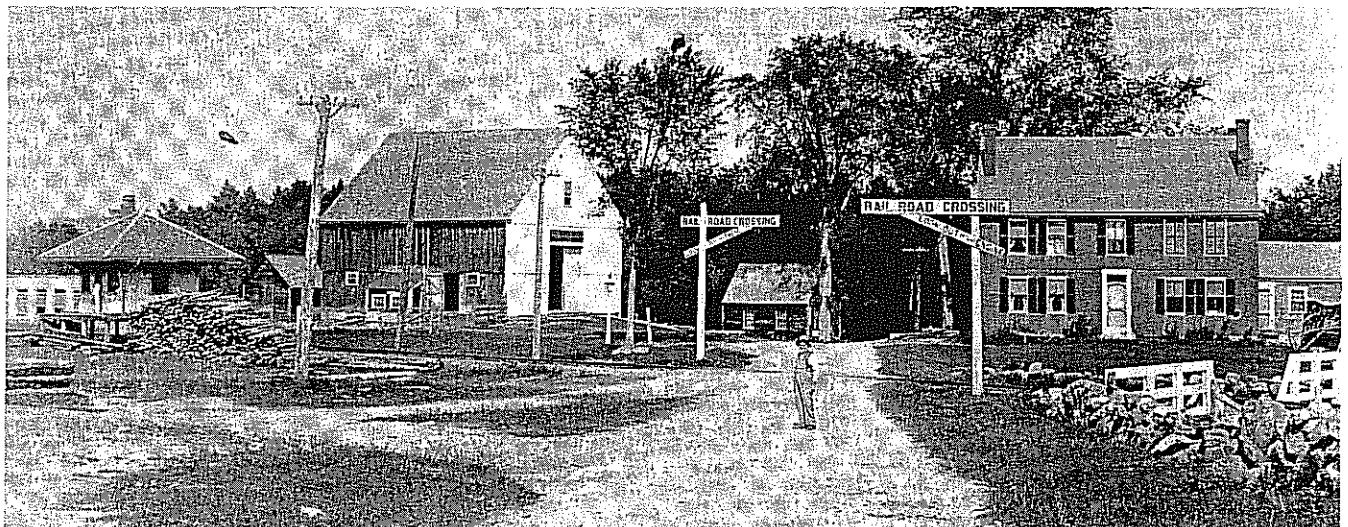
The program of speakers began at 11 o'clock and lasted for two hours. Dinner was served to 444 people at one sitting in Tucker's Hall. Governor Hiram Tuttle then spoke to those congregated, as did a United States Senator, a general, and many others.

A band concert preceded a brilliant display of fireworks. It was estimated that 3,000 gathered for this historic occasion.

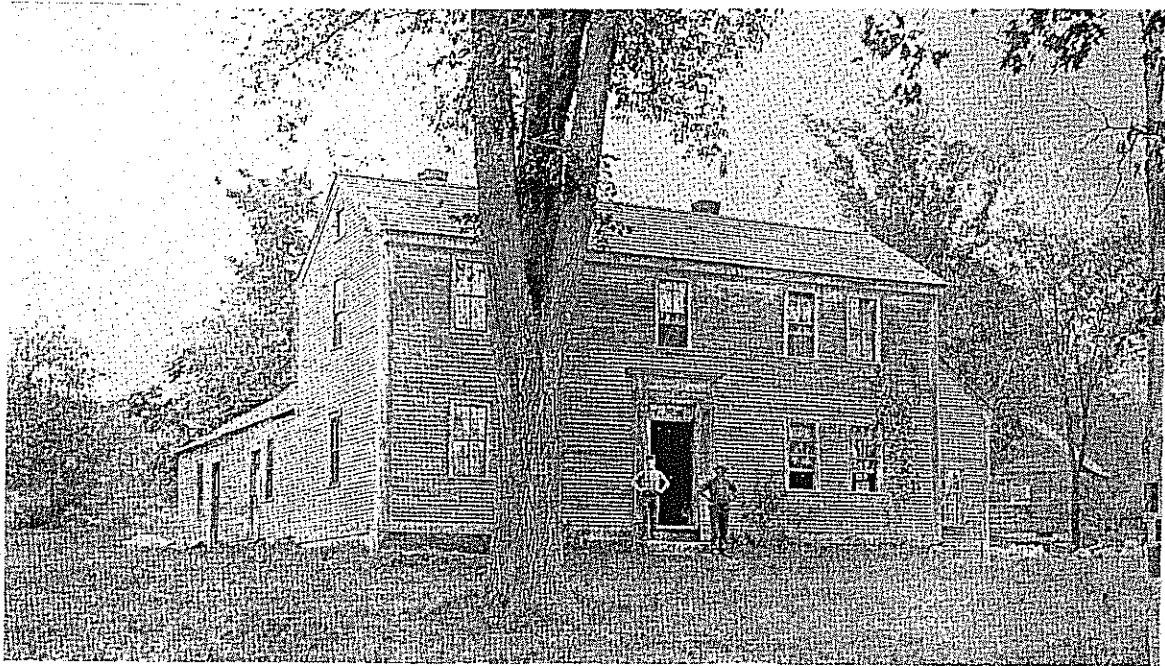
The Brookline-Milford Railroad was incorporated on February 22, 1893, and opened to traffic on November 15, 1894.

It has been said that before rail shipments began to decrease because of the more economical use of private transportation, Brookline's stationmaster was one of the best paid in New Hampshire because of the amount of freight business provided by the ice company, lumber and cooperage mills, and the quarries.

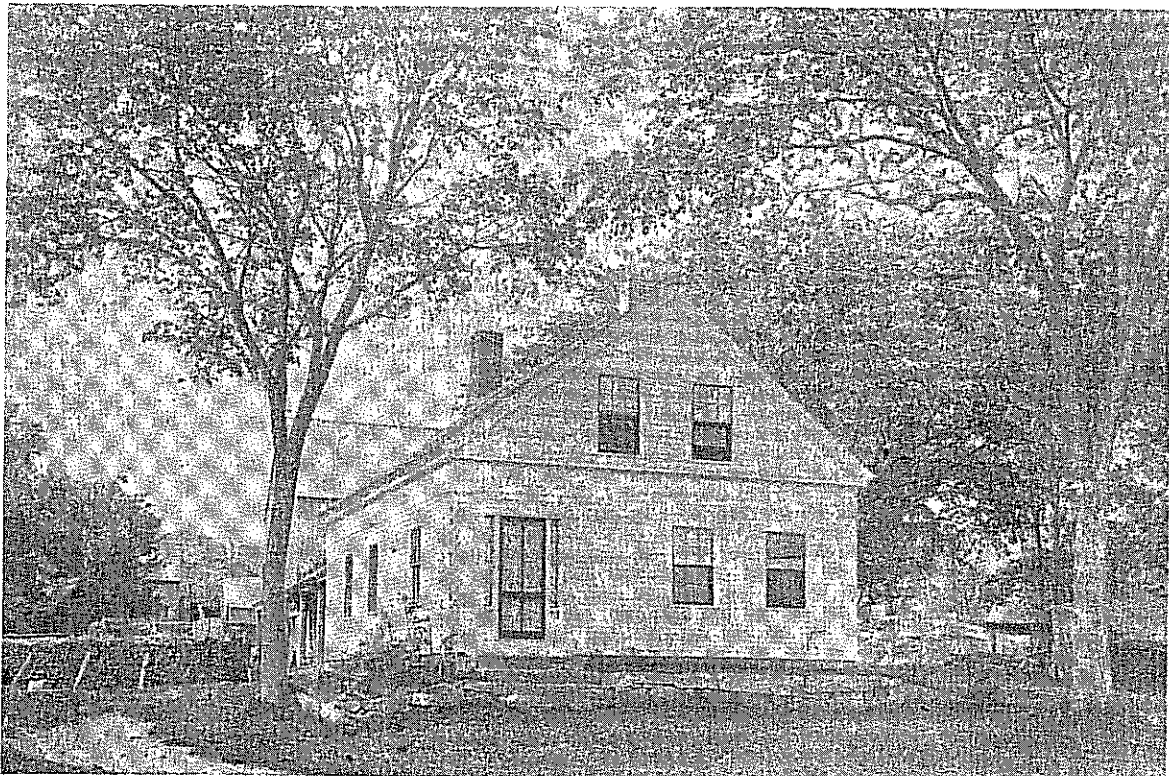
The old station located on Route 13 was purchased from the railroad in 1946 by Lawrence E. Corey and converted into a restaurant. Today the station itself remains virtually unchanged. Ye Old Railroad Snack Bar, filled with authentic memorabilia and pictures, is a living testament to a bygone era.



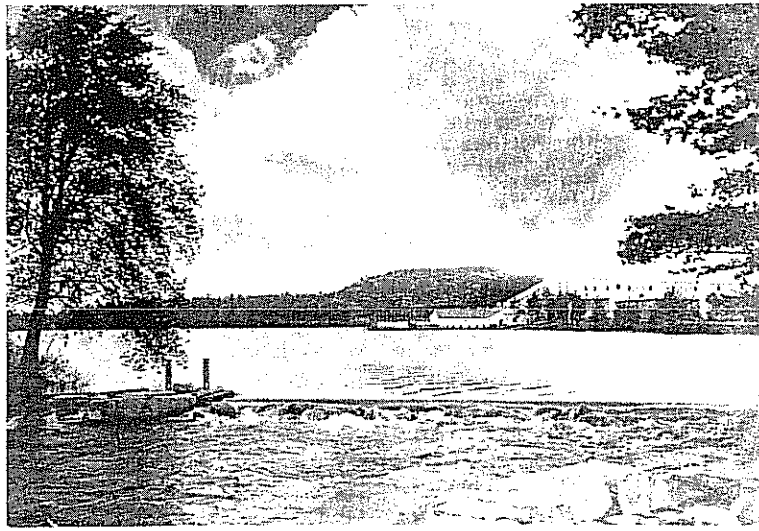
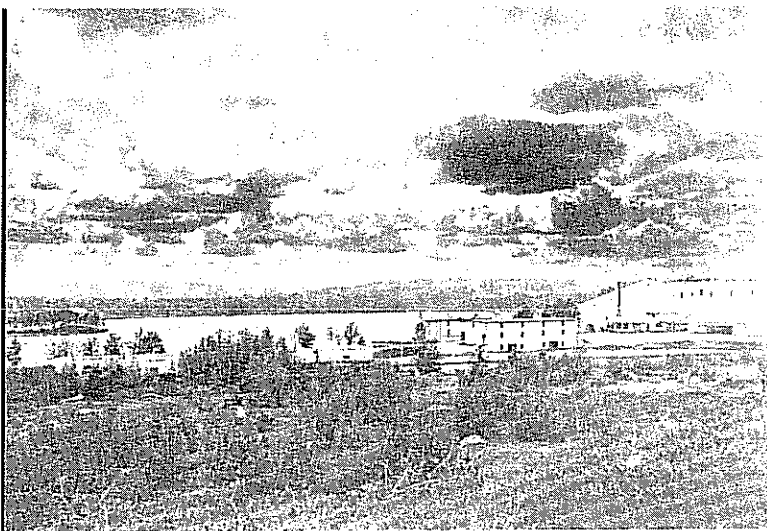
South Brookline Railroad Depot. Also shown, to the right, the Old Brick House built circa 1795 with locally made bricks by Benj. S. Tucker, the son of Swallow Tucker who was the first to engage in brickmaking about 1780. Presently owned by E. C. Fessenden.



