

## CHAPTER XXIV

### MISCELLANEOUS

#### THE EUROPEAN SPRUCE SAWFLY INFESTATION

First observed in New Hampshire in 1929, but previously found in Canada, the European spruce sawfly, or *Diprion Hercyniae*, infestation became especially severe locally in 1937 and 1938. The green larvae denuded the spruces of their needles and in some instances, after the spruces were denuded, they attacked the hemlocks. The infestation on Mt. Monadnock, particularly on the north slope extending into Dublin, was very severe. Swarms of green larvae devoured the spruce needles and the shower of dead needles, droppings, and living insects sounded like heavy rain falling through the trees. The infestation was widespread, with even lawn specimens attacked. At the time it was feared that the native spruces would be completely lost.

Aerial spraying was attempted for their elimination, but Nature came forth with an effective virus type agent which killed the caterpillars, saving the spruce trees. Fortunately, the denuded spruces developed a second growth of needles.

Should another infestation occur, the means of combatting it is now available. A virus bank is maintained at the New England Forest Experiment Station in Hamden, Connecticut.

#### ARMY WORM INVASION

The summer of 1964 saw a spotty army worm invasion in southern New Hampshire towns, including Jaffrey. Other towns badly affected were Lee, Deerfield, Charlestown, Concord, Milford, Hollis, Amherst, Bedford, and Goffstown.

In Jaffrey the worms destroyed a ten-acre field of corn in almost no time at all, and after the invasion the field of once lush corn looked like a woodland growth after an invasion of the seventeen year locusts or a forest ravaged by a fire. The Jaffrey field of corn was on the Jason C. Sawyer farm, where his son, Richard P. Sawyer, had planted a field on Witt Hill Road in the spring to help fill his silos for cattle fodder.

When full grown, the worms are about an inch and a half long, with longitudinal stripes. They are greenish-brown in color. They invade in hordes and eat everything green in sight, corn, millet,

grass — anything chewable — and then move on to greener fields. On the Sawyer farm they crossed the road to the field of grass on the other side, eventually to reach another field of corn nearer the barns. The ten-acre field was a picture of devastation, with only a few of the heavier stocks with the center ribs of leaves left. Corn under eight inches was completely eaten. The invasion was brought to an end by aerial spraying.

According to entomologists, the worms have three broods a season, the first and last ones being the least damaging. The worms are found hiding in clods and stones, or in the center leaves of the plant during the day. Their crunching can be heard in the night. A severe winter is destructive to the pests, and there has been no further invasion since 1964.

### DIAL TELEPHONE

On January 28, 1954, promptly at twelve o'clock noon, a new milestone in communications in Jaffrey was reached, with the long expected dial telephone service becoming a reality, replacing the old magnet or "crank" type equipment. During the preceding year, the telephone crews had been busy replacing every telephone instrument in Jaffrey with the new instruments. To many the change-over was a matter of personal concern as they had come to look upon the extra courtesies extended them by the girls in the local telephone office, on the second floor of the Bean Block, as perennial. Others were happy to be able to dial their numbers themselves. These were general expected reactions in Jaffrey to the innovation.

A brick veneer Cape Cod style frame building was erected on River Street, measuring 31 by 21 feet. For some ten weeks prior to the change-over, men were installing the intricate equipment in the building.

The distance dial center was maintained at Peterborough, New Hampshire, as an operational facility. With Direct Distance Dialing now promised for March 1, 1971, Jaffrey, along with other area towns, is looking forward to a new milestone in its communications service.

### SURVEY OF CORRECT STREET AND ROAD NAMES

At the annual Town Meeting on March 8, 1966, it was voted "that the Town authorize the Selectmen to appoint a committee of five, to be headed by Alice E. E. Lehtinen, Town Historian, as Chairman, to make a survey of the correct and legal names of the

various roads and streets of this community." The committee was asked to make a report of its findings at either an adjourned meeting or the annual town meeting.

The committee, as named by the Selectmen, consisted of the above named chairman, and Homer J. Belletete, Albert J. Morin, Marjorie K. Shattuck, and Norman L. Torrey. The committee held regular study meetings, the first one of which was the first committee meeting held in the new Civic Center. Much time was devoted to the historical study of old roads and names. Postmaster Homer J. Forcier was present at one of the meetings to present the difficulties that department was having in mail delivering due to name confusions. When the study was completed, the committee invited the Selectmen to a meeting at which the committee findings were presented to them. After making a few changes of their own, they accepted the findings and later new road signs were erected all over town, restoring the original historical names.

Since then the Town has made road maps. These maps are available at the Town Office at a nominal cost.

#### ECOLOGY CENTER ON MT. MONADNOCK

The uniqueness of Mt. Monadnock among mountains and its attraction as a natural landmark are drawing an ever increasing number of visitors and hikers annually to the Mountain, so that the matter of keeping it unspoiled and uncluttered became a matter of concern among the lovers of Monadnock. They are now directing their efforts toward better appreciation and greater enjoyment by visitors and hikers along its trails and slopes.

As a major step in this direction, an Ecology Center was opened the last of July, 1970, at the Monadnock State Park under the auspices of the Society for the Protection of New Hampshire Forests. The "Ecocenter" was built in cooperation with the State Parks Division and has at present a staff of three people. Keith King, a member of the faculty at Keene State College, is director of the Center, with Daniel Johnson, a natural science major at Springfield College, and Carla Grief, a student at Franklin Pierce College in Rindge, New Hampshire, but a resident of Jaffrey, assisting him.

