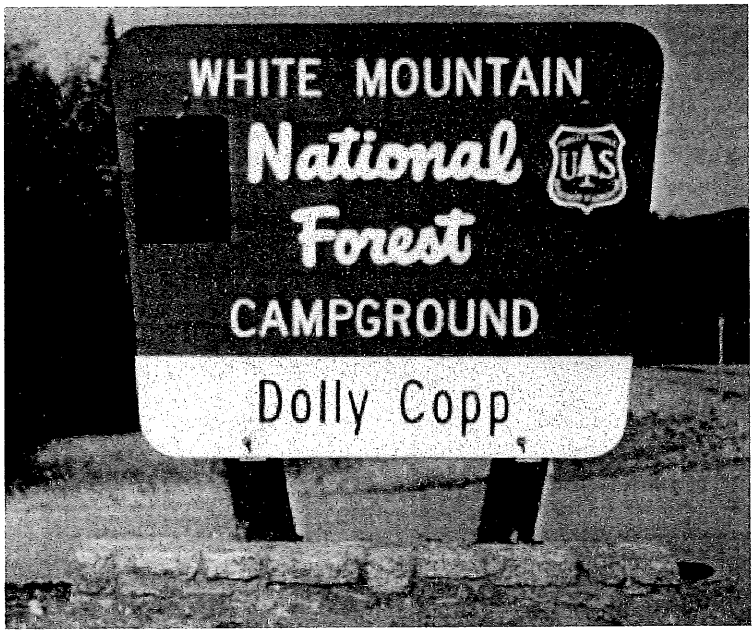
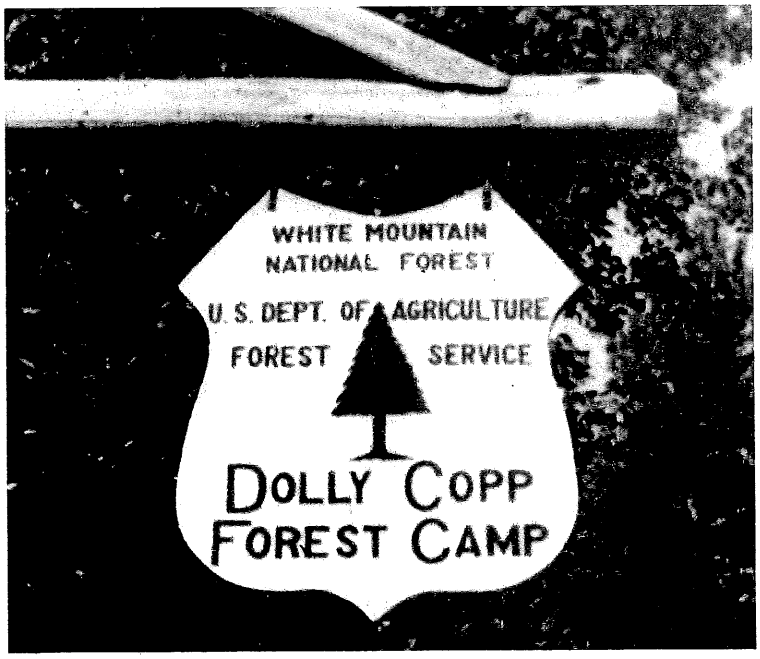


THE STORY OF DOLLY COPP CAMPGROUND

WHITE MOUNTAIN NATIONAL FOREST
ROUTE 16, SOUTH OF GORHAM, NEW HAMPSHIRE

BY JONATHAN C. CHEW

We can all agree that there is something special about Dolly Copp Campground. And the friendships formed there have lasted me a lifetime! -Long time camper George Brackett



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"A well illustrated, well researched monograph on one of the White Mountains' earliest campgrounds. Worth the notice of anyone interested in the broader history of the White Mountains." – Excerpt from a review of this work appearing in the Summer 2000 Windswept Magazine, the Bulletin of the Mount Washington Observatory.

Persons wishing to discuss Dolly Copp Campground history or to have their memories recorded are invited to contact the author at 10 Century Avenue, Beacon Falls, CT 06403, 203-723-1731, dandjchew@hotmail.com.

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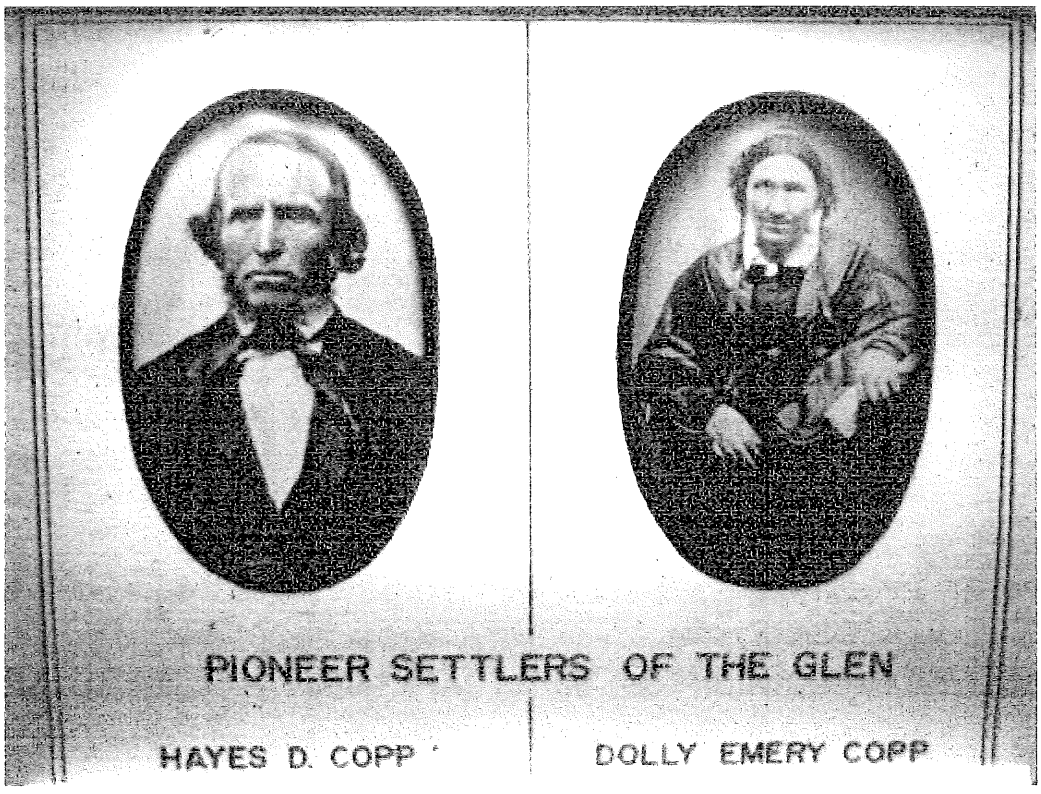
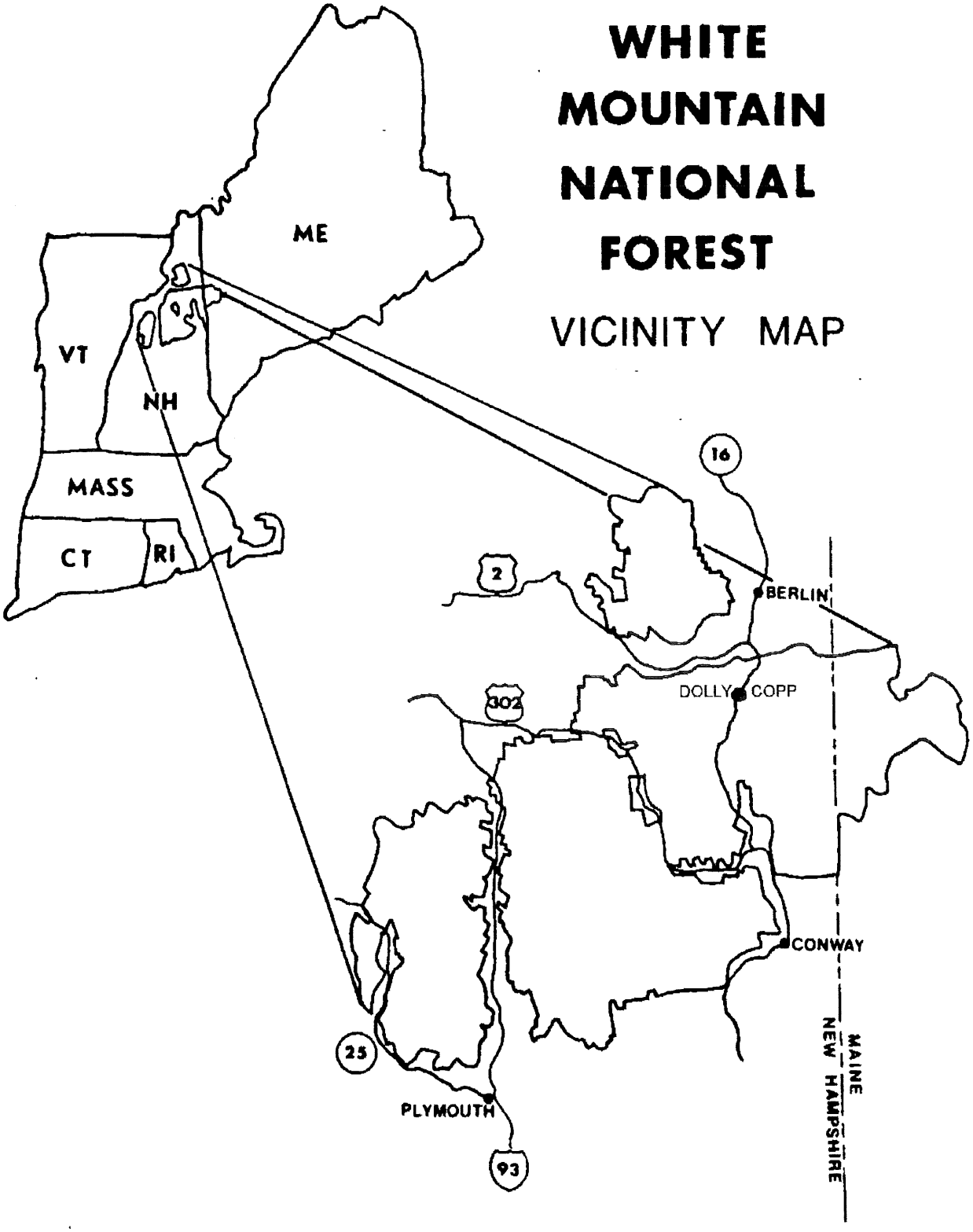
SECOND EDITION 2004





Nineteen twenties US Forest Service promotional photo.


WHITE
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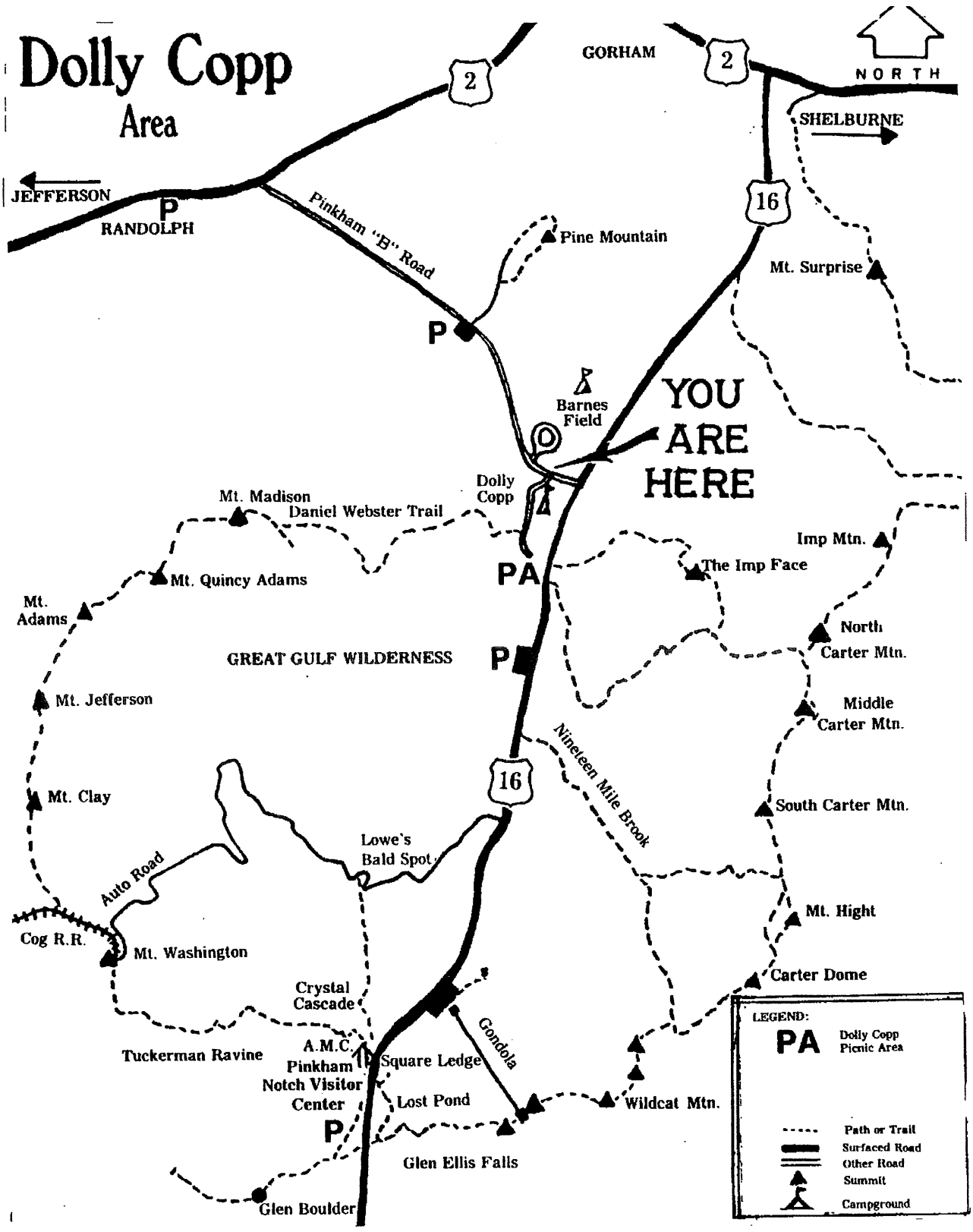
Dolly Copp
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NORTH
SHELBURNE
JEFFERSON
RANDOLPH
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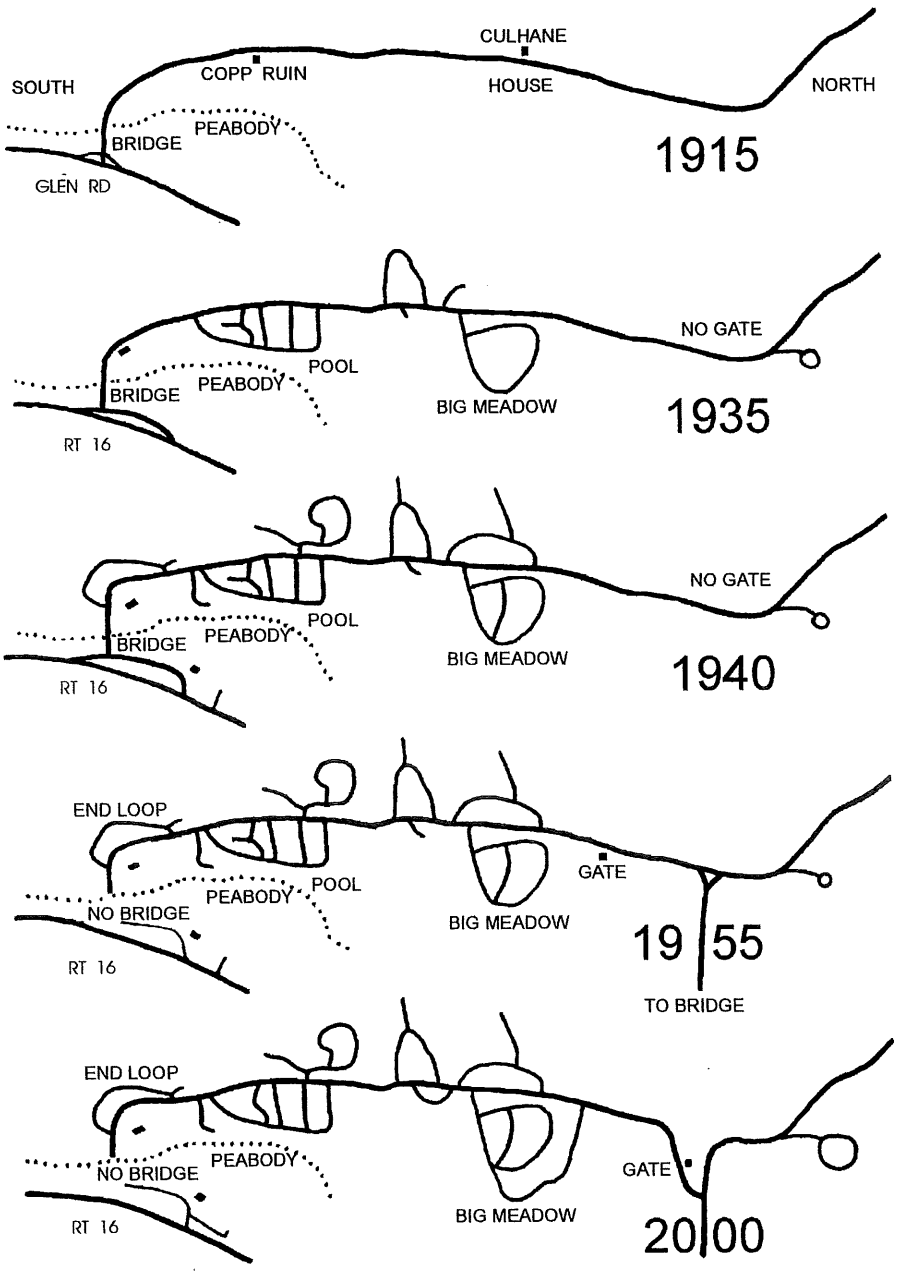
Pinkham "B" Road
Pine Mountain
16
Mt. Surprise
P
Barnes Field
YOU ARE HERE
Dolly Copp
Mt. Madison
Daniel Webster Trail
Imp Mtn.
The Imp Face
Mt. Quincy Adams
PA
Mt. Adams
GREAT GULF WILDERNESS
P
North Carter Mtn.
Mt. Jefferson
Middle Carter Mtn.
Nineteen Mile Brook
16
Mt. Clay
South Carter Mtn.
Lowe's Bald Spot
Auto Road
Mt. Hight
Cog R.R.
Mt. Washington
Carter Dome
Crystal Cascade
Gondola
Tuckerman Ravine
A.M.C. Pinkham Notch Visitor Center
Square Ledge
Lost Pond
Wildcat Mtn.
P
Glen Ellis Falls
Glen Boulder
LEGEND:
PA Dolly Copp Picnic Area
Path or Trail
Surfaced Road
Other Road
Summit
Campground


CULHANE
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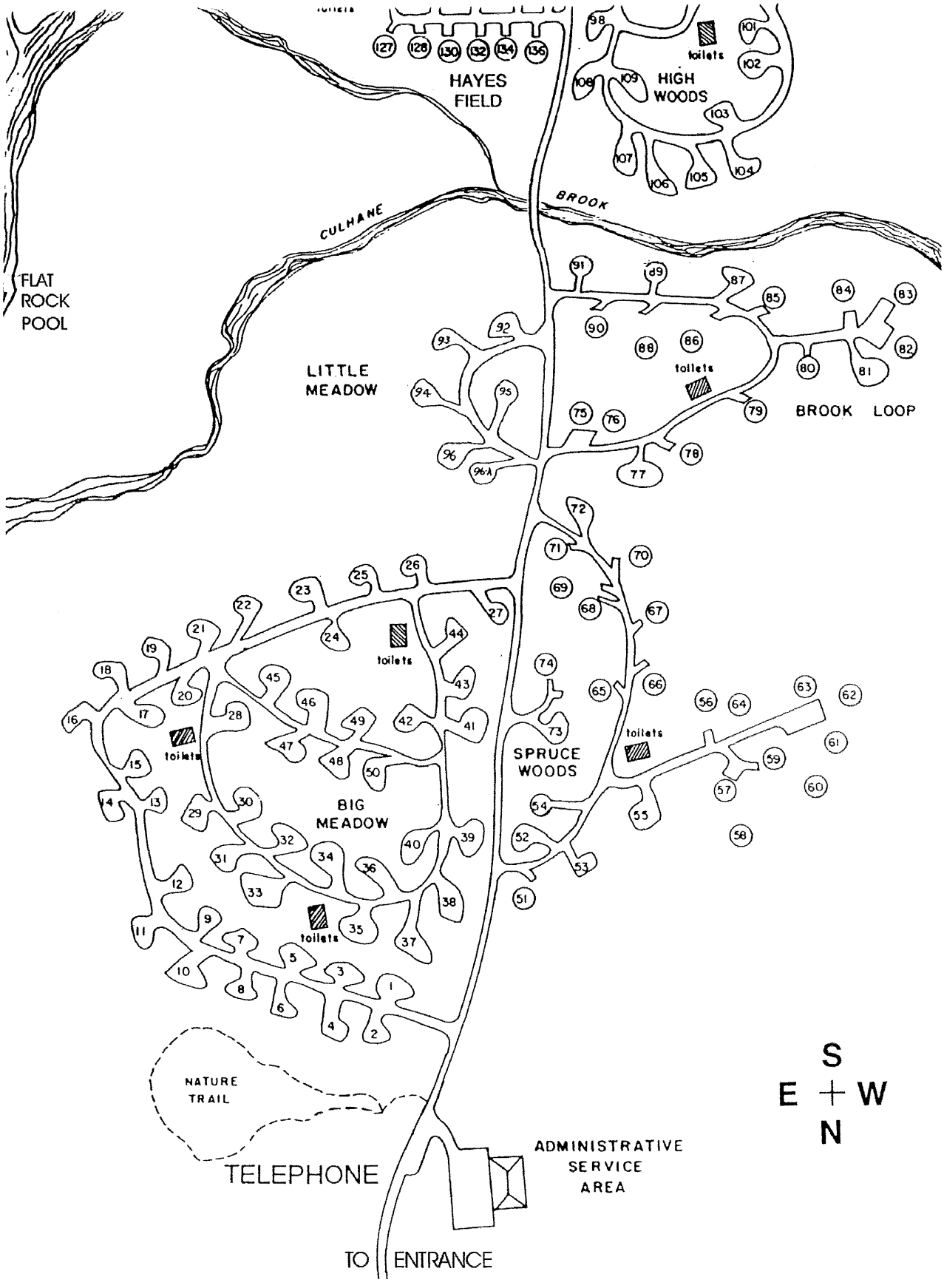
HAYES FIELD
HIGH WOODS
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CULHANE BROOK
FLAT ROCK POOL
LITTLE MEADOW
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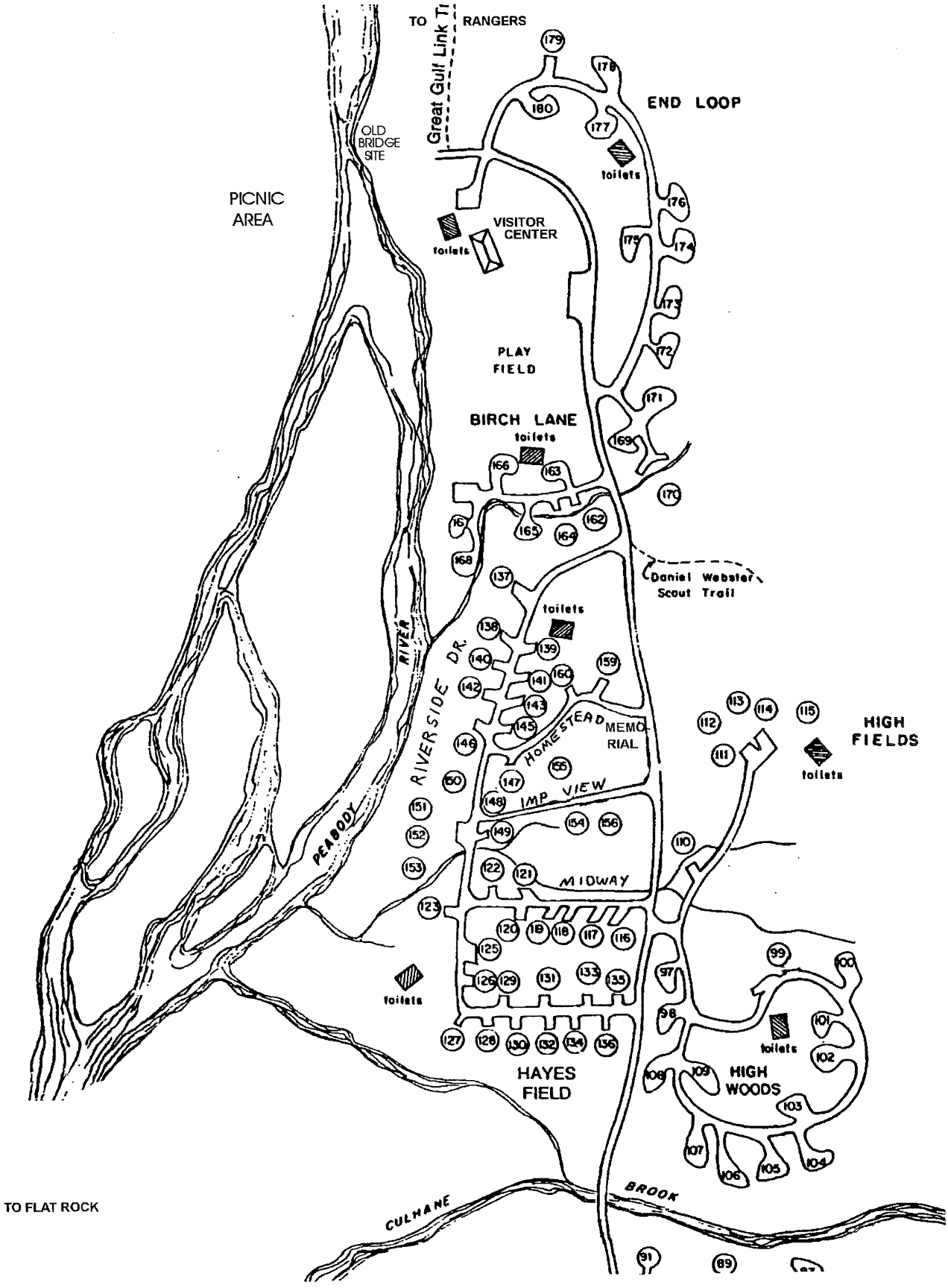
TO RANGERS
Great Gulf Link Tr
END LOOP
OLD BRIDGE SITE
PICNIC AREA
VISITOR CENTER
toilets
PLAY FIELD
BIRCH LANE
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Daniel Webster Scout Trail
toilets
RIVERSIDE DR.
RIVER
HOMESTEAD MEMORIAL
IMP VIEW
MIDWAY
PEABODY
HIGH FIELDS
toilets
toilets
toilets
HAYES FIELD
HIGH WOODS
TO FLAT ROCK
CULHANE BROOK

1. PREFACE

The drive to uncover and stitch together the pieces of the historical puzzle won't produce much without some good sources of information. Fortunately there are several primary sources that have made invaluable contributions to this work.

This research would have been far from complete without the kind cooperation of **Marianne Leberman** and **Jennifer Olmsted** of the US Forest Service (USFS) staff. In 1997 they provided copies of archived Forest Service memos and other valuable materials to get the project started.

After that they provided encouragement, contacts, and additional vital materials. In addition, noted USFS Snow Ranger **Brad Ray**, former Administrator of the Campground, working his way up to that position over the years 1958-1976, graciously reviewed draft material and filled gaps in the historical record.

Belvin Barnes as a youth in 1936 helped to build the Dolly Copp Picnic Shelter. He was later a Forest Service employee and managed Dolly Copp during the 1957-1959 period. In the nineties he was a leader of the Picnic Shelter restoration movement. Contributions are in his name or identifiable by initials (BB).

I am not one of the "old timers" around the Campground, although I am getting there, having first camped in Dolly Copp at age 15 in 1962. I was then a guest of my Reading, Mass. school friend **Bob Brown** and his family.

Bob and his cousin **Bob Cook** of Wakefield, Mass. camped here as toddlers before 1950. Their parents, Dorothy Brown and the late Oliver Brown, Elizabeth Cook and the late Robert Cook Senior, became Dolly Copp regulars in the mid-thirties. These families have been enthusiastic supporters of this research and have provided much historical perspective.

George Brackett, A Dolly Copp camper since his infancy in 1926, has retained a love for the Campground all his life. His outstanding contributions are highlighted by memories of the thirties and photos from that era. A resident of nearby Randolph, NH, Mr. Brackett remains active in town government and Forest Service affairs. Contributions are attributed to his full name or initials (GB).

The late **Russell Hodgdon** (1935-2002) of Gorham, NH received his nickname "Casey" from the legendary Joe Dodge. Employed by the Appalachian Mountain Club (AMC) to help manage the Campground in the early fifties, Mr. Hodgdon supplied valuable facts about that and other periods. He was a life long avid participant in historical research and restorations in the area. Contributions will be found attributed to his full name or initials (CH).

Others making significant contributions, such as totem pole carver **Jay Milliken**, are noted in the text. Special thanks to my wife **Dolly Chew** for her photographic contributions and encouragement.

Thanks to my father and mother **Harvey and Helen Chew** for editing. Thanks to **Stuart and Emily Smith** for historical information and the loan of old photos. And to **Bob Rich** for use of his dad's old photos that opened new perspectives just when I thought I had seen it all.

For the second edition, thanks to for new materials from **Nancy Birch**, **Elsie Ashworth** and **Bob Ross**.

Major map resources cited in the text are listed below:

- 1858 Map of the White Mountains from surveys by H. Boardman.
- 1861 Topographical Map of Coos County, by H. F. Walling
- --1893 U.S. Geological Survey map of area.
- --1915 USFS survey by E. D. Fletcher of the vicinity of what would become the campground.
- --1916 USFS map of summer home sites on Dolly Copp Farm.
- --1935 U.S. Geological Survey map of area.
- --1940 edition of the Forest Service map of campground for use by visitors, also that of 1951, early sixties, early seventies, 1987 and the current version.
- --1988 topographic map of area by The Boston Museum of Science, Bradford Washburn, Editor, with assistance from Casey Hodgdon.

As for photographs, the overwhelming majority are from USFS files, also old government tourist literature or old post cards. Others are by Dolly Chew or reproduced from private collections by permission.

2. HISTORIC SETTING

Dolly Copp Campground is a major recreational resource of northern New Hampshire, situated within an inspiring natural setting. The adjacent Peabody River had received its name in the 1700's. Much has been written about the lives of pioneers Hayes Copp (1806-1889) and his wife Dolly (Emery) Copp (1807-1891), who were the first settlers here.

But missing has been the story of the Campground that bears the Copp name. The purpose of this work is to present that story, of the development of Dolly Copp Campground, and thereby increase enjoyment of this special place and help insure that future decisions regarding it take into consideration its specialized history.

Laid out in the twenties and thirties on old farms including the historic Dolly Copp home site, the development if its many scenic lanes has a surprisingly complex history.

The land that became the Dolly Copp Campground was not yet a tourist area when Hayes Copp was the first to settle here in 1827. As agriculture is less fruitful in higher elevations (1,250 feet here) and shaded valleys, it was likely one of the last available virgin forest sites suitable for farm development.

According to an early sixties USFS Campground brochure, "Some say that {Hayes} obtained the land from the state upon promise to pay with future crops of wheat, barley and oats. Since the land was granted to Daniel Pinkham in payment for his road, it seems possible that Hayes bought the land from Pinkham or received it from him in payment for his labor in building the road," but this is not certain.

The new road by Daniel Pinkham past the Copp Farm, replacing a crude path, was built to link New Hampshire's Upper Connecticut River Valley towns via Randolph southeasterly to the seacoast. North Country historian Floyd Ramsey says the broadening valley floor here was known early on as Glen Peabody.

Early roads like this were usually cut eight feet wide, following a line of trees marked by surveyors. It was possible for cattle drives to the Portland, Maine market to pass the early Copp home. An 1861 map assigned the name "Old Pinkham Notch Road", later maps used "Pinkham B Road" and most recently "Dolly Copp Road." This historic route, until 1951 a state highway, today serves as the main campground road.

The White Mountains themselves had been considered by early Americans to be a waste of land. Climbing them for sport was then almost unknown.

The nearest peak of the Presidential Range to Dolly Copp, Mount Madison, was not even formally named until 1820. But due to its great height Mount Washington nearby began to draw scientific and tourist interest.

By mid-century the early negative view of mountains was changing in New Hampshire and across the nation.

According to the Forest Service's Dolly Copp Campground brochure "Neighbors were scarce and temporary for the first 20 years in the Glen. The Pinkhams came and left by 1836, followed by the Samuel Copp family and others, all leaving by 1847....

New neighbors came in the 1850's, families with names left as legacies in the Glen. Thomas and Patrick Culhane (Culhane Brook) and their families settled nearby. Yates and Mary Barnes (Barnes Field Campground and Brook) located farther north along the Randolph 'Road."

Those with an interest in genealogy will be interested to know that the Copp's raised four children, as follows:

1) Jeremiah B. Copp, born 9/7/1832, married Susan Gray Rogers in 1858 and left the farm that year, died in Meredith, NH 9/5/1910.

According to the Copp Genealogy "He was a skilled woodsman and was often employed by tourists as a guide. He helped lay the first section of the Cog Railway up Mount Washington and worked as a carpenter in the Tip Top House. He resided for 46 years in Littleton, NH."

2) Nathaniel E. Copp, born 1/4/1834, married Esther Willey in 1860, married a second time also, but no record of children. He left the area for many years, returning to the homestead before 1885, leaving again after its sale. He died in Auburn, Maine.

According to the Genealogy "He is described as a man of iron muscle and indomitable pluck. He once dragged the body of a deer weighing 256 pounds for eight miles through soft snow. He traveled extensively and is said to have spent some time with the circus."

3) Hannah Sylvia Copp, born 11/181838, married (1st) Benjamin Potter of New Gloucester, Maine in 1858 and left the farm (Cross), married (2nd) Edwin M. Hanson. She died on 10/29/1929 in Auburn Maine.

4) Daniel Stickney Copp, born 8/14/1848, married Lizzie Arianna Drew at Richwood, Ohio on 12/18/1874. According tot the Copp Genealogy Lizzie "was a refined and cultured

young lady, who had studied at Oberlin College; she met Daniel Copp when a summer visitor in New Hampshire.

They lived quietly for many years at Richwood, Ohio. Mrs. Copp was interested in educational and philanthropic work and founded the Lizze A. Copp Industrial School for Girls in Burma, the School for Orphan Girls at Oneida, Kentucky, and the Alvan Drew School at Pine Ridge, Kentucky."

According to the records of Claibourne Township, Ohio, Daniel "was reared on a farm and received an ordinary public school education. In 1877 he came to Ohio and located at Fremont, where he remained until 1881, when he removed to Claibourne Township, where he still resides. He owns fifty five acres of land, on which he pastures cows, selling the milk and doing a general dairy business in connection with his farm operations." Daniel died 3/13/1922.

A major event inducing commerce and travel on what is now nearby Route 16 was the arrival of the Saint Lawrence and Atlantic Railroad service to Gorham in 1851. This was from the east via Maine and the Androscoggin River Valley. Now there was pressure for Mount Washington to be easily reached from its eastern slope as well as from its western side.

Local historian Vina Gorham states that before 1851 there must have been at least a horse trail along the Peabody River between Gorham and the Copp Farm. Then in 1851 it was voted at a Gorham town meeting "to lay out a road up the valley of the Peabody River and raise $100 to be used on said road provided the Saint Lawrence and Atlantic Railroad Company would make a passable wheel road up to the south line of Gorham."

The nearby and very upscale Glen House hotel opened in 1852, at the base of a bridle path up Mount Washington to a second hotel on the summit. Thus, during the lifetimes of the Copps, the growing draw of the White Mountains was transforming the appeal of the area around their pioneer homestead.

Nearby Mount Washington, especially, would become a central focus of regional tourism. The road south to North Conway was also becoming more important.

Mount Washington's "Carriage Road," opened on this east side in 1861. As the new north-south road along the Peabody River to Gorham became more important, the Copps capitalized on the opportunity by renting rooms to tourists, also by selling farm produce to the nearby Glen House.

The 1860 census indicates nineteen persons living in Martin's Location that year. East of the Peabody River on the north-south Glen Road, the 1861 map has a notation for "J. Bellows" to the south of the bridge and perhaps an additional family (structure shown but no name) to the north. Then crossing the bridge over the Peabody River, "H & D. Copp", then P & J Culhane", then out near the Gorham Town Line "Mrs. Barnes."

Attracting people in the later decades of the 1800's was the development of hiking trails into the mountains on either side of the Peabody River Valley. The modern hiking motives of sport, adventure and health had their start in the 1870's, as the Copps were getting old. The Appalachian Mountain Club was organized in 1876, when the first books on "how to camp out" also appeared. Trails into the nearby Great Gulf and across the Carter Range were built in the 1880's.

Late in the 1800's and into the 1900's the area was also heaving logged. Remnants of logging roads from that era can be traced in and around Dolly Copp today. The 1880 census identified five dwellings in Martin's Location, the Copps, Culhanes and three others, all providing housing for loggers.

There was Edward Hanson and his family with 8 boarders; 1 teamster, 2 wood choppers, 5 who work in the woods, and all 8 from Canada. Then there was Frank Brooks and family with 4 boarders, all Canadian and all working in the woods. The there was Antoine Fanger (approximate spelling) with his wife and children, with four wood working boarders from Canada.

An article in the Berlin Daily Sun of 8/3/2001 entitled "Trail of the Week, Imp Trail Loop" by Chad Dryden offers an insight on the logging period. It states that "Twenty-five minutes from the cliff ledge, the trail reaches a junction with the North Carter Trail, then passes a defunct logging camp and follows and old logging road pretty much the rest of the way back to NH 16."

An interesting tidbit on the area is found in the 1887 Ticknor Handbook for Travelers in the White Mountains. It states that "of all the highways about the mountains that which leads

from *Gorham or the Glen House* (italics added) to Jefferson Hill is the most renowned for scenic splendor." It is not quite clear from this if the trip over the Pinkham B Road (and thru today's Dolly Copp) is being referenced.

Trail development continued between 1880 and 1900. Then weekend hiking was facilitated once the automobile arrived. The need for a weekend sleep over site for hiking activity was one of the pressures leading to the creation of Dolly Copp Campground, located as it is near high peaks.

3. EARLY CAMPING RELATED TO THE EARLY AUTO

Early advice on the new past time of camping in the White Mountains was offered by Ticknor's 1887 travel guide: "In selecting the ground for a forest-camp attention must be paid to the two main requisites, - wood and water." The term "forest camp" would appear some decades later in the first name for Dolly Copp Campground, known early on as "Copp Spring Camp Ground" and then for many years as "Dolly Copp Forest Camp."

By 1900 the "camping movement" nationally was firmly established. Its basic feature was and remains briefly living out of doors in a much simpler lifestyle than that to which the camper soon returns.

Back then, visitors to New Hampshire increasingly craved informality and comradery, partly in reaction to the overbearing stuffiness of White Mountain summer hotels in that period. The "sleeping bag" was also invented at this time.

The camping movement in the United States had its origins in the Northeastern states, and thus it is no surprise that tent sites would be sought early on in the high mountain valleys of rural northern New Hampshire. The creation of the White Mountain National Forest after 1911 gave public land status to much of the area. The Copp homestead, and other nearby farm properties, were added to the new federal forest preserve in 1915.

National movements of forest conservation, scenic mountain recreation and auto camping now merged in a field along the Peabody River, five miles south of Gorham, where the river was crossed by a bridge and road leading to Randolph.

At this junction was a long thin north-south riverside field suitable for vehicle access to tents, accompanied by a good spring for water supply. At this scenic crossroads Dolly Copp Campground would now be born.

This little strip of land, hugging the east side of the Peabody, was all there was to the campground in its first years. This roadside "cradle of Dolly Copp Campground" is now the USFS Dolly Copp Picnic Area aside Route 16, where no camping is allowed today.

There are only a few tantalizing bits of information about this earliest period. One is found in the 1927 George N. Cross booklet on Dolly Copp, which states that "in 1915 the federal government added to our National Forest the old farms in the Glen and laid out the Dolly Copp Camp Ground."

A report by Mount Washington Observatory founder Robert S. Monahan in 1933 states that Dolly Copp was first recognized as a campground about 15 years ago when a large fireplace and two toilets were provided by the Forest Service. Then the Campground rules of 1936 and the brochure of 1940 both cite 1915 as the origin date.

An old USFS memo states that its employee E. D. Fletcher "made the first survey of this area and established the Camp Grounds." His initials are on the survey map of 1915.

The introductory text of the 1951 USFS Campground brochure states "Since 1915, the steadily increasing number of campers and visitors has developed a spirit of cooperation resulting in practical self government requiring a minimum of supervision."

An undated and unsigned but of post-1951 vintage USFS file item seems to state definitely that "It was in 1915 that the name Dolly Copp commenced to be used most popularly... and the Federal Government.... laid out the Dolly Copp Forest Camp." Yet the 75th anniversary celebration of 1996 was based upon an assumed "opening" in 1921.