**Capt. Nathan Corey Homestead - 1805. One of the three original houses on Main Street. Now residence of Neil Johnson.**



**George E. Betterley Home, Mason Road. Present owner is John Doll.**



## THE FRESH POND ICE COMPANY

In 1890, the Fresh Pond Ice Company of Somerville, Massachusetts, purchased all but a small tract of the land surrounding Lake Muscatanipus and its contingent waters. The erection of the ice house began at once, and nine houses in all were completed in that same year. The total length of this tremendous structure was 245 feet, with a breadth of 180 feet. Its storage capacity was sixty thousand tons of ice. It was thought to be the largest ice house under one roof in the world. So unusual was it, that Pathe News visited Brookline and filmed a movie which was shown at theaters throughout the country. Four ice houses were later added to enlarge the total storage capacity to eighty thousand tons. This construction, plus the company's saw and grist mills on the river below the lake, provided employment for the men of town and those of the surrounding areas. Some laborers brought their families to Brookline during the building periods and remained to make it their home.

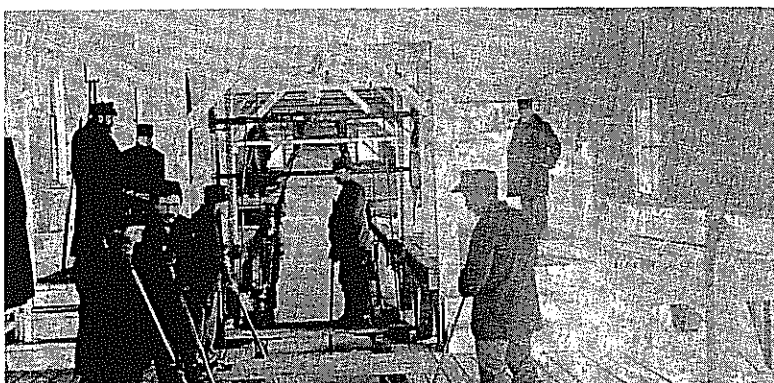
Distribution of the ice in Cambridge and Somerville, Massachusetts, provided cooling for thousands in the days before the electric refrigerator. Then in 1892, largely due to the efforts of Thomas Hittenger, an employee of the Ice Company, the Boston & Maine Railroad extended its service into the Town of Brookline via Fitchburg, Massachusetts. This allowed for more rapid and economic delivery of the ice.

On March 8, 1892, the town conveyed a narrow strip of land bordering the lake to the ice company. This gave them almost complete ownership of the shore land.

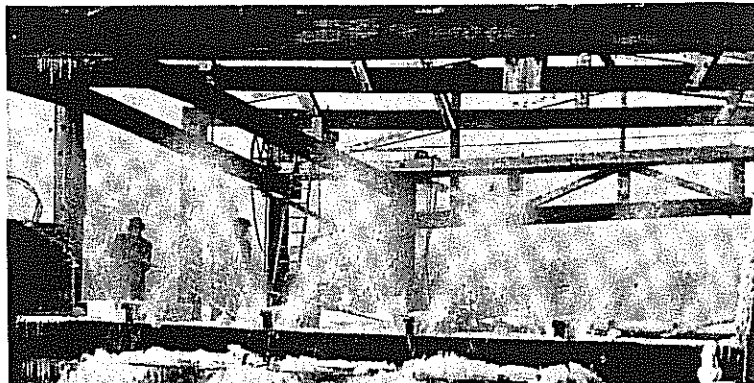
Because demand for ice began to decline due to the advent of artificial refrigeration, six of the ice houses were razed and the lumber sold.

Late on the afternoon of March 21, 1935, while swinging in the school yard, Sonny Porter noticed smoke coming from the direction of the ice house. The fire alarm was sounded, but despite the valiant efforts of the Brookline Fire Department, seven huge, wooden ice houses burned to the ground. Also destroyed were two trucks, the company's office, and all existing records.

Interior view.



Workmen cutting ice.

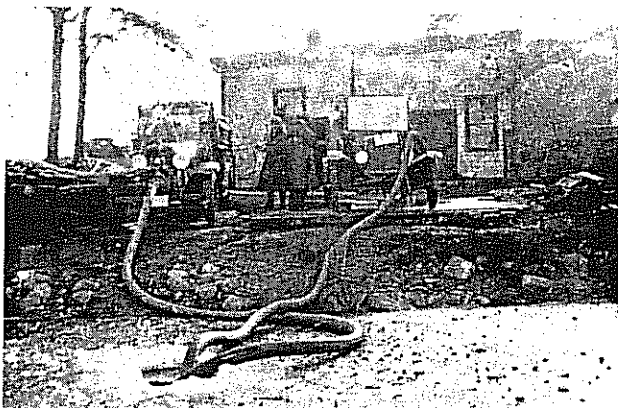


Thus this once giant enterprise was reduced to ashes and became a fading memory to most. Just off shore, the decaying timbers lying close to the surface of the water are mute reminders of what was once, and never will be again.

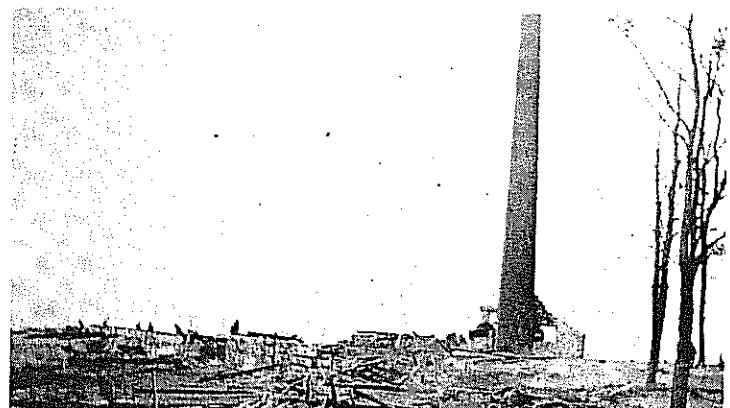


Charred cover from  
Freight Car Record Book.

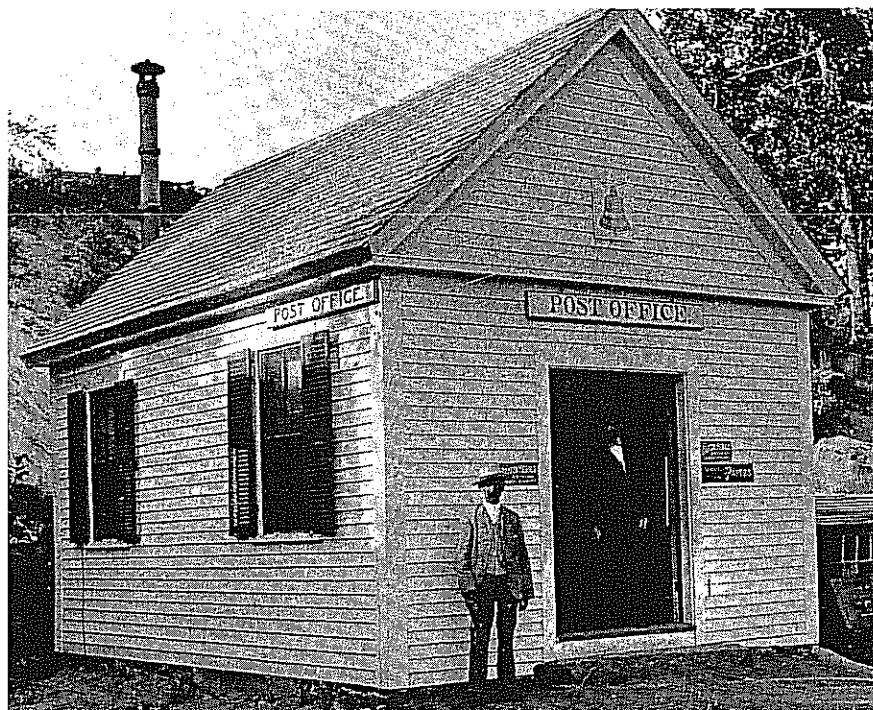
Fire Equipment at Ice House fire.



End of an era?







Post Office 1895-1913. Postmaster George Bridges in doorway.

## THE POST OFFICE

From the date of Brookline's incorporation under the name of Raby in 1769 until the year 1828 its mail was received at the post office in Amherst where it was held until called for by its owners or brought into town by citizens returning from business or pleasure trips.

The government designated Brookline as a post town in 1828. Dr. David Harris was the town's first postmaster and conducted business from an office in his home. For many years the office's location alternated between the two stores on the village Main Street, depending on the political party affiliation of the current postmaster.

George Stiles served as postmaster from 1892 to 1895. George Bridges served from that time until 1913. During this period the post office was located in a little building on the east side of Main Street, now the home of Mr. and Mrs. Hammond Creighton. Fred Hall followed Mr. Stiles as postmaster, a position he held until 1936. Clarence Morse was postmaster from 1936 to 1945.

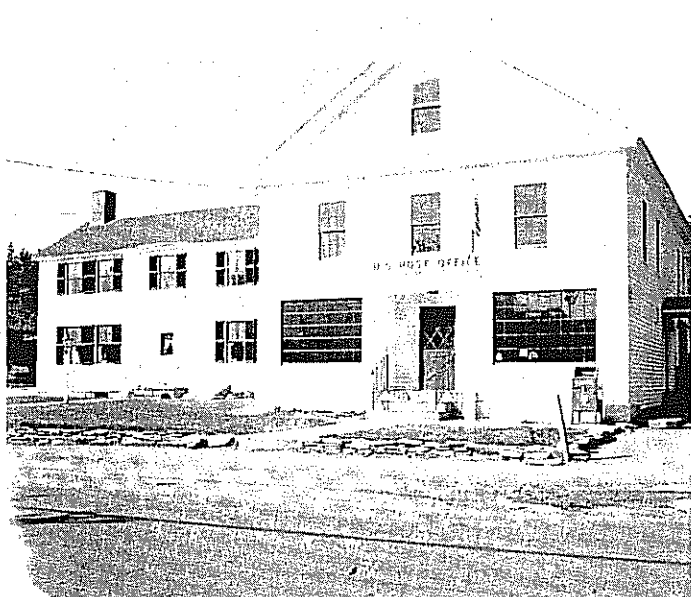
The method of getting the mail to Brookline during the years of its existence has changed almost as many times as the location of the post office. From the first mounted postmen the mail came next by stagecoach from Nashua by way of Hollis, three round trips a week.

With the advent of the Worcester-Nashua railroad a new stage route was established which gave Brookline daily mail service. This route was abolished about 1869 and one from Townsend to Brookline established which gave the town two daily mail deliveries. This set-up continued until the coming of the Brookline-Pepperell railroad in 1892. For many years the mail came in on the trains. By the early 1920's still another switch was made. A local contractor, the late Andrew Marshall, brought the mail by car from Pepperell, Massachusetts. In still later years the point of mail pickup was changed back to Nashua, where it remains today on an A.M.—P.M. basis.

