



Post Office Box 4077  
Concord, NH 03302

May 5 , 2014

### **Annual Meeting**

The annual meeting is scheduled for May 18, 2014 at 1:00 PM. The meeting will be held in the large meeting room at the Hopkinton Library. We will begin with a pot luck lunch . The summer events will be discussed and we are looking for new ideas and things to do.

The nominating committee has put out this report:

President - Brian Erickson  
Vice President - Patrick Maimone  
Secretary - Robin Briscoe  
Treasurer - C. Peter James

Directors for Three Years  
Marsha Evans  
Thomas Prescott  
Merwyn Bagan

Director for One Year  
Alice Pickett-Hale

Further nominations can be made from the floor at the meeting.

### **Reports and Filings**

The annual filing has been done with the State of New Hampshire, Office of the Attorney General, Charitable Trust Unit. Also, the filing for tax exempt status has been done with the town of Hopkinton and the IRS annual notification has been done. These filings are posted on the web site under the filings tab. They are in "PDF" format and may be downloaded.

### **Presentations**

On April 17th, Peter James did two presentations. The first was a special two hour session with OLLI (Osher Lifelong Learning Institute at Granite State College). The session was moved to "Tad's Place" at Heritage Heights because so many signed up for it. In addition to the OLLI group, there were several of the Havenwood/Heritage Heights community in the audience. Later in the evening, the second presentation was at the Leach Library co-sponsored by the library and the Londonderry Historical Society.

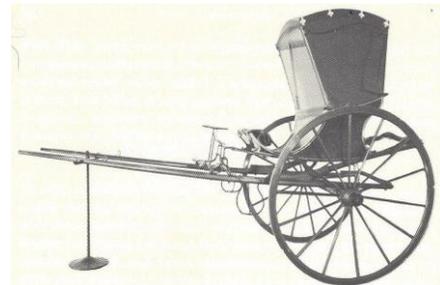
On May 12th Peter will be at the Chichester Historical Society at 7:00 in the evening. It is open to the public.

**Remember, you must have paid your dues to vote at the meeting. We hope to see many of you there.**

## Before The Concord Coach

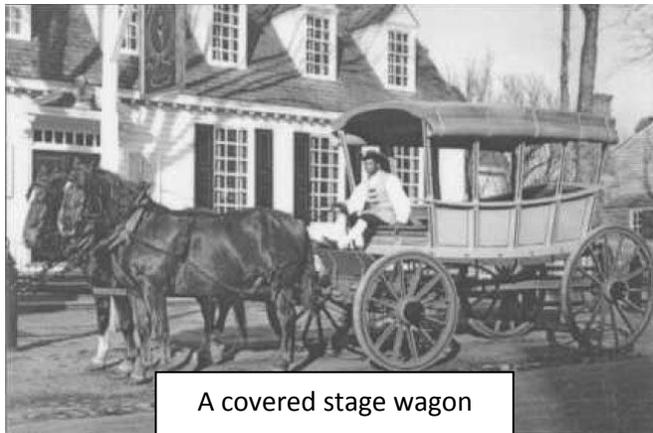
When America was first settled in the 17th and early 18th centuries, the settlements were along the coast and the many navigable rivers that dot the eastern seaboard. These coastal areas and those along the rivers were for the most part extremely rough, rocky and tree covered which made road building difficult. Because the settlers had more important things like building houses and clearing land for farming, the building of roads was not a high priority and so transportation was either by water or on foot. There was plenty of good timber, both hard and soft wood to build boats and small ships. Canoes could be used on the inland rivers. When animals were used for personal transportation, it was a saddle horse. A rider and horse could adapt to changing conditions and could ford or swim across many of the smaller rivers and streams.

After the beginning of the 18th century, intercity transportation began to become more desirable and as early as 1706 a patent or license was given in New Jersey for a stage line, but it appears not to have gone into operation. In 1716, a short lived "stage" line ran from Boston to Newport, Rhode Island. Newport was the shipping departure point for New York. The first successful staging operation was actually from Portsmouth, New Hampshire to Boston. It was started by John Stavers, a Portsmouth Innkeeper. New Hampshire leads the way!! The vehicle used was "a large stage chair with two good horses". It might have carried 3 or 4 passengers. Both chairs and chaises were used on the early stage routes.



This is a Chaise of Shay. A "chair" would be similar, but without the folding top. The two large wheels were better able to deal with the very poor road conditions

Later, as roads improved, the use of stage wagons became more common. These were really just



A covered stage wagon

freight wagons with planks from side to side for the passengers to sit on. Only the rear seat had a back rest and that was usually given to any women passengers. Access was from the front and the passengers climbed over the seats and other passengers to get to their seats. Eventually these were refined to include a top and roll down curtains. There was still no door and access was still by climbing in from the front. Also all the passengers faced forward, unlike the later Concord Coach in

which the passengers faced each other and had the center door for access. The coach as we know it was still many years ahead.

(To be Continued)

This information is from "Stagecoach East" by Oliver W. Holmes and Peter T. Rohrbach