In the decade of the teens the automobile revolution in America was bursting into the White Mountains. The country had only one half million autos registered in 1910, that number rocketing to eight million in 1920. "Auto camping" became a popular national recreation.

But in these years camping was disorganized and informal, involving spontaneous squatting, out of view beside rural

roads and farm fields. The destination for the auto invasion was not yet towards organized campgrounds.

Throughout the country, rural residents and governmental authorities during the teens were unprepared for the new auto influx. Histories of camping tell us that they soon reacted with local ordinances, fences and no trespassing signs.

As the hunt for roadside squatting spots became harder for the early auto campers, the development of the first formalized campgrounds around 1920 was welcomed by them.

The early unregulated environment of 1910-1920 is nicely mirrored in a Forest Service archive item that may have been written about 1980; "In 1915 the Forest Service erected two latrines and a fireplace near Dolly Copp Spring where passers by had been picnicking and camping for years."

Since the date used in recent decades for the formal organization of Dolly Copp Campground is 1921, the implication is that early camping of the teens along Route 16 at what is now the Dolly Copp Picnic Area was spontaneous and without much governmental management. But the reference above contradicts this.

It seems to this researcher that the 1921 date needs some documentation by those who utilize it. Otherwise, lets celebrate the next anniversary in 2015.

4. COTTAGE SUBDIVISION PLAN

Although public property after 1915, across from the growing camping activity at the Picnic Area the Copp and Culhane Farms were threatened with residential development. In 1916 they almost converted from farm land to private cottage lots, with the blessings of the Forest Service.

It seems that early USFS policy aimed at protecting the White Mountain National Forest from overcutting of timber and resultant erosion, not necessarily prohibition of second home development on the newly acquired federal lands.

In 1916 advertisements for cottage site permits were placed by the USFS. At first applications were accepted for sites throughout the Peabody River Valley, but this broad geographic choice was soon restricted to just key tracts laid out by the Forest Service specifically for second home development. One of these planned areas was on the Copp, Culhane and Barnes properties, still actively farmed at that time.

A 1916 detailed survey map of proposed "Summer Home Sites on Dolly Copp Farm" shows a planned community with a suburban type subdivision layout featuring six clusters of lots. Bungalow type cottage designs were to be required.

The plan had the foresight to preserve some internal greenery and was not amateurish. A comparison of old maps shows that the proposed open space areas were mostly the swamps and wetter grounds that had not been suitable in the 1800's for development as either field or pasture.

The "Dolly Copp Farms" subdivision was to have 89 lots of about one acre each. According to the sales brochure "The locality is one of especial natural charm.... The Peabody River with its rapid, crystal clear waters, boulders, and bordering birches adjoins the location for more than half a mile. Picturesquely dividing the site into several blocks is a beautiful forest of birch, maple and spruce....

The area is penetrated by the Pinkham Road which while giving access to the site is not one of the main White Mountain highways. The big volume of traffic is over the Glen-Gorham road one half mile away."

Also, that "The lots have all been surveyed and the numbers marked on corner posts. The Forest Rangers at the Peabody Ranger Station will accompany visitors over the ground and give needed information."

Fortunately for generations of Dolly Copp campers, USFS use policy suddenly tightened, and no construction permits were ever granted.

5. NAMING OF CAMPGROUND

It is interesting that the 1916 map uses the term "Dolly Copp Farm Tract" and not "Copp" or "Hayes Copp Farm Tract." The terms "Copp Spring" and "Copp Bridge" were in use in the teens, with the word "Dolly" added in the twenties. Then after the mid-twenties, only Dolly's name was used for the Campground itself. As Hayes and Dolly were a team of pioneers, why the preference for memorials to the wife?

The Copp Family genealogy offers an answer. According to

it "Hayes Copp was a quiet, kindly man, and Dolly was known for her housewifely skills as well as her sharp tongue. Her quaint sayings made her a character of note, which doubtless accounts for the fact that the large tract, which included the Copp farm, laid out as a camp for vacationists in the White Mountain National Forest has been given the name of Dolly Copp Camp Ground."

More definitive evidence is found in a Berlin Reporter article of 9/7/1933, which informs us that "To Mr. J. J. Fritz, former Forest Supervisor, goes the credit of giving this camp ground its name which, with its history, has so appealed to the public."

Then an early USFS memo gives some possible credit to Mr. E. D. Fletcher, who "as an employee of the Forest Service, made the first survey of this area and established the Camp Grounds."

6. THE NINETEEN TWENTIES

Throughout the United States by 1920, local authorities had reacted forcefully to the informal "auto camping" on private property of the teens. Sanitary problems and annoyance over the spread of discarded garbage led to the organization of formal camping areas and regulations to herd migrating autos into them.

The approximate date of 1920 for this development in camping nationally fits nicely with the history of Dolly Copp, for there is a date of 1921 circulating as the year that informal auto camping activity at the intersection of Glen Road (Route 16) and the Pinkham B Road was in some way formalized under U. S. Forest Service management.

This site is today the Dolly Copp Picnic Area, immediately adjacent to Route 16. While 1921 is the date of origin for Dolly Copp Campground cited in recent decades, the precise administrative or physical changes that distinguish the pre-1921 from post-1921 Campground remain undiscovered.

We do have a short description of the setting in a Berlin Reporter article dated 6/23/1921 that seems to lend some support to a shift of some sort in 1921: **On the Glen Road, six miles from Gorham, the Forest Service has opened a public camp ground for the automobile tourist, known as the "Copp Spring Camp Ground." Here the camper will have plenty of room to pitch his temporary home, and he will find a large stone fireplace upon which to cook his meals.**

Near the highway is the old "Copp Spring", which has been stoned up and surrounded with stepping stones. Other conveniences arranged for the camper make this an ideal camping place for the tourist who wishes to spend his vacation in the open.

As a small child, Marian Chase of Rowley, Massachusetts camped at this early Dolly Copp of 1921. Her memories were widely circulated by the Forest Service during the seventy fifth anniversary celebration in 1996. Mrs. Chase remembered today's Picnic Area as an open field back then. She recalls a pure spring for water and that children were ordered not to throw rocks in it or sully it in any way. There was little organization, and camp fires were started on the ground without any enclosure of rocks.

Mrs. Chase also remembers that across the Peabody River bridge there was a large field; part of the Dolly Copp of today. Similarly, George Brackett's first camping experience a few years later was on this east, or Route 16 side, of the Peabody River.

Commenting upon this early period, the author of the short unsigned 1980 history states "In the beginning camping was totally unorganized. Lacking designated campsites, tents were placed wherever fancy dictated. Until 1922 some of the land was still being farmed and used for pasture. That year the last permits were revoked and the fences were torn down, allowing expansion of the camping area."

While early camping equipment had been makeshift, this new type of recreation was widespread enough by the early twenties that specialized gear was mass produced and readily available. Camping definitely entered the mainstream of American consciousness when in 1921 President Harding went on a well publicized camping trip.

A quaint little booklet dated 1924 and entitled "The Manual of Camping" offers advice of the day: "Find a high open site with good drainage.... Get permission of the owner to camp if you can find him.... The further you are from civilization the better fun you will have."

And more: 'Have your tent pegs prepared before you leave

home. The point of wooden pegs can be hardened by charring them in the fire, or you can buy steel pins at very little cost.... Don't touch the roof of a tent when it is raining. It will make the tent leak.... A camp should have at least one good cook. Try out the cook and the cooking before you get into camp."

Regarding Dolly Copp, Robert S. Monahan reported in 1933 that "Hay was cut until 1921 and during the following year the fields beyond the bridge were used only by horse grazing permittees. But with the river adequately bridged in 1924 the camp ground extended to the opposite bank and the development of the area proceeded rapidly with appropriations barely sufficient to take care of maintenance."

Another record in the Forest Service archive dated 1926 concerns the spread of camping from the Picnic Area over the old bridge (removed in 1951) into today's Campground. It documents the spontaneous expansion of camping from the east side of the Peabody to the west side, into the fields that became the Dolly Copp Campground of today (italics added):

At the present time we have a supply of water pipe which was originally purchased to furnish running water to the Peabody River Ranger Station.... The spring at Dolly Copp takes care of the water supply for that side of the river; however, *the camping is extending to the opposite side of the river, and in fact more people are using that side than the area originally opened.*

It is too far to carry water from the spring to the opposite side of the river, and a number of people have been using the river water for cooking and drinking purposes. This is not a safe measure, and I have been planning to use the supply of pipe in order to furnish running water on the *places available for camping on both sides of the river.*

George Brackett as a small child in the twenties remembers tents pitched all along the *west* bank of the Peabody River; the *new* Dolly Copp. He was a youthful eyewitness to the pressure and spillover across the bridge from the narrow and limited field of the original east, or Route 16 side, camping area.

The 1926 USFS memo has this additional historically significant information (italics added);

....We would still have sufficient pipe to extend it to a central location on the opposite side of the river where we could build a permanent toilet system....

That area is sufficient to take care of between 125 to 175 camps, and we are now able to enlarge that space since the pasture fence can be moved due to the permittee giving up the special use permit for the pasture.

With such central toilet facilities, I am convinced *we would induce more and more people to use the opposite side of the river, which would leave the original side open for picnic and supper parties.*

USFS direction to campers to use the new west side, then barring all camping and allowing only picnicking on the east side, was a key policy decision. It was the template for Campground growth.

The 1915 survey map shows today's Play Field and Visitor Center areas as field and pasture back then. Evidently the acreage was productive enough for agriculture to be rented out to a "permittee" for such use, until needed for spillover camping in the mid-twenties.

Another clue as to development of the west side of the Peabody for camping is found in a 1927 Forest Service memo stating that "The smooth and barbed wire on the area across the river has been taken down on the south side of the road to the old gravel pit and on the north side of the road as far as the old Dolly Copp place."

As camping expanded we can assume that more and more of the barbed wire from the agricultural period was removed. Yet sheltered and camouflaged remnants of twenties and perhaps earlier barbed wire still remain in the woods today, at the peripheries of what were once Copp, Culhane and Barnes farms.

These obscure locations have been pinpointed by Casey Hodgdon, Bob Brown and Bob Cook. They are not cited here in order to enhance their preservation.

Commenting in 2001 on barbed wire remnants, Casey Hodgdon stated that "It is interesting about the barbed wire. I found some years ago to the right of the Pinkham B Road just west of the Peabody River. It could have been from the

days of E. Libby & Sons after they purchased the farm from Nathaniel Copp."

Another reference to historic barbed wire is from an article on Dolly Copp from the Lewiston Journal of 9/12/1953. Commenting on the Copp homestead vicinity, the article states that "Up on the lower slope of Madison may be seen a strand of barbed wire. Once it was fastened to a Beech tree. Since that time the mighty Beech has grown around a part of the wire, which, undoubtedly was part of the upper fencing of Hayes Copp's pasture."

In 1927 a 31 page booklet on the Copps was produced by area historian George Cross. This must have been of great interest to the campers of the day. A copy from that year has survived with its back page including printed in pencil the attendees at a "Campfire Party August 1, 1927."

These were Vesta M. and H. A. Strout of Dorchester Mass., Carl L. and Beatrice Billings of East Weymouth, Mass., John H. and Mrs. McCormack, Providence, RI, Mr. And Mrs. Floyd N. Cassidy of Lake Pleasant, MA, Mr. And Mrs. A. F. McEntee of Lynn, MA, M. L. Barnes of Lynn, MA, Burton B. and M. T. McCully of Somerville, MA, James and Anna Devine of Lawrence, MA, Walter Nyhan of Lawrence, MA, W. D. Boisvert of the Carter Dome Lookout, and A.W. and R. P. Tuttle.

A September 1928 news article by Robert S. Monahan (an important local figure who would participate in the revival of the Mount Washington Observatory in 1932 and serve fifteen years in the USFS thereafter) describes the camping scene that year. Below are excerpts from his article entitled "Dolly Copp Camp Ground Now Famous for Tourists:"

As usual the campers came from all parts of this country and Canada. Some stayed overnight departing the next morning with the wish that their itinerary allowed for a longer stop and others settled for the entire season. Many of the campers had spent previous summers at Dolly Copp and this year returned with their friends....

But whatever their camping experience, their age or their occupation a mutual desire for friendship was obvious all summer. The hospitality for which the namesake of the camp ground was famous is still to be found on all sides of her homestead site....

A tenting party which is less fit to haul and chop wood that others will wake in the morning to find a neat pile of firewood just outside their tent. Campers unfamiliar with the nearby trails will be guided by those more experienced....

Families with children return to school after Labor Day with the youngsters in fine condition for the winter. They have spent all summer outdoors on their rafts in the shallow pool just below the bridge or hauling water from the spring and dead wood from the forest....

Statistics of the past few years indicate the growing popularity of Dolly Copp. The average daily number of tents during August 1925 was 31, August 1926 55, August 1927 73, while this year the average jumped to 79....The record number of tents this season was tallied Thursday night, August ninth, when 106 tents were counted.

The Forest Service now maintains four other camp grounds {in the WMNF}.... but Dolly Copp still enjoys the greatest popularity among the camping public. The Forest Service is laying out an ambitious program for continued improvement of the camp ground when the funds are available so that ten years from now the fields may present a somewhat changed appearance.

They would indeed. The physical youth of the Campground of the twenties reflected a somewhat rough and tumble scene. Some early photos show more boulders breaking through the surface on and near camp sites than is common now. These were pulled out by work crews over many years. Today's more manicured look had its roots in the thirties.

At the 1915 start, camping and picnicking mixed on the east side of the Peabody at what is today just the Picnic Area. Then for some years camping was allowed on both sides. But in the thirties, these uses were formally and permanently separated, camping then continuing on the west side only. In simple terms the Campground was moved from one side of the river to the other.

In these early years the main campground road along which campsite development activity migrated was a thru road. It included a bridge over the Peabody at what is now the dead

end at the southern end of the Campground.

There is evidence in the old Forest Service files that this mix of state road and localized camper traffic was an annoyance for the campers. These two types of traffic had to coexist until 1951, when the bridge was relocated northward to its present location.

At that time the thru road designation of "Pinkham B Road" was moved out of the campground. Most signs and maps identify this same thru road today as "Dolly Copp Road."

Yet at its terminus to the northwest at Route 2 the Town of Randolph still signs it as the Pinkham B Road. To avoid any confusion the remnant of the Pinkham B Road that remains within Dolly Copp today will be referred to herein only as the "main campground road."

Then as now, there are varying advantages to different segments of the summer camping season. Elsie Ashworth recalls: "I remember my family for many, many years going camping at Dolly Copp. We always went in mid-August because we found that the little tiny black bugs were still quite thick until the end of July. Then towards the end of August it started getting pretty cold at night."

Another common issue is that the preference as to favorite site differs by family member. Negotiation is required. The author has had only limited success in this regard!

7. THE NINETEEN THIRTIES

Even when the Depression hit in the thirties, camping in Dolly Copp and elsewhere in the country did not decline. This was due in part to camping's low cost and partly to automobiles being the last amenity to be surrendered in hard times. There is evidence that Dolly Copp camping actually continued to increase during this decade.

In 1931 the Forest Service administered a questionnaire to Dolly Copp campers, seeking their opinions on campground development and management. The responses reveal much about conditions at the beginning of the thirties.

A letter from the District Ranger to the Forest Supervisor dated 1/4/1932 transmits "the answers to questions presented to parties using Dolly Copp Forest Camp. There is also attached one sheet with typical replies to the questionnaire."

The results:

1931: LENGTH OF STAY

1 week or less	28	25%
2 weeks	40	36%
3 weeks	10	9%
4 weeks	11	10%
Over 4 weeks	22	20%
Total	111	100%

1931: WHAT ARE THE NEXT URGENTLY NEEDED IMPROVEMENTS?

Tables and benches	36
Satisfied as is	36
Swimming pool	23
Oil roads	18
Special place for picnickers	12
More toilets	11
Have fields mowed	8
Dogs to be leashed	4
Grocery store	2
Electric lights	1
Central hall for rainy weather	1

We see that today's two week limit on the length of stay was not yet in effect. The presence of a table at every campsite seems not to have been a standard feature. The fields were not mowed as today, and the Visitor Center building and Swimming Pool had not yet been built.

Forest Service staff also recorded what they felt were the more typical comments made. There were requests for "tables, benches and rustic furniture for each camp," that the grounds be "plotted into lots", that picnic parties be given a "special place away from the river", and to please "oil the road through the Campground."

These responses infer that individualized campsites and an accompanying site numbering system had not yet been developed, that campers in 1931 were still mixed with picnickers on the east side of the River, and that roads in the Campground were as yet unpaved.

But the primitive camping conditions of the 1915-1931 period were rapidly coming to an end. It would be the plentiful and low cost labor provided by the federal Civilian Conservation Corps (CCC) that soon provided the muscle for a spurt of growth throughout the remainder of the thirties.

The CCC was a federal employment program created in 1933. It primarily enrolled youth from families on relief and sent them to parks and recreation areas to build trails and improve public facilities. This was a major jobs creation

program with rural base camps throughout the country.

Seventeen of these base camps were established in the White Mountains, including Camp Peabody on Route 16, just 1.2 miles south of the Dolly Copp Picnic Area, still in use today as Camp Dodge. CCC labor, as directed by USFS professionals, polished up Dolly Copp into the Campground we see today.

An undated archival Forest Service record, appearing to originate near 1940, summarizes CCC contributions to Dolly Copp in the thirties; "A few minor improvements were in place around 1925 and others followed slowly until 1933. The development of the area in its present form began with the advent of the CCC program and was completed in the next three or four years."

More insight on the thirties is provided by Robert. S. Monahan's record of 1933 Dolly Copp: **"Many of these campers return year after year until they regard this camp ground as their summer home.... No charge of any kind is exacted by the Forest Service for the use of the water, garbage disposal, toilet and bathing facilities you find here. There is no allotment of campsites and no fire permits are necessary at this or any other improved camp ground within the National Forest.**

A forest officer supervises the sanitation and welfare of the camp ground and fortunately this year the tremendous load imposed by the heavy use was lightened by the services of the CCC workers.... With the steadily increasing popularity of this camp the grounds will have to be extended but fortunately there are many natural openings along the well drained banks of the Peabody River which can be improved for future use."

Also of interest, in 1934 University of New Hampshire (UNH) forestry experts advised the Forest Service staff. One of the reasons they offered for the popularity of Dolly Copp was "'because of its desirability as a camping grounds for women and children."

We know that in contrast to the early thirties, by 1940 much of the Campground had been organized into distinctly numbered sites. This was the result of mid-thirties planning coupled with CCC labor. That UNH experts contributed to this process is evidenced by their planning advice in 1934:

They agreed that some kind of blocking system is necessary both for better utilization of the grounds and so that the location of each camper may be known and designated for the benefit of visitors. The advantages suggested for a blocking arrangement of camp sites are the possibility of reserving a particular site or group of sites by communication, the ability of the camp superintendent to assign small blocks to a group of campers who wish to live near each other and to segregate those who intend to stay all season (mostly mill workers from Berlin and Gorham) from the transients who object to the noise of cars starting early in the morning and returning late at night and from the annoyance of numerous weekend visitors.

8. DRIVE THRU FOREST CAMP IN 1935

Drawing upon all of the historic references, old photos and eyewitness accounts available, below is the best estimate of what a visitor saw while riding through the Campground in the summer of 1935:

Traveling north on dirt surfaced Route 16, past the CCC Camp and then the Peabody River Ranger Station, a fork in the road presents a choice. The sign for Dolly Copp beckons on the left.

Gorham thru traffic continues up grade to the right while Campground and Randolph traffic choose the lesser road down slope to the left. The Picnic Area comes into view but without the log Picnic Shelter which would be built next year.

Just 400 feet past the sign a left turn takes you onto the dirt surfaced Pinkham B Road, another state highway. It immediately crosses the Peabody River on an iron bridge with overhead truss work. Some young people are socializing here.

Entering onto the gentle plain of what had been Copp farm land provides a contrast to the more rugged terrain just traversed. The log camp administration building constructed the year before (today's Visitor Center) is on the right.

That building was oriented to parallel the original state road alignment which would be bypassed and converted

into lawn in a few years. Parking by the south door is provided for camper check in.

Proceeding north, both sides of the Pinkham B Road are open, unmowed fields. The area had been open like this for a century now. Tents are seen on the areas that would later be known as End Loop, the Play Field and Birch Lane. To the right along the river is the south field of the old Copp Farm.

Ahead up on the right is a little rise of land with tents on it. You stop at this knoll above Riverside Drive to take a few photos of the scene back over the fields of tents to the Administration Building and steel bridge. This view would begin to be obscured by foliage in the forties and is lost today.

To your right the north field of the Copp Farm now appears. For camping access this area has been cut by dirt lanes into rectangles. These quadrants are formed by the Pinkham B Road on the west and the parallel Riverside Drive on the east, with five connecting roads between them.

In time these would be given individual names; the southern part of Riverside Drive, then Homestead Lane, Imp View Lane, Midway Lane and Swimming Pool Drive (the latter would eventually be renamed Hayes Field Drive).

A little park now comes into view on the right, holding the new Homestead Memorial dedicated two summers ago. A small spur for tent sites called Notch View Lane is also in place off of Homestead Lane, offering quiet sites by the aged apple trees of the Copp orchard. Thirty years later camping would be removed from this section as it was converted to a walkway to lavatories.

The open fields of this heavily used section of rectangles form the core of the 1935 Campground. Activity is obvious at the new swimming pool built in 1933, with users annoyingly parking all the way up on the state highway you are on, causing some congestion.

You then pull over on to the shoulder for a moment to give some anxious drivers in back of you a chance to pass. They are neither campers not here to view the scenery. This is, after all, a state highway, and others users of the road have a long way to go.

To the west the High Fields and High Woods sections had not yet been laid out on the open pastures there. But tents abound anyway; the Forest Service is allowing camping upon any open land that is available. These are open upland pastures with a view of Mount Madison obscured by trees today.

Proceeding north on the Pinkham B Road, across the old Madison Brook, recently renamed Culhane Brook in honor of that family, to the west the Brook Loop section has just been completed by CCC workers. The center of Brook Loop is still unwooded, reflecting its history as a pasture. Across from Brook Loop the Little Meadow section is an open field.

Moving on, at today's Spruce Woods section is an unwooded area, but without much road development. The only access here is a short entryway to an open field upon which now runs the one way exit from Spruce Woods. A sharp eye can discern rubble in the ground from the Culhane farm house that was still standing here twenty years ago.

To the right the Big Meadow is a large field area, the heart of the Culhane Farm. There is one entryway for cars with a circular road in the center. The CCC crews would soon formalize and regrade this southern of today's two entrance roads to the Big Meadow, the northern entry not to be added for almost another thirty years.

The Pinkham B Road then continues into the valley of Miss Barnes Brook. There is a crossroads of sorts, just before the bridge over the Brook, passing a dirt road that travels east and ends near the Peabody. The straight main stem of today's entry road would be built on this alignment in 1950. Opposite, an old logging road proceeds up hill to the west, now the Hayes Copp Ski Trail.

After crossing Miss Barnes Brook the Barnes Field camping area on the right is a hub of activity. Thru

traffic continues along the state highway to the Town of Randolph.

It was the initial network of 1935 camp roads as described above that the Forest Service was now directing CCC workers to upgrade and expand. Their work resulted in a much more developed Campground by 1940.

Another glimpse of 1935 conditions is available in author Eleanor Early's book "Behold the White Mountains." Early makes mention of the Campground, noting stone fireplaces, rustic tables, bubbling springs and the swimming pool. The Administration Building was described as having fireplaces at either end and a dance hall in the middle. The smell of camp site cooking was especially appealing to her.

Back in the thirties E. Libby & Son had a company store in Gorham in what is now the Knights of Columbus Hall. Many Dolly Copp campers would trade there and be given free ice.

The typical method for camp refrigeration was to take that ice back to Dolly Copp and place it in a wooden orange crate or box in a hole dug in the ground at the camp site, then covered with canvas. Food would then be preserved in this effective cooler (GB). Gorham resident Bob Ross recalls that some campers left their equipment in storage at the Libby store for the entire winter at no charge.

Another insight into thirties conditions is gleaned from a 1936 USFS memo: "In some areas grates have been furnished for campfires while at others campers are allowed the use of roughly made fireplaces which they themselves construct."

Also, "If campers are allowed to pick flowers and remove shrubbery as their own conscience guides Dolly Copp will soon be a sad looking place. This practice should be discouraged for much of the shrubbery which looks so natural was transplanted there at large expense."

As for early camp site tables, the CCC crews had assembled many of them in the thirties. The tables were heavier than today's and took several people to move. In 1934 the forestry experts from UNH "suggested a permanent fireplace, ice box and table for each camp site and criticized the present tables for their excessive weight and low seats."

Bob Ross, when a CCC worker at Dolly Copp in 1940, recalls that the bench seats for these tables were made from a large log sawed in half lengthwise. The cross cut was done manually. "The resulting tables were so heavy that no two men could move one."

These rustic early camp tables had been replaced by the early fifties, but with a few still visible in storage areas (CH). Bob Cook remembers seeing them in Barnes Field in 1954.

Statistics in a USFS memo of 8/18/1937 document usage that date; 279 tents with 828 tent campers, also 22 trailers with 71 trailer campers, for a total of 899 campers. Persons with trailers were 7% of the total visiting Dolly Copp that evening. Several sources say most campers used tents in those days.

9. EARLY MANAGEMENT

Rules and regulations are a necessity to safely manage any large gathering of people and Dolly Copp is no exception. Camp rules as they were in 1936 have been preserved in the Forest Service archive. Some pride is seen in their introduction;

Dolly Copp Forest Camp, in the White Mountain National Forest, is maintained by the U. S. Forest Service for your use and enjoyment in outdoor recreation. From its inception in 1915, it has been used each season by steadily increasing numbers until its average mid-summer population is well over a thousand people and three hundred tents. Over weekends and holiday periods their numbers are much greater. Dolly Copp Forest Camp has become a national institution.

According to the 1936 rules "Campers will be assigned to unoccupied space of their own choice as far as possible." A question from today's perspective is, how did campers place their tents in proximity without friction when space was short, as they did not have the definitive site boundaries of today as a guide?

Long time camper George Brackett's answer to this is that the top authority at that time, Ranger Benedict, "ran the place with an iron hand", to the extent that his on the spot rulings prevented the development of most such problems.

Also in the 1936 rules; "No advance reservations for particular locations will be made." The policy toward reservations has of course changed since then, as such a

system was put in place for parts of the Campground after 1987. Today advance reservations can be made directly over the Internet at www.reserveusa.com.

Many of today's common administrative tools were still evolving back in the thirties. For example, the Regional Forester wrote in 1936 that he was "of the opinion that a sticker for the car windshield, if it is necessary that we have one, should read that the owner of this car is 'Camper, White Mountain National Forest' and the 'Dolly Copp Forest Camp' be subordinated."

Another of today's common features was proposed in this same 1936 memo; "We should plan to prepare a colorful and pictorial map of the Forest Camp, which may be printed and distributed to those campers or visitors who are interested. A copy of it on a larger scale should be framed in a glass top table and located in the Administration Building for interest to visitors."

We know that such a map was ready by 1940 as a copy from that year has been preserved. It has been revised many times over the decades. Today, an up to date version of the Campground map is offered to arriving campers at the Gate House.

In the thirties night time quiet hours were already part of the routine. A 10:00 P.M. to 7:00 A.M. duration was used, similar to today's 10:00 P.M. to 6:00 A.M.

Archival Forest Service correspondence indicates that parking and access to campsites were growing problems in the thirties. It was only after many years that the current high standard was achieved, whereby most campsites have their own private on-site or very near-site designated parking.

The policy in the thirties for parts of the Campground allowed for informal shoulder pull over parking areas, each large enough to serve a few nearby sites. Private and clearly identified parking for each individual site was not the norm as it is now.

A circa 1936 memo reads "In some areas of the camp grounds parking spaces have been furnished on which the cars owned by the campers must be parked. This is to prevent any possible damage to improvement features built by the Forest Service."

Yet George Brackett remembers that these group parking areas were not formalized as the rectangular parking spaces we are accustomed to today. Rather, they were informal, roadside shoulder areas. He disagrees with the practice on the 1940 Campground map of drawing edges to such areas, as he remembers them as being neither so obvious nor so distinct.

We find in the same 1936 memo that "Some of the areas at Dolly Copp Forest Camp have been laid out for restricted camping. On these areas tent sites have been located and raised slightly to make the tent location the best in the area."

But sites were not yet numbered in the mid-thirties (GB). Neither was the grass on the camping field areas regularly cut. You might arrive to find grease on the tall grass, deposited by the auto of the previous occupant (GB).

The swimming pool, built in 1933 northeast of the elbow on Hayes Field Drive (known as Swimming Pool Drive back then), seems to have created an unanticipated parking problem. The 1936 rules state that "Parking of automobiles along the Pinkham B Road or along the camp drives by users of the swimming pool is prohibited."

The low roadside log barriers shown in old photos near the Pool and part of Swimming Pool Drive were likely placed there to help enforce this rule. Then according to the 1940 rules "Non-campers may use the swimming pool provided that they park their cars on the picnicking area parking spaces." That rule must have been a disincentive, as it was quite a walk back over the Peabody.

We are fortunate that Dolly Copp has never been commercialized. This was the result of USFS foresight early on. A 1928 news report on Dolly Copp states "Whatever may be the improvements, the Forest Service plans to avoid all changes that may result in the cheap commercialism that has already marred so many otherwise beautiful campsites."

A 1932 news article then provides this insight: "Campers who come to Dolly Copp desire to be unmolested by the peddler and he is never allowed on the grounds. Not so much as a piece of candy can be sold legally." Then in 1935 we have this eloquent letter from a Forest Service official to a person proposing to open a retail outlet in the Campground:

I regret very much that it is necessary for me to deny

your request for permission to erect and maintain a small store on Dolly Copp Forest Camp. This office receives a few requests of a like nature each year and the proposition has been given considerable thought. But it is believed that the interests of the greater number of users of the campground will best be served if no commercial enterprises of any kind are permitted on the area.

While there are undoubtedly those who find the trip to Gorham inconvenient, there are also perhaps a greater number of campers who find in the absence of commercialization of Dolly Copp a charm which is lacking on many such camping areas where concessions are allowed.

The establishment of stores or other commercial developments on the areas is not deemed necessary nor desirable for full enjoyment of the type of outdoor recreation which the camp grounds are designed to provide and which the majority of users apparently seek.

Jay Milliken recalls that in the fifties a truck selling ice, wood and bread had a route through the Campground. Then for decades the one exception was the sale of campfire wood. The next commercial expansion came in 1998 with the sale of ice at the Gate House, chipping away at the venerable 1935 policy.

10. DOLLY COPP CAMPERS ASSOCIATION

Campers organized themselves into a social and advocacy group in the early thirties. This group sponsored good times for the campers and had considerable influence with the Forest Service. It was active for about twenty five years, until its disbandment in the late fifties.

Forest Service correspondence of 1939 documents that "the Dolly Copp Campers Social and Recreational Association.... has been of considerable assistance in promoting functions and supplying facilities for the added enjoyment of campers. The Association purchased a piano to be used in the Administration Building, and conducted dances and other social entertainments in 1937."

The 1980 unsigned history places the origin of the Association in 1933. According to that history; "The 'esprit de corps' generated by the reclamation of the Copp home site and the latrine petition {to move an outhouse away from the home site} encouraged the campers to formally organize. Spearheaded by a group of long time campers from the Boston area of Massachusetts the 'Dolly Copp Campers Association' was organized, elected officers and began to hold regular meetings."

According to the short unsigned 1980 history the new association became more influential and better organized as the years went by. In the later thirties "They wanted more campsites added to the campground each year."

Also; "By the late thirties many of the core group had been coming to the camp for 10 or more years and occupying the same campsites all summer each summer." Local resident Guy Gosselin remembers: "All in all the Association was viewed as having too much power and it was resented in some circles."

George Brackett recalls a distinction between two phases of Association history. The first limited itself to organizing a collection for the homestead restoration. This was a different leadership with a limited purpose, in contrast to the broader goals of the second and longer lasting group that emerged a few years later and lasted until 1958.

A subset of the organization is noted in a 1936 archival letter from a camper in Massachusetts: "In New Bedford, we have a group of Dolly Copp Campers that meet once a year. To belong, the party must have camped at Dolly Copp for five years."

That same camper in his 1936 letter also grumbled about the expansion then underway in Dolly Copp: "My personal opinion is that the more grass that is removed from the ground, the more dust that the camper has to contend with. This is another reason why some of us think that the spurs should not have been made."

He goes on: "I was told that Mr. Goodwin, who was on a committee of campers elected four summers ago by us to check up on some proposed changes, said that over 90% of the campers were opposed to the swimming pool and to the Community House. If this is so, it shows us Washington is not 'camp minded'."

It must have been difficult for the many who had come to

love the bucolic and rough Campground of the twenties to see it formalized, expanded and manicured in the thirties. Also, to see structures added such as the Administration Building and Picnic Shelter, however rustic looking.

11. TOURIST LITERATURE

A mid to late thirties Gorham, NH vacation brochure featured Dolly Copp as a nearby recreational asset: "Due to its accessibility, its proximity to the Presidential Range, and the natural beauty of the area, the popularity and use of the campground is constantly increasing.....

An administration building is available for use by the campers for dancing and other gatherings. Attendants are on duty at all hours. Swimming may be enjoyed in the pool on the campground or in the Peabody River nearby.

Tables and benches are provided, and pure water is piped to many outlets on the campground. Sanitary chemical toilets and cans for depositing refuse are conveniently located and cleaned daily by the attendants.

No charge is made for any of the facilities provided, and no time limit is set for camping. All are welcome, and the only requirements are that campers register upon entering and leaving and that the few simple rules governing use of the campground are observed."

In 1938 the New Hampshire State Planning and Development Commission released a booklet extolling the State's major public recreation areas. Dolly Copp Campground was one of them:

Located on the old Copp farm beside the Peabody River 6 miles south of Gorham on Route 16, this forest camp and picnic area has the highest public demand of any forest campground in the East. Forty thousand people registered here during the summer of 1937. An excellent system of gravel roads makes the camping spots readily accessible.

Culhane Brook passes through the campground between the swimming pool area and the Big Meadow, providing the water supply and swimming facilities for the area. Peabody River flows between the picnic area and the campground and affords good swimming in the Ranger Pool but is unsafe for drinking purposes. Dolly Copp Spring, on the picnic side of the river, not only supplies good, cold drinking water but also carries a long, historical background.

Excellent views are enjoyed from the campground and picnic areas. The Presidential Range forms a background, while the Carter Range with the Imp as a focal point is in the foreground. The entire aspect is pleasing with mountains, wooded slopes, bare rocks and cliffs as a nucleus for some of the finest scenery in the East.

The present developed area is capable of accommodating 2,000 campers and 300 picnickers at one time. The popularity of this forest camp is the result of its close proximity to the many hiking trails of the White Mountains and its location in the very heart of a most scenic area.

The many improvements, such as toilets, running water, garbage disposal and swimming pool, are added facilities which make the area a favored place to camp. The Dolly Copp forest camp has become a central point for establishing a base for hiking, and is a gathering place for sightseers. Campers entering this area should see the custodian and register before selecting their camping sites.

The U. S. Forest Service had its own tourist literature in 1938, including a large fold out map of the entire White Mountain National Forest. Of the eight photos included as representative of the Forest, two of these showed scenes at "Dolly Copp Forest Camp."

One passage reads "To meet the demands of recreationists, the Forest Service has made extensive improvements.... Forest camps and bathing pools have been improved." We can deduce from this that in the thirties Dolly Copp was not the only federal campground in the White Mountain National Forest to be upgraded.

The section entitled Camps and Camping is interesting for what it was felt had to be said for the benefit of newcomers; "Forest camps, equipped with tables, fireplaces, sanitary conveniences and facilities for the disposal of refuse, are located throughout the White Mountain National Forest. *No*

beds, blankets, tents or other personal equipment are provided" (italics added).

Eleven camps are then listed as "a few of the more popular camps," with a short description for each. For Dolly Copp; "The most popular camp in the forest.... Includes individual camp sites as well as group campgrounds. A swimming pool, picnic shelter, and administration building are available."

A 1938 guide to New Hampshire by the Federal Writers' Project of the Works Program Administration reached an even stronger conclusion; "Dolly Copp is the most popular of all New Hampshire's many camps."

On 9/21/1938 a great hurricane made its way inland to northern New Hampshire. This was and remains the worst hurricane ever to hit New England. September that year had been very rainy and the ground was already saturated. The huge storm on top of this led to extensive blow downs of timber. The fire tower up on Carter Dome, a prominent ridgetop landmark visible southeast of the Campground, was lost.

The White Mountain National Forest was devastated, with the result a very high hazard of forest fires for the next season. In response, early in 1939 the Forest Service issued a map classifying forest areas by three degrees of restriction on use. All of the forest around Dolly Copp was placed in the most restrictive category, "closed to all forms of use."

The Imp Trail was closed completely, but the Daniel Webster Trail remained open as long as hikers did not leave the path. We can assume from this evidence of devastation on all sides that there must have been significant tree damage within the Campground as well. The CCC boys did much of the cleanup.

An undated Forest Service memo, but by appearance and content apparently written about 1939, comments upon the decade of upgrading just completed;

The improvements existing at the end of the CCC program were as follows; road system of 1.9 miles, Administration and Recreation Building, 1 swimming pool, 1 water system with chlorinator, 250 camp sites with tables and fireplaces... Picnic Area: 1 large picnic shelter with stone fireplace and tables, 2 parking areas, spring development, 1 stone fireplace, 22 picnic units with tables and fireplaces....

The vigorous improvement activity of this era is also referenced in Forest Service correspondence from November of 1939: **Corners at the junction of one of the camp roads with Pinkham B Road were highlighted and graded for safety.... Seventy feet of new wooden guard rails were installed....**

Betterment needed includes the following; highlighting or otherwise safeguarding other corners at junctions of camp roads with the Pinkham B Road; plantations and creation of additional barriers to protect areas; filling in gullies to prevent mud holes; restoring fire grates and building additional horse shoe courts which were in heavy demand this year."

Strolling by the junction of the main campground road and the southern Big Meadow entrance, a look off the edge of pavement reveals that this intersection is not at its original grade. We can assume that this enhancement was a typical CCC improvement.

John Hamlin of Maryland grew up in Gorham and graduated with the high school class of 1939. Working at Dolly Copp as a host for Resource Management in 1999, he provided some memories. He recalls that in the Dolly Copp of 1939 no fees were charged. "You camped wherever you wanted and campsites were crowded against each other. Sections had not yet been named." The area was "a lot of fields."

He recalls the swimming pool was a popular attraction. The campers of the period were ordinary people, not well off; this was an inexpensive vacation. The pattern was already established whereby many fathers worked in Greater Boston during the week while the mother and children spent multiple weeks here.

Long time camper Stuart Smith says that after 1939 quite a few of the CCC boys joined the Canadian Army to go fight. Also that after the United States entered WWII, conscientious objectors placed in non-combat assignments provided some of the low cost labor to replace them.

12. ON SITE CAMPFIRES

The presence of a fireplace at each camp site goes all the way back to the origins of Dolly Copp camping. This is a

practical amenity for cooking of course, but also serves as a social focal point. Just about every camper has a memory of sitting conversing with friends on a dark night while watching red and orange rippling through hot burning logs.

Obtaining wood for the fireplace has always been a key ritual for the camper. To assist, in 1940 there were seven fuelwood yards placed strategically around Dolly Copp.

They were at the south end of End Loop, between Imp View Lane and Midway Lane, at the center of High Woods, at the top of Brook Loop, in the Gravel Pit, and then two yards in the Picnic Area to serve north and south sides of the Picnic Shelter.

We find this reference within the 1940 administrative guidelines; "Fuelwood- Provide four foot split wood in central yards designated by the District Ranger with saw horses and chopping blocks. Each year they shall be stocked to capacity at the beginning of the season." Bob Rich of Gorham, when a CCC boy in 1940, remembers "we delivered wood from the wood yards to camp sites and kept the Campground clean."

George Brackett remembers the fuel wood yard near Midway Lane offering large slabs of wood. These were brought back to your site to chop up for campfire use. There was no fence or fee and you were welcome to take all you needed.

On the 1951 Campground brochure the seven fuelwood yards of 1940 had been reduced to three. Those remaining were at End Loop, Midway Lane and Brook Loop.

The 1951 brochure states "Wood at random lengths is provided at a central wood yard. Campers must cut their wood in the wood yard, using their own tools for the purpose. It is not to be worked up at the camp site. Persons not desiring to work up wood in the central wood yard may buy fitted wood, which is for sale at the gate house" (as it is today).

At least one wood yard was still operating until 1957, for that year the Campers Association newsletter reported the good news that "underbrush was cleared from around the wood yard between Midway and Imp View Lane." Bob Cook recalls this site as in a now overgrown area west of Riverside Drive on the north side of the little brook crossing under that road.

It is believed that one historical motive in Dolly Copp and elsewhere for plentiful provision of firewood was to discourage campers who might otherwise cut their own in adjacent woods and thereby mar the scenery.

For many years fuel wood was available for sale at each camp site by a roving vendor franchised by the Forest Service. That amenity was dropped after 1996, with wood instead sold at the Gate House by the contracted Campground management.