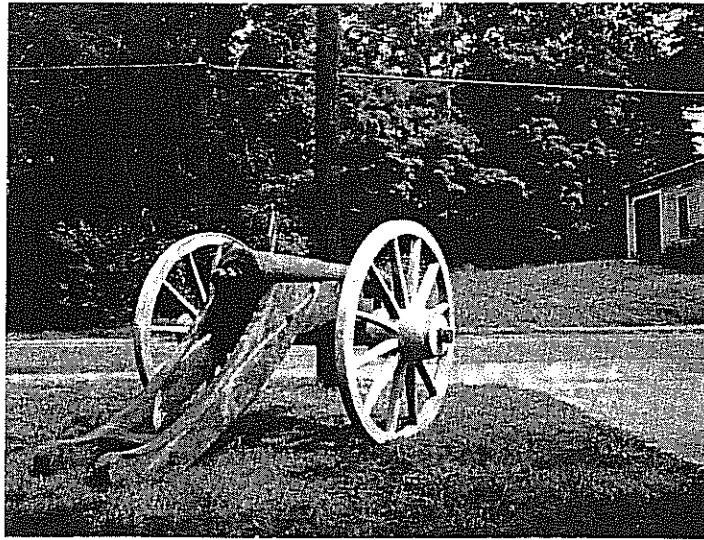
In the fall of 1964 renovations were started on the front section of Whitcomb's store which completely renovated and enlarged the Post Office's quarters. On July 12, 1965, postal employees sorted mail for the first time in the new facilities.



View of Post Office and Main Street.



Post Office 1969.  
Rodney B. Wright, Postmaster.



Democratic Cannon—Restored as of 1969.

### THE DEMOCRATIC CANNON

Originally purchased in 1856 by town members of the Democratic party, it was first used to fire salutes during the Presidential campaign of that year. At the time of Brookline's Centennial celebration on September 8, 1869, it was fired from the summit of Meeting House Hill to salute the sunrise and sunset. The day following the celebration, a group of men gathered on the hilltop firing the cannon to use up the remaining unexpended powder. A premature explosion permanently disabled two of the men, a father and son. After this accident the cannon "disappeared" and was thought to have been sunk in the depths of Lake Potanipo by citizens aroused by the crippling accident to their fellow townsmen. For fifty years its whereabouts remained a mystery.

Actually the cannon had been deliberately hidden by some of the Democratic men who were determined that never again would it be the cause of injury to anyone. The secret of its hiding place passed from father to son, until 1919 when it was unearthed from the sawdust and shavings of the old cabinet and woodworking shop by George Rockwood and Herbert and Harry Corey. It was then proudly restored and mounted on a float for the town's 150th anniversary celebration and "Welcome Home" to its heroes of World War I.

Following this spectacular public appearance, the cannon was stored in the barn of Herbert Corey where it lay almost forgotten for another two generations.

A few years ago the wheels and gun carriage for the cannon unexpectedly turned up in the barn of Harry Campbell adjacent to the old town pound on Meeting House Hill. Grover Farwell, Sr., recognized what the odd two-wheeled contraption really was and, together with his son Grover, Jr., and Erwin Corey, was instrumental in restoring it to its present state.

The likeness of the historic old cannon is now preserved for posterity by its appearance on the reverse face of the Bicentennial commemorative coin.

# DEMOCRATIC CANNON

Found Aug. 18, 1919 by  
H.S. Corey, G.M. Rockwood, and  
H.D. Corey. One party could  
lay me away, but it  
took both parties united  
to find me.

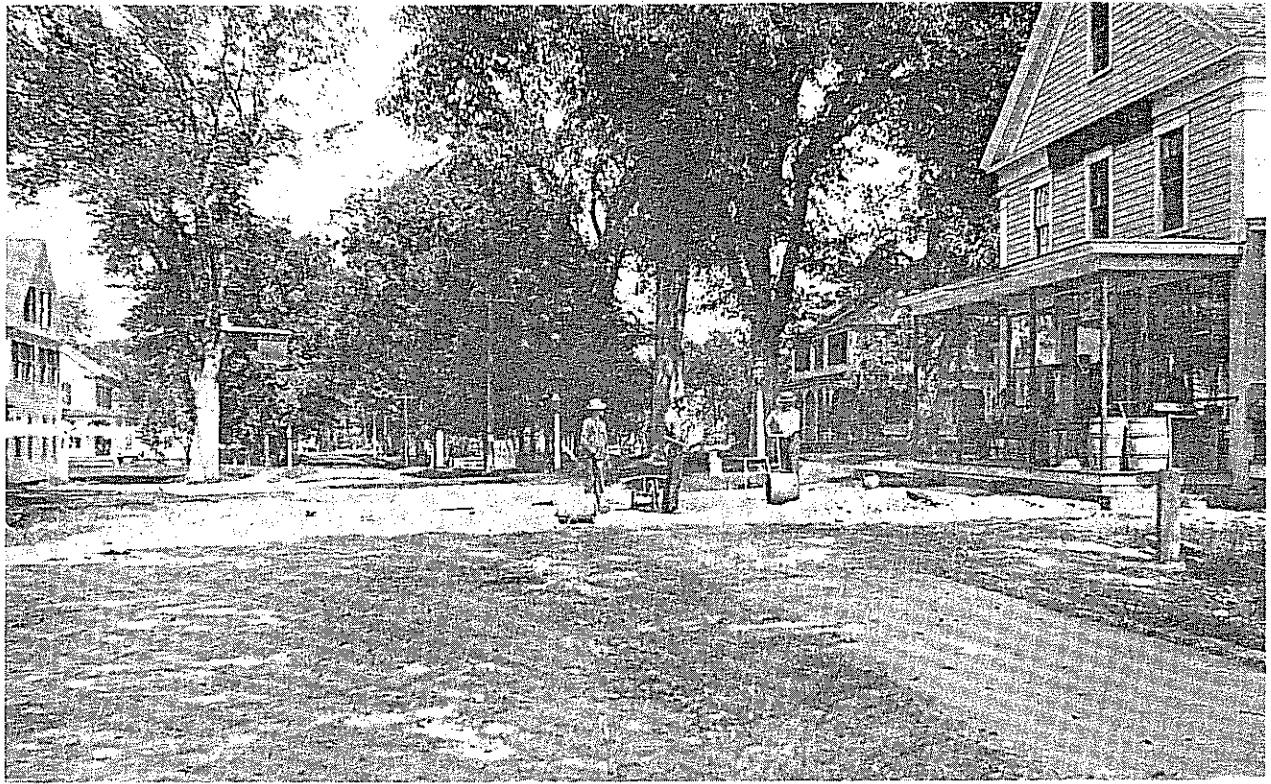
Who said I was sunk in  
the lake where the fish  
were swimming in and  
out of my mouth.