During the summer months a special program will be offered on Friday afternoons, and hourly trips from the Ecocenter, from one to five o'clock, will be conducted. In the Center there is a three dimensional model of Mt. Monadnock, depicting the trails and landmarks on the mountain, as well as other exhibits.

## WAR MEMORIALS

Jaffrey's two World War Memorials are the work of Count Viggo Brandt-Erichsen, a scion of Danish nobility, who became acquainted with Jaffrey through his first wife, Dorothy Caldwell, whom he met while they were studying art in Paris. Dorothy Caldwell with her mother had spent several summers in Jaffrey and she developed a fondness for Jaffrey and Monadnock. When she realized after the death of her babe in 1926 that her own time was short, she expressed to her husband her wish to be buried in the shadow of Monadnock. The young husband carried out her wishes and spent two years in Jaffrey working on a mausoleum in the Old Burying Yard at Jaffrey Center, where after its completion he interred her and her babe's ashes. While here, he himself took a liking for the town and in 1928 he offered to carve in bas-relief out of stone a World War Memorial. (See pp. 475-478, Vol. I.)

The memorial stands on the village green, now called Memorial Park, in front of the Town Office building and depicts two soldiers. The soldier carrying his wounded "Buddy" was modeled by David H. Harling, and Joseph D. Donahue was the model for the wounded "Buddy." The automatic weapon depicts the one brought back from France by Donahue.

During and after World War II he worked on an extraordinary symbolic model for that war, and when it was presented to the voters in Town Meeting in March, 1948, it met with strong opposition from some of the returned veterans who regarded the memorial as a personal tribute rather than from a historical and dedicatory angle. The proposed project was turned down and shortly thereafter Brandt-Erichsen and family moved to California where he carried on an avocado ranch until his death.

However, before he left Jaffrey he made a smaller and more modest memorial for World War II on the village green. The models for this memorial were Lillian LaFreniere and Hilma (Ruuspakka) Brooks, wife of Antti Brooks. The memorial has a bronze plaque bearing the names of the Jaffrey men who gave their lives in the war.

## TRAIN SERVICE

To become a railroad engineer was the acme of many a growing boy's dream during his pre-adolescent years. There was an element of power and suspense about the huge steam locomotive as it responded to the command of the engineer's hand. The huge, far-

seen warning signs on tall posts at every railroad crossing gave a stern warning, "STOP-LOOK-LISTEN" and "LOOK OUT FOR THE ENGINE" to every traveler approaching a railroad crossing. They have been replaced by smaller ones at the few remaining railroad crossings. All these things had a brand of romance to them not found today and bring nostalgic memories to those who still remember them. There were a dozen or so railroad crossings between the station in Jaffrey and the one in Peterborough. The locomotive's melancholy whistle is still a haunting memory to those who can recall it.

The railroad station at Jaffrey, then called East Jaffrey, hummed with activity about twelve times a day during the 1920's as the incoming and outgoing trains pulled in and out with guests coming and going from the town's inns and hotels and people who went on shopping sprees to the "down below" cities and returned on the last train in. There were no parking problems then, and air pollution was relatively unknown.

For many years until his death in August, 1945, George A. Hart manned the local passenger train service in the gray typical railroad station house, while his brother, Frank Hart, handled the voluminous freight service details. In the 1930's the stately steam locomotives on the Worcester to Peterborough branch of the Boston & Maine Railroad gave way to the small diesels, taking away with them the glory and thrill of railroading. In the course of the next decade even these small trains, sometimes nicknamed "peanut trains," because fewer and fewer, as one after another all trains were discontinued for lack of patronage. That was the price paid by the railroads to the automobiles and trucks which now have become an unsolvable problem, pollution-wise and parking-wise, and often hazardous to life and property. The last passenger train pulled out of the Jaffrey station on March 7, 1953.

Our search for a Boston & Maine Railroad time table in Jaffrey was unavailing but through the cooperation of former Peterborough Freight Agent Carroll Sawtelle, who supplied tables for 1925, the following information on rail service in Jaffrey (and other stations not here included) was made available.

Southbound for Worcester and connections for Fitchburg, Boston, etc.:

6:31 A.M.	2:45 P.M.	5:05 P.M.
9:33 A.M.	5:04 P.M.	7:11 P.M.

Northbound from Worcester and other points:

7:15 A.M.	11:28 A.M.	6:34 P.M.
10:54 A.M.	5:32 P.M.	8:43 P.M.

For many of the passenger trains Peterborough was the terminal point, while a few continued on the Elmwood Branch to Concord and connections for Keene and other places. Those whose runs terminated in Peterborough made return trips to Worcester.

#### MAIN STREET MAPLES

From an item gleaned from the files of the Peterborough Transcript, the people of Jaffrey initiated a tree planting program in 1860. At that time they lined both sides of Main Street by setting out maples. How many of the original trees still remain has not been verified, but it is safe to say that many of those that have been destroyed in recent years were of the original 1860 planting.

Interestingly, the people were much pleased with the new appearance of the street after the completion of their project.