Eleanor Eells in her history of camping documents the presence of group campfire facilities at many early camping areas. Dolly Copp had one such communal site near the Visitor Center by the later thirties.

The first reference in the USFS record to this group facility is in a 1937 memo from the Recreational Guard; "I am of the opinion that the open air Council Ring would afford an excellent opportunity for informal talks on the aims and activities of the Forest Service. The campers gather at the Council Ring on pleasant evenings and the atmosphere of the open fire and community singing tends to make the group unusually receptive."

Another from 1937; "At the Council Ring, there were 27 campers enjoying the fire as they sang popular songs. The Council Ring will seat about sixty campers without overcrowding."

This communal campfire was northeast of the Visitor Center, adjacent to the Play Field. That location is reverting to forest now. Bob Cook says there was then no communal campfire for many years. Then in the early seventies a new group campfire was built southeast of the Visitor Center, Bob assisting in its construction as a USFS employee at that time.

13. THE NINETEEN FORTIES

The result of so much physical upgrading in the thirties was that by 1940 the Campground had attained the basic layout we see today. Some development was still to come, but not during the decade of the forties.

Looking ahead to changes after this decade, in the fifties the main entrance from Route 16 would be relocated to the north, the gate house was relocated, and camp sites were rehabilitated and reduced in number.

Then in the sixties as the gate house was again relocated, electricity and flush toilets were installed, and the Big Meadow was expanded, Campground development was finally complete.

Yet if you were transported back to 1940, the basic layout was similar enough to today that you could find your way around.

Administrative "Instructions for the Operation of Dolly Copp Forest Camp" from 1940 have been preserved; "Parking Areas- Replace barriers and install new ones where necessary, such barriers to consist of boulders buried to make difficult to remove, or plantations, rather than logs."

We see from this that the wooden guard rails, so abundant in thirties photos, were now to be replaced with large boulders. These attractive stones remain in place today throughout Dolly Copp.

But the demands of World War Two soon burst upon the relaxed Dolly Copp scene. National histories of camping document the difficulty of operating most camps during the war years. Reasons were the absence of male staff, gasoline rationing discouraging leisure travel, and a lack of recreational equipment due to war production.

Such factors must have reduced activities at Dolly Copp as well during the 1942-1945 war period. According to the 1980 short unsigned history "World War II effectively stopped pleasure driving for 5 or 6 years and the Campground slumbered during those years. The Picnic Area was utilized by local citizens but for all practical purposes the Campground was closed."

According to the Forest Supervisor "We did virtually nothing except have some of the lookouts and fireguards do what they could to keep the place reasonably picked up."

Actual evidence of closing is an undated USFS press release announcing that "White Mountain National Forest Camping and Picnicking Areas will not open for the usual summer season, Supervisor Graham announced today. He explained that this move had been made necessary by the President's order restricting travel by all Government vehicles to an absolute minimum in an effort to help relieve the acute gasoline shortage in the Eastern states."

The "Dolly Copp Recreation Area near Gorham, N.H." is then listed, along with fifteen other WMNF camping and picnicking facilities.

Other evidence of change is in a Forest Service memo dated 6/8/1944, noting that the Administration Building "is to be kept closed again this year.... Apparently from all indications we are going to have more use of Dolly Copp this year than for the past year or so."

There is also a 1947 memo looking back on limitations during the recent war: "Mr. Graham stated that he doubted if it would be possible to provide the personal supervision at Dolly Copp which we have been accustomed to provide in the past, with the exception of the war years."

But on the other hand there is documentation that the Appalachian Mountain Club conducted its annual "August Camp" in Dolly Copp during the summer of 1943.

According to Emily and Stuart Smith, camping at Dolly Copp during the war years was more than minimal. And the facility was definitely open for use. Both from long time camper families, they met here in 1943. They also remember most of the regular camping families as "tight knit" back then.

While the Campground was officially closed, as it could not be gated as a state highway to Randolph ran thru it, perhaps persons would set up and make do without the usual USFS services.

This timeless message is on a Dolly Copp postcard with a tenting scene, postmarked Randolph, NH and dated August 30, 1945: "We pass thru this camping ground coming up. You might like to try it sometime. The people seem to have such jolly times."

But soon the war was over and the Campground could gear up again. A Campers Association officer reported in 1946 that "Dolly Copp has gone back to almost a wild stage with overgrown foliage during these past years of war."

Commenting upon the completed 1946 summer season, Forest Supervisor Graham noted that the "problem has been rendered unusually difficult in that for the first time in fourteen years we have had to do it with plain hard cash rather than through the instrument of the CCC, Conscientious Objectors, and other free help."

Research on national camping trends identifies a period of growth in the number of camps after World War II. Reasons included pent up demand for recreation, the advent of the baby boom generation, and camping now accepted by the general public as a summer vacation. In support of that conclusion, AMC literature reports a great increase in use of White Mountains recreation facilities right after the War.

And nationally there was a big postwar increase in mountain climbing. As part of Dolly Copp's allure is its immediate proximity to this sport, located as it is between two high ranges and a scenic area above timberline, by the late forties trail enthusiasts were making ever greater use of the Campground. Watching groups of hikers entering and leaving the Campground remains a spectator sport today.

In New Hampshire there are a total of 48 mountains rising over 4000 feet. For perspective on Dolly Copp's strategic location as a base camp, consider that when these are ranked from 1 to 48, ten of the top twenty are within ten miles of the Campground.

Dorothy Brown would always recommend to Dolly Copp newcomers that they warm up by climbing Pine Mountain first, next the Imp, and only then attempt a major peak such as Mount Washington.

There is evidence of a budget crisis in 1947 in this USFS staff memo: "Since the users of Dolly Copp Forest Camp have an organization, would you be in favor of contacting the officers to explain the problems confronting us and to determine if they would be willing to employ someone to dispose of their garbage and sewage?"

Campground sanitation in the forties was still provided by the "outhouse" system, that is, a small wooden shed with a bench seat placed over a hole in the ground. This contrasts dramatically with the comparative luxury of the modern sanitation that arrived in the mid-sixties. But this upgrade was being envisioned even in the forties, as documented by a 1946 Forest Service memo;

I then went on to discuss the sanitation problem on the Dolly Copp area, and our thoughts with respect to changing the present system of chemical toilets to a centralized disposal system of the flush type that would empty into a septic tank or series of septic tanks, which would be located below the camp ground.

But that amenity was still 20 years away.

Speaking of the late forties, Betsy Kent of Jackson notes that on occasion the Campground was overcrowded and unruly. "Some nights there were as many as 1800-2000 campers, many coming down from Berlin."

Dolly Copp campers were still organized as a group after the War. Their concerns in that era are reflected in this 1949 list of suggestions to the Forest Service, including a hint of growing usage:

Although the rules specifically state that trailers shall be placed in the Swimming Pool Area and the Big Meadow, for the past few seasons they have been placed all over the camp ground and in many instances on excellent tenting camp sites....The rule should be enforced 100%.

Enforcement of the unattended tent situation: It is a known fact that many campers believe that once they set their tent up early in the season on a very desirable camp site, that they can usurp that site for the remainder of the season and leave their tent for a week at a time and return only on week ends.

Oftentimes they do not return for a month or more. This situation is getting to be quite a problem and will continue to worsen if it isn't remedied as it is evident that our population will be greater from now on.

During the season of 1948 we appointed a committee to assemble some tables. We are willing and ready to assemble tables if they can be cut and bored ready for assembling. More tables are needed badly.

After the War the Campers Association was held in high enough regard for Forest Service officials to attend its annual winter meetings in Boston. A Forest Service report from 1947 states "We met with the officers of the Dolly Copp Campers' Association at the Statler Hotel in Boston.... It was learned that there are now about 100 registered members of the Association. Prior to the war the Association had an active membership of about 1000." Annual winter meetings of the Campers Association in Boston would continue until 1957.

According to the short unsigned history, about 1947 the Association largely governed the Campground. The Association was guaranteed use of the Administration Building, registered new arrivals, and policed the area. But as we shall see, the Association and its influence would not survive the fifties.

14. NEW BRIDGE OF 1950

At mid-century there was a significant change to traffic flow within, and overall access to, the Campground. The entrance up until then had been at the south end. It would be relocated three quarters of a mile to the north. There is evidence that the origins of the change can be traced back to as early as 1934.

In that year USFS staff had solicited advice from UNH Forestry Department staffers. Their answer on this issue reveals something about the question asked; "Neither of these men had any definite views on closing Pinkham B Road as a thoroughfare. They consider the road mildly hazardous but very convenient."

A 1946 Forest Service memo laid out the latest plan; "I explained to Mr. Robinson my desire to relocate the Pinkham B Road so as to eliminate the State highway running through Dolly Copp, and I believe he was in hearty accord."

Then in 1949 the Forest Supervisor wrote to the Campers Association; **We are in the process of entering into a cooperative agreement with the State of New Hampshire whereby we jointly furnish the funds for a cut-off road to the north of Dolly Copp, plus a new bridge across the river.**

It is hoped to complete that by late spring next year, and once that is done and the old bridge removed, leaving the entrance to the campground at the north end, Dolly Copp should really quiet down in many respects. At the same time, the possibility of charging, quite probably on a concessionaire basis, will be a practicable proposition.

More insight on the reorientation of the entrance is found in another 1949 memo; "Should, for instance, Dolly Copp have a single controlled entrance, a great many of the internal problems would almost automatically disappear, particularly those problems dealing with outside interference."

Some of the record has been preserved as to a presentation of the proposal to the State Highway Commission and the Governor. "Their immediate reaction was to simply close the Dolly Copp Road at Barnes Brook, with that part of it going through the campground being abandoned by the State."

{This appears to mean permanent closure of the Pinkham B Road north of Barnes Field, then deeding the newly created stub of the main campground road to the Forest Service as a dead end, thus quieting the Campground and keeping the old bridge in use to avoid the cost of building a new one}.

Continuing; "That of course would be the cheapest thing to do, but whether or not we, the State Highway Department, or both, could successfully meet any local opposition that might develop is another matter. The next alternative is to cut across a spur road, which in itself is not particularly difficult but would involve a pretty expensive bridge."

But the ambitious plan for a new bridge got the nod to go ahead. According to a 1950 memo from the Forest Supervisor to the Campers Association "You will be interested to know that the cut-off road is fast becoming a reality. The east end of it has already been cleared and machinery is being moved in to start construction on both the road and bridge."

The new road circulation pattern that resulted would also enable nightly fees to be charged. According to the 6/1950 edition of Appalachia Magazine "Camping charges will be levied this year at Compton Pond Forest Camp.... in accordance with the policy requested by Congress.... This will be the first campground in the White Mountain National Forest to which this policy is applied."

Continuing, "It was selected in place of Dolly Copp, which would naturally be assumed to be the obvious choice for an operation of this sort, because ingress could be controlled. The Forest Service is carefully choosing only camps where the prospective camper can be informed that a charge will be made, before he enters and sets up his camp. This is not possible at the Dolly Copp Campground, where a public highway bisects the area."

This major change came quickly. USFS correspondence of 4/9/1951 informs us that "The new entrance road was completed last fall, and our present plan includes barricading or removing the old steel bridge and having controlled

entrance from the north."

It appears from this that for a brief period during parts of 1950 and 1951 both old and new bridges were in service simultaneously. Long time camper Elsie Ashworth says that the old bridge was then washed out by a storm in 1952.

15. AMC HELPS OUT

There had been evidence of a tight postwar budget situation in Forest Service memos from 1946 and 1947, noting that it might be inevitable that Dolly Copp be run on a concession basis. This issue then comes to a head in 4/9/1951 correspondence from the Forest Supervisor to the Association:

As you know, the Forest Service has just about come to the end of its rope financially. In trying to work out some arrangement for not only keeping Dolly Copp open this year but looking ahead to the years to come, we have after almost prayerful consideration, come to the conclusion the interests of the campers will best be served if we can get the management undertaken by some long term, non-profit organization. In the order of priority or desirable management, this is about the way it stacks up:

1. Appalachian Mountain Club, 2. Society for the Protection of New Hampshire Forests, 3. State of New Hampshire, 4. U.S. Forest Service, 5. Individual concessionaire.

The subject has been discussed at length with both of the first two above, and there is some considerable prospect that one or the other of them may be willing to undertake the job. It will, of course, have to be on a charge basis, and as far as I know now, on the rates which have been in existence on National Forest camp grounds for the past two years.

The Appalachian Mountain Club (AMC) was then selected. Author F. Allen Burt places the start of AMC responsibility in the Spring of 1951. It was the fiscal pressure of the Korean War that kept the Forest Service budget so lean during this period (CH). Long time camper Nancy Birch recalls the worry in her family at this time, that the public nature of the Campground might be compromised by this move.

The AMC then operated Dolly Copp under a five year contract. A letter of 7/21/1954 from the Campers Association to the Forest Supervisor expresses approval: "The AMC is doing a splendid job. The young men in charge are very well liked. We are so happy that they now have nice living quarters."

The "living quarters" likely refers to a crew quarters cabin built that year off of the dirt road above the Gravel Pit. It is shown on the 1958 campground map but was dismantled soon thereafter. Its foundation is still visible.

AMC management did not last long for the Forest Service resumed direct operation in the summer of 1957. The Forest Supervisor at the time, G. S. Wheeler, expressed thanks to the AMC; "The Forest Service is indebted to the AMC for its continuing cooperation in all our common interests....The Forest Service will offer the facilities of Dolly Copp to campers free of charge."

A letter from the Dolly Copp Campers Association at this time also offered thanks to the AMC "for all they have done in the past to make our stays at Dolly Copp so pleasant."

The AMC remains a prominent presence in the area today, its Pinkham Notch headquarters on Route 16 about 6 miles south of the Campground. Readily available for viewing there is a highly accurate three dimensional model of the Presidential Range and vicinity.

This display is especially worthwhile for the geographic overview it provides on Dolly Copp. Every loop and lane in the Campground is shown, in relationship to the adjacent topography and trail network. The leading role of Dolly Copp as a base for serious hikers is made obvious.

16. OTHER NINETEEN FIFTIES ISSUES

We often perceive of recycling and conservation as starting with the environmental movement of the sixties, Earth Day in 1979, and later federal and state laws. But consider that the Campground brochure of 1951 included in all capital letters and in short centered lines this credo: "I give my pledge as an American to defend from waste the natural resources of my country- its soil and minerals, its forests, waters and wildlife."

A deepening of the Copp Family mystique came in 1952 as

author Anne Miller Downes completed her fictionalized account of the life of the Copps entitled "The Pilgrim Soul." Casey Hodgdon remembers her visiting the Campground during this period. He says she was not herself a camper so lodged nearby.

Forest Service vehicles were painted dark green in these years, rather than the light green of today (CH). AMC staff cleaning responsibilities were garbage collection in the morning and maintenance of outhouses in the afternoon. There was no tidying up of sites by staff upon departure of campers as practiced today (CH).

The Ford Motor Company's "Ford Times" magazine of June 1953 had an article extolling the virtues of "Dolly Copp Forest Camp. It included such descriptive tidbits as "The fireplace is for toasting marshmallows or dreaming... Its visitors take care of its cleanliness to the last tin can or shred of waste paper....

Dolly Copp is now managed by the Appalachian Mountain Club, under the direction of Joe Dodge, the Club's nationally famed Hut manager. There are two on-the-spot supervisors, both experienced mountain and forest men."

Campers Association correspondence from the Summer of 1954 gives us a glimpse of pleasant vacations; "We put on a dance for the campers every Tuesday and Saturday night at the Recreation Hall. Last night it was really crowded. We have a large supply of "funny books" that I have charge of, and the children come and borrow them. Their parents say it is a blessing for they keep them quiet, especially on rainy days.... We have so far this year 168 members."

Casey Hodgdon remembers that in the early fifties "It was all tents as the modern camper trailer was yet to come. We started charging-- a dollar a night, five dollars a week, with no 14 day limit. Most people camped all summer and did not pay until Labor Day when they left. Many campers came from the Boston, North Shore and South Shore Areas, and set up a permanent camp for their families, while the men were gone all week to their jobs in the Boston Area."

Bob Brown remembers that as a child in the early fifties, he spent most of the summer in Dolly Copp. Fitting into Casey's commuting pattern, Bob's father worked in Boston and drove up to join the family on weekends. As already noted this trend of high usage from the Greater Boston Area had established itself in the twenties.

Dorothy Brown remembers that at this time the head of the Association would visit each section of the Campground with a megaphone each morning. He would enthusiastically announce the activities available that day. Many campers thought this was a convenience, but others just wanted to sleep!

The date of 8/31/1954 is important in Campground history for on it Hurricane Carol struck, the worst storm since the hurricane of 1938. There was considerable damage in Dolly Copp from overflowing streams. The new, northern bridge over the Peabody had erosion on both abutments but held, while the small bridge inside the Campground over Culhane Brook was damaged beyond repair.

According to Elsie Ashworth "We were camping in Big Meadow when the hurricane hit. We tried to stay. For a few hours my parents tried to hold everything down. The finally decided it just was not safe. They had long before put all of us kids in the car away from all the flying things.

The rangers and the Army reserves from Fort Dodge had been helping and riding around in their trucks to check and help people. They used loud speakers to keep us informed. Many people had already left.

The old bridge that we had come across was washed away in the high roaring waters. The water had cut such a wide path that there were 6 or 8 camp sites that were located around the lower parts of Birch Lane that were totally washed out. The tents, stoves, chairs, etc. were washed away in the river.

Campers south of the Culhane Brook could not get out because the bridge was almost gone. The water was so high over it that it could not be used. A lot of the people in that area were brought to the Recreation Hall to be safe. This was probably around the time that we left.

We went into Gorham, which was a little town just north of the camp. The Town must have already had an emergency plan in place because when my father went into the police station to ask for help, all the motels in the area were already full, they had a list of volunteer families to take people in. My family was broken up and we were sent to three different places. They were quite wonderful to do that. I am sure we must have been quite a sight."

Across the nation during the fifties the post war camping boom was in full swing. In 1954 George and Iris Wells published their book "The Handbook of Auto Camping and Motorist's Guide to Public Campgrounds." It is interesting for the perspective it provides on camping during the early fifties.

The growth of family oriented camping since WWII into a principal form of recreation was noted. Its long established popularity in the East and especially New England was seen as spreading rapidly to other states. Much was said of what to eat and how to keep costs down.

Concerning possible invasion of privacy, amateurs were advised that among campers the tent is considered just as private as the home. Also, that there is a code of honor in campgrounds that prevents theft. It was noted that wooden tent pegs were then going out of style in favor of steel and aluminum ones.

The reader was advised that while the camp site will have a table and benches, bringing along some of the newly invented folding aluminum chairs is a good idea. Also, you should not cut across an adjacent campsite as that is considered an invasion of privacy.

Moving on to the later fifties, in a 1957 newsletter we hear that "The past season at Dolly Copp proved to be the greatest yet. From all available records the number of campers exceeded all previous years, and membership in the Dolly Copp Campers Association soared to a new high of 616." Also, that "Campsites, unused for years were reclaimed. The recreation hall floor was washed and oiled, pits were filled, and a new organizational area cleared."

In a 1958 Campers Association newsletter we hear that "Your Board of Directors are giving considerable thought to the advisability of obtaining a generator for the Association. This would eliminate the use and uncertainty of batteries as well as give more effective lighting in the hall. Also, campers having slides or movies would be able to entertain their fellow campers especially in inclement weather...."

Continuing, "Also under consideration by your Board of Directors are ways and means of improving the enjoyment of Field Day evening." Several records and eyewitnesses confirm that these annual Field Days were major events. Here is an Association report on the fun had at the 1957 Field Day:

Our annual Field Day, Saturday, August 3rd was once again blessed with wonderful weather. We have been very fortunate for many years in having good weather prevail on this day.

Mrs. Cummings did her usual wonderful job with the younger set, while the teenagers were competing in their events in the Ball Field. The morning program was brought to a close with the running of the annual Marathon.

Most of the afternoon events were devoted to the adults and the varied types of contests gave everyone a chance to participate in one of more events. The climax of the afternoon program came with the election of Miss Dolly Copp.

The honor this year was won by a local lass, Miss Leona Martin of Berlin, N.H. Her two attendants were Miss Sharon Ayles and Miss Dorothy Allen. A triumphal tour of Gorham and Berlin, with our bevy of Gorgeous Lassies perched atop Sport Roadsters brought the afternoon events to an end.

In the evening the Recreation Hall became the scene of activities. Miss Dolly Copp was officially enthroned, prize dances were held, a large number of prizes were drawn by association number and general dancing brought Field Day to a very successful close.

Pavement of camp roads was expanding in the fifties. It is estimated that by 1951 some of the now dead ended old Pinkham B Road through the Campground had been paved with tar, while the narrower side lanes, drives and loops thru camping areas still retained their original dirt surfaces.

The Association newsletter of late 1957 gives us a snapshot of road improvement activity that year; "The main road was paved all the way to the recreation hall. It had been planned to pave the road in the Big Meadow, but such a large amount of material was needed to repave the main road that available funds and materials were exhausted before this could be accomplished. This accounts for the high ridge along the Big Meadow roadway, as the road had already been prepared for paving."

The side spurs and loops were then all paved by 1960 (BB).

A Manchester Union Leader article on 8/13/1958 sheds some light on the inventory of camp sites at that time; "Although the campground has been set up for 210 sites, the average use during the 1957 season was 235 from July third to Labor Day."

Belvin Barnes confirms that the official site total when he managed the Campground in 1957 was 210 sites. He recalls that this total made Dolly Copp the largest campground in the National Forest system.

That total would soon be reduced. Twenty years experience with the thirties era siting plan had built up knowledge in USFS staff as to how spacing and layout could be enhanced, once money was available for the task.

Evidence of a late fifties site reorganization is found in a 1958 letter from the Forest Service to the Campers Association; "As we rehabilitate each area camping sites will be spaced at 50 to 100 foot intervals and eventually specific places for trailers will be set aside."

The late thirties siting arrangement is documented as largely unchanged up until 1958. The site numbering system we have today was not in place until the early sixties, necessarily after the Big Meadow was expanded as it holds sites numbered 1 to 50.

Dorothy Brown remembers that by the late fifties sites had fallen into disrepair and that there were concerns for overuse. George Brackett also recalls this major reorganization.

A June 1958 USFS file item states that "Under the Forest Service Recreation program known as Operation Outdoors, we were granted increased appropriations to begin a period of rehabilitation and expansion of recreation facilities with the objective of meeting demand by 1962. A detailed study of the demand and use at Dolly Copp Campground was made last year. We found that the Campground has been used in excess of its design capacity for several years...

Use of the 210 sites fluctuated from a low of 169 camps on a week day in mid-July to a high of 299 camps on a Sunday in early August... Even under conditions of overcrowding, there were a few sites that were still unoccupied. These unused sites are poorly located and apparently undesirable. In our rehabilitation of this area, camps of this nature will be removed and placed in more desirable locations where they will receive use."

Evidently the unsited sections in Swimming Pool Field absorbed the overflow beyond 210.

USFS Campground Manger Belvin Barnes recalls that the 1958 reorganization and thinning of camp sites was not popular at the time but that it did lead to much more pleasant camping conditions. He can still visualize the tight packing of tents on peak weekends in the Swimming Pool Field and Midway Lane areas; "In the fields the tents were so crowded that the ropes extending out from the sides of one tent would cross right into those of the neighbor's tent."

When introduced in the late thirties, the designation of the number one site logically started with the first site nearest the entrance. This was on the north side of the End Loop entrance, formerly Site 1 but numbered as **Site 169** today. Now, **Site 1** is at the other end of the Campground, at the north in the Big Meadow, nearest today's entrance.

Today Dolly Copp camp site numbering ends at **180** in End Loop. While there is a **Site 96A** that would appear to raise the total to 181, four numbers, **124**, **144 158** and **161**, are currently unassigned, thus lowering the total to 177.

17. END OF CAMPERS ASSOCIATION

The Dolly Copp Campers Association declined rapidly after 1958. The primary cause was the strict enforcement that year by the Forest Service of a 14 day limit of stay. With highway improvements making the area more accessible, and the parents of the baby boom generation taking their children camping in ever greater numbers, demand for sites at Dolly Copp was intense. The 14 day limit was the response.

The demise of the Association is noted in the 1980 short unsigned history;

An easy answer would be that it was the 14 day limit, but the problems go much deeper than that. The relationship between the Forest Service and the Association had deteriorated before the final straw.... The Forest Service had relied on the volunteers so heavily that the Association felt they were in control.

The Association considered their campsites their summer homes. They had paid for these homes with 20 years of stewardship. Part of the problem was the changing times and a group of people that were desperately trying to maintain a lifestyle they had developed over a period of 20 to 30 years.

The task of enforcing the new two week limit fell to Belvin Barnes. He notes that some campers had been marking choice sites with personal possessions in the late spring, clear notice that those sites were to be theirs exclusively over the entire summer season.

A few would even go so far as to take this step in the preceding fall, leaving some personal property on their site to freeze under the snow for the entire winter!

From today's perspective such practices seem quite extreme. According to Mr. Barnes, imposing the two week limit was not easy on anyone and some of the old timers never came back.

Mr. Barnes stresses that these tenacious campers were fine people, but that the traditional practice of summer-long camping on the same site was just not fair to the new generation that was discovering Dolly Copp.

18. THE NINETEEN SIXTIES AND LATER

There was a final spurt of Campground improvements in the sixties. One affected the water system, which received a major upgrade.

The Forest Supervisor's 1962 report indicated that "A new water system at the Dolly Copp Campground is being installed. This will make possible the installation of flush toilets at a later date."

His report of 1963 then states that "The water system at Dolly Copp Campground was completely rebuilt. Drilling of two wells and installation of distribution lines will supply the new flush toilets planned for construction next spring."

The end of primitive sanitation facilities was at last at hand. Twelve modern lavatory buildings were installed, strategically placed to maximize convenience. But even this had a conservative reaction.

Bobby Cook remembers: "Many campers were against the installation of flush toilets, as they thought they would bring in the riffraff kept out until then by the hardship."

Many of the small wooden outhouse buildings were structurally sound and were trucked away and reused for storage sheds and other purposes in the area. One can be observed housing electrical equipment off of Route 16 at Libby's Pool in Gorham (CH).

Then about 1962 the Big Meadow section received a major expansion, this to make more spaces with easy access for trailers.

As it is remembered that a new entrance road was under construction in 1965 (GB), this new entryway with its new gate house location must have been operational for the 1966 season.

Casey Hodgdon recalls that electric service first reached nearby sections of Route 16 and then Dolly Copp in 1965. The main electric power line in this part of the Peabody Valley is in the woods parallel to Route 16 on its eastern side. A spur for Dolly Copp then swings west to cross the Peabody south of End Loop, that spur then turning north between the Campground and the Hayes Copp Ski Trail.

From this line the twelve lavatory buildings in Dolly Copp receive their electricity without overhead wires; electrical distribution near camp sites was thoughtfully channeled underground.

A Windswept Magazine article of Fall 2002 provides evidence that the extension of power south from Gorham passing by Dolly Copp in the mid-sixties was to reach the new Wildcat Mountain ski lifts, a power user large enough to afford the expense of extending power lines.

In 1962 there were sufficient funds in the Forest Service budget for staff to offer organized daily recreational activities. A mimeographed weekly "Activity Schedule" was readily available to all. The schedule for the week beginning 8/11/1962 offered the following activities:

SATURDAY: 7:30 to 10:00 P.M., the "Dolly Copp Dance", campers and guests only, 7:30 to 8:45 children 12 and under, 8:45 to 10:00 adults.

SUNDAY: 10:15 A.M., Catholic Mass at the Administration Building, Father Turgeon of Holy Family Church in Gorham. 7:00 P.M., Protestant Service at the Administration Building, Reverend Eric Swanfelt of Mount Forist Methodist Church in Berlin.

MONDAY: 10:30 A.M. to Noon, Youngsters' Program of movies, Smokey cartoon, games, arts and crafts.

TUESDAY: 1:00 P.M., Trip to Pine Mountain, with autos assembling at the Administration Building, hike in to the USFS Fire Tower, "bring your cameras!" 7:30 P.M., Movies on multiple use management of National Forest lands.

WEDNESDAY: 10:30 A.M. A Nature walk through the forest to explore its mysteries. 7:30 P.M., Fishing talk on "Where to Get the Big Ones."

THURSDAY: 10:30 A.M. to Noon, youngsters' Program on "Getting Acquainted with Nature." 7:30 P.M., Forest Service films for general family enjoyment.

FRIDAY: 1:00 P.M., Guided tour of the Brown Company's Cascade Mill in Gorham. 7:30 P.M., A slide tour of the White Mountain National Forest.

NOTES: All events will start from the Administration Building unless otherwise noted. Weekly schedules will be available at the Gatehouse and Administration Building each Friday. In event of inclement weather the originally scheduled outdoor events will be replaced with indoor events at the Administration Building.

Contributing experiences to the 75th anniversary journal, Dorothy Shouldis remembers: "When our children were little {Ricky and Wendy in the sixties} they enjoyed the twice a week morning Smokey the Bear programs.

On Sunday morning they held Mass at the Dolly Copp Recreation Hall in the A.M. and the Protestant service at night. Everybody took off their dungarees and shorts and transformed into Ladies and Gents with skirts and suits on."

The activity schedule for the summer of 1968 is particularly intriguing from the perspective of Campground history, for on a Thursday afternoon was offered "A Guided Tour of the Campground. Dolly Copp's history, policies, geology, tree species, wildlife, etc., will be discussed during the tour. The tour will leave the Recreation Building promptly at 1:00 P.M."

While there are no longer the fiscal resources to make such daily activities possible, the budget still allows for Saturday evening educational speakers or entertainment. The offerings for the summer of 1999:

7/17/1999, 7 P.M., "A Taste of the White Mountains", Carol Felice.

7/24/1999, 8 P.M., "The White Mountains, A Geological Wonder", Patti-Dugan Henriksen.

7/31/1999, 8 P.M., Ecology of the North Woods", Chris Lewey.

8/7/1999, 7:30 P.M., "Maple Sugaring in New Hampshire", Lucien Blais.

8/14/1999, 7:30 P.M., "Moose!", Norm Charest.

8/21/1999, 7:30 P.M., "Old Time Dancing- Bring your Two Left Feet", called by Ray Hilton.

8/28/1999, 8 P.M., "Leave No Trace Hiking for Little People", Pat Nasta, USFS.

9/4/1999, 7:30 P.M., "The Joy of Dog Sledding", Mahoosuc Guide Service.

These pleasant educational programs for Campers have deep historical roots at Dolly Copp. Such presentations can be traced back to at least 1928.

A news article that year reports "Every Friday evening in August, Ranger Spinney gave an illustrated talk before the assembled camp explaining the purposes and activities of the Forest Service... In attendance at one of these talks was Colonel Henry S. Graves, Dean of the Yale Forestry School...."

There has been minimal physical change inside Dolly Copp since the late sixties. Its long evolving layout reached maturity at that time.

But aspects of camping itself continue to evolve. During the seventies, the typical green or brown heavy canvas tents were on the wane. They were replaced by a variety of lightweight nylon tents, some in bright colors. Tent technologies broadened as well, to dome designs and support from external aluminum poles.

In the mid-seventies a visiting Forest Service speaker remarking to an evening Visitor Center audience how well Dolly Copp campers kept even the minutest piece of litter off of both their sites and common areas, commenting that the self-policing here was the best he had seen. This was not an exaggeration.

The USFS went all out in 1996 to celebrate the 75th anniversary of the Campground. A press release of 8/5/1996 announced "The Androscoggin Ranger District of the White Mountain National Forest invites everyone to come on down to Dolly Copp Campground to join in the 75th anniversary celebration. The celebration will take place from August 10-18, 1996, and will include evening programs, guided wagon rides, a square dance, a fiddler's concert, a classic auto show, field games, a parade, and other special events."

In a major administrative change reminiscent of private AMC management in the fifties, in 1997 a private firm began operating Dolly Copp under contract to the Forest Service. This was in response to significant budget cuts imposed

upon the USFS by Congress.

Two opportunities for the USFS to name Campground landmarks became available during the eighties. First, the creation of a name for the cross country ski trail newly constructed in 1981. Second, after 1987 the updating of the name Swimming Pool Drive as the Pool had by then been closed for almost thirty years. It is interesting that in both instances, the name Hayes Copp was chosen.

Perhaps this was to give him a little more credit relative to his famous wife!

As in the past, Dolly Copp's attraction today remains multi-faceted. Fishermen on the Peabody are rewarded with a catch for breakfast, that River nicely stocked with Rainbow, Brook and Brown Trout. Bob Brown is an expert as to the most fruitful fishing spots.

We do have this fishing reference from an early sixties USFS brochure of Dolly Copp Campground: 'Small flies and angleworms are the best lures in the summer with early morning and early evening the best times of day."

With winter use of the Hayes Copp Ski Trail, there are increasing numbers who enjoy the "off season" experience at Dolly Copp. Without the foliage it is possible to walk in and view the lay of the land as it cannot be seen in the summertime.

Vistas across pastures can be imagined as they were in the thirties. An excerpt from Casey Hodgdon's letter of 1/8/2001: The Campground is snowed in now and I took a walk through in the moonlight. A lot different than in the summer."

Since agriculture ended near 1920 the edge of the forest surrounding the Campground and the vegetation between its features has continued to move in and reclaim buffer areas. This increase in leaf cover enhances the privacy of some sites, but reduces the mountain views once available from others.

While foraging into the woods near camp sites for dead branches has kept underbrush there relatively tame, a short walk in any direction still leads to a nearly pristine forest experience.

The inventory of camp sites as of 2003 is as follows:

SECTION	SITES	MISS-ING	TOTAL
BIG MEADOW	1 - 50	-	50
SPRUCE WOODS	51 - 74	-	24
BROOK LOOP	75 - 91	-	17
LITTLE MEADOW	92 - 96A	-	6
HIGH WOODS	97 -109	-	13
HIGH FIELDS	110 -115	-	6
MIDWAY LANE	116 - 123	124	8
HAYES FIELD DRIVE	125 - 136	-	12
RIVERSIDE DRIVE	137 - 153	144	16
IMP VIEW LANE	154 - 157	158	4
HOMESTEAD LANE	159 - 160	161	2
BIRCH LANE	162 - 168	-	7
END LOOP	169 - 180	-	12
			177

A striking quality of this unique recreational area remains its popularity within families from generation to generation. The Dolly Copp Campers Association may be gone, but some of its now elderly members, and even more so their adult children and grandchildren, come back year after year.

They crave the camping experience as it was practiced a century ago; briefly living outdoors in a much simpler lifestyle than that to which they return.

They are reassured to read in today's "Welcome to Dolly Copp" brochure that "In order to maintain a rustic atmosphere, Dolly Copp does not have any hook-ups, dump stations or showers."

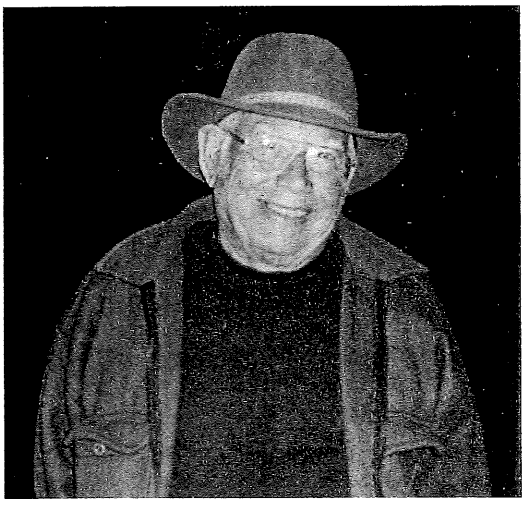
The evolution of Dolly Copp Campground has had its spurts, twists and turns. It sprang up on what had been farm land, was refined with CCC improvements and revised access, then had additional significant changes in the fifties and sixties. This cumulative change has resulted in the well ordered, attractive, but still relatively Spartan facility we enjoy today.

The Forest Service has succeeded in its mission, for the words "Forest Camp" in the early name still ring true. For the thousands of camping enthusiasts who are drawn here to commune with the Spirit of Nature, Dolly Copp remains their hallowed ground.

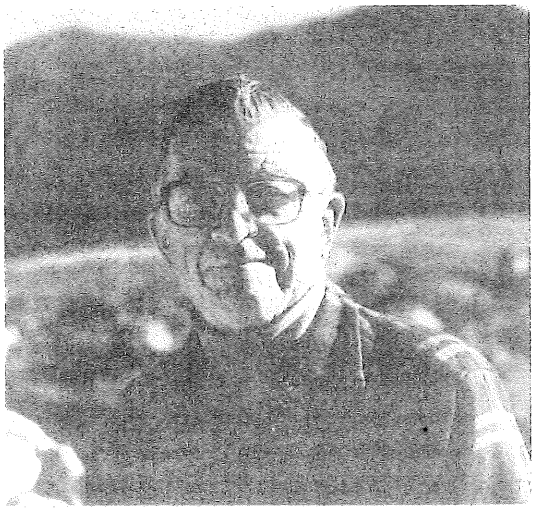
At this point the Story of Dolly Copp Campground shifts focus. Up until now a chronological overview has been presented. This and following sections will explore the in-depth history of each landmark and roadway feature, in geographic order from south to north. These details, coupled



Southbound from Gorham in early days.



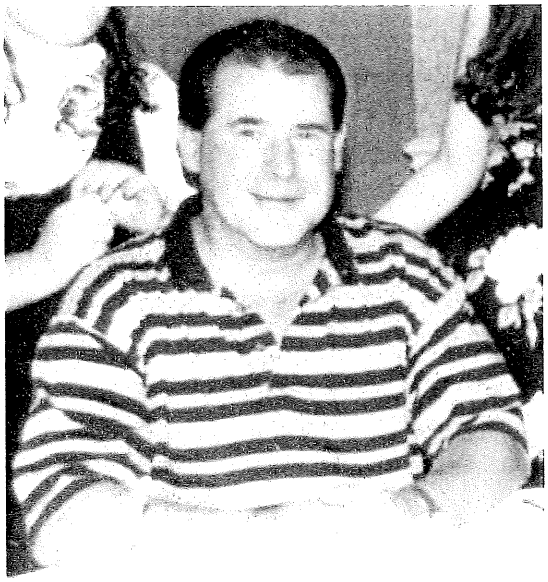
George Brackett



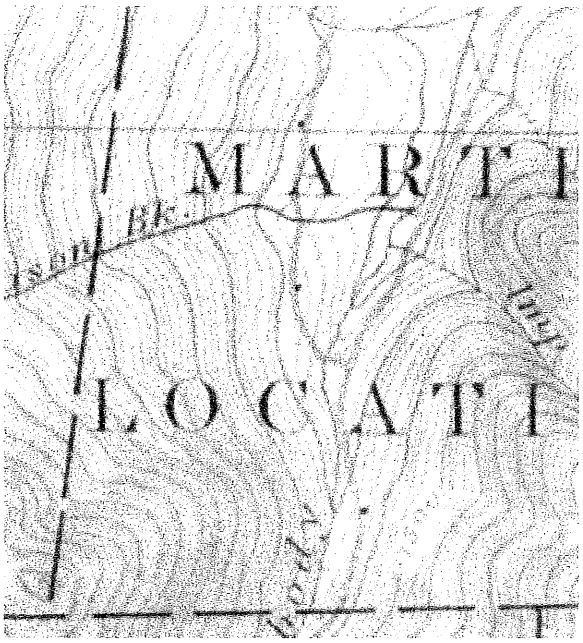
Casey Hodgdon



Robert Cook



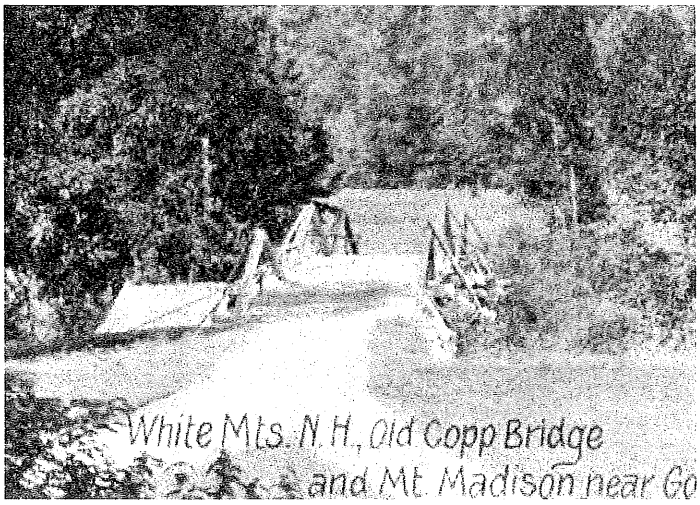
Robert Brown



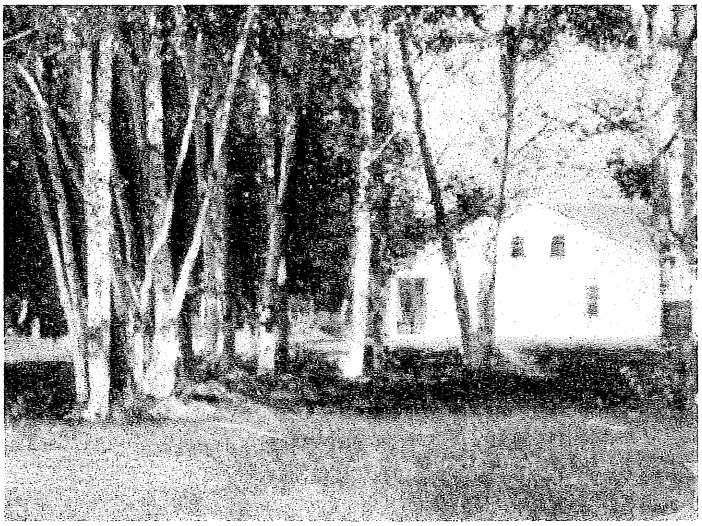
Black dots on 1893 map show Culhane (north) and Copp Houses (center), and Glen Cottage (south).