Too late for the World War  
but just in time to speak  
for **WOMENS SUFFRAGE**

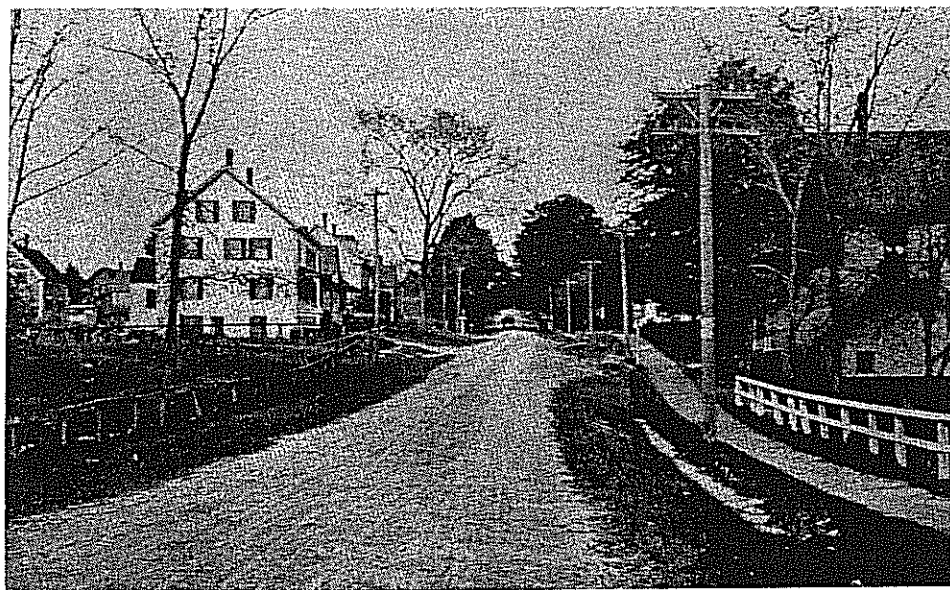
SURPRISE of 1919

Photo by  
A.G. HALL.  
21 West St.  
BOSTON.  
③





## Village Scenes

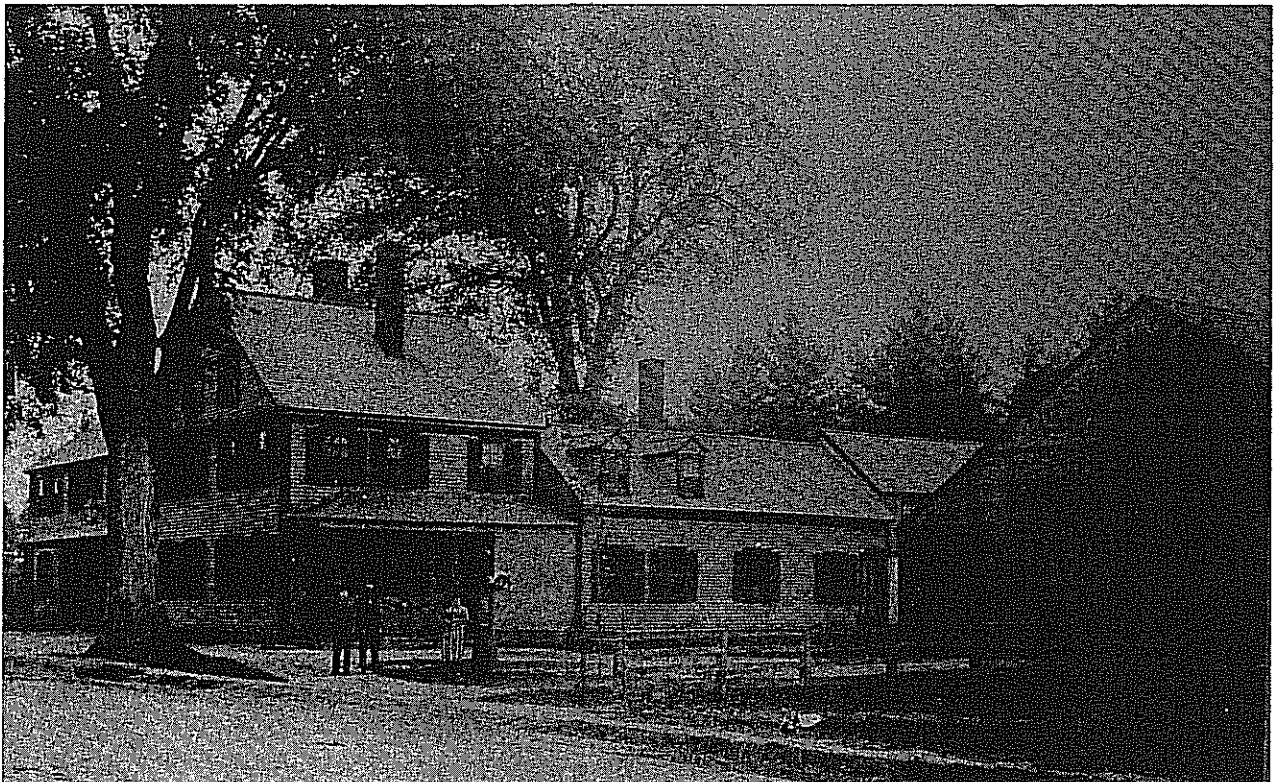


**Now**



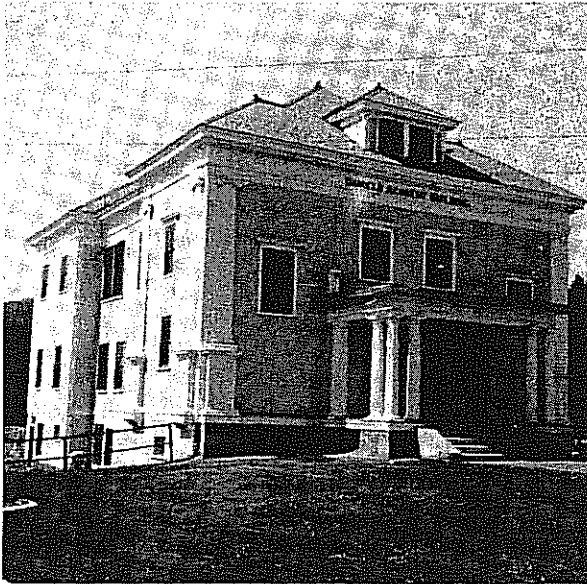
Now - Apartment House owned by E. Whitcomb.

**Then**



Then - The Brookline House.

Daniels Academy Building 1969.



Daniels Academy Building 1969. During its many years of existence it has housed classrooms, the library, and town offices; it has been used as a meeting hall and the home of the Brookline Grange; and has also served as a courtroom and the town jail.

## BROOKLINE PUBLIC LIBRARY

The Young Men's Library Association of Brookline was organized in 1861 as a stock company but was never incorporated. The resulting library was located in the rear of a local store, and in 1863 it boasted a total of 209 volumes.

The property of this association was surrendered to the town in 1877 on the condition that the library should be free. At the March town meeting of that year, the town voted "to appropriate one hundred dollars to establish a town library." Out of these two actions came the Brookline Public Library.

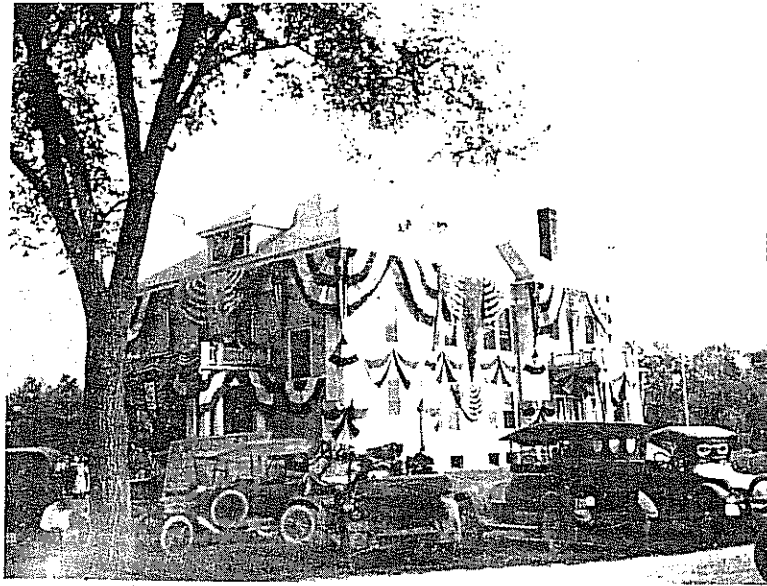
Though a direct offshoot of the Young Men's Library Association, it also benefited from an earlier group called the Social Library of Brookline. This was a voluntary association, incorporated in 1823, which led an active existence for thirty years. Approximately forty of its volumes were eventually given to the Brookline Public Library in 1914.

The Brookline Public Library, originally housed in the rear of the E. E. Tarbell Store, moved in 1898 to the east room of the Milford Street Village School. In the spring of 1914 it was relocated in the Daniels Academy Building.

The Bicentennial year finds the library in more spacious quarters. Two former classrooms are now a children's room and service area, and a reference and reading room.

An active Friends of the Library group has made possible many additional services and facilities. In the past year new books, magazines and records have been added and new furniture purchased.

The library patrons represent a cross section of life—from farming to electronics, from grade school to college degrees, from people who have lived all their lives in Brookline to people who have lived all over the world.

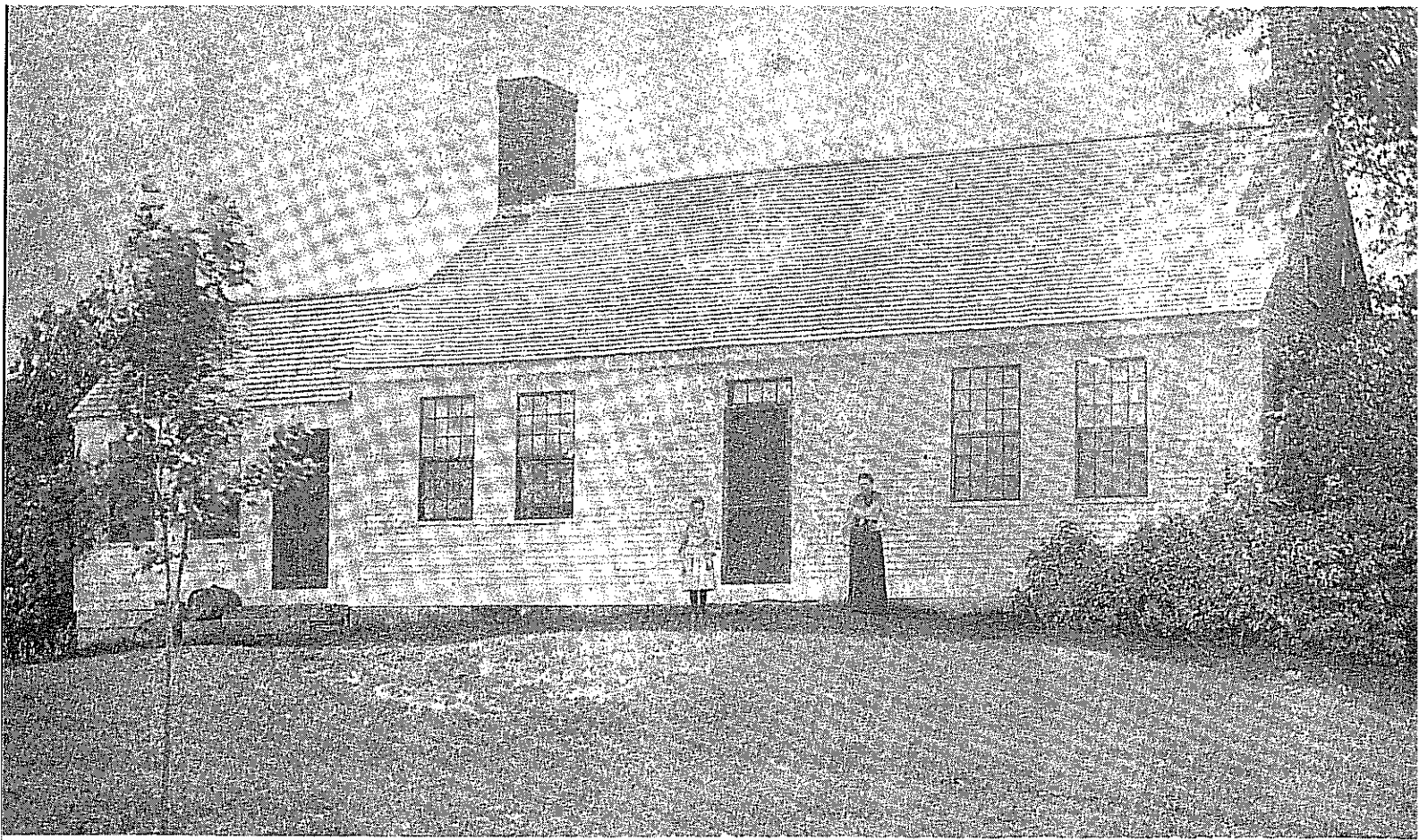


Decorated for 1919 celebration.



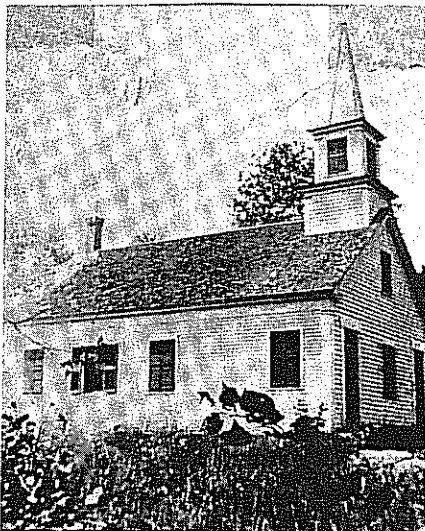
NATHANIEL HOBART OLDEST MAN IN TOWN TURNING FIRST  
SOD FOR ELISA DANIELS MEMORIAL BUILDING





First classes were held here in the home of James Campbell, Schoolmaster. Present owner is Wilfred J. Soucy.

Primary School House, West Brookline. Now the home of Ralph Benson.



South Primary School House. Present Post Home of Kilduff-Wirtanen American Legion.



## BROOKLINE SCHOOLS

From the four pounds (less than \$20) voted in 1783 for a school "to be kept by Isaac Shattuck and James Campbell in the home of the latter on the pond road" to the sum of \$261,798 appropriated for schools in 1969, many changes have occurred in the town's educational system.

In 1787 the town was divided into four "classes" and a schoolhouse built in each, none of which is in existence today. This system was maintained by the town for a period of sixteen years. The money raised for the support of schools in 1807 is recorded as \$130, and from 1815 to 1836 averaged from \$150 to \$200. The first formal report on the condition of the public schools was apparently submitted in 1832 and noted that 148 pupils were attending classes.

The town boasted seven school districts by 1850 and as many new school buildings were erected. Of these, the schoolhouse in the village still remains and is now being converted into a home. This system of seven districts remained for thirty-five years. From 1884 on the entire township was included in one district. Three primary schools were established; two remodeled from earlier (1850) buildings were the west schoolhouse (now the residence of Ralph Benson) and the north schoolhouse on Route 13 at the junction of the Old Mason or dump road. A completely new structure on "The Plain" was the third primary school. This building is now the Kilduff-Wirtanen American Legion Post home. The grammar grades were housed until 1914 in the Milford Street schoolhouse, which was built in 1850 and remained in continuous use for 111 years until the present elementary school was built in 1961.

Under the provisions of the will of Thomas H. Dodge of Worcester, Massachusetts, who died in 1908, the town was to receive the sum of \$15,000 for the establishing of an academy for Brookline boys and girls. Honoring the memory of his wife Eliza Daniels Dodge, it was to be known as Daniels Academy. The \$15,000 was to be invested and reinvested for a period of 75 years together with one half of any residue or remainder of his estate following certain other bequests. Twelve trustees were to administer the fund.