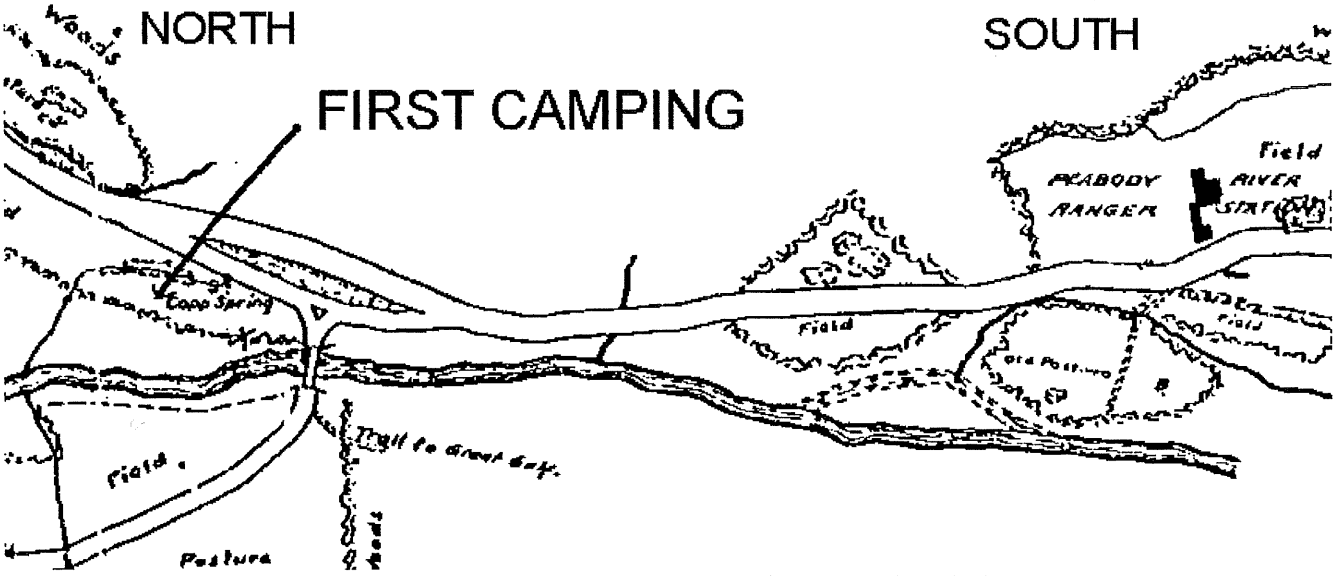
Xeno Fontaine of CCC (L) and Ranger Horace Currier .



Looking east at bridge across Peabody River to Copp Farm about 1910.



Glen Cottage (to become the Peabody River Ranger Station) on Glen Road (future Route 16) south of bridge.



USFS map of 1915 showing location of first informal roadside camping (notation "First Camping" added) near Copp Spring and Old Copp Bridge.



Pre-1921 Picnic Area camping scene with fireplace, used as popular post card sold in the twenties and thirties.



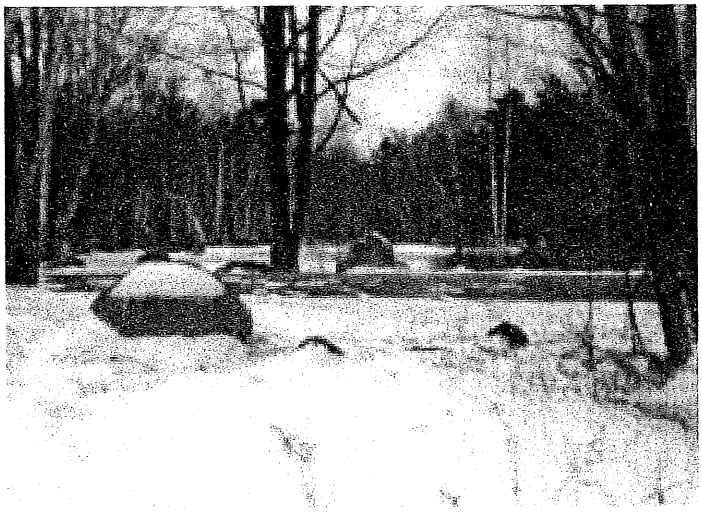
In Picnic Area looking south past USFS tent. Remnants of roads to rear still visible today.



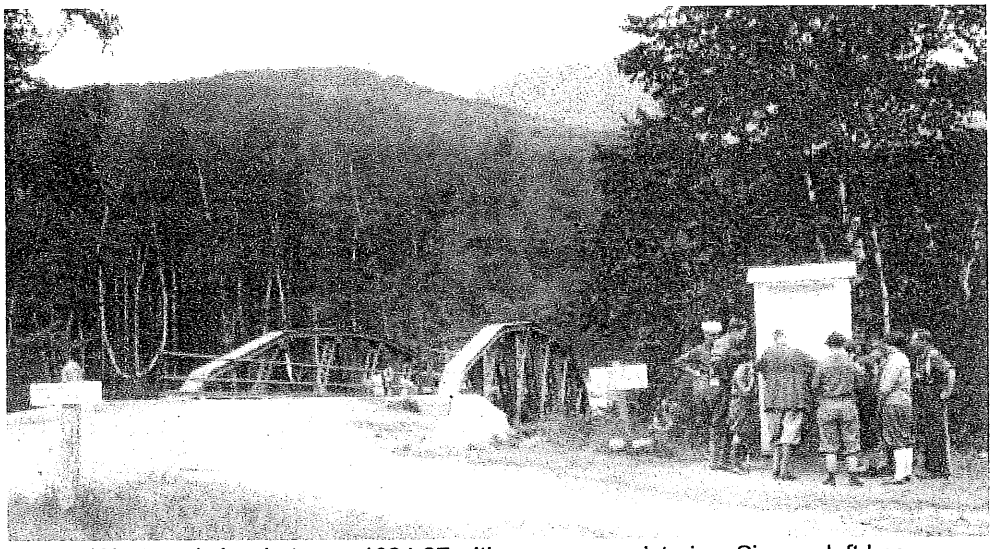
Looking north into Picnic Area, USFS tent at right .



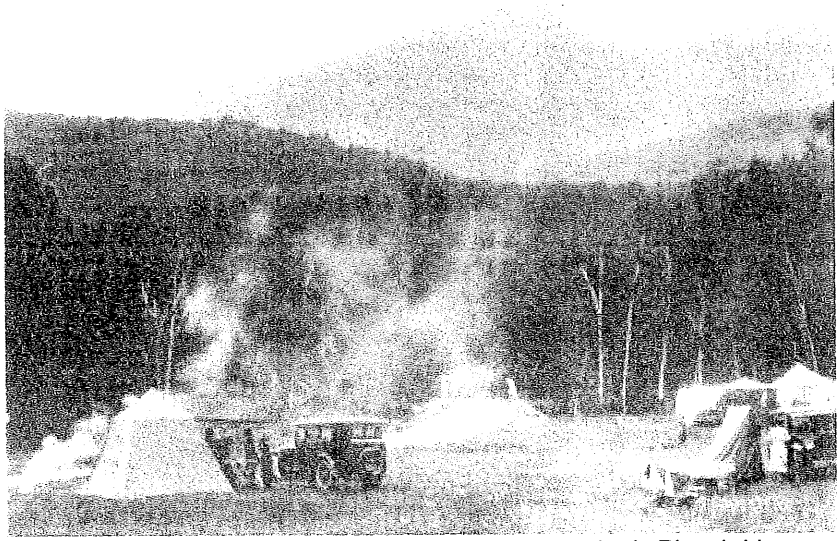
Northward view of twenties east bank (Picnic Area) camping. Bridge across Peabody until 1951 was to left.



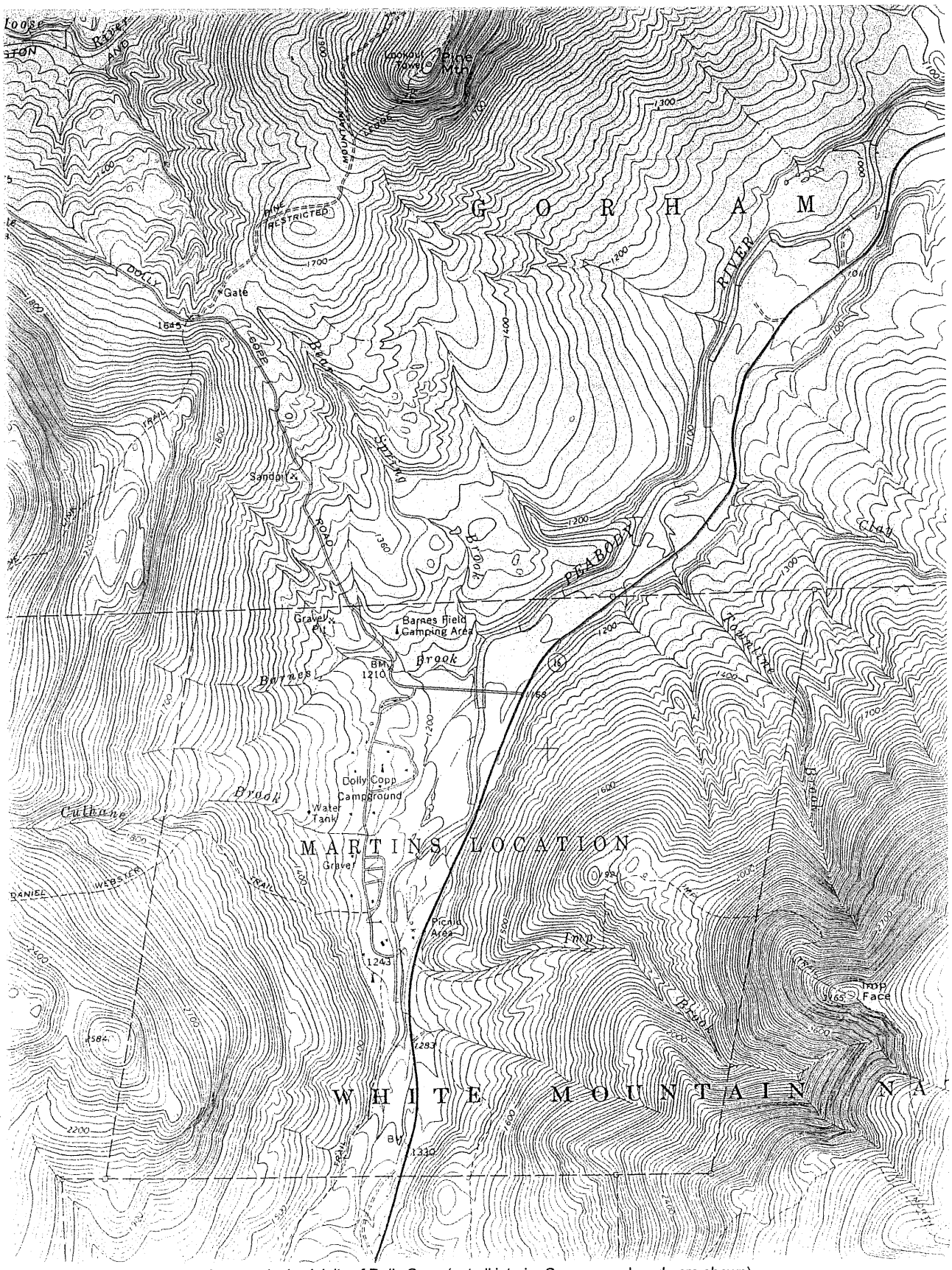
Same view as at left, 75 years later, now the Picnic Area.



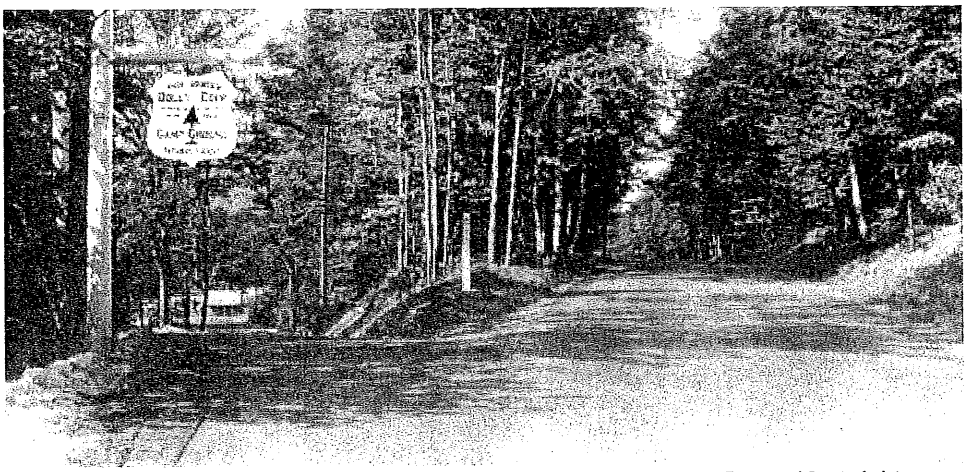
Westward view between 1924-27 with campers registering. Sign on left has arrow pointing north into "Copp Spring Public Camp Ground" (today's Picnic Area).



Twenties camping bursts westward across the Peabody River bridge.



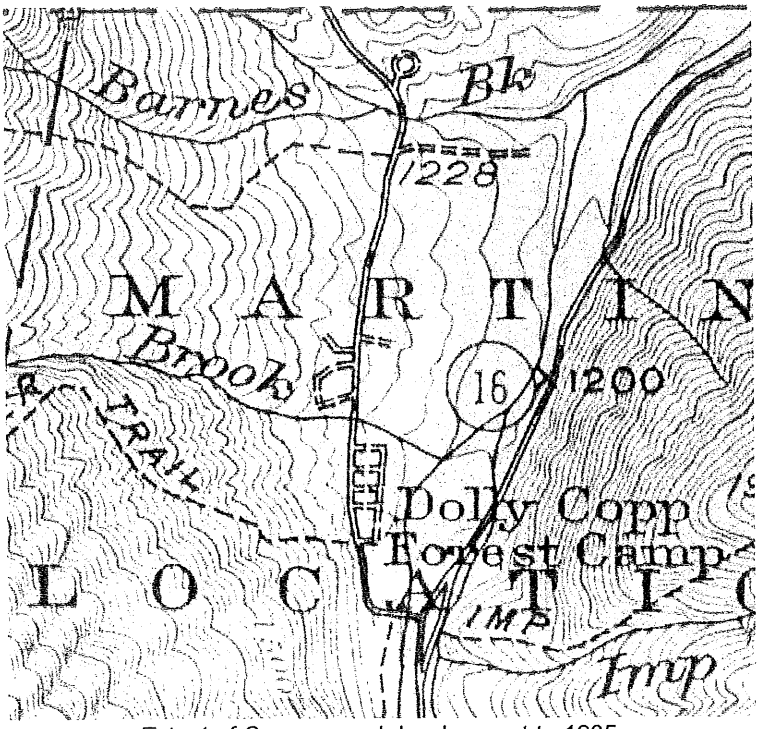
Topography in vicinity of Dolly Copp (not all interior Campground roads are shown).



Looking north towards south entrance on left in early thirties, Route 16 at right.



View today showing closure of 1951 and late fifties relocation of Route 16 to right.



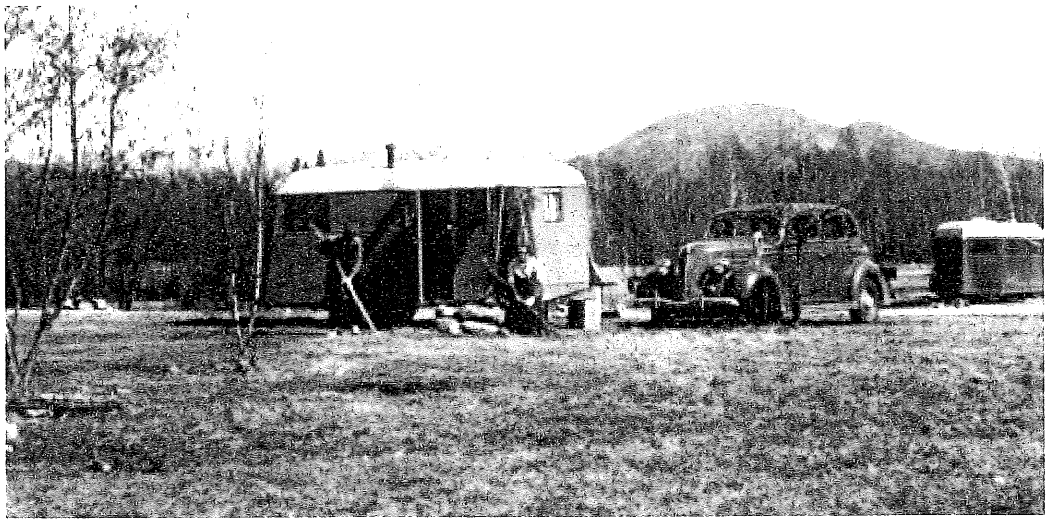
Extent of Campground development to 1935.



Peace and relaxation in August of 1929.



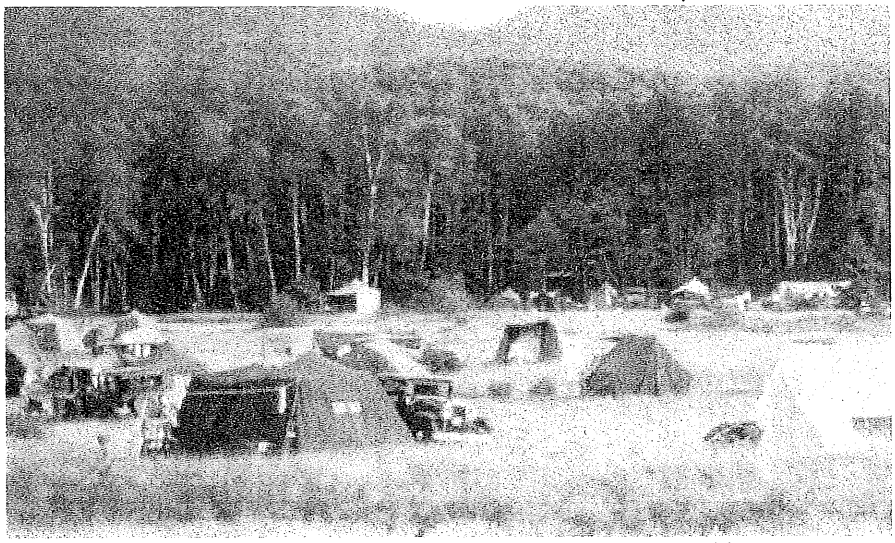
Quiet scene from the summer of 1932.



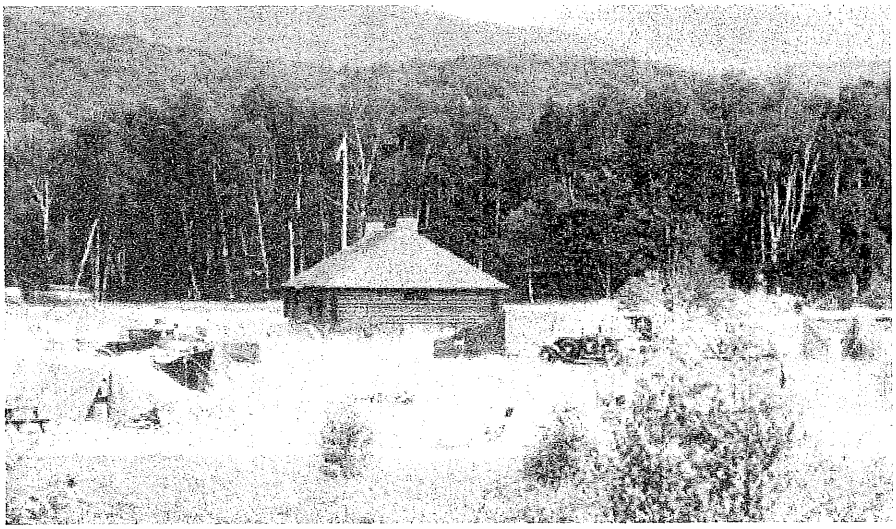
Trailer with Pine Mountain to rear.



Northwest view in mid-thirties showing road hugging edge of Administration Building, before road bowed out westward.



Early view to south across what is now the Play Field.



Same view as above after controversial Administration Building added.



Camper girls with CCC boys in 1941.



Girls race at fifties Field Day.



Placid 1959 scene on Swimming Pool Drive (later renamed Hayes Field Drive).

Dolly Copp Campers Association

Gorham, New Hampshire

[illegible] JR., PRES
[illegible], MASS.



NATALIE DONNELLY
[illegible]
RANDOLPH, N.

July 21, 1954

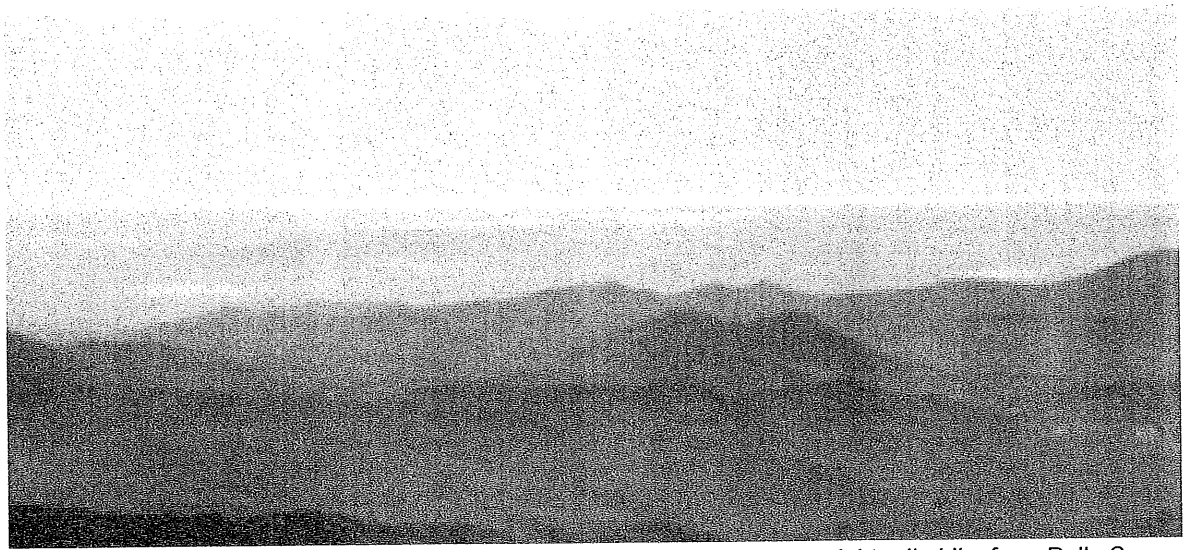
Letterhead of the Dolly Copp Campers Association.



Kids Field Day fishing competition.



Fifties era kitchen organizer.



The Mount Washington Observatory, and the gleam of the Atlantic, are an eight mile hike from Dolly Copp.

THE BERLIN (N.H.) REPORTER — Wednesday, August 11, 1982....1A

Dolly Copp Mayor is quite a guy



MAYOR OF DOLLY COPP— Fred Hanson, 86, of Billerica, Mass., now holds the honorary title of Mayor of Dolly Copp. The title and the sign were the gift of fellow campers. With Fred is his wife, Marry Agnes.

Honorary title

By Lala Dinsmore

DOLLY COPP CAMPGROUND— He's in office for about two weeks every summer, and his constituency could easily be 600 or more campers, from all over the U.S., Canada and abroad.

Fred Hanson, 86, of the Billerica, Mass. area, had the honorary title of mayor bestowed on him through a fluke. His daughter-in-law sent him a package when he was at Dolly Camp a few years ago. The address read simply to "The Mayor of Dolly Copp." Those in Gorham's Post Office wondered who in heck that was. They sent it along to the camping area, and the ranger at that time knew it must be Hanson, who has camped at Dolly Copp for at least thirty years, each summer.

"Took you long enough to get elected!" was his quip to Hanson. Hanson and his wife Mary Agnes, 88, have been the proud possessors of a "Mayor of Dolly Copp" sign at their camp site eve since the sign was made for him as gift from his fellow campers.

Hanson has had a long and varied life, with many amazing adventures to recount of his work as an iron construction worker on bridges and tall buildings throughout the U.S. He recalls especially the excitement of working atop the 791 foot Woolworth Building and said he couldn't begin to tell of all of his other exploits. This type of work kept him, his first wife and three children hopping all over the country, he says.

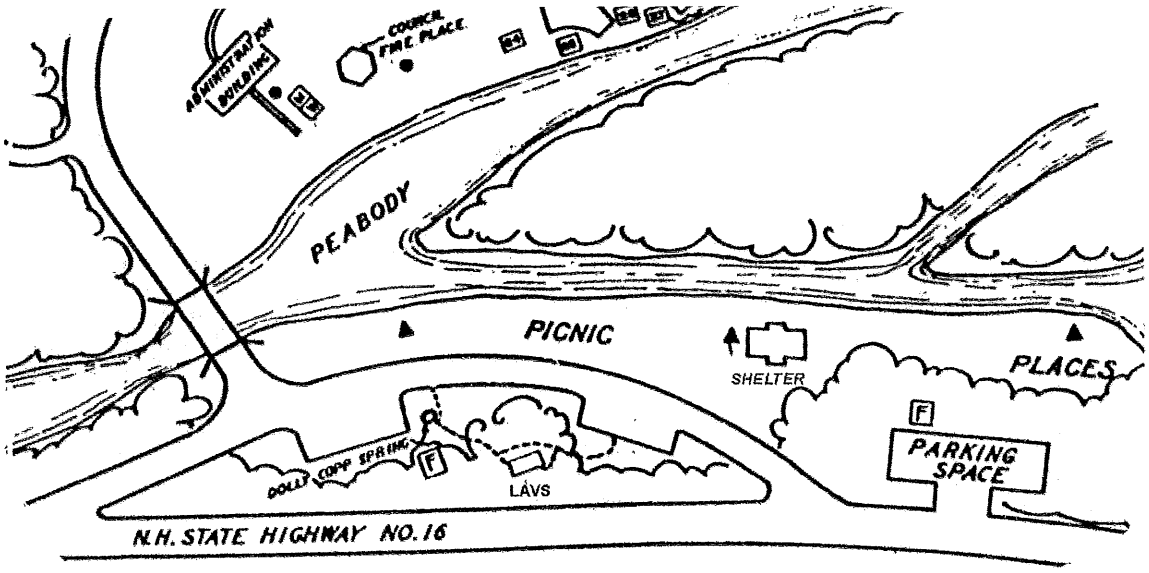
"I lived in 48 states, but missed Washington and Hawaii," he says. Toward the end of his career, he changed jobs, finally working as a trucker until his retirement.

His second wife Mary-Agnes says each year, "I'm not coming to Dolly Copp again. I'm getting too old."

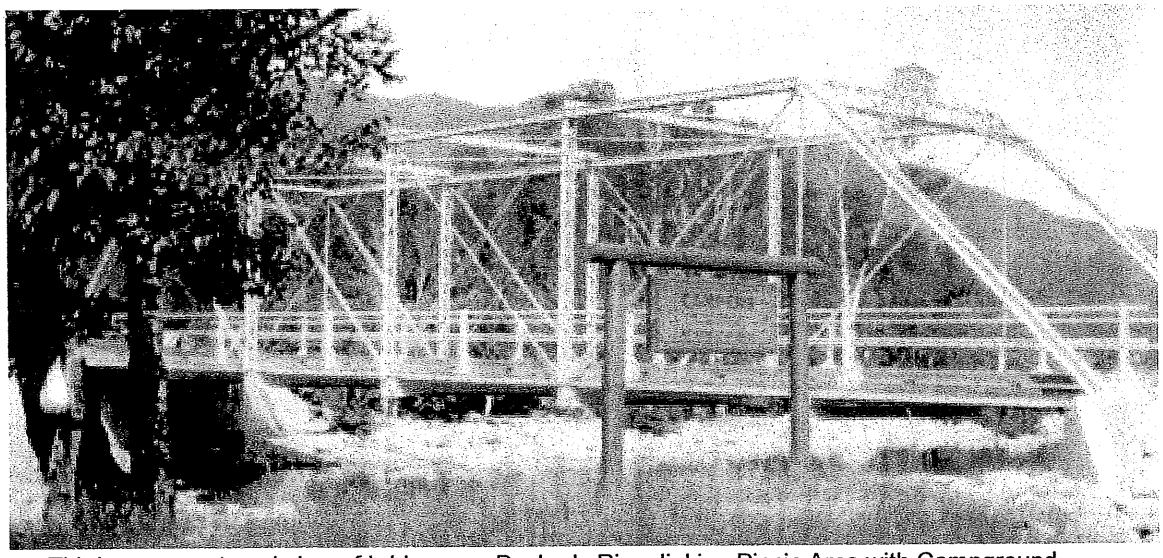
But she always ends up here as soon as the weather starts to get hot at home, says Hanson. So at least for this summer, Mayor Hanson and his wife are holding court at Dolly Copp.

RELATING CAMPGROUND HISTORY
TO THE HISTORY OF ITS CAMPERS

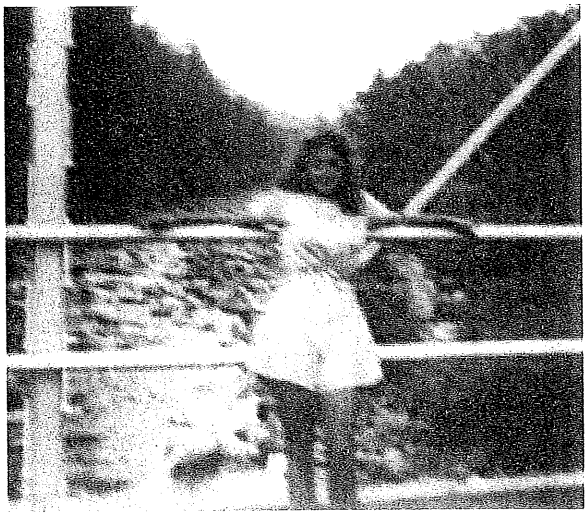
Jay Milliken reminds us that campground history is incomplete if only a record of physical development. We must not forget that the Campground has always reflected the warmth and humanity of its visitors, as evidence by this 1982 news items from his collection.



1940 USFS map showing Picnic Area and adjacent bridge to Campground ("Lavs" and "Shelter" added).



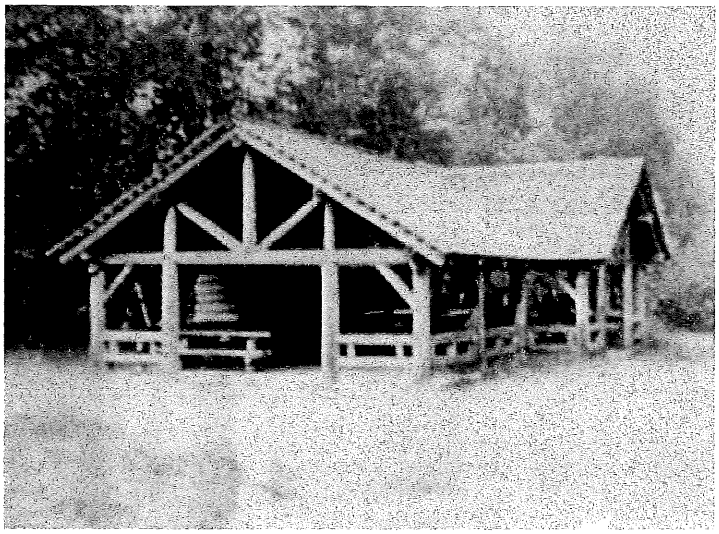
Thirties era westward view of bridge over Peabody River linking Picnic Area with Campground .



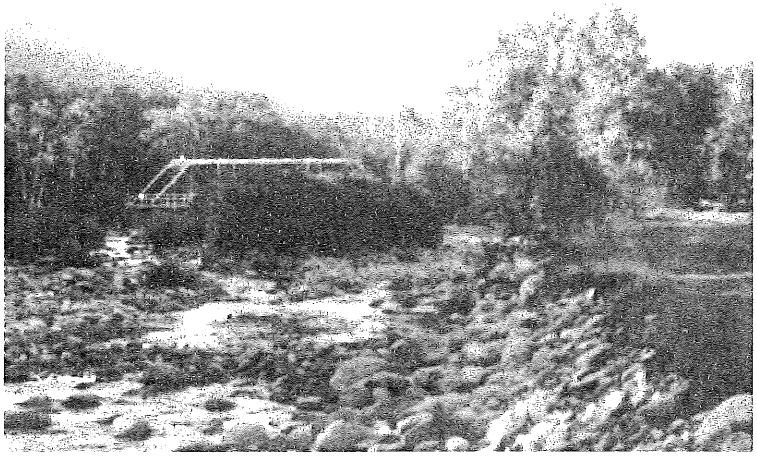
Girl on bridge.



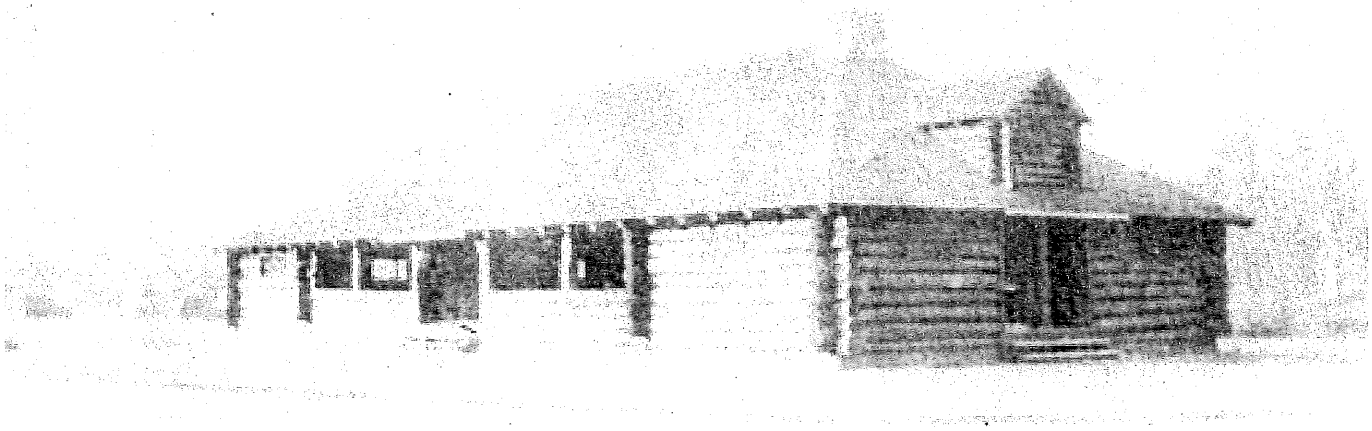
Women on bridge.



Shelter in Picnic Area in 1942 .



Looking south at steel bridge of 1928-1951.



Administration Building in early years, before road relocated. At left, tents on future Play Field.



Campers at Rangers Pool in summer 1930 season (George Brackett is child).



Long time camper George Brackett (extreme left) with friends in 1934 .



View of road along Peabody River on what is now the Play Field, looking south towards bridge. Wildcat Mountain at right.



Scene near 1940 as CCC boys sweep state highway in
Front of Play Field , End Loop entrance at left.



Same scene in 2000, with narrower camp road and after 60 years of tree growth.



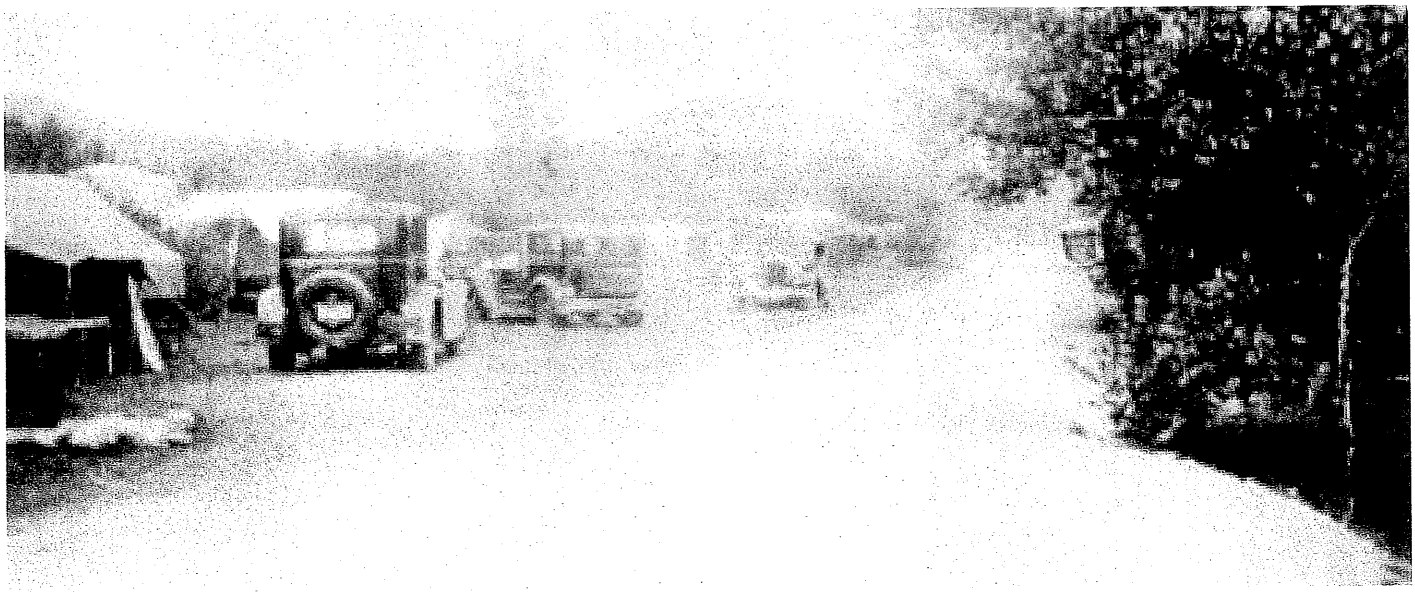
Old totem from fifties brochure.



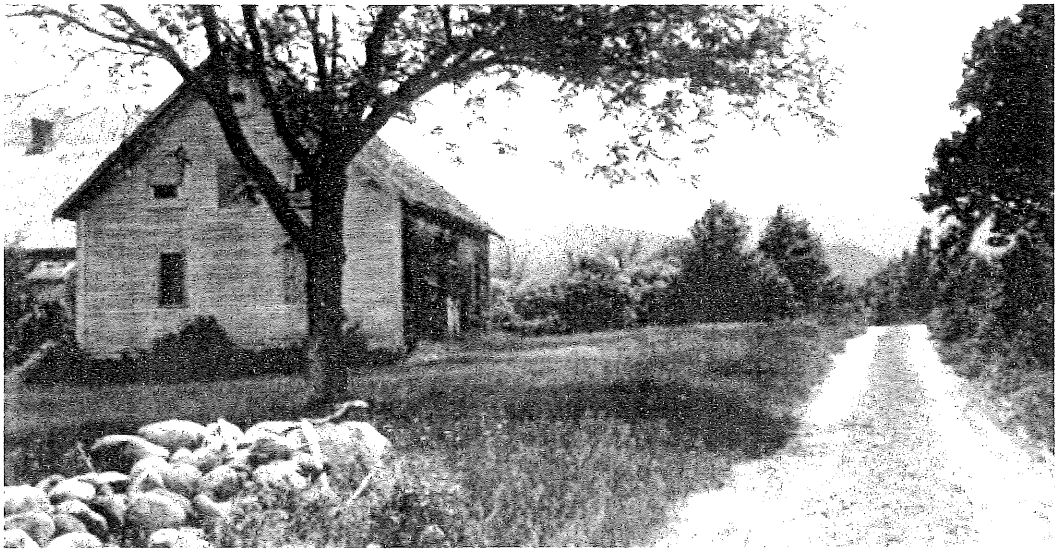
New totem carved by Jay Milliken.



Steven and Paul Milliken at old totem in 1976 .



Riverside Drive with Pine Mountain to north.



Looking south past abandoned Copp house between 1900 and 1915.



Scene above as viewed today.



Dolly Copp Memorial dedication ceremony in 1933.

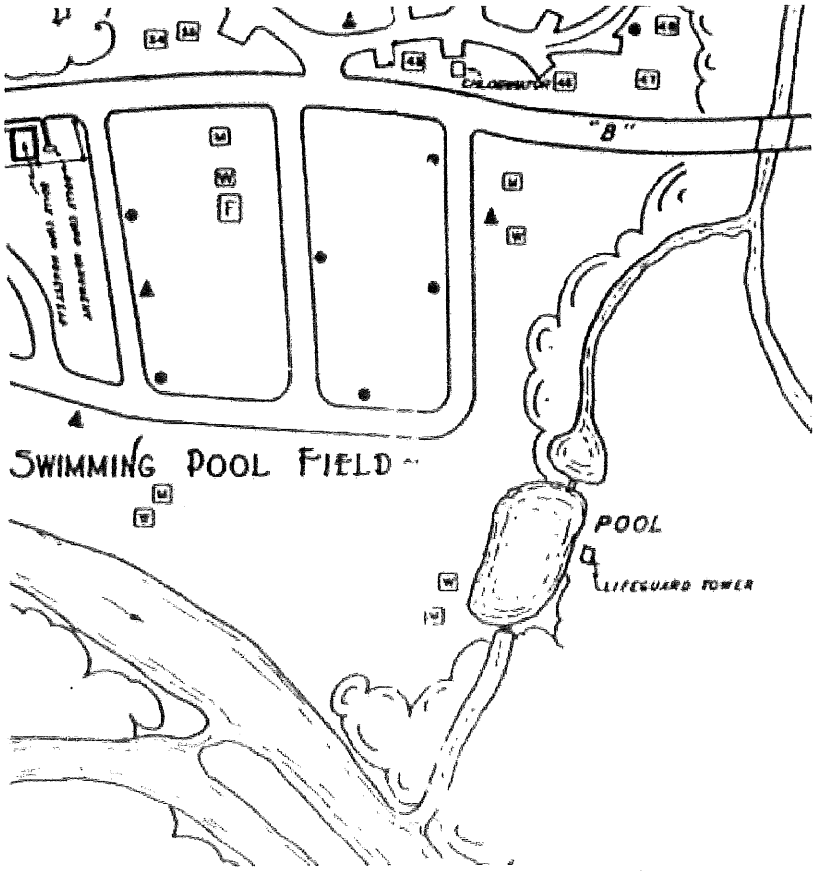


Snow on Homestead Memorial in mid-thirties, open view to Imp now covered by trees.

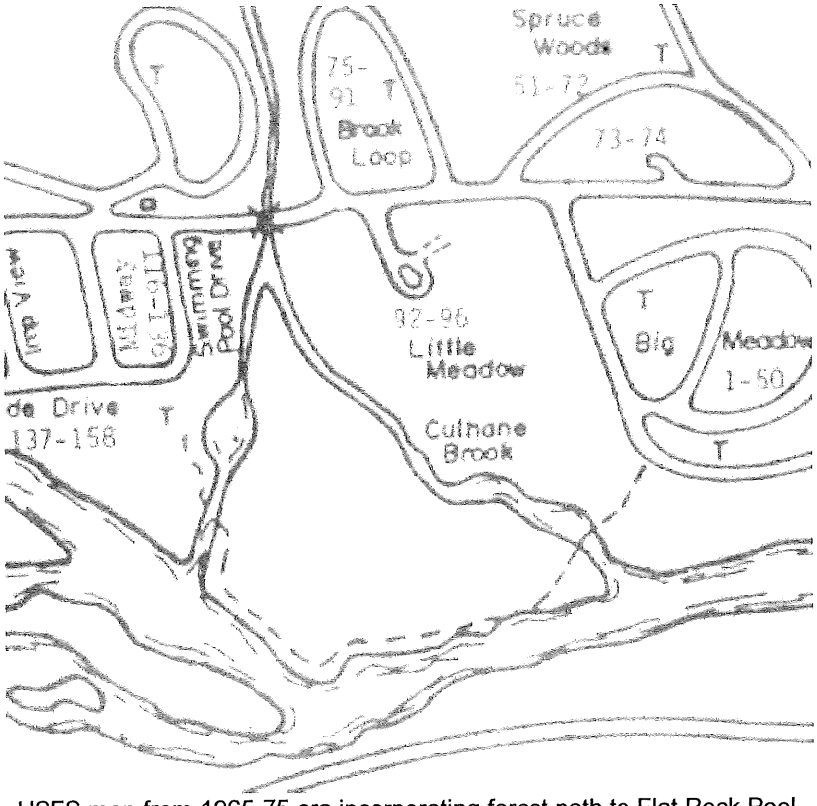




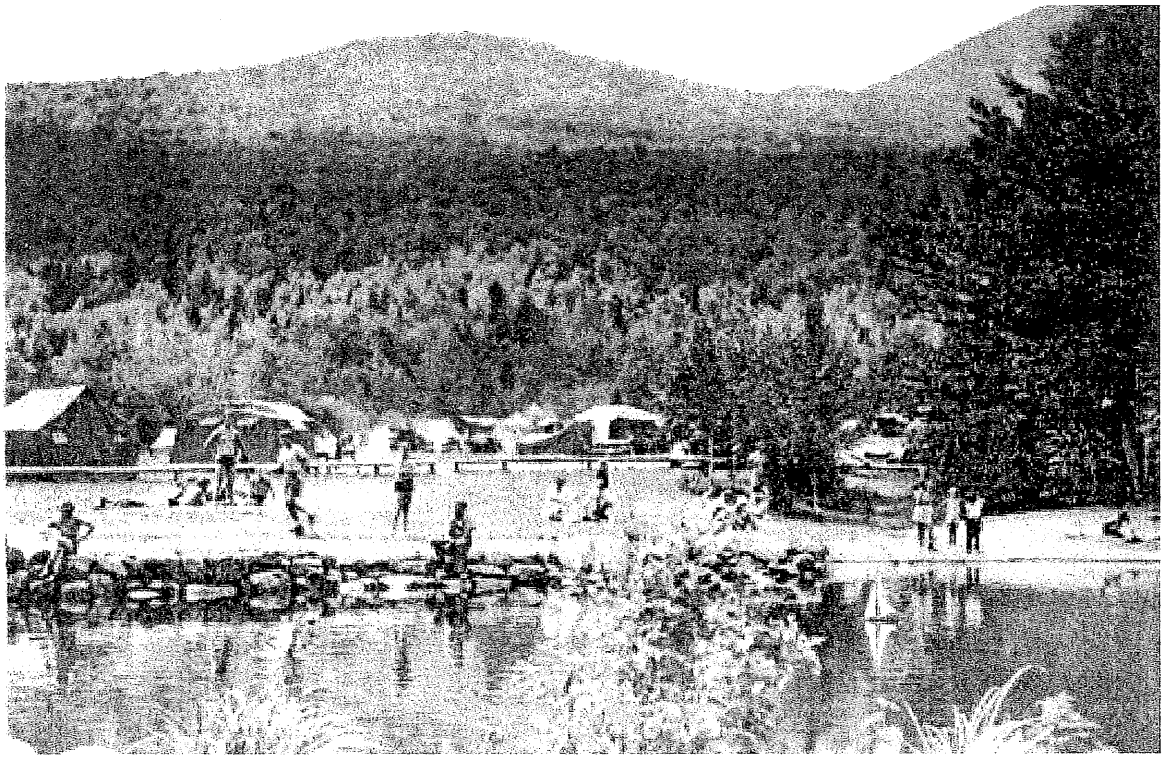
Looking north at Butternut tree on homestead in twenties.

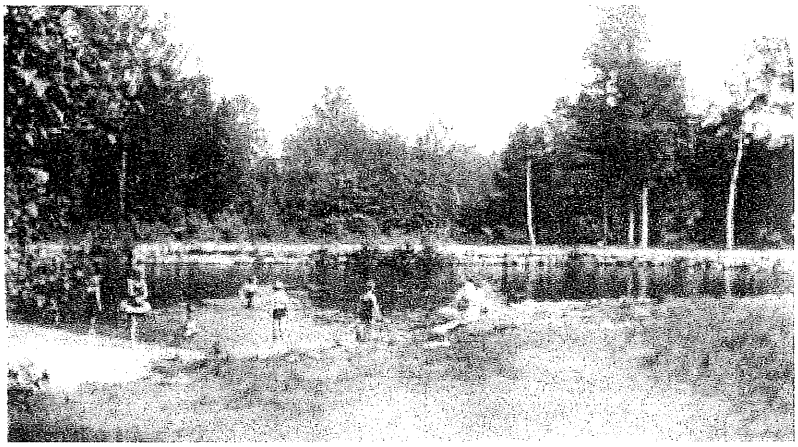


USFS map of 1940 showing swimming pool.

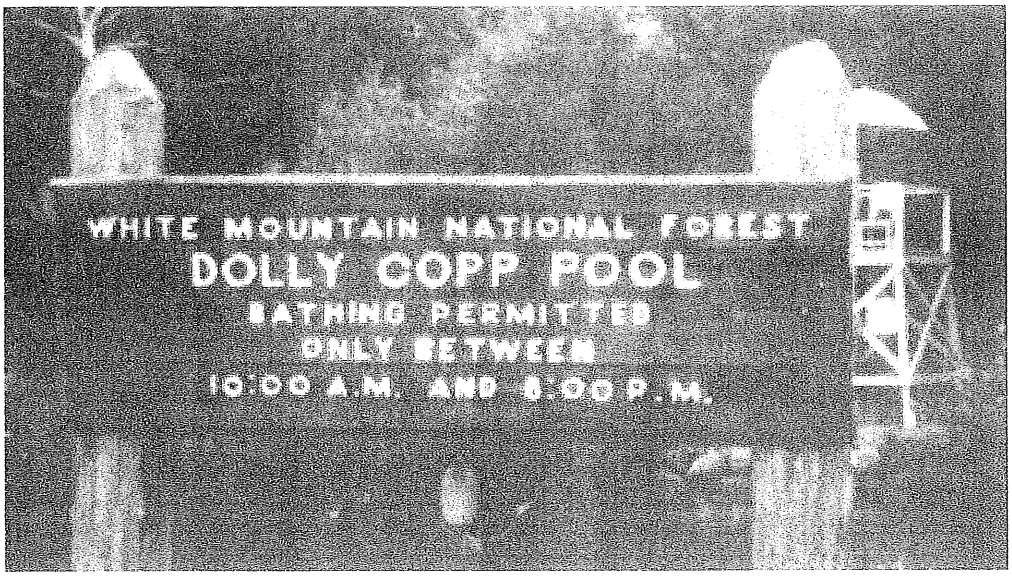


USFS map from 1965-75 era incorporating forest path to Flat Rock Pool.



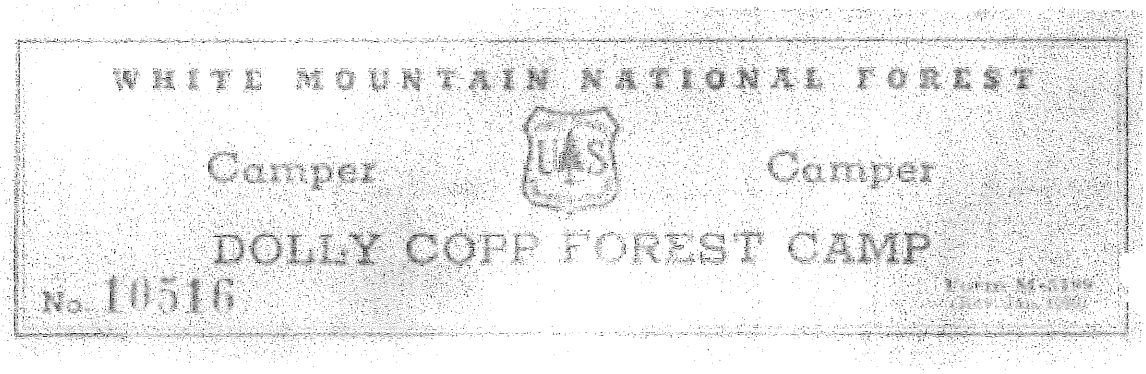





WHITE MOUNTAIN NATIONAL FOREST
DOLLY COPP POOL
BATHING PERMITTED
ONLY BETWEEN
10:00 A.M. AND 8:00 P.M.



Not what the wives expect today.



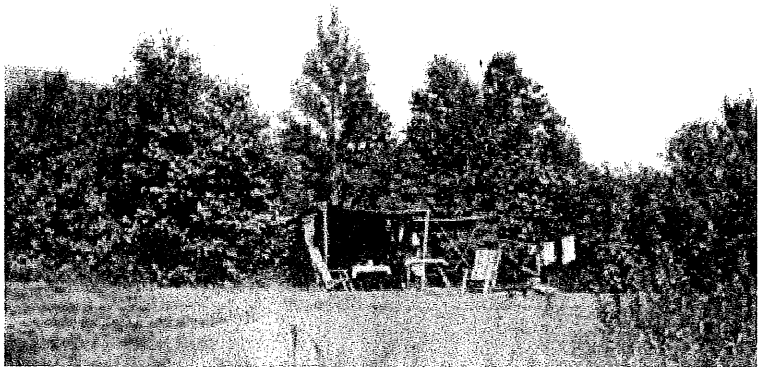
Camping permit used during 1939 season.



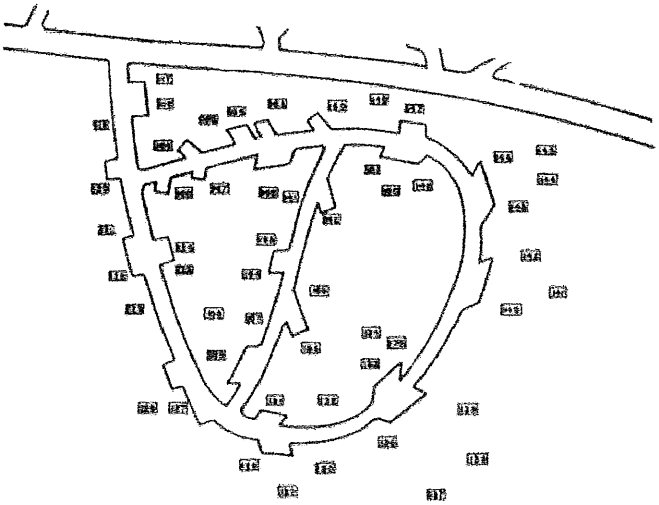
Excerpt from 1938 USFS map of WMNF.



Making dinner in Dolly Copp.

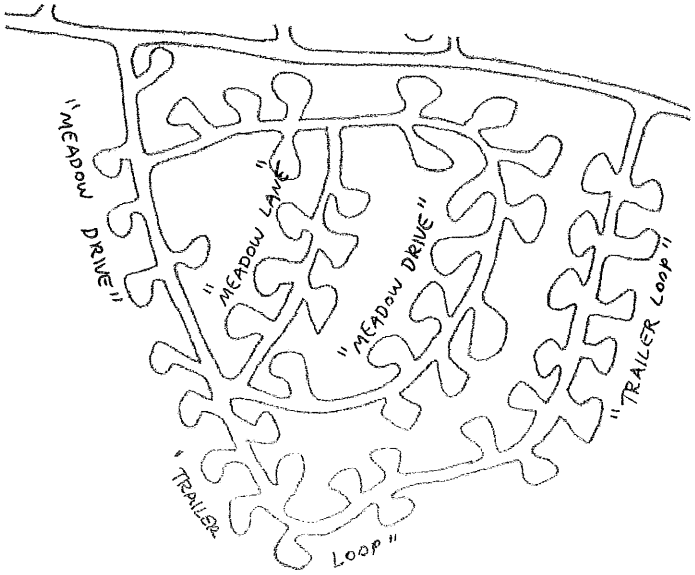


Camp site in the Big Meadow in 1936.





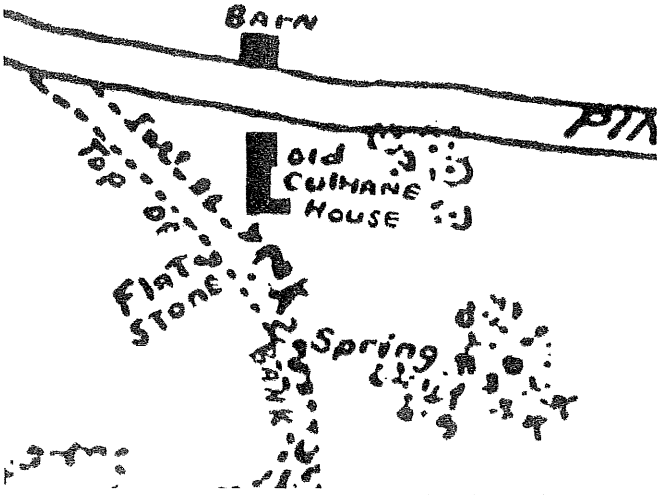
Early camping in Big Meadow .



Big Meadow before and after sixties addition (top is west).



Location not yet certain.



Culhane House on 1915 map (top is east).



Gatehouse as shown in early fifties campground brochure.



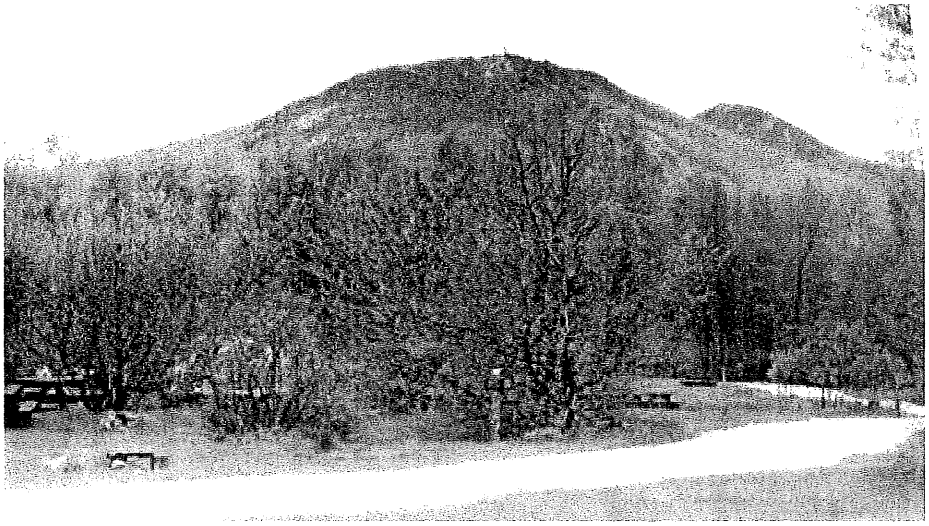
Old Gatehouse site as seen today, now the location for the public telephones.



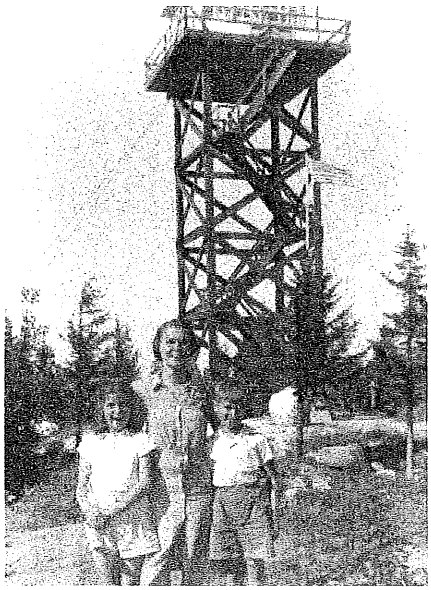




Adjacent to Dolly Copp on north side.



Early Barnes Field view with Pine Mountain (2,405 feet) to north



The Pine Mountain Fire Tower was visible until the early seventies north of the Campground.



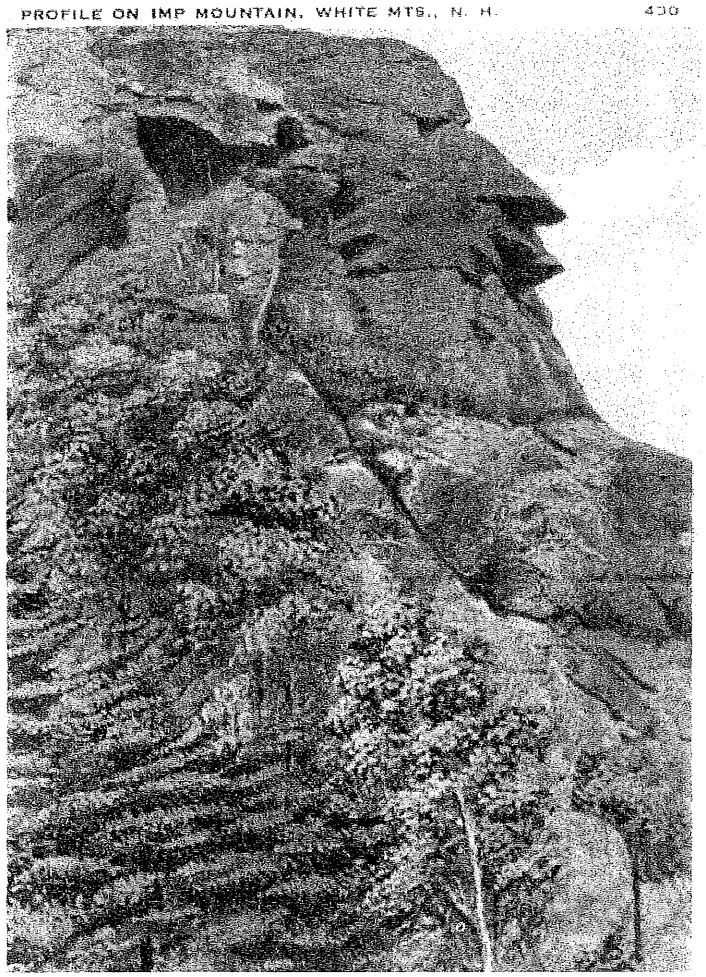
The Carter Dome Fire Tower was visible until 1938 east of the Campground.



Today's Gatehouse with Mount Madison to west.



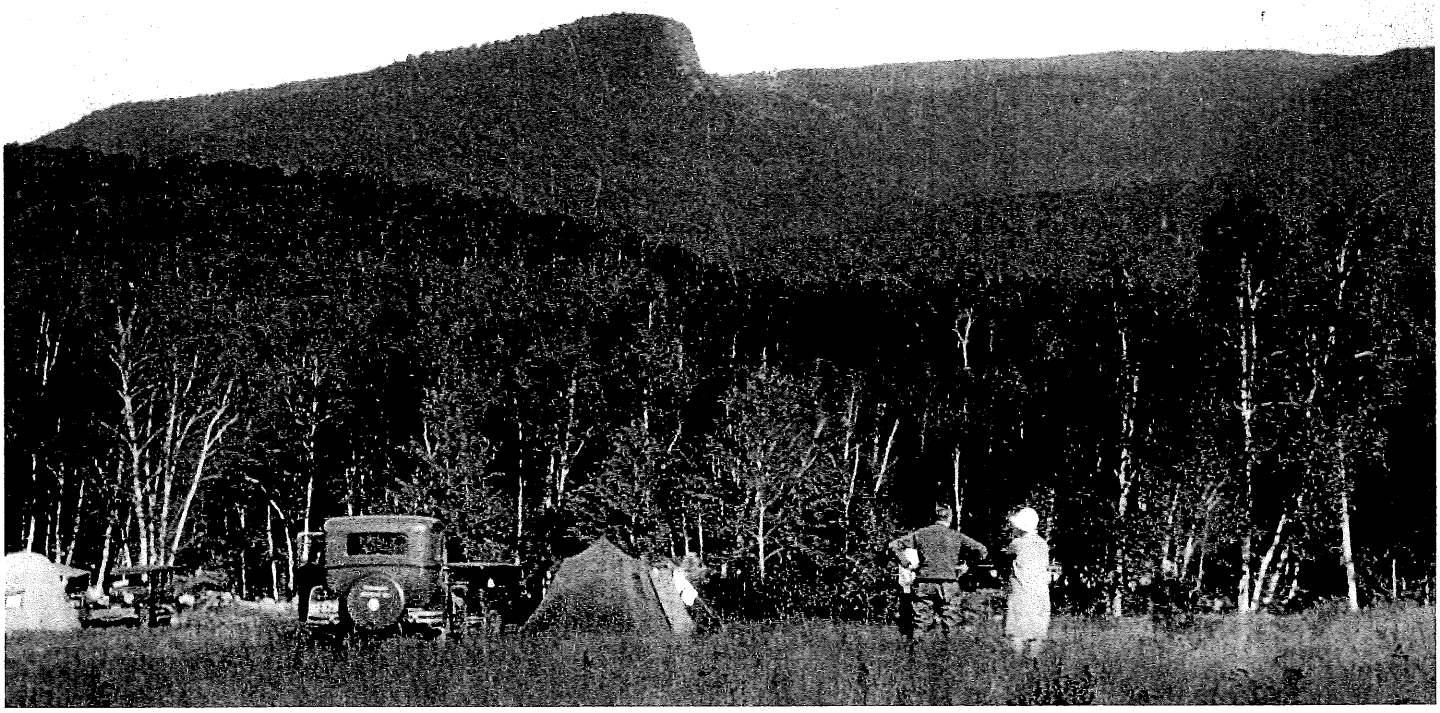
Today's welcoming winter sign on Route 16.



Post card from thirties of Imp Mountain profile.



View in 1938 from top of Imp Mountain (3,165 feet), looking down to the then open fields of Dolly Copp.





with the maps up front, provide the materials for your own personal exploration.

19. PICNIC AREA

According to historian Floyd Ramsey in 1832 Hayes and Dolly got their first neighbor, relative Samuel Copp and wife Betsy. They began farming "just across the river."

A USFS archaeological survey assigns this location to a field across the river just a little to the south. This would become the Bellows Farm, then Glen Cottage, and finally the Peabody Guard Station.

As we know it was the favorable combination of physical features at the Route 16 wayside location, now the Picnic Area, that attracted the first unregulated camping of 1910-1920. The lures included a cleared field, river access, spectacular scenery, good spring water, nearby ranger station, and a state highway intersection.

We know that in 1921 this narrow valley wayside was formalized by the Forest Service as the "Copp Spring Camp Ground." Evidence suggests that name for the Campground was used until at least 1928.

The old fieldstone fireplace, a prominent landmark here today, had been constructed by 1921. There are small circular on ground fieldstone fireplaces nearby. George Brackett recalls they were there by 1940 or earlier.

Both Bob Cook and George Brackett recall that for a time there was a second large stone fireplace, removed after the sixties. This leaves us with the question, which one was removed, the older or the newer?

Whichever, the remaining fireplace was rebuilt by the Forest Service in 2001. Although somewhat similar in appearance, there were several major design changes and many of the original field stones were discarded, such that the 2001 work is not an authentic restoration.

During the twenties camping remained popular here even though it was also spreading rapidly across the bridge. We can see change coming in a response to the 1931 campers survey, where one camper pleads "Do not stop campers from camping on the street {Route 16} side of the river. That would spoil the camp grounds. There are less bugs on this side and more shade." Evidently by 1931 the 1926 plan to prohibit camping at the Picnic Area was about to be implemented and was causing a stir.

A 1932 newspaper article on Dolly Copp describes a recent improvement to access: **This year the U. S. Government saw the need of a new approach to the campground as well as an exit. The old road going to the grounds branched off perpendicularly from the main highway and was like the descent of an airplane in a nose dive when out of control, and as abruptly came to the finish as the camper stepped on the brakes to avoid plunging headlong into the stream.**

The new approach is gradual and branches from the Pinkham Notch highway at an angle. It leads to the Ranger's Station where the new camper may learn of the rules of the grounds and secure a fire permit. A typical government sign points to the grounds and hangs at the entrance. The exit from the grounds leading at an angle to the main highway is similar to all side roads and is no longer the steep exit of a year ago.

The graded base of the pre-1932 "steep exit" road is still clearly visible in the woods today, in the Picnic Area, extending upgrade eastward on a wooded slope away from the old bridge location.

The limitation to "picnicking only" was put into effect in the early thirties, for the design plans for the Picnic Shelter were completed by 1935. Then the camp rules of 1936 included the following at the top of the list; "The area west of the Peabody River is reserved and developed for camping only. That east of the river {today's Picnic Area} is for picnicking."

So by 1936 the original Route 16 wayside "cradle of Dolly Copp" had been converted to a compatible recreational use as the Dolly Copp Picnic Area. Since then it has served long distance tourists but is also regularly patronized by local residents.

Picnicking activity today is concentrated south of the Shelter building, that structure marking the northern edge of landscaped area. Examining the more wooded area north of the Shelter, a small strip of lawn is found along the river edge. The original thirties plan anticipated that this overgrown north section would be more intensively utilized

than it is now.

The strategic placement of the words "Picnic Places" on the 1940 map is the clue that the original usage plan encouraged equal distribution of picnickers on either side of the Shelter, not just on the south side where better landscaping and greater river flow draws the public today.

Further evidence for the intended centrality of the Shelter is the distribution of parking spaces on the thirties plan. Entering the Picnic Area from Route 16 today, traffic turns left to parking and picnicking. But hardly noticed, and little used, is a small access drive immediately to the right upon entering. This leads to a parking lot that sees almost no use today. But this lot had its own direct access onto adjacent Route 16 in 1940. It was apparently intended to serve the northern half of the Picnic Area above the Shelter.

A short grassed walkway still leads from this usually vacant lot westerly to the rewooding portion of the riverside grass land north of the Shelter. Due to disuse this walkway as well as the river frontage north of the Shelter continue to reforest.

The little grass walkway holds two other clues to Picnic Area history. The 1940 plan included two fuelwood yards. These were strategically placed for equal use on the south and north sides of the Shelter.

Entering the grassed walkway from the little used north end parking lot and heading towards the riverbank, the northern fuelwood yard was on the left, at the western edge of the parking lot. This is strong evidence for a higher usage level being the original intent.

Bob Brown recalled an historic artifact near this walkway. Again walking from the little used parking lot in towards the water, in the woods on the right an old style fire place is seen.

One more hint as to intended usage is obtained from the locations of 1940 waste receptacles. The first was placed well south of the Shelter, near the pre-1951 bridge. The central one was at the Shelter, and the third was well to the north in the now unused and reforesting section.

From today's perspective the concentration of activity at the south end seems logical, as the main body of the Peabody is there and it is the primary scenic attraction. While the Shelter and scruffy territory to the north always fronted on a watercourse, this section is only a minor branch of the Peabody. Currently it has very little flow and much less riverside appeal than the area to the south.

We can speculate that the flow in the Peabody may have shifted more to the west after the Picnic Area layout was fixed by CCC workers in the late thirties. Such a shift would have left the northern half of the Picnic Area fronting on an almost dry river bed and thus less desirable.

Belvin Barnes confirms just such a water diversion in 1958. That year, high waters from a storm had threatened the stability of the river bank near the Shelter. The Forest Service intervened and built up the river rocks so that the main flow veered away from the east channel, this diversion remaining in place today.

Perhaps the tapering off of recreation in the north section dates from that year, as the draw of water side picnicking was greatly diminished.

Looking at the old administrative rules of 1940 for the Picnic Area, "Picnickers are requested to register at the registration booth provided.... All persons must leave the picnicking area by 10:30 P.M."

The Picnic Area may also have served as a parking lot for users of the Imp Trail, for the 1935 USGS map shows that Trail paralleling Imp Brook on its north side, due east from the bridge.

Today the trail is just south of Imp Brook, paralleling the Brook on its south side. A 1939 USFS map and a 1969 Randolph Mountain Club map both show the Imp Trail paralleling the Brook on the north side, evidence of a relocation since then.

A memo in the USFS file dated 5/19/1949 confirms the popularity of recreation at the Picnic Area: "At three o'clock Sunday afternoon the Picnic Area was overcrowded and many groups of picnickers were over to the camping side. I am sure that not less than 60 parties were on the grounds at that time and the number could have exceeded 100." Remember, moving "over to the camping side" was still quick and easy in 1949, as there was a bridge here over the Peabody River until 1951.

The Picnic Area became more serene when state highway

traffic to and from the Pinkham B Road (main campground road) was no longer channeled thru it. The map in the 1951 Campground brochure indicates that it was at this time that the southern of the two Picnic Area entrances, believed to date from 1932, was permanently closed, leaving the northern entrance to serve this area today.

Public drinking water supply for the Picnic Area is today supplied by an onsite well and electric pump. This system is not an extension of the main water supply network across the Peabody River.

As an exploring child in the fifties my friend Bob Brown found the rusting hulk of a late twenties auto in the woods on the bank of Imp Brook north of the Picnic Area, about 1100 feet from the Picnic Shelter. The story then was that it had washed down from the Picnic Area in the great hurricane of 1938. We found it still sitting there sixty years later.

20. PICNIC SHELTER

The lovely log Picnic Shelter has for generations been the main landmark in the Picnic Area. Its 1936 date of origin is evidenced by a petition that year by almost 200 campers who felt as follows (italics added):

We, the undersigned Campers at Dolly Copp Camp, having heard that there is a possibility of a ruling that all religious services shall be held *in the picnic shelter outside the camp ground on completion of said shelter,* do hereby request that all meetings of a social or religious nature be allowed to continue in the Administration Building as heretofore.

According to Belvin Barnes, a CCC worker, the drinking fountain just south of the Shelter was built in 1936, the same year as the building. A water pipe from the Dolly Copp Spring was the supply source.

A 5/1989 USFS archaeological assessment states of the Visitor Center (1934) and the Picnic Shelter (1936) that "The CCC built structures on both sides of the river are the finest examples of that era of craftsmanship we have on the forest."

But by the early nineties the Shelter had fallen into disrepair and in 1993 was officially closed. Belvin Barnes was then a leader of a grass roots restoration movement. In 1992 he came across in his attic the original architectural plan, dated 7/22/1935. This along with much local pressure were then used to persuade the Forest Service to restore the historic but decayed structure rather than demolish it.

During the 1996 restoration each dismantled timber was catalogued and numbered. Wood in good condition was reused, while rotted pieces were replaced with replicas. Authentic thirties era construction techniques were again used.

The restoration was completed by volunteers of the National Timber Framers Guild, a highly skilled volunteer group. They camped as a group in End Loop during their visit, a temporary bridge across the Peabody River provided for their use.

21. OLD COPP SPRING

As we know the presence of a pure water source had an influence on the decision of the first campers of 1915 or earlier to pass the night here. As indicated earlier the Berlin Reporter in 1921 noted that "Near the highway is the old 'Copp Spring', which has been stoned up and surrounded with stepping stones." State tourism literature of 1938 said the Spring "carries a long, historical background."

A circa 1939 summary of early Campground history recorded that "as early as 1915 there was picnicking and possibly some camping *at the spring* on the east side of the Peabody River" (italics added).

The 1915 map shows a drainage course running from the Spring northwesterly to the Peabody River. The depression seen today between the Shelter and the main picnic field may be a remnant of this natural feature.

The first reference to the Dolly Copp Spring in Forest Service archives is from the Summer of 1927. Sanitary problems were being corrected; "The water level in the Dolly Copp Spring has been lowered so that water can be drawn from the inlet pipe instead of being dipped out. A ditch has been dug from the spring and along the draw above the Spring, in order to carry off the water at the outlet of the Spring and the seepage water from above."

Eleven years later a 1938 memo finds that "The Dolly Copp Spring is not draining properly.... It is my recommendation that in order to eliminate a hazard to public health this spring

be enclosed and a cover provided with a lock in order that it cannot be used until such time as it is made safe to use."

But then in a 1939 memo we find that "Dolly Copp Spring was changed to allow sanitary and easy access to the water." This is the last written reference to the Spring in USFS archival memos. But the 1940 Campground map recorded the Spring that year as a fully operating public resource.

In the early fifties some campers did not prefer the piped Campground water. As an alternative they would fill containers from a Spring remnant still flowing from a pipe at that time (CH).

Belvin Barnes recalls that the flow of groundwater from the east that had fed the Spring was permanently relocated by a major Route 16 upgrading near 1958. Brad Washburn, seeking to find an historic Spring remnant to note on his authoritative 1988 topographic map, could find none during his mid-eighties close inspection of the area (CH).

Had today's more landmark sensitive federal roadway improvement policies been in place in 1958, this historic spring might still be flowing.

An estimate from the 1940 base map places the Spring on the east side of the Picnic Area road, about 260 feet northeast of the edge of the old bridge. A second estimate using the 1988 map locates it about 125 feet south of today's Lavatory 13, compatible conclusions. Other recollections agree, placing it just south of the modern day lavatory (GB), and in the opened area between mounds, again south of today's lavatory (BB).

22. PEABODY RIVER RANGER STATION

While not in the Campground, this nearby facility played a role in early campground development. Its location today is a vacant field on the east side of Route 16, one half mile from the Picnic Area, just south of the second Imp Trail entrance.

The 1893 map recorded this building in place that year. In the first decade of this century the building was known as Glen Cottage, a farmhouse run at that time as a boarding house for loggers. It had a pleasant front porch with pillars and a long ell to the rear.

Owned by the Libby Family, Glen Cottage was likely included in the sale of major Libby timber tracts to the federal government in 1915. The author's two copies of the post card of the building have dates of 1908 and 1911.

The 1915 map identifies "Peabody River Ranger Station" as the use for the former Glen Cottage building that year. The 1915 map identifies a path westward from the Station to the Peabody River near Rangers Pool. This would have been the shortest distance for rangers to reach the Great Gulf Trail as well.

We can speculate that the Station's proximity to the informal camping of 1900-1915 would have been a key to formalizing the Campground in 1915 or 1921, for a source of around the clock USFS supervisory staff was close at hand.

The 1935 map verifies continuation of building use as a Ranger Station. The camp rules of 1936 also confirm that at that time the Forest Officer in charge of Dolly Copp was housed here. This was Ranger Benedict, whose wife and children also lived there (GB). The 1935 map indicates that the southern spur of the Imp Trail once terminated at the Ranger Station, that trail head since relocated slightly north.

A 1939 Forest Service memo points to the demise of the Station: "Last fall all material and supplies on hand were taken from Peabody Guard Station to Dolly Copp Administration Building for winter storage inasmuch as it was planned to destroy Peabody Guard Station."

A 1989 USFS archaeological inventory provides some interesting details of early history: "Peabody Guard Station site: This was another early Copp farmstead. It was occupied as early as 1832."

Continuing, "It later became the Bellows Farm and then a 'Guard Station' and during the CCC era it was used again."

The USFS survey also states that "In 1985 test excavations were done on the site by the paraprofessionals. Many 19th century ceramic sherds were uncovered. Some of them were reconstructed and are currently stored at Bartlett. Some of the vessels would be good for display material at Dolly Copp."

Also, "Just south of the 'Guard Station' is the foundation of what may have been a very large barn. Shovel testing has uncovered burned nails and some brick fragments. The site obviously burned."

23. OLD SAW MILL

There is only limited information available on this interesting feature. According to researcher Jared Apt, an 1853 map of the White Mountains by George Bond drew criticism when T. W. Harris, a contemporary, noted in a letter "I was sorry not to find laid down on Mr. Bond's map the old road from Bellows saw mill round the north side of Mount Madison to Randolph." So here we have proof that the mill existing at least as early as 1853.

Then an 1858 map by Harvey Boardman shows a sawmill north of the old bridge site in what is now the Picnic Area. But the 1861 Walling map locates it just south of the bridge, downstream from a small pond shown on the Peabody. Which map is the more accurate has not been determined. Casey Hodgdon commented on this issue that "The accuracy of maps in those days leaves a little to be desired."

Commenting on the 1858 map, asked if the slope of the Peabody was physically sufficient for a mill and pond here, Casey stated that "If there was one there it was probably on the east side of the road next to the brook coming off the Imp, for water power."

Continuing, "There were little sawmills everywhere as there was no way to deliver lumber any great distance, so mills were built on the location. I have spent a lifetime reading the old town histories and they are saturated with sawmills. They were located on every brook or stream that would provide water power.

When the Glen House was constructed, the first thing built was – a sawmill. When the Cog Railway was constructed they had a mill at the base station to provide lumber for the buildings to house workers and later the railroad itself. Come to think of it when Hayes Copp built his house he had to get the lumber somewhere, probably at that sawmill.

The 1860 Census records a Stephen Hanscom, a 40 year old farmer, living in the Picnic Area vicinity. The value of his real estate was $5,000, much higher than the value of the Copp property at $600, the Culhane property also at $600 and the Barnes property at $700.

Could this high value indicate that Mr. Hanscom was the saw mill owner? An intriguing contributing clue is found in the adjacent 1860 Census address. Here was Edward Parsons, categorized as "sawmill laborer", and without ownership of any real estate.

In another reference to the sawmill, the 1887 Ticknor guide book to the White Mountains states that "The road from the Glen House to Jefferson Hill diverges to the left from the Gorham road *near the old saw mill* (italics added), about one and one half miles from the hotel, crosses the Peabody River and its West Branch, and passes the Copp Farm, where the Imp is seen." The map in the guidebook shows the Glen House, then to the north "Copps" on the "Old Notch Road."

24. OLD BRIDGES

To view the footings of the pre-1951 bridge over the Peabody, proceed south in the Campground past End Loop and the Visitor Center. Walk to the very end of the Campground Road and down the path to the River.

Across the water in the Picnic Area an old concrete abutment of the pre-1951 bridge still stands. As we know camping had its early origins across the Peabody over in the Picnic Area, in the twenties spreading across the bridge then spanning the Peabody here.

Looking far back, the first road thru the Peabody River Valley arrived here from the south near 1830. But unlike today's Route 16 orientation north towards Gorham, the destination back then was northwest to Randolph.

That northwest turn towards Randolph required hugging the foothills of Mount Madison. As a crossing point on the Peabody River was needed, from a topographic perspective this was the logical location. In later decades for any tourist trip circling the Presidential Range, this crossing point ``was part of the circuit with the least mileage.