Mingled with their gratitude for this generous gift to the town was a feeling of disappointment that the funds would not be available for seventy-five long years. So, together with other beneficiaries who wanted the money in their lifetime, town officials set about to break the will. Some two years later a compromise agreement was approved by the Court and the \$15,000 was paid to the Board of Trustees. The residue of the Dodge estate is in a trust fund from which the school district, to this day, regularly receives monies. Had the original bequest been allowed to mature as the donor specified, it would by 1983 have amounted to an estimated one and a half million dollars.

The land upon which the academy building was erected was the gift to the town of Mrs. Samuel Swett in memory of her husband. Daniels Academy was dedicated August 29, 1913, at exercises held during the observance of Old Home Week.

In the fall of 1914 the grammar grades moved into the new academy building where they stayed until 1968 when a six room addition to the present elementary school building was completed. Now for the first time in the town's history all classes were contained under one roof—each with its own room and teacher.

In the early years young people who continued their education attended high schools or private schools of their choice out of town, with the town paying the state average rate toward their tuition. Any amount over and above that was paid by the individual, as well as the expense of travel to and from whatever advanced school they attended.

This set-up prevailed for many years with students mainly attending high schools in Pepperell, Massachusetts; Nashua or Milford. Gradually Milford High School became the accepted school for the majority of Brookline's secondary scholars. In 1948, however, the town voted to send all pupils in grades 7-12 to Nashua senior and junior high schools. It also voted to pay the cost of their transportation.

For twenty years the association with Nashua schools proved a happy and advantageous one. During the late 50's and early 60's several cooperative school unions which would have included Brookline were declined by the voters of one or another of the towns involved. The latest such proposal in 1962 was decisively defeated.

By 1968 Nashua's industrial growth had expanded in prodigious leaps and bounds. The resulting influx of families into Nashua filled their schools to the bursting point. This situation in turn affected the Nashua-Brookline school set-up to such an extent that in 1969 Nashua was obliged to suggest that Brookline seek other accommodations for their secondary school students.

Following study and a discussion of alternatives, Brookline voters in April 1969 backed a proposed AREA school with Hollis for grades 7-12, which will be binding for the next twenty years. Students presently attending Nashua High School will finish there.

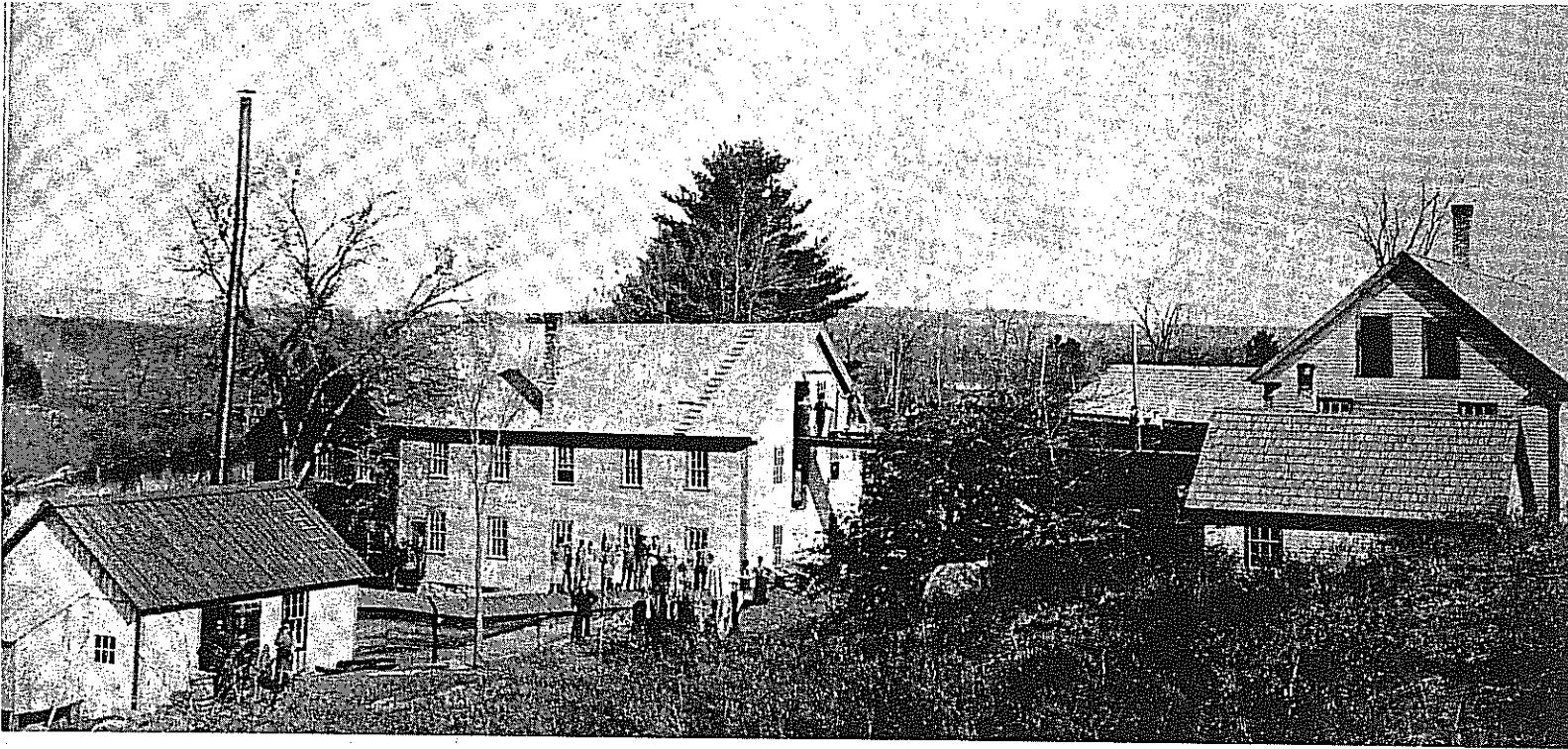
Speaking recently of Brookline's school facilities, a former Superintendent of Schools noted that "Although a small school, with the limitations inherent in a school of its size, we feel that it has a program and an environment to make it the envy of many larger systems."

Milford Street Schoolhouse, 1850-1961.



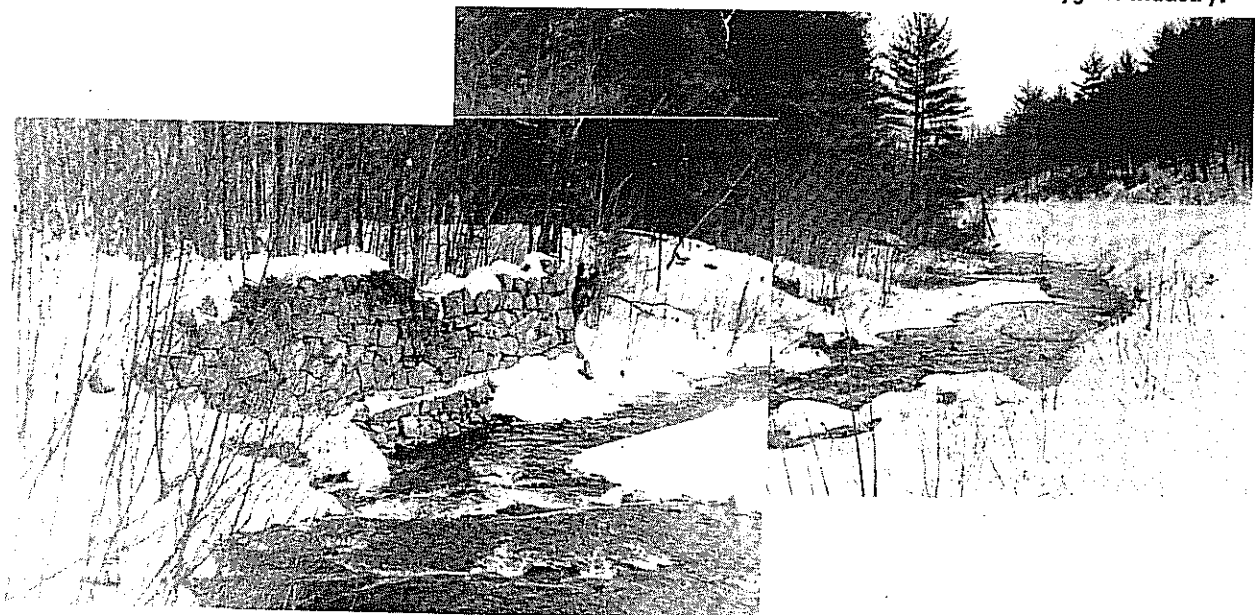
Present Elementary School.