George Cross in his 1927 history of the Copps notes that the first structure here was built by Daniel Pinkham as a low bridge of logs. Then that early log bridges here were frequently washed away by floods. One of his early childhood memories was of a traumatic crossing here in a Concord wagon during one of the bridgeless periods.

The bridge as it was in 1908 or earlier is shown on an old post card. Its sides differ from those shown in photos of the bridge here in the mid-twenties. The difference must have been from a strengthening in 1924 that a news report of that

era says helped to facilitate the spread of activity into today's Campground.

Historian George Cross records a "substantial iron bridge" here in 1927. But area histories indicate a severe storm and flood in the North Country late in 1927, with the Peabody River Valley particularly hard hit. A late 1927 Forest Service memo relates a result of that dramatic storm;

I found considerable damage has been caused by the flood of November 4. On the east side.... some of the trees bordering the river bank on the north end below the fireplace were washed away.... The Dolly Copp bridge and the east abutment are gone. The west abutment and the surface of the big fill are undamaged.

Evidently a replacement bridge was ready made, for we read in a September 1928 news article that "Early in June a crew of U. S. Forest Service men began filling the gullies washed by the November freshet, cleaning the famous Dolly Copp Spring and digging new drainage ditches. By late July the old Middle Bridge on the Glen Road had been transported and set up on the site of the Dolly Copp Bridge that was destroyed last fall. Thus the August campers were able to pitch their tents in the wide fields that extend a mile down the west bank of the river."

Photos up to the late twenties show the bridges here without any overhead catenary structure. But thirties and later photos do show such overhead steel works. Thus the bridge installed in July of 1928 had a distinctly different design from the previous more modest spans. Those clues do much to help date old photos where these bridges are in the background.

A mid-thirties photo from the bridge looking north shows the water level unbroken by river rocks, indicating a pool of some sort. George Brackett comments: "In regards to the swimming under the bridge, it was not known as the swimming pool, as Ranger's Pool was the popular place to go. I remember having a small raft and using it just below the bridge. I really don't recall any of the campers going there. Perhaps the local people used it when they had a picnic."

In addition, Evelyn Ross of Gorham remembered that in the forties as there was no swimming in Randolph, her school class would come to swim in the Peabody at this location. "That pool went out when the bridge went out."

Point 14 of the camp rules of 1936 references the bridge; "Dancing and entertainment in the Administration Building will be confined to organized affairs carried out and attended by bona fide campers and their guests with the advice and assistance of the Forest Officer in charge. *There will be no dancing on the bridge over the Peabody River or on road or drive"* (italics added).

There were social forces in play here other than just the enthusiasm of a lively dance spilling out from the Administration Building. George Brackett says the bridge was a central social point in its own right, dating back to the expansion of camping to the west bank in the twenties.

According to Mr. Brackett "The bridge was a congregating point for the Campground. There were at times accordions, instruments and lanterns. My brothers and sisters took our lantern and violin on the nights they danced.

Remember that in the twenties, the Administration Building and its hall had not yet been built." Evidently even with the new building available, old habits died hard and on nice nights people continued to socialize on the bridge.

Today the bridge over Culhane Brook is such a central spot in the Campground, where on occasion one views young people gathering to talk and to be seen.

An example of this social phenomenon is reflected in a seventies memory of Dorothy Shouldis writing for the 75th anniversary celebration: "When my daughter was a teenager she would take our Collie dog and walk through camp to meet other teen campers. At night the teens would meet at Culhane Brook Bridge and play their music and talk and sing. Then they'd come back to camp for marshmallow toasts and Kool-aid."

While as noted the east abutment wall of the old bridge is still standing, a foundation of the west abutment is all that is visible on that side today. This western wall was not deliberately demolished. Rather, heavy rains undermined it in the fifties such that it collapsed, the remnants having washed down stream since (CH), some still visible.

It is believed that the old bridge was closed in favor of the new in 1951. Long time camper Elsie Ashworth indicates that it then washed away in a hurricane in 1952.

Drivers habits on leaving their camp sites took time to change. A few motorists, by force of habit upon leaving Dolly Copp, would proceed at a good clip towards the old south end bridge site, jamming on their brakes just in time to avoid a row of boulders placed to save them from the chasm below (CH).

25. GREAT GULF LINK TRAIL

For many decades the Great Gulf Trail, dating from 1885, had its point of origin inside Dolly Copp. It was noted on the 1915 map as the "Trail to Great Gulf." You will find it at the south end of the Campground Road.

In the old days this must have been a convenient location for a trailhead, as the bridge here then gave immediate access to Gorham and Pinkham Notch.

The first segment proceeds south from the Campground Road about four tenths of a mile to Rangers Pool. George Brackett cautions us not to assume that this trail was the main route for swimmers and hikers entering the area. Rather, recalling the thirties, it was the unnamed trail originating off of End Loop near **Site 176** that was primarily utilized by campers.

The 1925 AMC guidebook describes the beginning of the Great Gulf Trail "a few rods beyond the bridge, near the edge of Dolly Copp farm." The Trail is then described as "following an old logging road." Also, that "the logging road is plain except in midsummer when it is overgrown in places with grass and berry bushes."

The 1925 description continues; "It soon passes the Gorham Fish and Game Club shelter, open to the public and accommodating eight." The 1925 AMC map places this shelter in the narrow strip between the Trail and the Peabody River and well before Rangers Pool. The 1936 AMC guide book also mentions this shelter, now long gone.

Up into the eighties, a Forest Service sign identifying Rangers Pool as a pedestrian destination was affixed to the same signpost as that holding trail identification. The destinations noted on today's sign are Great Gulf Trail .6 miles, Wilderness 2.3 miles, and Mount Washington 8.0 miles.

The precise point of Trail origin off of the main campground road was relocated in the eighties, the older eroded and now reforesting trail bed still visible about thirty feet west of the current trail head.

In 1986 the Great Gulf Trail origin was relocated out of the Campground altogether, to a point south on Route 16. That year a new 50 car parking lot and 160 foot long wood and cable suspension bridge was built to provide hikers with easy access across the Peabody River, just as the steel bridge had done for the original trailhead in Dolly Copp before 1951.

A USFS spokesman that year stated that one of the purposes of the new lot and bridge was to reduce hiker traffic through Dolly Copp Campground. The segment of the Great Gulf Trail from the Campground to the new access was then renamed the Great Gulf Link Trail. A positive result for Dolly Copp campers has been less non-camper use of parking spots near the Visitor Center.

Without using their car, Dolly Copp campers can take this trail to easily enter the Great Gulf Wilderness. This highly scenic 5,552 acre reserve received its coveted federal wilderness designation in 1964.

26. RANGERS POOL

This natural amenity is on the Great Gulf Link Trail, about four tenths of a mile south of the Campground. According to long time camper Dorothy Brown, Rangers Pool obtained its name decades ago when Forest Service staff raised a dam of river rocks to keep the Pool elevation high for themselves and other users.

This explanation fits well with the fact that this Pool was the nearest swimming area for the rangers themselves in early decades, when their headquarters at the Peabody River Ranger Station was located less than 1000 feet to the east, out across Route 16.

The 1915 map indicates that rather than the woods that separate Route 16 and Rangers Pool now, back then there was a pasture with an accessway from the Station to the riverbank.

Stuart and Emily Smith recall that in the forties the Pool's elevation was kept high by campers cooperatively maintaining the rock dam. I was told of this tradition upon my first visit to the Pool in 1962.

We know that the name was in use on USFS signs in the

early sixties, and that Mrs. Brown remembers it from earlier. It can also be documented that the name had some official status as far back as 1938, for a tourist brochure that year refers to Rangers Pool by name. Going a little further, there is an old photo in the USFS file labeled "Rangers Pool in 1930."

Then a September 1928 news article, describing the end of the camping season that year, states that "The older folks, too, are sorry to leave for the last time the *deep natural swimming pool* a quarter mile above the bridge" (italics added). The 1928 report had the distance wrong, as it is somewhat farther, but as there is no closer or other deep pool above the bridge site, it appears this is a 1928 reference to Rangers.

It is not unrealistic to speculate that the Copps may have used this pool themselves in some way. Tourists of the 1850-1900 era must have been aware of it, in view then (as it is not now) down across an open meadow from the main road. It remains as always a cold, sparkling and emotionally calming scenic marvel.

The elevation of the Peabody at Rangers Pool is about 1275 feet. For topographic perspective, the east abutment of the old bridge downstream and just discussed stands at a lesser 1242 feet. Further downstream, Flat Rock Pool is at about the 1185 foot contour, some ninety feet lower than Rangers. Walking from one pool to the other you hardly notice the continual but subtle change in elevation of the valley floor.

To the east of Rangers Pool, proceeding out to Route 16, is the remnant of a dirt road. This may have provided access to the cement incinerator here that was for many years used by the Forest Service, abandoned by 1954, and now a ruin (CH).

A 1932 news article indicates that this incinerator was constructed in 1931: "This year the USFS has supplied refuse cans for the campers. Refuse is burned in a huge incinerator located last fall by the government about a half mile from camp." An early sixties USFS map of the campground included an arrow and the notation "Ranger Pool." As of today it has been unsigned on maps and in the field for many years. Pure speculation; to reduce possible insurance liability?

On the west side of the Pool at its north end near the water line are two old cast iron hooks anchored into the rock, one with a link of chain still attached. These remnants are about 15 feet upstream from the informal dam of river rocks.

The Browns had heard a remark that these were once anchors for a pedestrian suspension bridge, the right location if a bridge was needed to facilitate rangers walking from the Old Ranger Station easterly to the Great Gulf Trail.

But on the other hand, such a crossing is not mentioned in early AMC guide books and likely would have been so recorded had it existed (CH). These artifacts may be remnants of early logging operations (CH). The stub of another of these hooks is also found on the east side of Flat Rock Pool, also upstream on the West Branch of the Peabody, just above the confluence of the East and West Branches.

A 5/1989 USFS archaeological assessment is possibly relevant here, stating that "there is a missing sawmill site along the Peabody River south of the Campground. There are some metal rods in rocks, but Gerry Fontaine and I never could find the mill site. It may have been on the site of a very early mill owned by a man named McCarthy."

27. BEDROCK IN THE VICINITY

The coloration of the rocks and boulders along the Peabody is very attractive. According to the 1975 "Geology of the Gorham Quadrangle" by the NH Department of Resources and Economic Development, Dolly Copp Campground is underlain by a bedrock known as Concord Quartz Monzonite, " a very common rock in New Hampshire." This is described as medium grained, light gray composed of potash, feldspar (whitish or pink), oligoclase, quartz (translucent white or gray), biotite and muscovite (white or silvery mica flakes). Its age is given as New Hampshire Plutonic Series, Middle Devonian of the Paleozoic (something like 390 million years old).

But just about at the south end of the Campground, at the historic bridge crossing, the same source map indicates that the bedrock type changes to Littleton Formation interbedded mica schist and micaceous quartzite. This rock is a little older, from the Early Devonian period. The bedrocks can best be seen at Flat Rock Pool, Rangers Pool or on Culhane Brook upstream from the bridge.

The children can be told that ancient seas once here accumulated thick layers of sands and muds. Then under

immense pressure, these sands and muds became the schist and quartz we see today. There is often a salt and pepper appearance on the local rocks due to mixing of colored minerals.

28. VISITOR CENTER

We all treasure the Visitor Center building as a perfectly proper part of Campground scenery today. But many early campers did not want such a structure plucked down amidst the early bucolic setting. In spite of protests, this now venerated meeting hall was built by CCC workers on what was being used as prime camping sites up until 1934.

A 1932 news article reports that "A community hall has been suggested but a keen protest is being put up by the association representing campers." Also, from the campers perspective the need for such a building had ranked very low on the 1931 survey described earlier.

The orientation of this building on a southeast to northwest alignment nicely mirrors the original Pinkham B Road alignment which the building originally fronted and paralleled.

When constructed this building was sandwiched in between the Pinkham B Road on the west and a camp lane along the Peabody on the east. By 1940 the fronting state highway (formally the Pinkham B Road, now the Campground Road) had been relocated away from the building, where it remains today.

The attractive stone walkways on either side of the building are early features, appearing on the 1940 map. The west walkway must have been built or reoriented after the building was completed in 1934 as the original Pinkham B Road or its remnant still cut through here that year.

This later thirties walkway on the west side links the building with parking spaces along the Campground Road. The 1940 map labeled these spaces as "parking to register only." A thirties photo shows these spaces bounded by the low wooden guard rails common then.

Today the east walkway appears to lead nowhere. But in 1940 it led to an outhouse serving the building, which, along with one in the Big Meadow, were for many years the two largest in the Campground.

The walkway's stones lead into the woods and after a few feet large flat stones are seen. These were likely the foundations of the thirties era outhouses here. There is also a south walkway that appears to be of similar vintage.

An informational display accompanying 1998 renovation work on the Visitor Center provided this narrative; **This monumental building is an excellent example of CCC era log construction. It was constructed without the use of power tools by novice crews of the CCC. It exists as one of the largest intact historic structures in the eastern national forests.**

The CCC's were the first inhabitants of the building, using it primarily for administrative headquarters. As the CCC program was phased out in the early forties the building became the administrative center and workshop for the Forest Service in the upkeep of Dolly Copp Campground.

Camper amenities were the concern in this 3/19/1936 staff memorandum mentioning the new Administration Building: "I believe that we should encourage more use of this building during daylight hours by furnishing about a dozen comfortable chairs either of the canvas type or wood. Perhaps a few small tables for card playing would help greatly."

The Visitor Center was lit with gas lanterns before electricity arrived in the mid-sixties. Batteries powered record players for dances in the fifties (CH). The structure was referred to as the Administration Building in USFS literature from the thirties into the sixties. Then an early sixties USFS brochure called it the "Recreation Building."

Facing north towards the south end of the building, Casey Hodgdon remembers that in the early fifties the bunk room for the 4-5 man AMC crew then assigned to the Campground was on the left. A kitchen was on the right and included the public telephone, on a party line circuit with Camp Dodge. There was a flagpole near the fountain by today's lavatory. There was also a small porch up at the north end of the building at that time.

Casey's eyewitness account confirms that there was a phone link to the Campground in the early fifties. One piece of evidence indicates that the phone link may have been in

place at least twenty five years earlier.

Robert Monahan stated in a 1989 interview that "It was our joint job to maintain the telephone line between what's now Dolly Copp Campground, between there and Carter Dome itself, which was quite a tower... The tower is no longer there, but that is where Jigger Johnson spent a lot of his time during the fire weather and I was in the valley. So I got to know some of the people and many of the places in the summer of '28."

The location of this log structure reflects the unique history of Dolly Copp. Visitor centers in newer facilities are not placed where vehicles bound for them must pass through all of the tenting area. Rather, they are usually constructed at or close to the main entrance. This reversal at Dolly Copp was not a mistake of early planning, for this attractive building sat right at the entrance to the Campground in 1934, but at the extreme back end after the entrance from Route 16 was relocated northward in 1950.

Also from the 1998 informational display: **Originally, it had fully enclosed rooms at both ends and the center was an open pavilion. The north room was used for administrative purposes and the south end consisted of a kitchen and a bunk room.**

In the mid-1960's the center portion was enclosed, doors were added and the windows closed in. Enclosing the middle portion was done primarily to provide more space and security for interpretive displays. Around 1964 the kitchen area was renovated into storage and office space.

The reroofing and replacement of rotted timbers undertaken in 1998 was planned and executed by Joe Taylor, Casey Hodgdon and Reed and Marianne Leberman.

Also in this section of the Campground, to the north at the edge of the Play Field, is seen an unused capped well. According to Brad Ray it never produced much water and was more of a liability than an asset, so its use was discontinued.

29. END LOOP

In 1915 most of End Loop was pasture, not woods as today. Included was the area of **Site 169** and **Sites 171-179. Site 177** was at the edge of the woods then and remaining **Sites 178-180** were forested. The 1915 map is detailed enough to show the small stream along the rear of **Sites 171-174**, with the land cleared for pasture extending slightly beyond it.

End Loop was not present as a road on the 1935 map, instead characterized as an open field. George Brackett states that the land it occupies was available for unrestricted, unsited camping in 1935, with no loop road until constructed by the CCC's in the late thirties.

Perhaps this loop was unnamed in its early years. Like nearby Birch Lane, it was lumped in as part of the "Play Field Area" on the 1940 map. The "End" in the title would have made no sense until after the old bridge was removed in the early fifties, so perhaps it was named then. The name was well established by 1958.

For a time there was a flagpole at the north end, at or near today's **Site 171.** This was a feature for some years as it appears in several old photos from diverse sources. Before the Administration Building was built in 1934, perhaps this was the location of a tent for on site USFS headquarters?

An early photo shows such a USFS tent on the Picnic Area side with a ranger dispensing the mandatory camp fire permits. Maybe it had moved to what would become the End Loop area for the years 1928 to 1933.

Attracting campers to this area would have been the factors of gentle terrain and close proximity to the old bridge, across which camping had migrated in the twenties. The one way traffic flow here today was shown on the 1940 map; thus allowing the narrowness of the loop road.

On the south side of End Loop's entrance is a wedge shaped open space area without campsite development. Oliver Brown told me that this grassed triangular area between two roads had one or more camp sites at one time, a fact also confirmed by George Brackett. Their permanent removal has nicely enhanced the serenity of the nearby Play Field.

On the north side of the End Loop entrance a small spur provides parking for **Sites 169, 170** and **171**. **Site 170** has the appeal of remoteness, on a height of land accessed by a foot bridge over a stream. This configuration is identical to 1940, except that back then **Site 170** was plotted as two sites rather than one. Perhaps this was a result of the major site reorganization near 1960.

In early years a front section of End Loop held 22 supplemental parking spaces, 11 on either side. The need for such extra parking for the nearby Administration Building seems hard to imagine now. But in the thirties, this area was the "front door" of the Campground, rather than the quite back end that it became after 1951.

These two "overflow" parking lots on End Loop were due west of today's parking spaces for the Visitor Center. A path must have existed from the overflow parking on End Loop through what is today a lightly vegetated area, oriented directly to the stone walkway leading to the Visitor Center.

The location of the edge of trees on the 1940 map indicates that this short path was thru unwooded field at that time. A remnant of this walkway remains discernable and is still mowed.

The historic memos in the Forest Service file shed some light on the pressure to build the extra End Loop parking. Correspondence in 1936 to the District Ranger from 200 campers who signed a petition says "We appreciate the difficulty involved in keeping the parking area entrances to the Administration office clear, but feel that this can be minimized by a proper understanding and cooperation on the part of the campers." The USFS response to the campers;

It now appears likely that the provision of additional parking space in front of the Administration Building, plus cooperation on the part of the campers themselves, will largely eliminate the inconvenience to incoming and outgoing campers which so commonly resulted this season from a congestion in traffic at the limited parking place in front of the Administration Building at the time of gatherings such as religious services.

As the little parking lot in front of the Visitor Center today has the same dimensions as in 1940, the reference above to additional parking must refer to overflow parking on End Loop. We can speculate that this parking was removed in the fifties after all check in activity was moved to the north end of the Campground.

A 1936 memory of Mr. and Mrs. Brown is of being harassed by a mountain lion at their camp site on what would become End Loop. The next day Ranger Smitty and Mr. Brown tracked the animal part way up Mount Madison but could not catch up with it. Today, when there are bears in the Campground, this section is often the most vulnerable.

***End Loop Site Details**: Proceeding into the Loop in 1940 the east side was without camping up until **Site 175.** However, a series of overflow parking spaces for the nearby Visitor Center were in existence in 1940 along this east side, across from **Sites 172** and **173**.*

*At this same point in 1940 the west side of End Loop also contained parking spaces, near the location of **Sites 172** and **173**. There was one campsite at or just north of **Site 172.***

*Proceeding further into the Loop, in 1940 four sites existed on the west side at and near what are today **Sites 174** and **176**. At and south of **Site 175** were three sites in 1940, including one set back almost halfway to the main campground road.*
*In the thirties, from **Site 176** you could see clearly to the steel bridge and the Carter Range beyond (GB), as the past century of open meadow character for these lands was still predominant.*

*Just after Lavatory #8 but before **Site 178** is a path leading south to join with the Great Gulf Link Trail. While such paths around the Campground were not shown on the 1940 map, this one was well established in the thirties (GB). Then as now it served an important "desire line" of pedestrian movement to popular Rangers Pool. Today it is designated as part of the Hayes Copp Ski Trail.*

It is noteworthy that on Bradford Washburn's 1988 topographic map this pathway is given the same status as the nearby Great Gulf Link and Daniel Webster Trails. As already noted, George Brackett recalls it being of much more importance to campers back then than the Great Gulf Trail head at the old bridge.

*A comparison of maps makes it appear that **Site 177** may have been moved south to provide room for the lavatory building constructed in the mid-sixties, and that **Sites 178, 179** and **180** are at or on their original 1940 locations. In 1940 a fuelwood yard serving the area was located somewhat west of **Site 178.***

30. PLAY FIELD AREA

Both the 1893 and 1915 maps show the original Pinkham B

Road running thru the western edge of what is now the Play Field. As already mentioned, the original road took a direct routing from the old bridge northeasterly to a point near the intersection of End Loop and the Campground Road. According to the 1915 map, the Play Field consisted of field east of the original road and pasture to the west of it.

Old photos show the openness of the Play Field extending to the Peabody River, without the buffer of trees along the embankment we see there now. George Brackett and Dorothy Brown remember early camping right on the embankment of the River. Several photos document tents on this expanse up until 1939.

One access way ran north-south along the bank of the Peabody. Access drives also ran west to east across the area, imprints of these in the lawn of the Play Field remaining visible today.

The date of clearing away of camping to create the Play Field is best estimated as 1939. The 1940 map showed the Play Field as completed by that year, with all camping removed. Today, subtle ridges oriented east to west can be detected in the lawn here. It seems probable that these are a remnant of early camping.

George Brackett remembers that even though the Play Field area was open for camping in the thirties it was large enough that it was often the setting for impromptu ball games. We can speculate that observing that activity, Forest Service planners chose this area to formalize as a green space for light recreation. It must have been thought that public usage here would also compliment the new and adjacent Administration Building and its landscaped grounds.

A 1934 USFS file item hints that creation of the Play Field had been contemplated for some years. When the staff met with a UNH forestry expert in 1934 they viewed development plans for the Campground; "He suggested that *some meadow land be retained for camp sites* since obviously there are many people who desire an open location" (italics added). Reinforcing his opinion may have been the fact that a big chunk of prime adjacent field had just been consumed that year as the site of the Administration Building.

The relic of a fieldstone water fountain, southeast of the Play Field and now hidden by vegetation, probably dates from CCC days (GB). It is not remembered as being functional after the late fifties.

A photo from about 1940 shows low log barriers along the Play Field's road frontage. Examining that photo, Bob Brown suggested that after 20 years of allowing direct driving onto the field to camp, perhaps the new barriers were necessary as a forceful reminder that such access was no longer permitted. These log barriers remained in place through the fifties.

Decades after its creation the Play Field is still not full of swings, slides, or even a formalized baseball diamond. The only hint of recreation equipment is the presence since the eighties of two large diameter concrete drainage pipes, presumably for children's play.

The absence of intensive recreational development in Dolly Copp is an old policy, as evidenced by this eloquent 1939 letter from the Regional Forester to the Chief of the Forest Service in Washington:

This Region feels that the National Forests are eminently suited to provide a different kind of recreation, a variety largely undirected which permits the individual to enjoy as he sees it without guidance and supervision.

In the midst of an abundance of natural opportunities for spontaneous undirected enjoyment, it would be pitiable to introduce recreation that is duplicated in spirit in almost every urban center in the Region.

Because they represent one phase of this "guided" activity, swings, tetter boards, and other conventional equipment are conspicuous by their absence in our forest camps. At Dolly Copp the entire gamut of opportunities for individual recreation exists in a gorgeous setting of mountains and forests.

Upon my first visit to Dolly Copp in 1962 the Browns took me to the Play Field after dark. They wanted me to experience a star show far brighter and more inspiring than that visible from our suburban Reading, Mass. homes with their nearby street lights and Greater Boston sky glow. Since then Dolores and I have taken our own children Betsy, Becca and Joe, and their friends, including Sue Ogle, to the Play Field after dark for this rural experience.

We can assume that the Play Field has always been an excellent location for such star gazing. At night here during such periods as the annual Perseid meteor shower in August you are almost certain to see others peering at the heavens.

Writing for the 75th anniversary, the Shouldis Family recalls the sixties: "At the end of August and into September we have sat on the ballfield watching the Aurora Borealis as late as 2 A.M. The colors are beautiful."

The Shouldis Family again speaks for many with this reminiscence: "In September you can sit on the ballfield and watch how the leaves on Imp Mountain change color. It is a nice relaxing sight. Sometimes we sit on the boulders by the river and watch the birds in the trees. We like to bird watch, animal watch and look at the wild flowers that grow along the camp road."

Into the mid-eighties there was a sign at the front of the field by the road stating "Play Area, No Camping," now removed.

To the rear of the Play Field along the bank of the river is a scenic path. Starting in back of the Visitor Center, it proceeds north, on behind Birch Lane, then fades out at the base of the cliff beneath Riverside Drive. Bob Brown remembers that in the fifties, prior to a shift of river rocks here, the path in a rough form continued on to the north, paralleling Riverside Drive, to connect with the path to Flat Rock Pool.

From the entrance of End Loop south to the original bridge, the Pinkham B Road of 1915 had a straight alignment. But then by 1940 it was replaced with one bowed out to the west, as seen today. The result of the relocation was more lawn and buffer for the Visitor Center, perhaps an idea from the thirties development plan.

Walking southward down the little hill before Birch Lane today, take a close look at the Campground Road alignment between the yellow "speed bump" sign on the right and the service drive to the lavatory on the left. This roadway section "points out" over the Play Field, towards the old bridge crossing, and is a vestige of the original 1830's to 1930's alignment.

31. BIRCH LANE

A thirties photo shows a pile of large field stones near the intersection of Birch Lane and the main campground road. Perhaps these were a remnant of field clearing a century earlier, since dispersed.

It is likely that what is now Birch Lane was just one of a series of informal dirt lanes running west to east across what is now the Play Field. The theory is that when the others were removed in the late thirties to create the Play Field, this northernmost west to east accessway was saved and formalized.

It also may have been more important than the others in the thirties, as a component of the roadway circulation around the edge of what is now the Play Field, providing access to the river bank..

George Brackett says that in its earliest years, Birch Lane did not extend as far toward the River as it does now. But by 1940 Birch Lane had dense campsite development at its east end along the Peabody River frontage. Perhaps this was due to demand for tent sites directly on the edge of the water.

Numerous riverside tent sites had been available up until about 1933 in the Picnic Area, and at the back of the Play Field area until the end of 1938. But by 1940 the far end of Birch Lane was the only section in the entire Campground with easy Peabody River access, perhaps the reason for the very high tent site density allowed there in the thirties development plan.

There has been significant change on Birch Lane since 1940, in the form of a major reduction in the number of sites. In 1940 it held Campsites 17 to 32, sixteen in all. Today it is host to **Sites 162** to **168**, a total of 7, for a net loss of 9.

***Birch Lane Site Details**: Turning into Birch Lane from the main campground road, today on the right are **Campsites 163** and **166**, while in 1940 there were three. The site removed was between them. We can speculate that this reduction may have been needed to provide easier access for the public to Lavatory #6 built nearby in the sixties.*

*The north frontage of Birch Lane offers **Sites 162, 164** and **165**. The thirties plan organized these three sites into four.*

*The greatest change has been at the Peabody River eastern end of Birch Lane, where there are just two sites, **167** and*

***168**. As noted there were once seven sites in the vicinity of what are now just these two.*

The water supply faucet of 1940 was at this far end of the Lane, probably due to the high concentration of sites there. It has since been relocated to the center of activity on the main stem.

The original sites at this low end might not have been as crowded together as we might assume by the size of the current open area, for the edge of woods as defined on the 1940 map has crept in during the six intervening decades.

Between the end of the pavement on Birch Lane and the Peabody there is today a small gravel parking area for river access, acknowledged as such on the official campground map. To the south of it is an informal path thru a wooded area leading up to the Play Field and lavatory. This path area in 1940 provided parking with camp sites adjacent.

Hurricane Carol in August of 1954 devastated lower Birch Lane (CH). The memory of Elsie Ashworth documenting this has already been recorded.

According to Belvin Barnes a major storm in 1958 again flooded this area. He dates the closing of the dense patch of riverside sites here to that year, perhaps also a goal of the major site reorganization.

*For fear of future floods, all sites near the water were closed for some years. Later, **Sites 167** and **168** were opened on what had historically been a much more densely tented area. Many today rate these two water fronting sites as the most popular in the Campground.*

*After **Site 165** the nearby stream makes a sharp turn to skirt **Sites 167** and **168**. Old maps show this was not always the case, that the streambed in its original state continued straight east to the Peabody. It was a USFS installed 1958 berm along the bank of the River here, quite visible today, that now diverts the original stream channel (BB).*

32. DANIEL WEBSTER TRAIL

Immediately upon entering this Trail one has the experience of well shaded forest. But that was not the case in pre-campground days.

In 1915 here a fenced pasture extended up slope a considerable distance, beyond the point where a power line now crosses the Trail. The route of the Trail follows this old pasture up hill, passing into original forest about thirty feet beyond the power line.

The 1915 map notes a White Pine as a landmark at the up slope edge of old pasture. A very large old White Pine stands at this location today. As it has a circumference of almost twelve feet and is much older than other trees in the vicinity, it seems reasonable to assume it is the tree cited as the landmark on the 1915 map.

In the woods to the north of the beginning of the Trail, the 1915 map includes the notation "Good Camp Site." This was superimposed over a grove of trees standing in the pasture. This is but one of two such identical notations on the 1915 map. It appears that an offshoot of 1915 era unrestricted camping over at the "Old Dolly Copp" in the Picnic Area had already reached here, and by 1915 the spot had become known as a good tent site.

Relevant to this vicinity is an article in the Lewiston Journal of 9/12/1953, provided by the courtesy of Nancy Birch, commenting upon the early days of the Copp Farm. It states that "the size of the trees he had to cut must have been great. Now in the vicinity of what was the Copp farm there are few trees of large girth, but up the lower flank of Mt. Madison, presumably across the line of his property, are to be seen large trees that must have been good sized when Hayes first built a rude shelter."

There has been recorded a hiking expedition through here by the Alpine Club of Williamstown, Massachusetts in August of 1865. The party of hikers came down from Mount Madison on what 68 years later would become the Daniel Webster Trail. They had a very rough time of it, their feet sinking into moss at some points and their clothes getting caught in scrub brush at other times.

According to the AMC's book Forest and Crag "Eventually they heard the barking of dogs at the Copp's farm and made it safely down to Imp Cottage, only to arise at an early hour to catch the Gorham train and Portland boat back home."

Ticknor's 1887 White Mountain guide book provides another early reference to this ridge which ascends from Copps. Describing ascents of Madison, it states that "the climbing

route on the east flank has been used as a route up Mount Madison and is for the most part straight and steady. The lower part is covered with a heavy forest, in which the walking is good; but farther up the ridge has been burnt over, and is nearly bare."

Thus on first appearance it seems that the Daniel Webster Trail dates from 1887 or earlier. But we have an expert opinion from Casey Hodgdon: "Most of the trails we know today did not exist in those days. The hikers of those days 'bushwhacked' up the peaks. The reference in {Ticknor's} does not say there is a trail. It only indicates it can be ascended from Copps. In fact the description of getting around the fire burn seems to indicate there was no actual trail. I think the Daniel Webster was made from scratch."

The Daniel Webster Trail up Mount Madison was not in existence at the time of the 1915 map but was present on the map of 1935. The Berlin Reporter of 7/13/1933 informs us that "Eight boy scouts of high rank established a trail construction camp at the Dolly Copp Camp Ground the first of the week and will build a new trail up Mount Madison to join the Osgood Trail.

It is expected that the new route will be used considerably by the Dolly Copp campers in climbing over the northern peaks and by skiers in the winter... The U.S.F.S. has furnished the scouts with tents, blankets, cots and food in return for the volunteer labor." For perspective, Scouts from throughout New England were active with forest trail building projects during that period.

The flat ground just to the south of the Trail entrance served as base camp for the hard working Scouts. This was a lively scene with a mess tent. The children of campers who went over to say hello would be given a donut or snack. One of these children was George Brackett, the contributor of invaluable information for this campground history.

A thirties photo from the Bob Rich collection shows an ornamental rectangular entranceway built of timbers over the trail entrance, evidently to announce this new feature and its location.

This challenging hiking trail must have been considered a significant amenity when completed, as it provided a second direct connection from Dolly Copp into the popular Presidential Range. Its roadside vicinity is forest now but a circa 1940 photograph shows it just reforesting from pasture back then.

In 1966 the first one half mile of the Daniel Webster Trail was upgraded with water bars and stone work to the point of becoming an educational model of proper trail maintenance (CH). Most of these features have since disintegrated.

This Trail is one of the few in the area without adjacent parking. According to AMC literature, parking for users is available one tenth of a mile to the south, at the Visitor Center.

33. RIVERSIDE DRIVE AREA

Riverside Drive and its connecting roads to the main campground road were all early features, in place by 1935. This Drive extends as far north as the little brook crossing under it just beyond Midway Lane. At that point the pavement continues under the name of Hayes Field Drive.

Perhaps a September 1928 news report was referring to this area when it observed "Dolly Copp offers seclusion for those who prefer to camp apart and pleasant neighbors for those who seek companionship. The former find some cozy nook shaded by a birch clump while the latter group stake their tents along the river bank."

Just north of Riverside Drive's intersection with the Campground Road is a slight rise of land. George and Bernice Brackett remember that campers in the thirties referred to this spot as "The Knoll". They say that such descriptive names were used as practical identifiers before site numbering came into use.

There were two sites there, accessed from the north via a still used walkway once available for camping as "Notch View Lane."

Before the trees grew in, the Knoll was a frequent spot for photos of Campground activity, capturing the good view to the south. Perhaps part of this historic view will be restored some day.

By 1940 part of the Campground had numbered sites. But unnumbered siting still prevailed in the open field "rectangles" formed by Riverside Drive, Swimming Pool Drive and connecting roads. From all these sections views

of the Carter Moriah Range to the east are dramatic.

Campers memories were solicited for the 1996 75th anniversary celebration. Recorded were the sixties activities in this section of Richard and Dorothy Shouldis which will sound familiar to many; "Our favorite campsites were Riverside Drive and the end of Birch Lane near the Peabody River. We swam most everyday in the Peabody River and we got the campers in the area to help put boulders across the river to dam up spots so you could even snorkel under water and watch the fish and find rocks like quartz, mica and garnets."

Riverside Drive Site Details: *The cliff or river side of Riverside Drive now contains* ***Sites 137*** *and* ***138, 140, 142, 146*** *and* ***150 - 153****. To their rear the buffer of trees along the edge of the cliff above the Peabody was noted on the 1915 map. These sites, perched steeply above the River, offer scenic water views.*

Cross wrote in 1927 that the Copp Farm contained a narrow flax field along the Peabody River, so some or all of these sites along the east side of Riverside Drive must be on their flax field. Flax in their time was used for making linen.

The 1940 map referred to this entire area as "Swimming Pool Field," a reference to the feature that existed for many years just northeast of the right angle turn on Hayes Field Drive.

Between the main campground road and Homestead Lane, the west side of Riverside Drive contains ***Sites 139, 141, 143*** *and* ***145****. These sites are all on original farm field, perhaps part of the flax field, with the edge of the Copp's orchard up grade to their rear.*

On Riverside Drive between Homestead Lane and Imp View Lane are ***Sites 147*** *and* ***148****. These are also on original farm land with a small stream to their rear.*

Between Imp View Lane and Midway Lane is ***Site 149****. The 1915 map shows that this section of Riverside Drive was part of the old farm area, and the flax field may have extended here as well.*

As late as 1987 there was a ***Site 144*** *across from and just to the south of the intersection of Riverside Drive with Homestead Lane. It was removed after that year and the site number retired.*

34. TOTEM POLES

The association of totem poles with Dolly Copp is a tradition of many decades. George Brackett recalls two such poles near Riverside Drive in the forties. The pole became a sufficient symbol of Dolly Copp that it was included in an early fifties Campground brochure.

Long time camper Jay Milliken recalls that when he first started visiting Dolly Copp in the early sixties, there were two totem poles, one on either side of Midway Lane at its intersection with Hayes Field Drive. They were most likely the same set observed in the forties.

Mr. Milliken says these sixties poles were of painted pine, with axed noses and eyes, boards nailed across the back for wings, and wooden feathers cut and stuck in their tops. The taller was on the north side and the shorter to the south.

According to Mr. Milliken a man named Jacobs from Chelsea, Mass. was repainting them periodically. But in time he came no more. As the years passed they decayed, the smaller one disintegrating first. The USFS staff had the foresight to preserve the larger one and today it is housed in the back room of the Visitor Center.

The campers with long time ties to sites in view of the poles, knowing that Jay had expert hobby talent as a wood carver, in 1982 asked him to create a replacement pole. They even picked and prepared a tree trunk for his use, a spruce taken by USFS permission from west of the phones in the old "Spruce Woods" of 1915.

He agreed, and with the blessings of the Forest Service, a new pole about eight and one half feet tall was raised, on 8/11/1982. It featured an American Eagle on top, Dolly Copp in the middle, and a fireman at the bottom, Jay being a professional fire fighter. It was located on the inside corner of the right angle bend on Hayes Field Drive.

The Berlin Reporter quotes Jay at the installation ceremony; "Its really a campers' contribution for our many years of enjoying Dolly Copp." The newspaper also noted that "Special permission was obtained from the USFS before the project was even started, and Milliken is grateful for their encouragement all along the way."

But after a few years it became apparent that this pole was a little too short, as children could climb on it, and with its corner location some vehicles nicked it. Mr. Milliken then carved a larger and more ambitious replacement, the one gracing this area today, raised on 9/3/1993.

This is located on the east side of Hayes Field Drive, just across from **Site 126** at the beginning of the path to the lavatories.

A **Site 124**, abandoned after 1987, was once just north of **Site 123.** It was at approximately the location of this latest Totem Pole.

The current totem features an American Eagle on top, followed by Smokey the Bear (USFS promoter of fire safety) then Woodsie the Owl (USFS spokesman against littering), and finally Dolly Copp as the lowest of the four figures, her name also carved into the wood.

On behalf of all Dolly Copp campers, sincere thanks to volunteer Jay Milliken of West Townshend, Vermont for skillfully and selflessly giving of his time to maintain a wonderful Campground tradition.

35. HOMESTEAD LANE

Homestead Lane hosts two sites, **159** and **160**. One way traffic enters off of the Campground Road. This is a change from 1940 when two way traffic was still permissible.

The areas of **Sites 159** and **160** and the land to their rear encompassing the walkway and Lavatory #5 are shown on the 1915 map as the Copp Farm orchard. An early sixties USFS map fo the Campground shows access only from Riverside Drive, extending south down Notch View Lane, the combination called Homestead Lane and with the connection physically removed.

36. NOTCH VIEW LANE

Few remember little Notch View Lane, unsigned now for over four decades. Its remnant is found between **Sites 159** and **160** on Homestead Lane as a short paved pedestrian walkway providing access to Lavatory #5. In 1940 this lane had more activity, used then as a camping spur of the same status as other loops and lanes.

Casey Hodgdon recalls that up until about 1966 this short spur was posted as "Notch View Lane." He says it then had an excellent view of Carter Notch, now obscured by vegetation. Casey believes the identification sign was dropped at the time its tent sites were removed to avoid confusion with the spurs that did offer camp sites.

As already noted, George Brackett recalls that Notch View Lane accessed what was informally known as "The Knoll" to its rear, overlooking the beginning of Riverside Drive. He recalls the two sites there being removed in the sixties to make way for the lavatory now on the site.

37. COPP FARM ORCHARD

Historian Floyd Ramsey says that Dolly searched the woods for apple trees and relocated the best to her backyard. The 1915 map identifies rows of trees in an old orchard just south of the Copp house site, which includes Notch View Lane.

Cross in his 1927 history of the Copps cites Copp Farm apple trees still present here that year. Then the Guide to New Hampshire prepared by the Federal Writers' Project of the Federal Works Progress Administration, viewing the Memorial area in 1938, found that "the remnants of their apple orchard are visible behind the foundations."

Author F. A. Burt writing in 1960 documented Dolly's old apple trees surviving until that time. As there are several very old apple trees still here as of 2004, it seems they must be some of those observed by Burt in 1960.

Protected in a little woods on the south side of **Site 55** is perhaps the oldest apple tree, multi-trunked and gnarled. A woodsy buffer there follows a little brook, with the roots of this venerable tree anchored aside the watercourse.

Writing in 1996 the Shouldis Family remembers; "We used to pick apples in the Riverside area at Dolly Copp and near the ballfield, and then make great apple sauce for us and some of our camper friends."

38. COPP HOMESTEAD AREA

We have reached Dolly Copp Campground's most historical feature and the emotional heart of the Campground. Hayes Copp lived here as a bachelor in 1827. He was the first settler in the area, having obtained his deed from the New Hampshire Legislature, the payment to be from the sale of future crops.

Looking at the lay of the land here today we might assume that young Hayes selected this site because it was at the center of the best land for cultivation. An additional motive may have been the good visibility from crop land to the house and the reverse as well. Also, a small stream was adjacent for water supply.