**Cabinet Shop. Located on what is now intersection of Route 13 and Meeting House Hill.**

**Foundation of Cabinet Shop — Mute reminder of a bygone industry.**





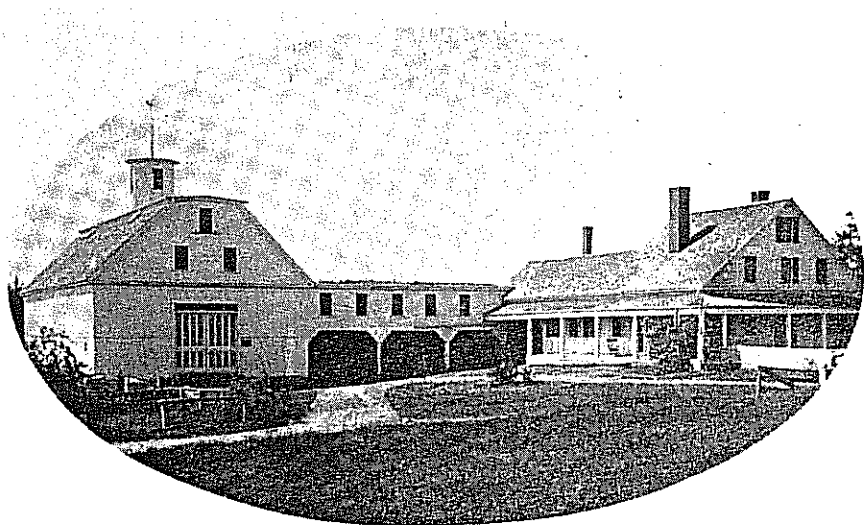


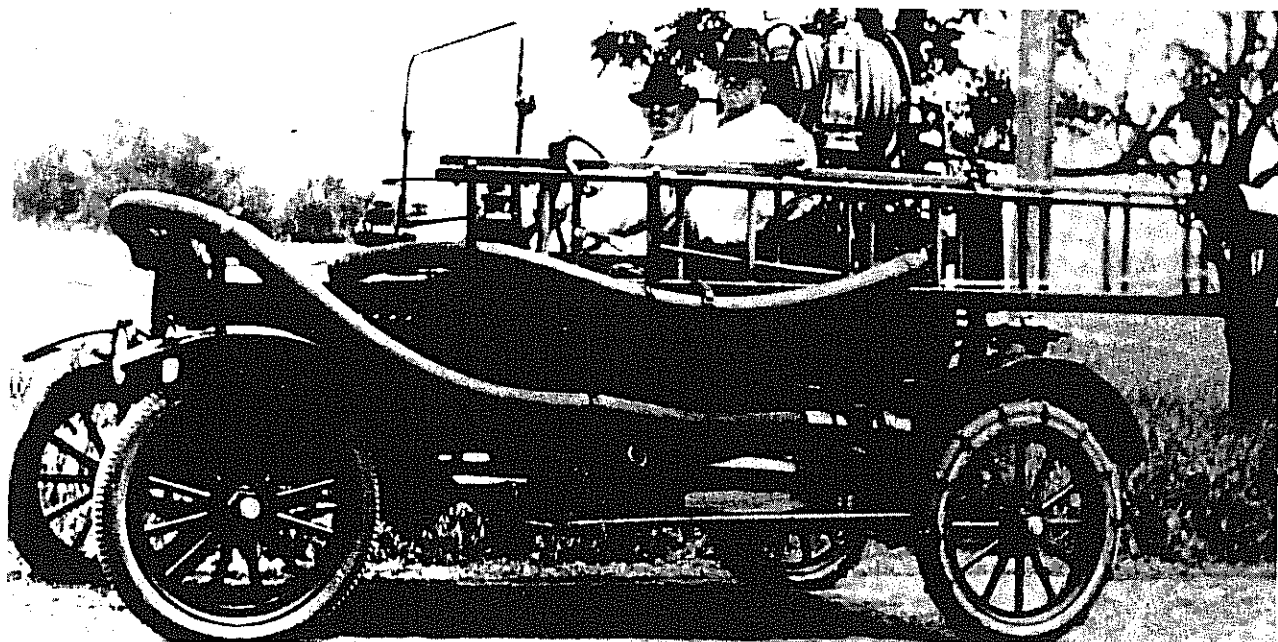
Perkins' Ox Team. A familiar sight around town at the turn of the century.



Logs salvaged from 1938 hurricane.  
Pictured on Melendy Pond.

Cox Dairy Farm. Destroyed by fire  
in early 1930's. Location of Brook-  
line Variety Store today.



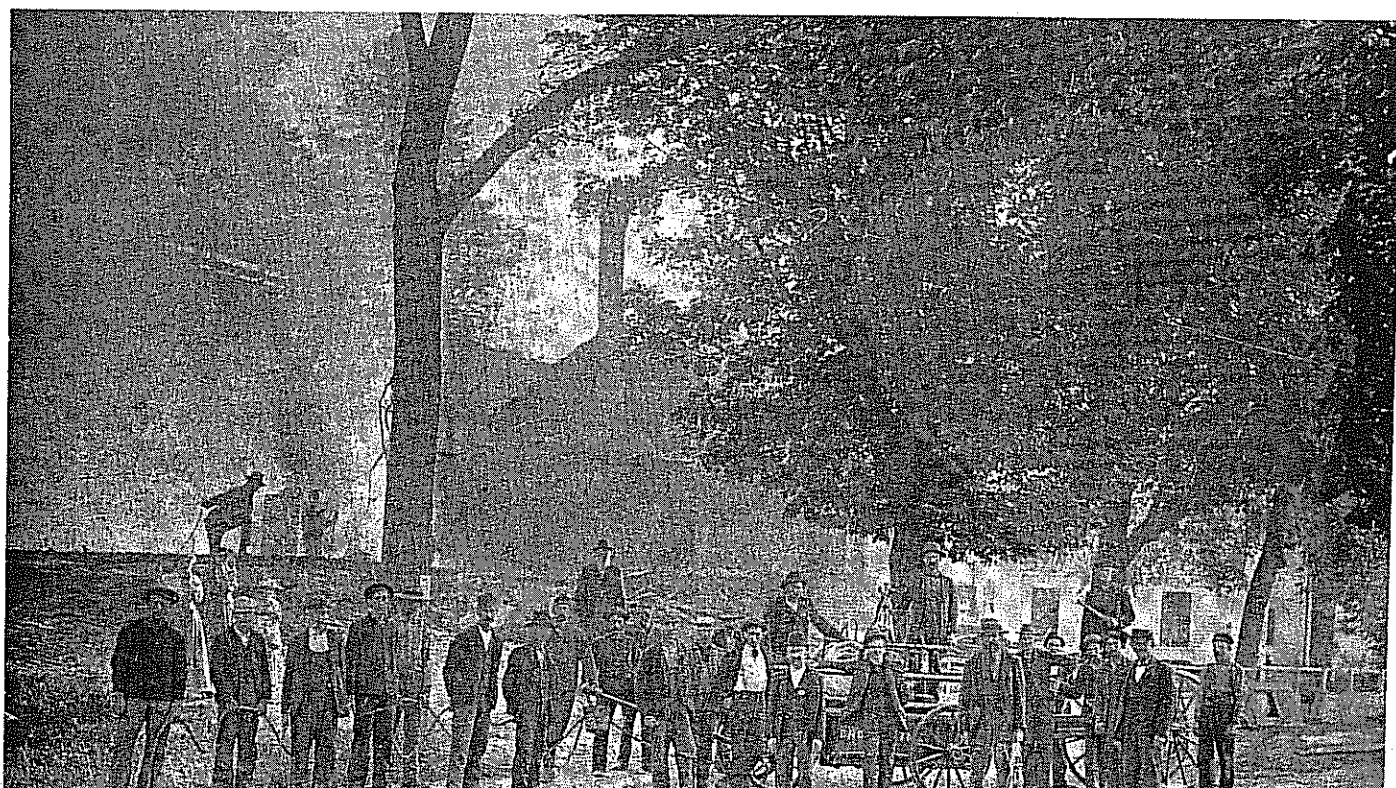


1919 Fire Engine

## BROOKLINE FIRE DEPARTMENT

The Town of Brookline purchased its first fire engine, a hand tub with leather buckets, in 1826. Soon after, a fire company was formed and incorporated by the Legislature. In 1829 the town was divided into fire wards, and the 18 men of the engine company were by law excluded from military service because of their fireman's status.

### Volunteer Fire Company at Bake Shop Fire



In 1852 after a disastrous steam sawmill fire, it was decided to purchase a more modern fire engine, and so the town acquired its second engine, also a hand tub, known as the "Little Giant." This purchase was not entirely favorable to certain factions in town, especially the men who were assigned to the old engine. Soon after its arrival, the "Little Giant" was put to the test against the original engine. The number 1 engine won the test, thereby infuriating the company of men on the second engine to the point that they turned the hose on the first company and soon everyone's arguments were drowned out temporarily by the volleys of water.

According to old deeds, the first fire station was located on Main Street between the properties now owned by Charles Rutter and Frederick Hansen. The foundations of the station can still be seen, although there is no sign of a building there now.

In 1919 a Model T Ford, equipped with a Howe Piston pump, was purchased. The fire station was now located on Main Street where the old Bake and Millinery Shop had been, next to the Post Office. In the early 1920's this station was renovated to enable the town to buy a newer and larger engine. In 1929 a Chevrolet with a front-end pump was bought and this engine remained in active service until the recent purchase of the 1968 truck. In fact, it is still operable and is often used to pump out cellars and wells.

In 1939 the Fire Company raised the necessary funds to purchase yet another Chevrolet fire engine and gave it to the town.

Because of the ever increasing width and height of the modern fire engines, in 1950 the fire station had to again be enlarged to accommodate the newly purchased fire engine.

At the Town Meeting of 1966, the voters approved the purchase of a new fire truck. Because of its size the new truck could not be housed in the present fire station. Consequently the meeting voted to also construct the new fire station which is located on Bond Street adjacent to the Daniels Academy building.

Ground was broken in December 1966, but the station was not occupied until January of 1968. This building was built with doors large enough to hopefully house newer and larger trucks of the future. Its colonial design is in keeping with the many fine old homes in town, and its spacious interior enables the firemen to hold their meetings there as well as to store all necessary equipment.

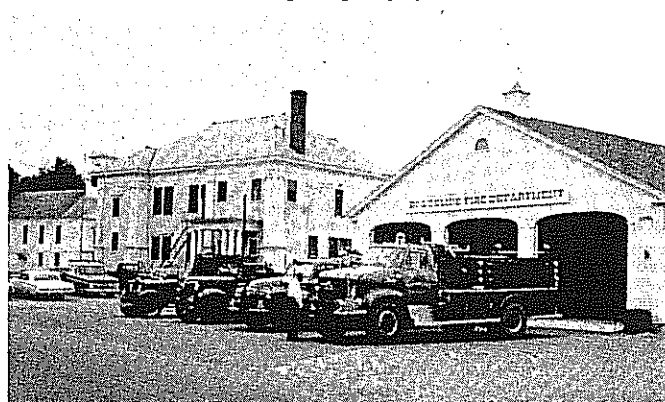
The present fire company consists of 20 firemen, a captain, two lieutenants and three fire engineers, the latter elected by the voters.

Although the fire department has been obliged to remodel and enlarge to meet the demands of an ever growing community, its fine volunteer service to the people of Brookline is in keeping with those same 18 firemen way back in 1826.

New Fire Station. Completed in late 1967.



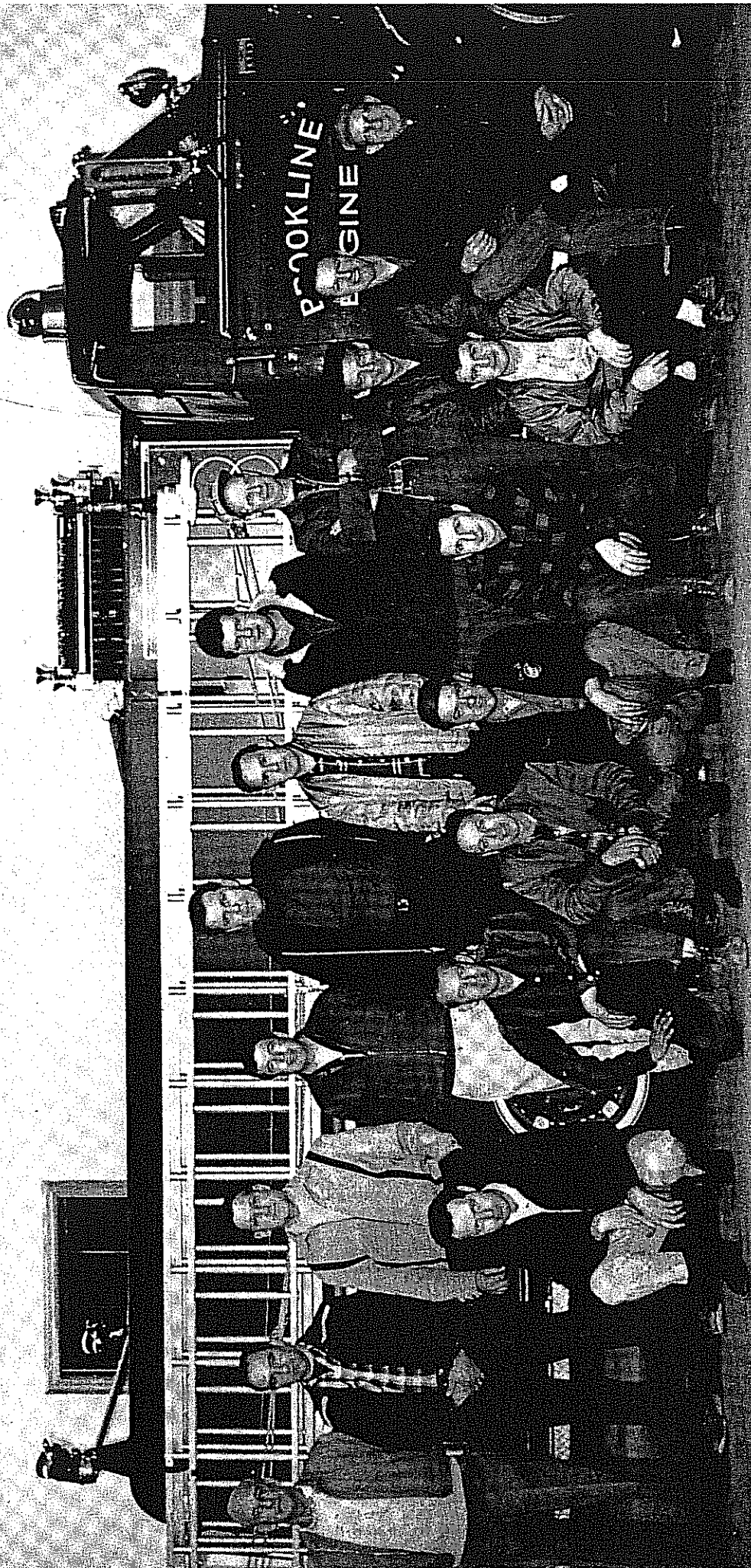
Present Firefighting Equipment.





### 1968 Fire Truck

Front row, left to right: Eddy Whitcomb, Allan Fessenden, Wilfred Soucy, Jr., Erwin Corey, Edward Gay, Richard Ingraham. Back row, left to right: Nason Fessenden, Ross Jensen, Norman Homoleski, Ronald Denegy, Ture Heline, William Ingraham, Victor Maki, Ralph Benson, Alan Knowles, George Farwell, Donald Burke.







Panoramic View from Ski Slope.

## BROOKLINE SKI AREA

Little 'Potanipo Hill, which overlooks the town from the southwest, was chosen in 1935 by a pair of Massachusetts ski enthusiasts, Weston Blake and Donald Reynolds, as the site for a ski tow. The sport of skiing was in its infancy at this time. Followers of the sport

Original Rope Tow.



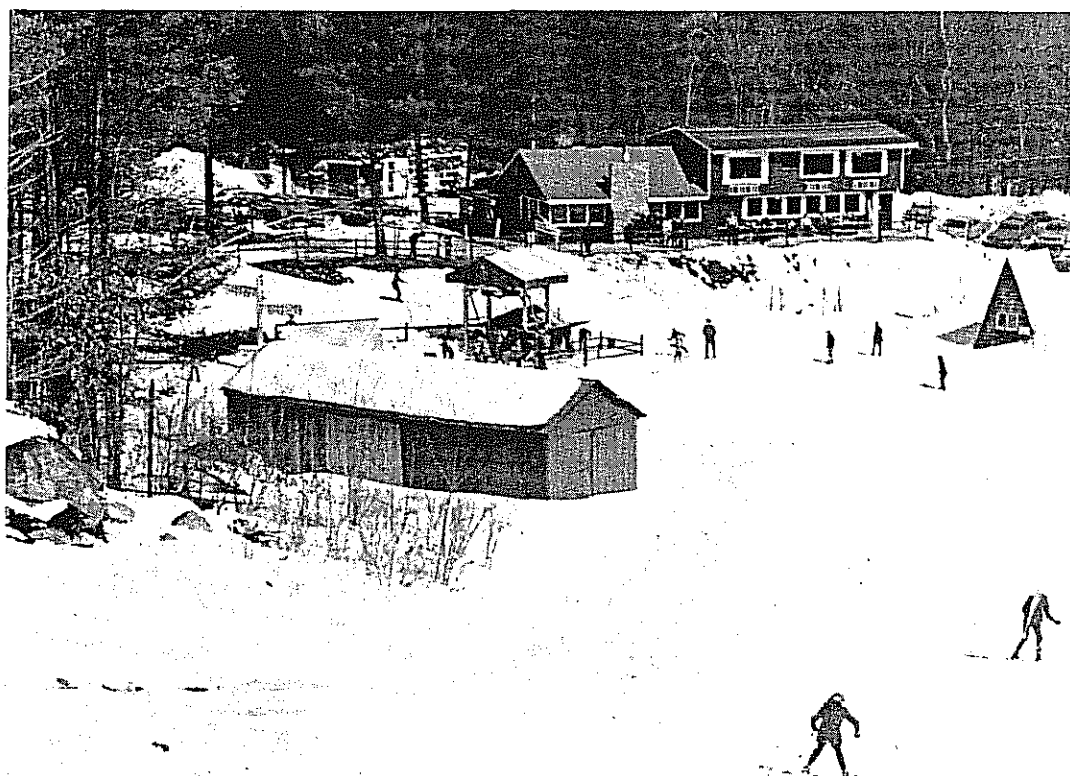
had to travel long distances to northern parts of the state to enjoy the facilities of tow-equipped ski slopes. Blake envisioned a similar ski area within a few hours ride of metropolitan Boston. He obtained a lease of the land and that fall started work on the slope. A crew of local men cleared timber and brush from the hill. This, and subsequent part time employment at the ski tow, was a boon to many local families in the waning days of "The Depression."

Reynolds designed and built the special motors required for hauling lines of skiers up the hill. The larger slope for expert skiers was originally 1100 feet long with a vertical drop of 620 feet and was equipped with an electrically operated rope tow. The tow on the novice slope was serviced by a gas motor.

In January 1936 the area was opened to the public. From then on Brookline became a popular ski resort, attracting large crowds of skiers and spectators. The Elmwood Inn and some private homes became headquarters for weekend skiers.

During World War II the ski tows were not in operation due to the gas shortage, but in 1946 the area was reopened under the ownership of Nason Fessenden and Lawrence Corey. Once again Brookline was a popular place to ski and the slopes were alive with the color and shouts of hundreds enjoying the exhilarating sport.

Arthur DeRosa, the present owner and operator, purchased the Little 'Potanipo Hill development in January 1962. Under his management a ski lodge was built. The shorter tow was lengthened and a modern T-Bar lift installed to service the Go-Devil advanced slope. A second hill for beginners was cleared and additional trails laid out through the surrounding woods. A ski school with qualified instructor is now available, as is night skiing on the flood-lighted slopes. And the "white gold" of New Hampshire is now augmented by the man-made variety from modern snow making machines.



Present facilities at Brookline Ski Area



Harold Burgess,



Drum and Bugle Corps — Harold Burgess, Director.

Front row, left to right: Donald Fusco, Allan Fessenden, Charles Jepson, Anne Tasker, William Ingraham, Richard Ingraham, Erwin Corey. Middle row, left to right: Hazel Moran, Sarah Moran, Carolyn Grove, Jane Keech, Jacqueline Beaubien, Marjorie Reynolds, Beth Beaubien, Pearline Quimby, Shirley Ingraham, Marilyn Quimby. Back row, left to right: Lawrence Corey, Jr., Maurice Marshall, William Quigley, Jr., Thomas Moran, William Moran, Howard Beaubien.

## THE BROOKLINE DRUM AND BUGLE CORPS

The Brookline Drum and Bugle Corps was organized in 1949, the first organization of its kind since the days of the Brookline Brass Band, which dissolved in 1883 after thirty years as a successful musical unit. The Drum Corps' initial roster included the 22 young people pictured above.

Through the financial backing of an anonymous townslady, the Corps was able to purchase its first instruments. These included twelve straight, old time, Army bugles (which were later replaced with valve instruments), nine junior drums, and one pair of cymbals. By sponsoring penny sales, suppers, and other enterprises as well as parade engagements, money was earned by the Corps to purchase these first instruments.

The first of a succession of successful appearances for the Corps was in May 1950 when the unit proudly led Brookline's Memorial Day parade. Other engagements followed at Independence, Memorial, and Labor Day parades in neighboring communities as well as American Legion and Veteran's parades; and drum corps competitions where the youthful corps received near ovations. Natty white uniforms with Kelly green capes and trim were made by local women interested in the smart appearance of the Corps' members.

During its six short years of existence, statistics for the Corps list 83 members, 12 to 17 years of age, who participated in some 43 parades. They traveled an estimated 2,748 miles at no expense to the Corps. Transportation was furnished by parents and volunteers. Over 3,300 dollars were earned by the group during its existence.

The history of the Drum and Bugle Corps is the story of its founder and director Harold F. Burgess, who saw the Corps as an organization into which the time and talent of the youth of Brookline could be directed to their benefit and to the enjoyment of others. He gave unstintingly of his time and talent. The hours he devoted to his dream of developing a well trained, sharply disciplined corps can never be totaled; but the results justified his pride in it and will remain to its members a cherished part of their youth.

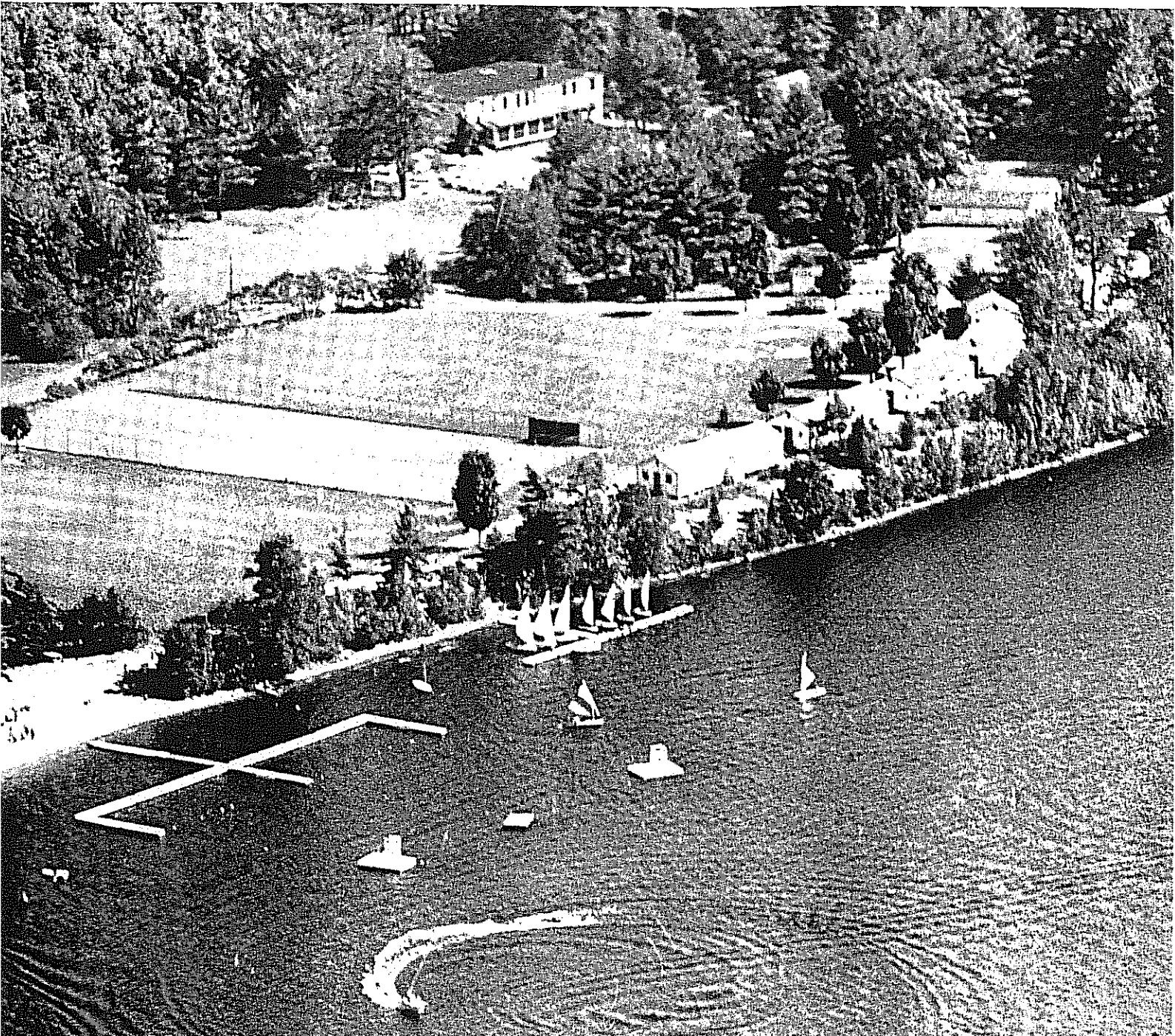
## CAMP TEVYA

Camp Tevya, sponsored by the Eli and Bessie Cohen Foundation Camps, will this summer celebrate its thirtieth year as a children's coeducational camp.