Historians record that the first shelter built here by Hayes was a crude lean to, replaced by the Copp house in 1834. We know that the home had a cellar of sorts as it was noted by travelers back in the teens.

That original feature was likely a small root cellar, storing potatoes, turnips and other farm produce (CH). Such storage areas were naturally cool in summer and above freezing in winter, and were typical features of farm homes of that era (CH).

An earlier assessment in the 9/12/1953 Lewiston Journal supports Casey's view: "This rocked up cellar hole is what remains of Hayes and Dolly Copp's root and vegetable cellar. Here they once kept the vegetables raised on their farm in the Glen from the freezing cold of the long winter."

Cross in 1927 could still observe flowers in the garden remnant of this homesite. But a precise location for this garden is neither identified by Cross nor shown on the 1915 map. As the barn was to the east, the orchard to the south and the road occupied the west, perhaps the garden was on the north side of the house.

An early USFS photo here shows "Dolly's Butternut Tree." Historian George Cross found this old butternut tree standing on the north side of the homestead site in 1927. An unattributed and undated USFS file item states that "The butternut tree located near the monument is a sprout from a tree on Hayes and Dolly's homestead."

In an 1886 letter to a local newspaper recording what Dolly told the writer about her early life, the homestead is mentioned. Dolly says that after their marriage in 1831 they moved into a "small log camp which Mr. Copp had built the year before upon a small clearing which he had also made."

Also that "Their means were very limited and they both were obliged to go into the clearing and pile logs, clear the land and put in the crops.... In after years they accumulated a comfortable property, built a nice large house and took in summer boarders."

Local historian George Cross, writing in 1927, give us a description of the property: "The one room log cabin gave place to a long, low frame house, mostly painted and connected by an ell with a roomy frame barn... These buildings were standing within the memory of the writer." According to modern USFS research the Copps adding an ell to connect the house to the barn is "a well known architectural style in the New England tradition."

Cross also stated that "By a door in the south side of the house the traveler entered the living room... Opposite the door was a huge stone fireplace, in which usually blazed a hospitable fire."

The USFS campground brochure states that an 1850 census record indicates the Copps as having 50 acres of cleared land at that time. That same source also states the Copp home "had a living room on the south side with two bedrooms behind. A loft and small bedrooms were on the second floor."

Author Samuel Adams Drake visited the home about 1876, taking notes for his 1882 book "The Heart of The White Mountains." He recorded a good view up and down the valley from it, as well as of the dramatic Imp Mountain profile. His impression was that the Copp home had a rustic look with its "weather stained farm house", and he recorded that tourists had slept there for decades. He mentioned the barn and barnyard.

The side income from guests is independently verified. For the use of the Copp House as an inn is referenced in Ticknor's 1887 guide book. Describing pedestrian routes for tourists, it states that "The following inexpensive inns are within easy marches of each other: "....Jackson (9M), Trickey's Jackson - Falls House; Copp's farm - house (14M) 3M beyond the Glen House; Gorham, Eagle House...."

There is then a reference in a discussion to how a fortnight's mixed tour could be arranged. "Twelfth day - Railroad through the White - Mt. Notch to N. Conway; ascent of Mt. Kearsarge. Another route might lead from N. Conway to Jackson Falls (12M) and the ascent of Thorn Mt. (3M); Jackson Falls to the Glen House (13M) or Copp's (16M)."

The purpose of the 1887 handbook was stated to be "to

supply the summer tourist with such information as may render his visit to the White Mountains both pleasant and profitable. The villages and hotels among the mountains have been described with care." A further reference then describes "Copp's farm house" as "an inexpensive inn."

The Copps left their homestead after about 1881, famously parting company after fifty years of marriage. A story about them in the Lewiston Journal of 9/12/1953 states that 'Afterward in their declining years, Dolly and Hayes still saw each other. They visited the other's home on several occasions. Quite evidently everything was amicable between them."

Dolly went to live with her daughter Sylvia Potter at 29 Parker Street in Auburn, Maine, an urban neighborhood just north of downtown off of today's Route 4. The Lewiston Journal report of 9/12/1953 found that "The home at 29 Parker Street is now owned by Mr. And Mrs. Arthur Marshall. Its exterior has been changed somewhat through the addition of dormer windows and an upstairs porch. Camper Nancy Birch, investigating in 2002, found the home still in good condition.

Hayes went to live in Stow, Maine with Dolly's nephew James Clifford Emery. Stow is on the far side of the Carter Range, near the New Hampshire Line, about 40 miles west of Auburn.

In 2002 Nancy Birch visited Mount Auburn Cemetery where Dolly is buried. She says the Potter Family plot is not far from the entrance to the older part of the cemetery. Nancy observed the headstone and the side facing the road reads "Dolly E." on the other side is Dolly Emery/ Wife of/ Hayes D. Copp/ Died Oct 4, 1891/ Aged 84 yrs 5 mos."

The parents sold their farm to son Nathaniel Copp in 1884, and he in turn sold it to Libby & Sons in 1885. That company then held the property for 30 years, selling it to the Forest Service on 3/27/1915.

The USFS archive contains a well known Guy Shorey photo of the dilapidated and abandoned Copp dwelling, taken between 1900 and 1915. But a second Shorey photo of the abandoned Copp home was also taken at the same time. It provides a view from a slightly different angle, and more of the ell to the rear is revealed.

This second photo confirms that the barn must have been directly attached to the ell or house. As the home was only a ruin site on the map of 1915, it must have collapsed (or as Bob Cook suggests, burned) between 1900 and 1915.

After 1915 this site was never so overgrown or forgotten as to loose its status as a landmark. As evidence a 1919 reference to old turnpikes recorded the cellar hole here that year. Then a Forest Service memo of 1927 makes reference to "the old Dolly Copp place," and a 1933 news report by R. S. Monahan states that "The Homestead was left to the ravages of time, which reduced it to a dilapidated cellar hole."

One version of the origins of the Memorial here is recorded in the 1980 short unsigned history; "In 1932 one of the female campers from Massachusetts became upset by the fact that the site of the Copp farmstead was receiving no care or recognition. In addition, the Forest Service had erected latrines in close proximity to the site. She wrote to the Forest Supervisor concerning the matter and suggested a meeting of interested campers to try and raise money for protecting the site and volunteer labor for stabilizing the cellar hole and landscaping the area."

This effort was successful and culminated in the Memorial we see today. According to a 9/7/1933 Berlin Reporter article "The project of reclaiming the Copp home site was started by a number of the campers who come annually to this famous camp ground and who have grown to love its natural beauty and appreciate the facilities it provides for an ideal vacation in the mountains.

One of the first men to start work in rebuilding the cellar walls and cleaning debris from the site was Mr. James A. Howes of Eastondale, Mass.; later the Association was formed to plan the work and assist in grading the lawn, building the rustic fence, planting the pine trees and procuring and placing the boulder."

Another perspective is provided by excerpts from a news article in 1932: **This year the Dolly Copp campers of years standing had a vision of the restoration of the Dolly Copp cellar and of erecting a permanent monument to the now famous woman. All the association had to work on was the portion of the rock wall that was laid by Dolly Copp's husband "Nat" Copp or Hayes Dodifer Copp. A crew of men with a leader excavated the old wall and**

solicitors raised enough money to rebuild the original wall, using the same stone and laying it in the same location.

The work is almost completed. The wall is standing in its old glory. Four corner stones have been placed and chains will be used to mark off the old homestead site. The government has filled and leveled off the remainder of the plot and a boulder from the ground will be hauled in and placed within. A noted sculptor has offered to make a model of the old homestead and this statue will be cast and placed on the boulder.

The memorial was formally dedicated on Wednesday, August 30, 1933 at 2 P.M. According to the Berlin Reporter "there were several hundred people, campers, summer tourists and towns people, gathered by the site of the old Copp homestead." An invocation by a minister opened the ceremony. There was singing accompanied by an organ brought in for the occasion.

The speaker of the afternoon was the Reverend H. M. Ogilby of Brookline, Mass., who told events of Dolly's and Hayes' lives. According to the Berlin Reporter "In the course of his remarks he introduced four of those present who had known Dolly and Hayes personally; Laban Watson of Randolph, A.G. Philbrook of Shelburne, C. C. Libby of Gorham and Mrs. John McLellen of Berlin, all of whom received a hearty hand."

The monument was unveiled by Glen Franklin Benedict, the three year old son of Forest Guard and Mrs. Earl F. Benedict. We also know from the Berlin Reporter press account that "The tablet was designed by Albert Oertel, Boston Sculptor, and an annual visitor to Dolly Copp for the past 14 years." Also that "The monument is a large boulder from the outlying forest."

The monument and its dignified surroundings have given the Campground an extra touch of class ever since.

The next historic tidbit on the home site history in the USFS file is dated 1947. That year the Campers Association requested of the Forest Service staff "that a lawn mower be made available in order that they might keep the grounds around the Dolly Copp Memorial in better shape. They also requested permission to trim the trees in that vicinity."

The two parking spaces here today just north of the Memorial exemplify how some parking was arranged in Dolly Copp in early decades; many small multi-car lots rather than today's driveways set aside exclusively for each site. Into the nineties, at the head of these two parking spaces, was a quaint notice board. It displayed a set of camp rules pleasingly set on natural wood.

Correspondence of 1954 from the Secretary of the Campers Association to the Forest Supervisor reveals that campers communicated with each other by a billboard; She "had a camp site near the Dolly Copp Memorial facing the Imp. Well, this year before camp opened, knowing that I was to have charge of the bulletin board located on the Memorial site, I asked if I could have this location."

The north side stepping stone at the side door of the rear ell of the Copp home was identifiable as such in 1953. But that year it was removed by staff for use as a curbstone and step to the gate house of that era, in front of today's telephones (CH).

For historical accuracy it was returned in 1998, as near to its original location as possible, which could not be precisely determined due to regrading of the Memorial area in the sixties (CH).

A 1942 photo shows rows of spruce paralleling a short walkway from the roadside curbstone to the Memorial Stone. Bob Cook and Casey Hodgdon remember them still in place in the fifties. The walkway was included on the 1940 map but is barely visible as a depression in the lawn today.

Bob and Casey recall that the larger home site area, in contrast to the well kept Memorial subarea, remained in a somewhat disheveled state thru the fifties. It was in the early sixties that today's informational signs were added and the remnants of the ruins smoothed over. "The ruins had more color and romance before they were cleaned up in the sixties" (CH).

According to Belvin Barnes the cellar as originally restored was directly in front of the stone monument, not to the right as indicated by the outline of stones at the Memorial now. He says that in 1958 the cellar walls as restored in the thirties were again collapsing. The original location was then filled and recreated, with depth, to the south, making today's cellar hole only representational. Bob Brown and Bob Cook say the

original cellar hole was composed of rounded river rocks, not the angular cut rocks we see today.

After the early sixties the cellar hole for the Copp home was filled in, bringing the grade up to its current level. Presumably this was a precaution for public safety. I can remember climbing down into the hole in 1962, before the fill in.

To the rear, the barn was removed long ago but a significant remnant is visible. As with many old barns, a ramp from ground level led up to a raised main floor. The ramp is nicely preserved, located between the homestead and **Site 155**. This is a tangible link with the labors of Hayes Copp.

In the brush to the rear of the home site are large boulders, according to Casey Hodgdon remnants of the barn foundation.

The entire home site vicinity is worthy of professional archaeological analysis to rediscover the locations of original features. While it may be just wishful thinking, at that time it would also be fun to search for the remnants of the earliest Hayes Copp campfire site in front of his lean-to of 1827.

39. IMP VIEW LANE

The reference here is to the Imp Face, which is about 1.6 miles east of the homestead site. Its relevance to Campground history is easily established. Simply, by geographic chance, the Copp's yard is the best location from which the Imp profile can be viewed.

According to Cross, by the eighteen fifties it was believed by many that the best view of the Imp Face was from the yard of the Copp home. He tells us that stages full of sightseers on the main road would divert over the bridge to the Copp Farm, just to view the Imp to best advantage, then continue on their way.

An early reference was by Samuel Adams Drake in his 1882 work "The Heart of The White Mountains." Drake characterized the expression on The Imp as "almost diabolical."

Then the 1887 Ticknor guide book stated "The Imp is a grotesque colossal sphinx which appears on one of the peaks of the Carter Range, the profile being formed by the upper crags of Mt. Imp, and having a weird resemblance to a distorted human face. This appearance is best observed at late afternoon, and from Copp's farm, on the old road to Randolph."

A Berlin Daily Sun article of 8/3/2001 by Chad Dryden, describing the Imp Trail Loop, states that "Twenty five minutes from the cliff ledge, the trail reaches a junction with the North Carter Trail, then passes a defunct logging camp and follows an old logging road pretty much the rest of the way back to NH 16." Perhaps in the evenings of the late 1800's it was possible to see loggers' campfires to the right of the Imp.

The Federal Writers' Project of 1938, cataloging New Hampshire's attractions, states of Imp Mountain that "The resemblance to a grotesque profile is easily traceable in the upper crags of the mountain. Someone has suggested that it is a burlesque of the Old Man of the Mountains in Franconia Notch," 27 miles to the southwest. Of course the Old Man disintegrated due to natural causes in 2003. Will that bring more attention to this lesser known competitor?

There is also a reference in a 1939 guide book to New England characterizing the profile as "The gargoyle on Imp Mountain." This colorful folklore has been nicely captured by the Forest Service with adjacent "Imp View Lane." The nice view is of course both ways. An early sixties USFS brochure stated that "A splendid view of Mount Washington and the Dolly Copp Camp is available from the 'face'."

As with other nearby sections Imp View Lane is one of the older parts of Dolly Copp. A thirties era color post card entitled "Dolly Copp Camp Ground and the Imp" pictured this area. In it, an example of one of the old style wooden guard rails is shown between **Site 157** and the main campground road.

The Forest Service archive contains a 1949 request from the Campers Association mentioning Imp View Lane: **We request that the ground near the lower end of Imp View Lane be leveled for the purpose of Badminton and Volley Ball. Our reason for this request is due to the fact that the Association has spent approximately $100 for sport equipment and ALL campers are eligible to use this equipment.**

If we allow this equipment to be taken to the ball field,

especially the badminton sets, they are returned in a bad condition or else the poles set up to hold the nets are taken for firewood or tent poles.... If we have the aforesaid land leveled we can have better supervision over the equipment. This land is NOT used for camp sites.

The 1940 map showed Imp View Lane without individualized siting. Today it is host to popular **Sites 154** to **157**.

In early decades a manmade landmark higher up (4,832 feet) and well to the south of the Imp was visible. A 1928 news article reports; "The Carter Dome lookout tower which can be seen from most of the camp ground and the nearby fire tool cache act as grim reminders of forest fire possibilities."

This tower was a destination for hikers from the Campground. It may have dated from about 1905 when a whole series of such White Mountains towers were built. The Carter Dome tower was toppled by the hurricane of 1938 and never rebuilt.

40. HAYES FIELD DRIVE AREA

To the rear of camp sites on the north side of Hayes Field Drive is a distinct edge of forest. As the 1915 map records this same feature, these sites are believed to be on the northern edge of the original Copp farm.

Sites here had not been divided into specific camps by 1940. That tent siting options were unrestricted then is evidenced by a 1936 memorandum concerning the objections of two campers, one of whom was famous Gorham photographer Guy Shorey. A Forest Service administrator writes "Their only objection being the necessity for leaving their cars a hundred or more feet from the tent.... I informed them that areas of non-restricted parking were available if they wished to use them. Their objection to the area near the swimming pool was because it was too crowded."

Then an archival memo from 1944 exclaims that "The unrestricted camping area located in the field adjacent to the swimming hole has always been popular." As Dolly Copp campers well know, even today obtaining a site in this prime open area with its striking views can be highly competitive.

On Hayes Field Drive and adjacent sections, parking spaces for sites have never been carved into the landscape. As in early days, parking here is still "on the grass." This exception has nicely preserved the historic feel to the area.

Until at least 1987 this road was named Swimming Pool Drive, renamed thereafter to Hayes Field Drive. The older name reflected the swimming facility that existed from 1933 until 1957 in back of **Site 127**. The broad vicinity here was known for over fifty years as "Swimming Pool Field."

According to Jay Milliken "The name changed due largely to the constant inquiries as to where the 'swimming pool' was. The Forest Service changed the name to stop the campers from questions of why, and trying to seek its replacement."

Hayes Field Drive hosts **Sites 125** to **136**. Leaving the main campground road it runs east then turns south to become Riverside Drive at the little stream. In the twenties and thirties the bridge over the little stream here was more elaborate, having wooden side guard rails. Bob Cook and Bob Brown remember these guard rails lasting into the fifties.

41. MIDWAY LANE

Like its neighbors this little road is entirely on the original Copp Farm. It is host to **Campsites 116** to **123**. While **Site 123** is across the road to the east, signage policy numbers it as part of Midway Lane. To the south across from **Sites 116** to **119** is a stream bed and wooded area along it.

The fuelwood yard for the area was either across from **Sites 116** and **117** or just slightly further south across the stream bed.

42. DOLLY COPP SWIMMING POOL

A swimming pool, charged with water directed from nearby Culhane Brook, was maintained for campers between the years 1933 and 1957 east of **Site 127**. It was constructed by a CCC detail from Kilkenny Camp during 1933.

Stuart Smith remembers that in early decades, campers at the edge of the watercourse leading down to the Pool, the north side of today's Hayes Field Drive, placed food in containers and submerged them in the frigid water for preservation.

An issue here is that both the 1915 and 1916 maps place the main channel of Culhane Brook directly thru the Pool site. We can speculate that either this watercourse was relocated to the north in the early thirties to make Pool construction

feasible, the course of the Culhane shifted naturally, or early mapmakers kept copying from each other thereby incorporating a repetitive error.

Then the 1935 U.S. Geological Survey map, an authoritative source that seemingly would have corrected earlier errors, agrees with the prior sources that the main channel of the Culhane was thru the Pool site.

But George Brackett and other authorities he consulted do not recall the original Culhane channel ever flowing thru the site of the Pool. Despite the old maps, they believe a manmade diversion created the Pool. One hint is from a Berlin Reporter article of 8/31/1933 that refers to a "diversion dam which shunts the water of Culhane Brook around the pool."

Bobby Cook says that when he was a child, a Campers Association official told him that the Pool was the original channel, and that it was diverted to avoid over flushing in the Spring, and that the old shunt is where the cement barrier is now.

Due to conflicting evidence, a geohydrologist or additional historic data will be needed to definitively resolve this question.

As measured by the scale of the 1940 map, the Pool was about 100 feet across and 200 feet long. There was a lifeguard tower on the north side. One memory is that the Pool was primarily used by children. A much smaller pool just upstream fed into the main pool. Belvin Barnes says that the purpose of this feeder pool was to allow for some warming of the frigid water by sunlight.

Perhaps this was a result of the opinion of a UNH forestry expert whose advice was solicited in 1934; "Professor Johnson.... believes that if it is possible to warm the water before reaching the large pool bathing would become so much more popular that an enlargement would be necessary."

Seeds of the Pool's demise appear in 1946 Forest Service correspondence with the remark that "There was a possibility that our swimming pool did not conform to State Board of Health regulations."

Views of the Dolly Copp Campers Association on the Pool are recorded in a memo of October 1946: "They very much regretted the fact that we did not fill the swimming pool for their use this past summer, and very definitely questioned the tentative verbal opinion advanced to us by the State Board of Health that this was an undesirable pool from a public health point of view."

But swimming here was to continue for a time, as evidenced by a February 1947 memo; "The Forest Service will take steps this Spring to bulldoze the south side of the swimming pool, making a shallower and less dangerous approach on that side."

Elsie Ashworth comments: "The swimming pool was very popular for quite a few years until the perimeter seemed to close in from growth. The camping association deemed it to be unsafe after a couple of incidents of children getting caught under water in the under growth."

In the early fifties Bob Brown's parents would not allow him to swim here due to polio concerns, a fear shared by many of their camper friends. Casey Hodgdon says that in the early fifties there were no lifeguards for the pool.

Belvin Barnes cites this as a key reason for its closure a few years later. He states that in 1957 the Pool was cleaned out as usual and then used for that season. But in 1958 it was not filled and went unused the entire season.

Then in 1960 it was filled in with earth to effect a permanent closure. The site is now grown over with brush.

Yet not far into the woods a readily recognizable dam remnant remains astride the old outlet. Another pool or water channel remnant can be found in the woods to the north.

43. FLAT ROCK PATH- SOUTH ENTRANCE

From 1933 until 1957 Riverside Drive and other central parts of the Campground had the advantage of being near to the Swimming Pool. However, many campers would naturally seek to enjoy the Peabody River itself for water recreation.

Bathers then as today are presented with three options; walk south thru the Campground to the trails leading to Rangers Pool, walk north to Flat Rock Pool, or drive out on to Route 16 to Route 16 to reach a more distant pool such as Holes Number1 and 2, Garnet Pool or Emerald Pool.

Flat Rock Pool is at a point on the Peabody River near Route 16 where a large expanse of level bedrock clear of boulders has a depth suitable for wading and some minimal swimming. There are upper and lower pools. Early camper George Brackett says the place name goes back "as far as I can remember."

Not surprisingly, over the years a path developed from Hayes Field Drive to Flat Rock Pool. A northward continuation of the path links Riverside Drive to the Big Meadow (a one way walk of about two thirds of a mile). This path remains well used today and starts at the rear of the lavatory off of Hayes Field Drive.

44. WATER SUPPLY

The earliest drinking water source for campers was the Copp Spring over in the Picnic Area. A spring on the east side of Route 16 on the drive to Gorham was also used by early campers (GB).

A news article of 1932 reports that "The government has laid pipes and has a water system that supplies the entire campground. A camper now says he may pitch his tent over a faucet and have all the comforts of home."

Today a small water supply utility building is located on the west side of the main campground road just across from the intersection with Hayes Field Drive. A lower and older building of the same dimension was replaced here in recent years (CH).

This facility was identified on the 1940 map as the water supply "chlorinator house." A Forest Service letter dating from 1939 stated that "A chlorinator with building for housing same was installed, safeguarding the water system on the camping area."

A memo of 1944 describes water supply distribution; "There are three distinct water lines from the chlorinator house. One leads to the lower camping area, another to the unrestricted area around the swimming pool, while the third goes to the recreation building and adjacent areas."

Drinking water was drawn from a dam nearby on Culhane Brook, near the upper end of Brook Loop. Concrete dam remnants are still visible there. Belvin Barnes recalls that in 1958 plans were for the water supply dam to be abandoned as a more modern supply was on the drawing boards, calling for groundwater wells.

45. HIGH FIELDS

In 1915 this area was a large pasture across the road from the Copp house. It extended upgrade to the west and also northward almost to Culhane Brook (known as Madison Brook back then). In the thirties both High Fields and the connected High Woods sections were laid out on this agricultural area.

These sections were not shown on the map of 1935. Then they were in place on the 1940 map. We can infer from this that they were the products of CCC labor in the thirties. Thus High Fields and High Woods do not date quite so far back as the nearby "four rectangles" between the main campground road and Riverside Drive.

On the High Fields spur, extending up hill to the south, in the vicinity of **Site 110** there were two sites in 1940. **Site 110** today boasts its own bridge with railings over a small brook. Further up there are now five sites, **111** to **115**. The area of these five had been arranged as eight in the late thirties, the revision coming near 1960.

Site 115 is at the highest elevation in the very private High Fields section. Its long up slope entry path confers a commanding presence and is a nice example of specialized site development.

To the rear of **Sites 112** and **113** flows a small stream. Casey Hodgdon recalls that in the early fifties members of the Campers Association found artifacts here from what they believed to be the water supply for the Copp home. A small stone structure across the stream impounded water, which was then diverted down to the homestead through an iron pipe. Remnants of these artifacts remain.

A water supply arrangement such as this was typical for area farms of the Copp era, when gravity fed piped water was allowed to run continuously to prevent freezing in the winter (CH). Supporting evidence is the notation on the 1915 map at the Copp homestead of "water pipe in south wall of ruin," the correct location if this little brook was indeed the supply source.

46. HIGH WOODS

In High Woods, found to the north of adjacent High Fields, there are today 13 sites, **97** to **109**. Back in 1940 these were organized as 24 sites, almost twice the current density, the thinning out coming as elsewhere during the site reorganization near 1960.

Bobby Cook notes that to the west and upslope side of **Site 101** is the remnant of a now abandoned campsite, with its cut granite fireplace headstone still in place. As on the 1940 map there is only one campsite on the west side of High Woods, old site 60, this may be it.

Site 100 is the High Woods camp set farthest back from the main road. Traveling this same distance again up into the woods behind it is the upper limit of what was pasture land in 1915. This is the greatest distance west of the main campground road that any cleared agricultural land extended in 1915.

The stream to the rear of **Sites 99** and **100** flowed from this upper pasture. At the pasture high point, the 1915 map includes the notation "Good Camp Site." This choice location is estimated to be just north of where the stream meets the power line.

We can imagine the good view from this elevated early camping location, down thru the open pasture and on across the road to fields and the Imp beyond. I am again reminded of Oliver Brown's memories of sweeping views and vistas in the Campground back in the thirties, themselves the remnant of even more openness from the era of active agriculture.

The 1940 map shows a one way traffic flow counter-clockwise around the circle. This is one way clockwise today, that change believed to have been made after 1980 (CH).

47. CEMETERY

The small Copp farm graveyard east of **Site 99** within High Woods is noted on the 1915 map. It is identified on the 1940 map as "unknown grave." George Brackett confirms that the marker stone here today is the same as what was seen in the thirties.

The 1870 census identified a Deborah Kelly, age 87, residing with the Copps that year. Some have suggested that soon thereafter she was laid to rest in this little cemetery.

A 1936 USFS file item states "Title to the .03 acre Graveyard is now in the Martin Family, either absolutely or so long as needed for burial purposes.... The Government owns no interest in this parcel."

It is not certain who is buried here, but a 1940 letter to the USFS from a researcher states "I talked with a party last year that was one of the bearers at a Copp funeral and he informed me that there are four bodies that are buried in the front of the cemetery." We know that Hayes and Dolly and their offspring are interred elsewhere, and the graves for the neighboring Culhane Family are in Gorham.

While this tiny graveyard was picked up by the surveyor of 1915, the site must have become heavily overgrown for it was not generally known to campers in the twenties. George Brackett notes that the function of the site as a graveyard was only brought to light by the clearing of brush in the 1931 season, his own brother and sister participating in the rediscovery.

Belvin Barnes recalls that there were once two stones in the cemetery. A large one as now, but another only six inches high, set back and to the north of the one remaining.

An unattributed, undated USFS file item says that the graveyard held a rough granite slab carved with "HGE, AD 16 YRS", meaning unknown.

Casey Hodgdon says that over the years some observers have thought they saw remnants of chiseled words in the rough surface and crevices on the stone marker, but that he believes this to be just the product of vivid imagination.

The researcher preparing a 5/1989 USFS archaeological assessment concluded that he did not "know who is buried there, but there are at least three graves, probably four. The people must have been related to the Copps because they reserved the cemetery when they sold the property, also the right to visit it."

48. CULHANE BROOK

The name of this sparkling watercourse has changed over the years. All maps before the thirties identified it as Madison Brook. But on the 1935 USGS map its designation had been changed to Culhane Brook. It is then identified as Culhane Brook on the 1940 and all later maps.

The renaming was obviously to honor the Culhane Family, but by what authority was an historic name changed, some old timers ask?

Perhaps as the Campground spread from the bridge northward in the twenties, it became clear that more and more campers were not really setting their tents on Copp Farm property. We can speculate that some honor must have been deemed appropriate for this other early pioneering family.

Culhane Brook feeds into the Peabody at about the 1170 foot elevation mark. Following it from there upstream, there is a meandering through a scenic natural area where it is crossed by the path from Big Meadow to Flat Rock Pool, at about elevation 1200. Proceeding on it crosses under the bridge holding the Campground Road at about 1250 feet.

Viewing the downstream side of the Brook from the bridge, a cement barrier implanted aside the channel is visible. According to USFS Ranger Brad Ray "After the swimming pool was shut down we cemented the opening closed to prevent water from going down to the old pool and causing erosion. You might see a date and my initials in the cement."

Archival records imply that rules as to where one could camp were almost nonexistent in 1921 but were then slowly tightened, especially in the active developmental period between 1935 and 1940. A tidbit of evidence is in a 1939 USFS memo directing that "Near the old camping spot on Culhane Brook which is now signed as closed, the picnic table should be removed."

In August of 1954 Hurricane Carol hit Dolly Copp hard. Culhane Brook swelled ominously. A sudden massive surge swept over the bridge here (CH). With the bridge damaged camping vehicles were stranded. The Army came in and quickly put in place a temporary repair (CH).

Elsie Ashworth has photos of the bridge the day after the hurricane. They show the level of Culhane Brook as still above the bridge and sweeping across it. Perhaps the foundations of the bridge were so weakened that it was considered a loss. These photos show low stucco cement railings, low wall like in structure, as features of the Culhane Bridge crossing at that time.

Moving on a few years, the Appalachia Magazine issue of 6/1960 reported that "At Dolly Copp Campground, a new bridge over Culhane Brook is being built to replace the one destroyed by last fall's flood. It will be completed before the beginning of the summer camping season."

Being at a central point the Culhane Brook Bridge serves as a useful "half way point" reference for the pedestrians in the Campground, especially as a landmark for newcomers. Interestingly, fifty five percent of sites are to the north of the bridge and the remainder to the south. Of the distance from Site 1 to Site 180, the Bridge is at the 40% mark.

Near the bridge Culhane Brook provides desirable water access to **Sites 83** to **85** and **87**, **89** and **91** in nearby Brook Loop, and a similar amenity to **Sites 104** to **107** in adjacent High Woods. Little Meadow is also linked to Culhane Brook by a well worn path.

The view up the Brook from the main campground road shows typical rounded boulders as far as can been seen. But this streambed characteristic changes dramatically to the rear of Brook Loop's **Site 85**. Here the boulders are cleared away and bedrock is exposed.

A small natural pool there provides a moment of calm for an otherwise rushing brook. It is suitable for a quick dunk under water or as a good place to relax and read. As such it an amenity for the camp sites nearby. As the historical name for the Culhane was Madison Brook, perhaps in early times this gem could have been known as "Madison Pool," a fitting description for it today.

Just a little further upstream, between Brook Loop's **Site 84** and **85**, the remnants of an old dam are visible. The small reservoir created by the dam was the early source of drinking water piped around the Campground.

Two cement pedestals still standing below the dam site carried the main distribution pipe from the reservoir (CH). Traditionally, access for staff maintenance to this Culhane Brook feature was from the High Woods side (CH).

By 1957 when the Forest Service regained operational control of the Campground from the AMC, the trend in public health regulations generally frowned upon such small open surface supply sources. It is assumed that due to this influence today's safer groundwater supply system was planned and constructed as a replacement.

The next upstream feature on the Culhane is the Hayes Copp Ski Trail, crossing the Brook on a wooden foot bridge at about the 1340 foot level, a height 90 feet above the main campground road.

The 1935 map indicated that at that time an additional access to the upper Culhane was available from the Campground. Proceeding up what was then the new Daniel Webster Trail, a spur trail left it at the 1700 foot contour, where the main Trail for the first time bends away from the Culhane. This little side path (or perhaps logging road remnant?) from the Daniel Webster then paralleled the Culhane and continued on up to end at that watercourse near an elevation of 1900 feet.

49. BROOK LOOP

Brook Loop is fully wooded, and given its appearance you might assume that when built it was cut into the forest that now surrounds and fills it. That was not the case. Like other sections on this west side of the main road most of Brook Loop was developed on, and carefully fitted into, what was already cleared pasture and documented as such on the 1915 map.

***Brook Loop Site Details**: Only **Sites 79** to **85** at the top of the Loop were off the pasture and in the pre-Campground woods. Brook Loop was in place as the 1935 map was drawn so it is a relatively old feature.*

*Traffic circulation here is one way counter clockwise just as it was in 1940. From the campground road to the spur at the top of the Loop there are today five sites, **75** to **79**, fewer than the nine of 1940. **Site 79** exemplifies the pleasant variety in the design of some sites in the Campground. Here the table and fireplace are on one level, to the rear of which are steps leading up to a more private tenting area.*

*The spur road at the top of the Loop now hosts **Sites 80** to **84** for a total of five, but only four were here back in 1940. It is assumed that the extension of this spur further up slope beyond the 1940 limit dates from the late fifties, when access to the new water supply tank and well were needed.*

*The remainder of Brook Loop has seven camps, **Sites 85** to **91**, where there were ten in 1940. In the late thirties a fuel wood yard served the area from what is today the west and up slope side of **Site 85**.*

50. SPRUCE WOODS

This attractive section is designed as a loop off of the main campground road. Like some other sections, it was built on a pasture of the pre-campground era. The spur containing **Sites 55** to **64** follows the old pasture area up a gentle slope to the west.

On the north side of the spur, to the rear of **Sites 51, 53** and **55**, there was additional pasture in 1915. Unlike most other pastures this piece was never developed for camping. Instead, it was used by the Forest Service in part for a gravel pit, and up slope of that for a fifties era crew quarters cabin and occasional temporary overflow camping.

Proceeding north thru the woods from **Sites 51, 53** and **55** and approaching the rear of the maintenance building, the 1915 map included the notation "Spruce Woods." The area so designated begins just north of the Gravel Pit. It may be significant that no where else on the 1915 survey was there such a specific descriptive term for a feature of the landscape.

We can speculate that either spruce trees were so concentrated and noticeable here that the surveyor in 1915 added the extra description, or that this area was already a landmark known by that name and was so recorded. In either case the incorporation of the term Spruce Woods by the USFS by as a Campground name has some historical significance.

The only road development here by 1935 was a short entryway on what is now the southern of the two access points, the exit point of the loop today. By 1940 Spruce Woods was fully developed and has remained unchanged since. Circulation in 1940 was one way counter clockwise and has remained unchanged.

***Spruce Woods Site Details**: The small spur off of the main campground road that fills the interior of the loop had four sites in 1940. These have been reduced to only two today, **Sites 74** and **75**.*

*The entrance and north end of the loop section was heavily developed with nine sites in 1940, but only four, **Sites 51** to **54**, remain. The nine sites here in 1940 were served by seven small shoulder parking areas, while each site today has its own private driveway.*

*The eight camps on the remainder of the loop, holding **Sites 65** to **72**, were organized as six in 1940, a rare example of where the 1940 site layout was made denser by the 1958-1960 era reorganization.*

*Traveling up the spur off of the loop section, the first site is **Camp 55** on the right. This was not in existence in 1940. Today there are nine sites past this point, **Camps 56** to **64**. In 1940 there were eight with a somewhat different arrangement.*

*Facing upgrade, **Sites 57** and **58** were not present in 1940. Two forties sites were in existence at or near what are today **Sites 59** and **60**.*

*One site was at the top of the spur at today's **Site 62.** It is nicely built into the grade with field stones and logs and is at the highest elevation for a camping site in the Campground.*

*In 1940 there were five other sites clustered here in what was still an open area. Now containing **Sites 56, 63** and **64**, the vicinity of the birch trees near **Sites 56** and **64** still retains a hint of the openness of 1940.*

51. CULHANE HOMESTEAD

The placement of the notation "Old Culhane House" on the 1915 map provides evidence that their home was still standing in 1915, unlike the Copp home which was documented on the 1915 map as a ruin.

The Culhane house may have dated back to 1850. According to research of the Federal Writers' Project, the Copps were alone for 19 years before the first neighboring farm was established. As they were a couple here as of 1831, 19 years later would be 1850. (But historian Floyd Ramsey says that in 1832 a Copp relative, Samuel Copp and wife Betsy, pioneered a farm site across the Peabody River).

A sixties USFS brochure states that "After 1850... Thomas and Patrick Culhane with their families occupied the Baker Farm." This is the only reference found that identifies these two properties as the same.

Also that "the 1850 census taker stopped at only two houses to record the 11 inhabitants in Martin's Location. In addition to the Copp family he reported John R. Baker, with wife Lucien and four children, farming thirty acres."

The 1850 Census reports Hayes Copp as 43 that year, John Baker, occupation painter, as 40. The Baker Farm in 1850 was valued at $500, and the Copp Farm a similar value, the figure partially illegible on the 1850 census record.

But then the Culhanes appear in the Census records for 1860, 70 and 80. In 1860 we find Patrick Culhane age 35 and Thomas Culhane age 32. They were also present in 1870 and 1880.

The 1860 records show Patrick Culhane, 35, no occupation listed, and wife Judith, 26, with real estate valued at $300. We also find Thomas Culhane, 32, and his wife Rachel, 34. He was listed as a farmer with real estate valued at $300. Perhaps they shared the value of a $600 property?

While the two male relatives are listed as living at separate "post numbers", we have no evidence that there were ever actually two separate Culhane dwellings. One piece of evidence is that later, in the 1870 census, Patrick and Thomas are clearly listed as occupants of the same dwelling.

Patrick was born in Ireland and lived 1826-1888. Wife Judith was born in New Hampshire and lived 1833-1897. Their six children, as recorded on grave stones in the Evan's Cemetery on combined Routes 2 and 16 in Gorham:

1. Caroline Culhane, 1852-1886 (?), married Thomas Kendall
2. Louise Culhane, born 1854.
3. Florilla Culhane, 1856-1876.
4. John Culhane, born 1857, died as child.
5. James Culhane, born 1859.
6. Ida J. Culhane, 1860-1897.

The 1915 map places the home of the Culhanes at approximately the entrance to Spruce Woods and nearby **Site 52**. It was very close to the main campground road and had only a tiny front yard. To the rear an ell stretched back westward.

A few remnants of old bottles and other refuse, assumed to be part of this home's garbage pit, were still jutting out of the ground here in the early fifties (CH). Perhaps an archaeological dig would find the remaining deeper layers of this.

While the Copp's barn was attached to the rear of their home, a different arrangement prevailed here. The 1915 map places the Culhane barn to the east, across the main campground road. Like the house it fronted right on the road,

positioned directly across from the house.

Orienting the site of the barn to today's features, it was adjacent to the east side of the main campground road, just north of **Site 39** in what is now a small woods. Casey Hodgdon states that boulders just north of **Site 39** today are foundation remnants of the Culhane barn. An old half buried wagon wheel with wooden spokes relating to the homestead was visible here into the fifties (CH).

The 1915 map shows the house and nearby barn nicely centered in the middle of the surrounding acreage cleared for agricultural use. But the most practical reason to locate here may have been the presence of a spring, documented on the 1915 map just to the rear of and on the northwest side of the house. The spring was near **Site 55** and today's lavatory. The 1915 survey also notes as a landmark a "flat stone" in the vicinity.

A reference in the administrative record to the nearby Gravel Pit include this from August of 1939; "The spring, near the gravel pit, continues to be used and offers a very definite source for the spread of disease amongst the campers... Last summer I recommended that the spring be filled up and not used in the future."

Perhaps this is the same Culhane home spring as shown on the 1915 map, also the reason why it is no longer visible.

Very near and just north of the Culhane house, the 1915 map identifies a rough farm road leaving the main campground road southwesterly, hugging the base of the little hill. It is estimated that this road passed thru **Site 53** and the rear of **Site 55**, turning west to parallel the Spruce Woods spur. It then ended where the upslope pasture met the woods.

Like the adjacent house itself this little road was something of a central feature, bisecting the acreage that was cleared pasture on this west side of the main road. It was of sufficient importance to have been incorporated into the 1916 cottage plan for the aborted "Dolly Copp Farms" subdivision plan.

Unfortunately, the 5/1989 USFS archaeological assessment had to report that the "Culhane Farmstead site has been almost totally destroyed so there is no National Register potential."

The 1915 map provides enough detail to allow us to estimate the boundaries of the Culhane farm in relation to today's Campground features. On the west, the original homestead and pasture is now occupied by all of Spruce Woods in combination with the Gravel Pit and the "Crew Quarters" Road areas. On the east, the Big Meadow in its entirety was prime crop land.

None of the maps yet discovered portray property lines in the vicinity, such that we can determine the boundary between the Copp and Culhane properties with certainty. Thus any estimate as to the exact boundary between the two farms remains speculative.

Culhane Brook might have been the logical demarcation line. But not far from the Brook, on its northeast side, between the entrance to Little Meadow and the exit from Brook Loop, the 1915 map placed what may be interpreted as the only depiction of a property line on that map, running eastward.

In 1915 the open, cleared pasture area of Little Meadow ran north to link directly to the Big Meadow crop land, thus those features were likely part of the same farm. But on the south side of Little Meadow, the 1915 boundary of cleared area follows the assumed property line east of the main road for a time. We can guess from this evidence that the farm boundaries may have met here, between the entrance to Little Meadow and the exit from Brook Loop.

52. LITTLE MEADOW

The 1915 map identified this area as a small pasture. It is shown as still unwooded on the 1935 map and without road development.

By 1940 Little Meadow had been organized into a dead end spur. Like a few other sections, it had yet to be tracted into specific sites, which would come near 1960. Comparing old and new maps, these sites fit nicely into the land originally cleared for pasture in pre-campground days.

The Little Meadow for many years had five sites radiating off of a short dead end that was capped with a small circular turnaround. This layout was modified after 1987 to create a one way counter clockwise traffic flow with a separate entrance and exit drive.

Vehicle maneuverability into and out of these camp sites was thus improved by conversion from a spur to a loop configuration.

***Little Meadow Site Details**: A comparison of maps suggests that today, **Sites 92, 93** and **95** are the oldest, retaining their original pre-1987 locations. Before 1987 **Site 95** was entered from the east rather than the north. Some reorganization of **Sites 94** and **96** as the spur was converted into a loop allowed an expansion from a total of five to six sites overall. The addition was **Site 96A**.*

53. BIG MEADOW OVERVIEW

Hosting fifty attractive camp sites, Big Meadow is the largest subunit in Dolly Copp and a favorite to many. The pre-campground map of 1915 reveals that today's Big Meadow was Culhane cropland of similar dimension, the house commanding the high ground and looking out over this large field.

The central circular road configuration is remembered from early on (GB). The single entrance to the field of 1935 would become in 1962 the southern of what are today the two Big Meadow entrance roads.

By 1940 the entrance road and circular configuration had been formalized as a large, one way circle. This loop was designated as one way counter clockwise and remains so today.

As the Big Meadow in its entirety is the most complex subunit of Dolly Copp, in this narrative the subsections are given descriptive but fictional identifiers for ease of reference.

To start, the combination of the oldest features, the original south side entrance road and the interior circle, will be identified as "**Big Meadow Drive**."

The central circle was by 1940 bisected by a small crossing road, to be labeled for descriptive convenience as "**Big Meadow Lane.**"

The remaining major Big Meadow feature, the newest section to the north named the "**Trailer Loop"** when constructed about 1962, retains that name herein.

Like other sections of Dolly Copp Big Meadow had a pattern of growth and change. There are a few tidbits of information from old archival memos.

One from 1939 states "In the Big Meadow I noticed several cars on the grass, and this condition will continue throughout the summer unless additional manpower is available for supervision or unless the big job of barricading is handled in some way."

Another 1939 memo says "Seventy five feet of stone barrier were placed to prevent cars from going on the grass in the Big Meadow area." We can speculate that some of these stones may be those seen today on the south side of the area, near the three way intersection of Meadow Drive, Meadow Lane and Trailer Loop. They still do their job, keeping vehicles off the grass, their light earthy tones part of the natural scenery.

54. BIG MEADOW DRIVE

Camp sites along this entire circle were reduced in number due to reorganization near 1960, as detailed below.

***Big Meadow Drive Site Details**: While in 1940 there was one site at or east of **Site 22**, the areas of **Sites 23, 24** and **27** have each been reorganized from two site to one site locations. But **Sites 25** and **26** appear to be original single site locations from 1940.*

*North and east of **Site 24** is an open lawn area, creating a small public space beyond the boundary of privacy for nearby **Sites 24, 45** and **46**. Here until the mid-sixties was a large outhouse of the pit toilet type (CH). Along with that serving the Administration Building this was one of two such large outhouse structures in the Campground. A remnant of this structure in the form of a row of foundation stones is visible here today, their flat tops level with the lawn (CH).*

*As for the remainder of Big Meadow Drive, it hosts **Sites 28** to **44**. **Sites 28, 29** and **30** appear to be in or at original locations, while a now removed 1940 site existed for some years just north of the modern day lavatory. In 1940 there was a camp between **Sites 28** and **30**. A group parking area was located between **Sites 29** and **31** and across the road in front of **Site 30.***

***Site 32** was originally arranged as two sites with one to the rear. In 1940 **Sites 33, 34 and 36** were not yet in use for*

*camping. Continuing on, map comparisons imply **Site 35** is original. The area of **Site 37** and its adjacent fringe, reaching out on its sides to both nearby **Sites 35 and 38**, was organized into four sites initially.*

*There existed another small parking area between **Sites 35** and **37**. **Site 38** in 1940 was open meadow without camping. Perhaps this opening between sites allowed foot traffic easy access in and out of Big Meadow and on to Flat Rock Pool.*

***Site 39** appears to be part of the original thirties plan. As already noted the barn for the Culhane Farm once stood immediately adjacent to the main road just north of **Site 39** in what is now a small woods. **Site 40** appears to be original, and currently open area near **Site 40** and just to the south hosted two sites. Before the 1960 era reorganization there were two additional sites between **Sites 39** and **41**.*

*Completing the site analysis to the end of Big Meadow Drive circle, **Site 42** was originally organized as two sites, there was a site between **Site 42** and today's nearby lavatory, **Site 41** dates from 1940 or earlier, **Site 43** was organized as two sites in 1940, and **Site 44** is in an original location. Parking in 1940 for the immediate area was in front of **Site 42.***

55. BIG MEADOW LANE

As George Brackett does not recall this short bisector the circle from his childhood in the early thirties it must be a late thirties addition. In 1940 Big Meadow Lane was one way eastbound. By 1951 it had been reversed to westbound to be more compatible with the adjacent counter clockwise flow circling it on Big Meadow Drive.

Big Meadow Lane was laid out to respect adjacent natural topography, for it is separated from and generally parallel to a segment of Big Meadow Drive to the north by a shallow stream valley. This arrangement provides nice privacy to camps on both sides.

Big Meadow Lane Site Details: This quaint little lane hosts **Sites 45-50**. It is only about 500 feet in length. All six locations were used for camping in 1940, except that **Sites 45** and **46** were organized back then into two sites each. Parking for them was in front of **Site 45**.

56. TRAILER LOOP

Big Meadow has the distinction of being the section with the largest single post World War II addition in the Campground. This was the construction of what was referred to in its planning stages and first years as the "Trailer Loop."

A USFS Campground map of the early sixties and a later revision included this name so it was something more than just an informal term. The early sixties brochure states "House trailers will be confined to the Swimming Pool Field, Riverside Drive, the Big Meadow, the Little Meadow and Trailer Loop." Obviously the identity of the Trailer Loop had not yet been merged into that of the Big Meadow.

According to Brad Ray of the USFS "This was built when I was there. There was an increase in trailers and we felt a need to accommodate them." He places the construction in the early to mid-sixties.

Bob Brown remembers that this addition to facilitate trailers was very popular with all the campers, those with tents as well as trailers. The reason was that trailers were squeezing into small sites where they could not easily fit, causing concern in all sections. Thus everyone was relieved when sites were developed to properly accommodate their bulk.

This addition created a second, new, northern entrance to the Big Meadow, proceeded easterly down the grade, turned south, then swung back east to connect with the much older Big Meadow Drive segment.

Thus a big "horseshoe" configuration was formed out of old and new Big Meadow road segments. This thoughtful design enhanced traffic circulation for the entire area. The gradual descent in elevation from west to east, from the main campground road towards the Peabody, is about 50 feet.

***Trailer Loop Site Details**: The Trailer Loop addition generally paralleled the curve of the nearby thirties era Big Meadow Drive. Today it contains Campsites **1** to **19.** Interestingly, while the Trailer Loop segment dates only from the early sixties, some of its nineteen sites had their origin in earlier times.*

The reason for this is that some sites off of older and parallel Big Meadow Drive to the south were set back far enough such that there were two tiers of sites, inner and outer. Thirties campers would park on Big Meadow Drive then walk

in to the interior camp sites.

The Trailer Loop segment was routed to generally parallel Big Meadow Drive and thereby give direct private parking access to what were in early days the harder to reach north side Big Meadow Drive sites. Thus, while the Trailer Loop was built in the sixties, some of its sites really date from the thirties.

*One such thirties era camp was near today's **Site 5.** Another was at **Site 12** and a third was in the path of the Trailer Loop between **Sites 12** and **13. Sites 17, 20** and **21** on Meadow Drive also appear to be original thirties sites.*

*Sites on the north side of Trailer Loop had no such early origin. **Sites 2, 4, 6, 8, 10, 11, 14, 16, 18** and **19** were all newly created in the sixties.*

*There was enough room on the original Culhane field that these new sites developed almost entirely on that field without cutting into the boundary of woods as defined in 1915. Only the vicinity of **Site 8, Site 10** and **Site 11** were developed in, or on the edge of, original woods.*

57. FLAT ROCK PATH- NORTH ENTRANCE

Referring to Big Meadow development, a 1939 USFS memo notes that "On the north side of the area is an old entrance to a small field, larger rocks are needed for barricading." Unfortunately the 1915 map does not indicate any opening to a field on the north side. However it does clearly show an opening to a field on the east side, between **Sites 16** and **18**.

Here today is a well worn path, leading to the Peabody River's Flat Rock Pool swimming area. It is clear from the 1915 map that the origin of this access was not decades of pedestrian movement from Big Meadow to the River, but rather the remnant of the rough farm road mentioned above that linked the area to a separate large field and pasture near the Peabody.

This remote but significant acreage of farm land east and south of Big Meadow escaped being developed into tent sites, instead reverting back to woodland. Examining this area on a map we can speculate the reason may have been remoteness from the main campground road.

Dorothy Brown remembers these "lost fields" as still unwooded in the forties. George Brackett remembers these long gone fields as well, agreeing with the theory that they were never developed for camping due to their remoteness.

Historian Casey Hodgdon said in 1998 that "About 300 feet down the trail from Big Meadow, on the left, I discovered a large pile of stones that were apparently hauled in by the Culhanes, or whoever cleared the fields.

Also going south from **Sites 22** and **23** towards Culhane Brook is another large pile in testimony to many hours of back breaking labor."

It should be noted that as there is also a path from Hayes Field Drive to Flat Rock Pool, the combination of the "old farm road that became a path" off of Big Meadow with that other segment provides a forest walk for strollers today.

Leaving Big Meadow for Flat Rock Pool, the path soon requires a (not so easy) crossing of Culhane Brook. In early years there were timbers across the shallow water to assist pedestrians (GB).

Bob Cook and Mike Tipert remember a small wooden bridge here in the early fifties, washed downstream soon thereafter. Mr. Tipert believes the campers themselves may have built it. Beaver dam activity here has been continuous over the decades.

George Brackett can remember that a thirties era pathway out of Big Meadow to Flat Rock Pool started off somewhat differently before the Trailer Loop was added in the sixties. The earlier path to reach the old road to Flat Rock left Meadow Drive and entered the woods just downgrade from **Site 29**, a logical routing from the smaller Big Meadow that existed before the Trailer Loop expansion.

58. OLD GRAVEL PIT

In 1915 this now long unused feature was in and at the edge of pasture. Near the northern edge of the pit where it cuts into the hill the woods began.

The 1940 map documents the presence of the Gravel Pit that year. It shows the accessway into the gravel pit leaving the main campground road at a northwest angle, just as it does today.

This short entry road crosses at a 90 degree angle the rough

road on the Culhane Farm that headed southwest, behind today's **Site 51** and on towards **Site 53**.

The Gravel Pit on the 1940 map held a fuelwood yard serving campers in the vicinity. It is a passive storage area today with no gravel removal activity within memory.

A mention in the administrative record from July of 1938; "I would like to have Ranger Waldo consider the desirability of installing a central wood supply for the camping area of Dolly Copp, possibly in the old gravel pit." We know from the 1940 map that the decision was to create one such fuelwood yard here, but also four others around Dolly Copp and two over in the Picnic Area.

Another from November 1939; "On July 31, the heaviest use day of the month, all camping areas on the west side of Pinkham B Road were opened with the exception of the Gravel Pit Loop." As there is no other reference in the literature or on maps to a "Gravel Pit Loop", perhaps this is an incorrect reference to adjacent Spruce Woods, or alternatively, to early camping off of "Crew Quarters Road" just north of the Gravel Pit.

59. CREW QUARTERS ROAD

The dirt road on the north side of the Gravel Pit is clearly depicted on the 1940 map. The name " Crew Quarters Road" is not official, and is used here only as a convenient descriptive identifier. A 1936 letter from a camper to the Forest Supervisor mentions activity here:

I pulled into the Log Cabin and received a permit and went out to look at my old camp on the hill behind the gravel pit. The spring was dry, so after going through the upper fields I came to a field at the top of the rise and found in that corner a spot I liked.... Guard Benedict....told me I could not keep my car there.... some CCC boys placed a log across the opening to the spot.... The path that the car made was not more trampled. A sod that is thirty-five years old doesn't wear much.

Ranger Benedict by the way was a "one man show" who ran Dolly Copp with a firm hand. He managed everything himself without assistants. As was the custom for rangers then he wore high leather boots and packed a .38 revolver (GB). His tenure included at least the years 1916-1936.

Like Barnes Field, areas adjacent to the crew quarters were used for overflow and group camping during the early fifties (CH). Bob Brown brings to our attention that some old style camp site fire grates remain in place upslope on the west side, evidently to serve this periodic overflow.

60. CREW QUARTERS

Not far up this road, on the left above the Gravel Pit, is a small nearly level area. A crew quarters cabin was constructed here in 1954.

Betsy (Strong) Kent recalls that in 1956 she was the cook here for a crew of six then running the Campground. Parking for 2-3 cars at the cabin was provided adjacent to the road. Water supply was from an extension pipe run over from Spruce Woods.

The cabin would have been built at a higher elevation except that the available water supply could not provide pressure above this point (CH).

Multiple bunks were available for the crew. A porch on the east side had a splendid view of Carter Notch, the staff cutting a few trees to make it even nicer (CH). Mike Tipert, who worked at Dolly Copp for the AMC in the fifties, says this building was not particularly attractive, having outside walls of milled pine and no insulation.

An early sixties USFS map of the Campground includes this building, with the notation "Caretakers Quarters." The reason for building demolition has not been confirmed.

But Brad Ray believes that "it was a USFS decision, in some administrators mind, to eliminate all unnecessary buildings." Foundation stones for this structure are still visible.

Today's modern staff residence further down this road was constructed near 1990 (CH).

61. NATURE TRAIL

The Dolly Copp Nature Trail was constructed as a forest education feature in 1966 (CH). As its area was neither a field nor a pasture on the 1915 map, perhaps the Trail and its vicinity are virgin forest.

The summer 1968 activities schedule offered an escorted tour every Tuesday afternoon: "1:00 P.M.-2:30 P.M. Nature

Walk. Participants should assemble at the beginning of the Nature Trail. Children under 12 must be accompanied by an adult."

The Nature Trail is about four tenths of a mile in length and has a loop configuration. It featured 21 informational stops, most related to forest education. Due to budget constraints sometime after 1987, signage was no longer maintained and guide pamphlets were no longer provided. But USFS staff were able to restore it to full operation near 2000.

In the old brochure, Stop 16 had an interesting description of the Peabody River Valley; "Can you see the four distinct levels in the land? These show where the Peabody River once flowed, as it has shifted its bed through the ages, seeking each time to carve a lower shelf."

These shelves, like a giant's staircase cut into ancient bedrock, are visible in other spots near the Campground, some on the walk south of Rangers Pool.

For a time the guide pamphlet displayed a trail map on its cover, this drawing giving the name of "Marsh Brook" to the small stream crossing the Trail on its south side.

The Nature Trail linked the Campground with forest education. This is an old USFS goal. An archival memo from 1927 states that forest "improvement work has been started on both sides of the Great Gulf Trail and other borders of the Campground in order that we may have a demonstration forest where it will be visited by thousands of people.... This demonstration will be enlarged each year."

Twelve years later a 1939 Forest Service memo informs us that "The public has manifested considerable interest in the various natural phenomena to be seen in the forest. In recognition of this we have had in mind for several years the construction of nature trails along which botanical, geological, and other phases of nature lore would be labeled....

We now have labels prepared for such trails on three forest camps, one of which is Dolly Copp. We hope in spite of reduced personnel to complete the installation of the labels this spring...."

A 1939 memo indicates that the labels were somehow lost. Evidently this ended the effort to proceed with development of a nature trail at that time, for there is no memory of one having been constructed until the present one in 1966 (GB).

62. WORKSHOP

As for the Dolly Copp Workshop building, some of the driveway area here was part of the Culhane pasture. To the rear of the workshop was the 1915 map designation "Spruce Woods." Casey Hodgdon says that the parking lot and building here date from 1966.

This construction was part of a group of Forest Service projects that year. Included were the new gate house and the relocation of the Androscoggin Ranger Station from Downtown Gorham to a Route 16 location just south of the edge of downtown (CH).

In the winter months this parking lot serves users of the nearby Hayes Copp Ski Trail. In the mid-nineties a sign was placed on the building identifying it as the "Dolly Copp Workshop and Crew Quarters." A wooden first aid cache is located adjacent.

63. FIFTIES GATEHOUSE

At the two telephones once stood the gatehouse to the Campground. Remnants are the step and field stone curbing in front of the phones.

There have been a variety of check in locations in the history of Dolly Copp. Photos show tents used initially.

Check in was at the Administration Building after its construction in 1934, remaining there until access to Route 16 was relocated north in 1951. This location, at today's telephones, was the next gatehouse site, from 1951 until the current gatehouse was made operational in 1966.

Between 1951 and 1966 the gatehouse here was close to the road, the porch only about five feet from the wooden step seen here now. Casey Hodgdon remembers that in the early fifties there was a muddy spot at the edge of the pavement, just before the steps leading up to the porch of the gatehouse. The maintenance staff wanted to dress this area up a little as well as solve the mud problem, this being the first point of contact for new arrivals.

So, the staff took a truck down to the Dolly Copp Memorial and pried out of the ground the north facing side door stone step to the back ell of the Copp home. They brought it here.

For about 45 years it was a piece of dislocated history. Then in 1998 at Casey's urging it was returned by the USFS to the north side of the Copp home foundation. The wooden curb beside the road here now is its replacement.

At the gatehouse in the early fifties a barrier was placed on the main campground road to close Dolly Copp off from entering vehicles after 10 P.M. Parties arriving after that time would leave their vehicles for the night in a small parking area to the northeast, behind the row of boulders here now.

The gate itself was about 25 feet north of today's telephones, built to swivel on an iron pin set in a timber on the east side (CH). On Thursday nights it was kept open until 11 P.M. to accommodate the many late returnees from the Gorham drive-in theater (CH).

A staff member was assigned to sleep overnight here and unlock the gate in case of emergency exits. A few late arrivals might also be allowed in (CH). An alarm clock would be set for an early wake up.

As for the reasons for this arrangement, we must remember that before 1951 the Campground was on a thru road with all the disturbances that entailed. Once it became a dead end road a procedure of locking up for the night was for the first time physically possible. We can speculate that the night gating policy was a reaction to the disturbances of earlier years. Casey Hodgdon says fifties campers accepted the inconvenience of this system and never complained.

But by 1957 such nightly shut off had been dropped (BB). As for the reason, Brad Ray states "perhaps when the Forest Service took over there were complaints from campers that they could not get out in an emergency."

A similar procedure, closing and locking for the night the entrance off of today's Dolly Copp Road, was attempted for a season or so in the late seventies or early eighties but abandoned shortly thereafter, perhaps for the same reason.

Given the lack of storage space for vehicles at the phones, this location for check in would not have adequately supported today's greater traffic volumes. Casey Hodgdon says it was acceptable in the fifties because there were fewer trailers and fewer campers.

In 1966 the Gate House was not dismantled but instead relocated. The building remains in public use today at the South Pond Recreation Area, north of Berlin (CH). As of 2002 it is still painted brown, has a nice USFS logo on it, and is used as an office and for light storage.

64. ROAD REMNANT-PATH TO BARNES FIELD

Proceeding north down a slight slope towards the open area around the Gate House, before turning right note straight ahead an opening in the vegetation. The path here to Barnes Field and the ski trail was once part of the original Pinkham B Road.

Starting in 1951 and ending in 1966, the year the current Gate House was constructed, one entered Dolly Copp by proceeding straight west off Route 16 to an intersection with a treed triangle in its midst. The choice there was a right to Barnes Field and Randolph or a left into the Campground, now this path.

Once the current entrance was built short segments of the road from the intersection into Dolly Copp were abandoned. Blacktop was removed and this path is the main remnant. Dating from the eighteen thirties, this accessway now serves foot travel between the Campground and the Barnes Field organizational camping area. It is also designated as a segment of the Hayes Copp Ski Trail.

65. HAYES COPP SKI TRAIL

Brad Ray places the construction of the Hayes Copp Ski Trail in 1981. An initial portion of the Ski Trail was developed on an old logging road that appears on the 1935 map.

That rough road generally paralleled the south side of Miss Barnes Brook and extended westward, beyond the boundary of Martin's Location, to about the 1750 foot contour. Its total length approaches a distance of about one mile from the main road. Remnants of this old road were visible in the fifties (CH) and its original grading still remains distinct today.

It is the first approximately 2000 feet of the Ski Trail that makes use of the old logging road. The Trail climbs westerly until it meets a spur of Miss Barnes Brook and then ascends southwesterly paralleling that watercourse.

Where the Ski Trail levels off at about the 1,400 foot contour and turns south is the vicinity where the old logging road

diverges, this junction still visible.

The term "old logging road" may be somewhat of a misnomer as USFS sanctioned commercial logging is still practiced in this vicinity, including cutting activity observed in the winter of 1998.

The Ski Trail then continues on through a total of about eight miles of forest to the borders of the Great Gulf Wilderness Area.

An easy way to see the Trail during the camping season is from the rear of Brook Loop, where the spur to the water supply tank continues on as a path to intersect the nearby Trail. Turn right for a pretty walk northerly along the Ski Trail and end at the Gatehouse Area.

The USFS brochure for the Hayes Copp Ski Trail as of 2003 states "This has been a popular ski touring area for years. Skiers used to park at the Dolly Copp garage, ski through the campground and up the Great Gulf Trail. Now, through the reconstruction of the system in the Martin's Timber Sale area, skiers are able to enjoy a scenic and varied touring experience.... There are some spectacular views that may be seen from the western loops of the system."

66. BARNES FIELD

This section was in place early enough to be recorded on the 1935 USGS map. But unfortunately there is not much mention of Barnes Field in the old administrative literature. A brief reference from 1938 refers to a "side camping area at Barnes Brook." Tourist literature published that same year notes that Dolly Copp had a separate group section, presumably here.

There is a passing reference in a USFS memo of 1939 to "Barnes Brook Field." The 1980 short unsigned history says that in the thirties some CCC workers were quartered here; "The CCC Camp at Barnes Field provided carpenters, stone masons and the maintenance crews." It was common for CCC camps to have satellite camps to avoid daily transport of men to work sites.

Limitation on historical data for Barnes Field is partly due to the fact that the 1940 map, which has been so helpful thus far, did not extend this far north.

Views of nearby Pine Mountain and its USFS fire tower, constructed in 1939, were good from this northernmost feature before the trees grew in. The fire tower was removed in 1975 but remnants of its base are still evident on the summit.

Fire towers in the White Mountains generally dated from the early 1900's. Not surprisingly, tourists became attracted to them. The 1938 hurricane destroyed many. The use of spotter planes and the greater population able to report fires quickly has largely put them out of use.

As a modest hike close to the Campground, many campers have ascended Pine Mountain, known as "Camel's Rump" in Dolly's day. This historic tidbit from the December 1951 edition of Appalachia Magazine is of interest: "The marble seat which had been placed on the southwest shoulder of Pine Mountain at the top of the cliff looking toward the massif of the Presidential Range was destroyed by lightning in the spring of this year. It has now been replaced by a seat of similar dimensions cut into the rock. On the back of the seat is the simple inscription *Carol Williams Horton*, the name of the woman to whom the seat is a memorial."

Continuing, "The original marble seat was erected in 1948 in memory of Mrs. Douglas Horton by the Wellesley Class of 1885 of which Mrs. Horton was the class baby. The spot has become a great rendezvous for walkers from all the country round, and not least for those from the Dolly Copp Camp, now administered by the Appalachian Mountain Club."

After the sixties the Barnes Field area was significantly expanded. The original configuration of a spur road capped with a circular loop was retained, but the loop portion was expanded well beyond its former size.

This is also the most 'primitive" part of the Campground in terms of water supply and sanitary facilities. As a piped water supply does not extend this far north it remains without flush toilets.

Drinking water is available by hand pumping at a central well. The pump is something of an educational novelty today as there are many children who have never seen such a thing. This groundwater source appears to date from 1957, as evidenced by the following quote from the Campers Association newsletter of that year;

In order to more successfully accommodate large

groups, a new organization area was established off of the Randolph Road. It is worth taking a walk to see as a very beautiful view is obtained from this location. An artesian well has been drilled to provide this area with water (over 250 feet deep), and man! what crystal clear and cold water! No more stops at the spring for yours truly- we'll sate our thirst at the well.

Forest Service literature today references this area as a separate facility, "Barnes Field Campground." Between mid-May and mid-October it is operated as a group only area on a reservation basis. But in the colder parts of the year when adjacent Dolly Copp itself is closed small camping parties are welcome. But be ready for the sharing of these large sites, which is the norm.

During the snow season the sites are well plowed for camper access. AMC literature indicates that such winter camping began to be popular about 1920. Check it out and you will usually find at least one site occupied even on the coldest day.

***Barnes Field Site Details**: The relatively large sites in Barnes Field are numbered from **Site 1** to **Site 11**, counter clockwise. The limit on number of persons allowed on these sites varies with their size, with the total capacity of all eleven sites set at two hundred and four persons.*

*The center of the circle here was the center of the farm field covering this area in 1915. Today it holds **Sites 3, 7, 10,** the water supply well and a lavatory. **Site 3** can hold fifteen persons, **Site 7** has a capacity of eight, and **Site 10** holds ten.*

*The outside of the circle is host to the remaining eight group sites. **Site 1** allows for eight persons, the same maximum as for sites in Dolly Copp. The 1915 map shows this area as field, with that original openness extending south, back down along the entrance road, to Dolly Copp Road and beyond.*

***Site 2** can hold fifteen persons. The steepness to the rear here was generally the edge between field and woods in 1915. A group with a maximum of forty persons is authorized to camp on **Site 4**, the largest site. The front part of this site was field in 1915 with woods to the rear then.*

***Sites 5** and **6** each hold groups of up to thirty persons. The front of **Site 5** was originally farm field. All of **Site 6** is on original farm field area, with the slope to the rear in a wooded condition in 1915. The second of the two lavatories serving this area is between **Sites 6** and **8**.*

***Site 8** allows for a maximum of only eight persons and is very private, due to an up hill entry path. While nicely wooded today, in 1915 the line between agriculture and forest was significantly to the north, a distance from this site equal to about the width of the main circle upon which the site fronts.*

Interestingly, as the northernmost edge of agricultural area stopped abruptly at the east-west line formed by the Gorham Town Line, we can speculate there was a property line at that point.

***Site 9** can hold ten persons, like **Site 8** more reminiscent of Dolly Copp sites than their large neighbors here in the organizational area. Then **Site 11** is large, authorized for up to thirty persons.*

*At the rear of **Sites 9** and **11** was the edge of woods in 1915. For those who explore in back of these sites the steep brook channel, a major tributary to Miss Barnes Brook, is something of a scenic surprise.*

67. BARNES HOMESTEAD

The specific site of the farmhouse of Yates Barnes, that presumably was located near Barnes Field and Miss Barnes Brook, is still somewhat fuzzy.

According to author F. A. Burt the Barnes Family arrived about 1850. The first name of Yates appears in modern USFS literature but not in any historical records thus far discovered by this writer. The 1893 map shows the name "Barnes Brook" in place, although applied to the wrong stream (further north, to Bear Spring Brook).

The 1860 Census for Martins Location lists a Mary Barnes age 53, a farmer with a farm value of $700, born in England. There is no Yates Barnes or children listed, nor had any Barnes family member appeared in any earlier or later census for Martins Location.

Unlike Copps and Culhanes, the exact location of the Barnes farm house is not precisely known. In 2001 this issue was raised in a letter to local history expert Casey Hodgdon. The

question to Casey noted that "The 1861 map has the home of 'Mrs. Barnes' east of the Pinkham B Road and adjacent to the Gorham Town Line. But, that site is bordered on the east by a significant stream channel, with the flat area of today's Barnes Field east of the stream. The flat area was farmed in 1915, presumably continuously from first use."

Continuing, "Did farm houses cling strictly to the edge of roads? Would the house site be on the road, like Culhane's and Copp's, or could it have been east in today's Barnes Field?"

Casey gave considerable attention to this question, including a detailed site visit. His conclusions were that the house foundation would be buried in the open area of Barnes Field, "a victim of the many rehab jobs the USFS has conducted over the years. I noticed the stream channel and decided it could not have been there. I think the current road up to the field is over the original and the house was up there some distance from the Pinkham "B" Road."

There is also a locational match between the Barnes Homestead site and today's Barnes Field is a USFS archaeological assessment of area features dated 5/1989; "Barnes Field- named after Mary Barnes (from England) who is listed as the owner of the Farmstead in 1870. The site has been so heavily impacted by the CCC's and then the campground that there is no {archaeological} significance."

There has been some confusion in the past, derived in part from the research conclusions of George Cross in 1927. Cross did specifically locate the Barnes house, placing it at about one quarter of a mile north from the Copp house. This places the home on the old Pinkham B Road at its intersection with Little Meadow and Brook Loop.

But this is a considerable distance from the features to the north that were chosen as early as 1861 to bear the Barnes name and endorsed by Casey Hodgdon.

Cross then states that the Culhane house was midway between the Copp and Barnes farms. This would place the Culhane home just north of the intersection of Hayes Field Drive and the main campground road. Yet the Culhane home is very clearly identified on the 1915 map as located a full .43 miles north of the Copp home, at the entrance to Spruce Woods. Thus the 1915 map does not support the facts presented by Cross in 1927.

Cross states that the Barnes Family was of English descent and arrived after 1850 "to build up a prosperous farm." The 1893 map shows two homes, at just the locations noted for the Copps and Culhanes on the later 1915 map. No third home is shown. This is also not supportive of Cross.

George Cross appears to have been inaccurate with this analysis. Either he has mistaken the Culhane home for that of Barnes and in addition has the separating distance incorrect, or the Barnes farm fields were for some reason at a distance from the Barnes home.

But in fairness one piece of evidence appears to tilt back towards Cross, in a letter to a newspaper dated 2/28/1886, found in the USFS file. It cites a meeting between Hayes Copp and "a clergyman from Massachusetts, who visited him and found him very sociable. Among other questions asked by the minister was this: 'Do you have good neighbors?' 'Ah yes,' he said, 'and I always get along without any trouble, that neighbor,' *pointing to a house near*, 'I have not spoken to for over thirty years, I never have any trouble with him' (italics added)."

The entrance from the Dolly Copp Road into Barnes Field crosses over Barnes Brook, in more recent years known as Miss Barnes Brook. That Brook passes thru a steep and scenic channel few ever see on its way eastward to empty into the Peabody River.

The Randolph Mountain Club included the "Miss" for the Brook on its 1969 map of the area. Casey Hodgdon remembers old maps showing the name of this watercourse as Lucy Barnes Brook. As these maps cannot be located the use of the first name is not verifiable. But using Casey's input to draw the definitive map of the Mount Washington area in the mid-eighties, Bradford Washburn ruled in favor of the title "Miss Barnes Brook."

68. ENTRANCE AREA

Today, turning off of Route 16 onto the Dolly Copp Road, vehicles cross the Peabody River Bridge and then turn into the Campground entrance on the left. This entrance configuration dates only from 1966.

Between 1950 when the bridge here today opened and 1966 when the new gatehouse was constructed, the turn into Dolly Copp was a left about one tenth of a mile further west. There

the choice was a left turn into Dolly Copp or right turn towards Barnes Field and Randolph. A triangular traffic island managed the movements.

The 1966 entrance relocation was planned to "cut the corner" off of the old angular left turn access, while at the same time laying out the area newly opened for ample check in parking by large motor homes and other vehicles.

This upgrade of access was designed to better manage the growing traffic that, it seems from today's vantage point, would have eventually overwhelmed the 1951 to 1965 era gatehouse area. The 1915 map shows that much of today's gatehouse area was original farm field, presumably part of the Barnes Farm.

The length of the straight road across the Peabody River Bridge from Route 16 to the Campground entrance is about 1900 feet. Even though there was no thru access here before 1950, part of the entrance road alignment dates back to at least 1935.

The evidence is the U.S. Geological Survey map of that year that identified a low grade roadway on just this alignment, extending from the Campground Road easterly and tapering off some distance before reaching the Peabody River.

The green street signs seen in the area now were all added in 1999. This was part of a "911 emergency" road identification program. As of 2002 this easterly end of the road to Randolph is posted as Dolly Copp Road, while the sign at the Randolph end indicates "Pinkham B Road."

Proceeding easterly from the Gatehouse, on the right before the junction with Dolly Copp Road can be seen the remnant of an old road traveling east and southeast into the woods. Casey Hodgdon comments: I know the road by the Gatehouse. There are all sorts of old logging roads in that area. They run down in back of the Nature Trail and can be seen down there."

This story ends where visits begin, at the entrance sign out on Route 16. It is unbolted and reversed each winter, as its interior is labeled for the Hayes Copp Ski Trail.

The names of both partners in the famous couple still greet guests, even if apart in time; given their separation in old age there is some irony to that.

During much of the nineteenth century "Dolly Copp's Place" meant a restful respite for travelers in a remote and scenic setting. This same welcome is now a proud Forest Service tradition, continuing into the twenty first century.

69. AN ADDITION TO THE LORE OF DOLLY COPP

The introduction to this work noted that much has already been written about the Copp Family, and that it is just the Campground's own story that remained to be told. But this last section is an exception. Using modern analytical tools, new insights on Dolly Copp the woman can now supplement what has long been known.

Before starting this project I researched my own family history for some years. Several handwriting specimens were available from the era of my great grandparents 100 years ago. I had them analyzed by Irene Lambert, an outstanding graphoanalyst.

She has used her skills to assist large corporations in the review of candidates for top executive jobs, and has demonstrated her skills at academic institutions and on television. I developed great respect for her talent.

She was not told anything about my ancestors whose writing she was about to analyze. Invariably, her conclusions were supported as accurate by elderly relatives who had some memories of the deceased.

One great grandfather was remembered as warm and bubbly. She picked that up from his handwriting right away. Another was mean and the black sheep of the family. She had nothing nice to say about him!

We are fortunate that some writing by Mrs. Copp was preserved and is available for such an analysis by Mrs. Lambert. It is a letter written on 9/27/1880, in the 73rd year of her life, to her granddaughter Susan J. Copp of Littleton, New Hampshire.

As usual, Mrs. Lambert was not told anything about Dolly's life in advance, except that a campground had been named after her. I am pleased to state that noted North Country author and Copp Family analyst Floyd Ramsey in a letter to me dated 10/15/1996, after reading Mrs. Lambert's analysis of Dolly's handwriting, stated that "I found her analysis of

Dolly's character to be profoundly accurate based on what I know about her from my research into her life."

Mrs. Lambert's report is reproduced below. Her conclusions on Dolly were most favorable and provide a fitting ending to this history.

EMOTIONS: *This is the writing of a woman whose feelings influenced all that she did. She reacted quickly to people and happenings around her. Sometimes, she would respond too quickly and regret her actions later.*

Whatever she believed in, she believed intensely. When she disliked something, she disliked it fervently. She felt her emotions with great intensity.

THINKING: *The specimen indicates a highly intelligent woman. Whether or not educated, she had the capacity to make good use of data and apply it to her work in a productive way.*

She possessed a number of thinking patterns which enabled her to cope with whatever problems faced her. In seeking solutions, her mind went searching in its effort to learn. She easily grasped new concepts and with her critical tone could sift through the data for important information.

Quite often she would not accept what someone else had found, but would try to check it out for herself. When necessary, she could draw on her quick thinking to comprehend what was happening.

FEARS: *She had an uncomfortable concern about the impression she was making upon others. Especially active was this trait in new or unusual situations and with unfamiliar people. Embarrassments or humiliations, of any kind, caused her great pain and discomfort.*

DEFENSES: *Under pressure, Dolly could become exasperated and impatient with herself and others. She could be easily annoyed and respond with irritability and sarcasm. There was no temper, but these quick barbed comments helped to release her tension.*

She had a strong ability to concentrate when necessary. In fact, she was capable of focusing so strongly on something that she could lose herself in thought.

Possessing a strong sense of personal worth, she generally conducted herself in a dignified manner. She tried to live up to her own standards in her life. There was an independent spirit which did not allow her to accept unreasoning rules of established procedures. She made her own rules and followed them.

She liked to be right and could defend her views with ease. She enjoyed getting in the last word and could uphold and debate her convictions to the end.

TRAITS FOR SUCCESS: *She did not cover up or misrepresent her actions and ideas in any way. Her honest, matter-of-fact approach to others was an asset in her business and social relations.*

Steadfast in her pursuit of a task, she could work for a very long time in order to complete a project. She could press on even in difficult circumstances in order to complete her responsibility.

High goals pushed her to attempt challenges that others would not have taken. While not possessing a strong self-confidence, she had many wonderful traits to help overcome its affects.

She watched details carefully in arriving at conclusions and solving problems.

Having an effervescent nature helped her to inspire those around her. She added an air of excitement to a job and always gave it her best effort.

She was gifted with a marked insight that enabled her to understand and interpret without much effort. Her hunches were usually correct and helped her to stay on the right track.

APTITUDES: *She possessed many strong abilities which allowed her to pick and choose her life's work. Her creative ability was the highest enabling her to express this talent in whatever she did.*

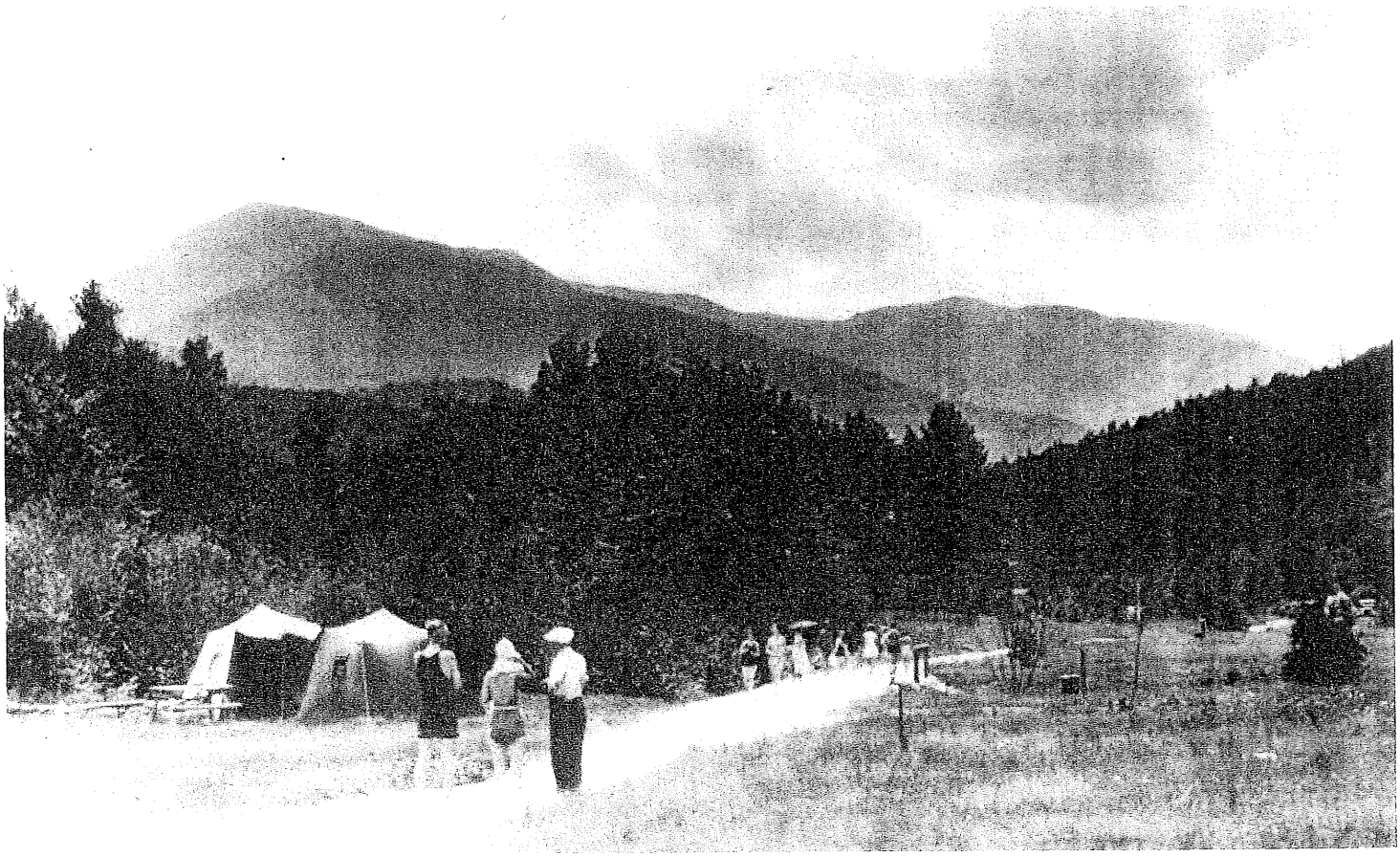
Scientific ability was also high giving her the ability to seek answers and analyze her problems. She enjoyed inquiring, analyzing and researching in whatever project she found herself. And, because of her strong mental abilities, she was

able to come up with good solutions.

But, whatever she was engaged in doing, she enjoyed people. Helping, instructing, and nurturing others was a basic motivation for her.

***SUMMARY:** While not knowing the history about Dolly Copp, I can tell from her writing that she was a very talented woman. She had an abundance of positive traits which enabled her to pursue and attain her goals. Her strong drive helped to fulfill her dreams. She was likable and enjoyed being with people.*

While not allowing herself to behave unfavorably, she did enjoy recognition and approval from those around her. She had a desire to be significant, and apparently she succeeded.





Excerpt from an artistic U.S. Forest Service 1938 map of the White Mountain National Forest