Ample acreage and lake frontage at the former site of the Fresh Pond Ice Company provide the camp with excellent facilities for land and water sports. Its exceptional waterfront has been a factor in the American Red Cross holding an Aquatic School at Tevya each June; this year marks the eighteenth year of the School.

Approximately two hundred and fifty youngsters attend the camp each summer. The program is wide and varied; all forms of sports, dramatics, nature study, and other activities provide ample opportunity for campers to achieve skills and creative self-expression.

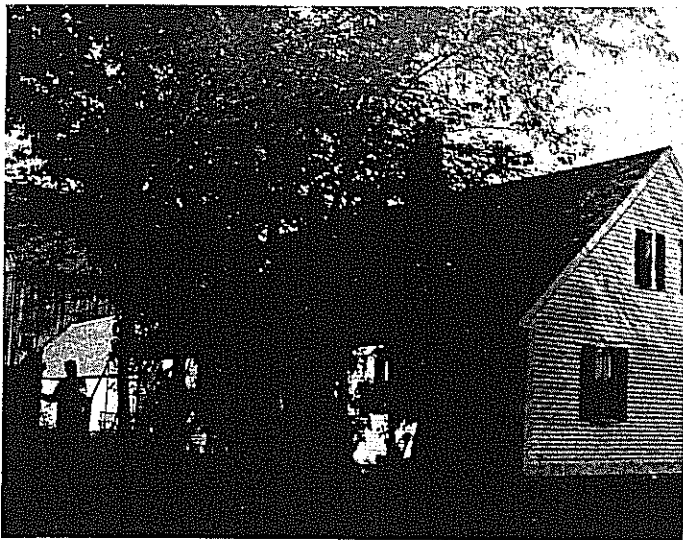
Most important of all is the Jewish cultural and studies program which places emphasis on Jewish values and tries to give its campers a sense of identity and security.



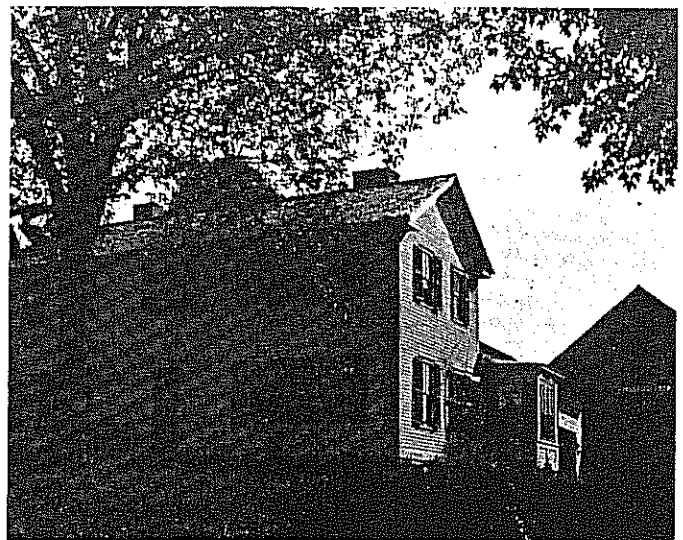




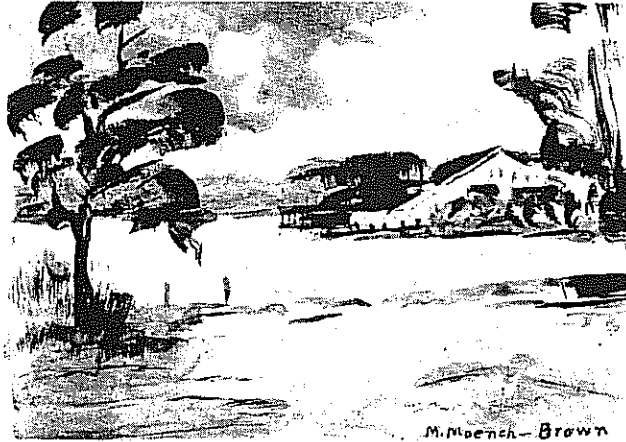
**Max Cohen Memorial Grove — Lake Potanipo. A gift to the town in 1969 by the Eli and Bessie Cohen Foundation in memory of Max Cohen.**



**Payson Burge Homestead. Now owned by Addie L. Brown.**



**Freeman Wright Homestead. Destroyed by fire.**



### 1769—BROOKLINE—1969

From the days of early settlers, to to-days moon shots in space,  
Mankind has worked and striven to improve his lot and place.  
Hard work, determination . . . foresight and imagination too  
Have been the forces that together with high courage  
made ideals and dreams come true.

The first to come to Raby two hundred years ago were farmers  
And their families who found farming laborious work and slow.  
Then, along the sparkling streams with which the town abounds  
Appeared the first sturdy grist mills where grains  
and corn were ground.

The forests gave of their prodigious wealth  
To keep the sawmills humming,  
As they turned out timbers, boards and wood  
For new settlers that kept coming.

Later came the railway with its puffing "iron horse"  
To transport ice and granite to cities, far distant from their source.  
The little town—now Brookline—still continues to grow and thrive  
With churches, schools and town affairs all actively alive.

Tranquility and contentment in the quiet hills abound  
And the plaintive call of the whip-poor-will is still a familiar sound.  
The reflected glory of a sunset on the surface of the pond  
Lingers in the beholder's heart, a memory treasured and fond.

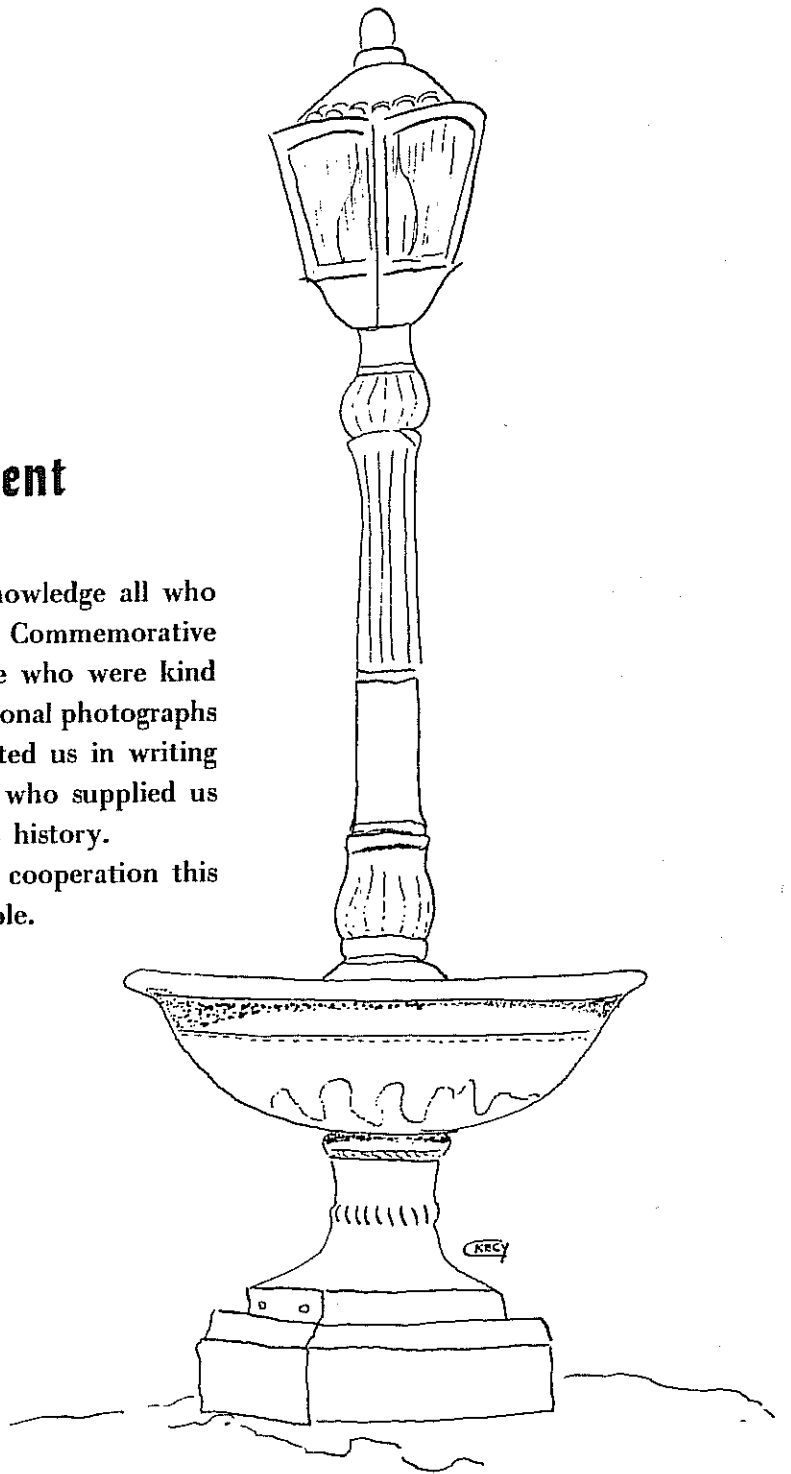
Youngsters in the town to-day can enjoy adventures galore,  
For they have fields to roam, and trees to climb, and nature's wonders to explore.  
Each generation faces a new future—forever challenging and bright.  
But man must still earn his place in history  
NOT DEMAND IT AS HIS RIGHT.

—M.S.J.

## Acknowledgement

We do hereby gratefully acknowledge all who assisted in the preparation of this Commemorative Booklet. We especially thank those who were kind enough to allow us to use their personal photographs for reproduction herein, who assisted us in writing up the historical information and who supplied us with information about our town's history.

Without the above mentioned cooperation this booklet would not have been possible.



Bronze Watering Trough. Erected by the town in 1892.