

JAFFREY ROADS AND STREETS 1773-1980

by

Coburn Kidd

Jaffrey Historical Society
Jaffrey, New Hampshire • 1982

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officer of the Society for many years.

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In their assistance to me Mr. Morin, and Mr. Philip St. Pierre during the period when he was Town Clerk, were unfailingly helpful. Mr. Morin possesses an uncanny knowledge of town history and records.

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Need I add that the tolerance of my wife Mary for the time I have devoted to roads has been a model of affectionate understanding.

Coburn Kidd
Thorndike Pond Road
Jaffrey Center, N. H.
March 29, 1981

ACKNOWLEDGMENTS (2009)

Rick Forcier, Randy Heglin, Dave Kemp, H. Charles Royce, Savron Graphics, Robert B. Stephenson, Marc P. Tieger.

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JAFFREY ROADS & STREETS

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A NOTE REGARDING MAPS

The maps included in the first edition of *Jaffrey Roads and Streets* were hand-drawn by the author and have not been corrected as to ownership, etc. A large map of Jaffrey’s roads was included separately and has been included on the last page but in much reduced form. It and a more recent street map of Jaffrey may be found at www.JaffreyHistory.org and can be downloaded.



INTRODUCTION

Public Roads

IN NEW HAMPSHIRE there are four ways by which a town can create a public road: (1) by the selectmen's *taking* from others' lands the right of way for such a road (statutory lay-out); (2) by someone's *giving* the right of way therefor through his own land (dedication); (3) by the public's having trod a certain way for twenty years prior to 1968; (4) by the town's owning the land or an easement therein by deed of the fee, in which case it can do what it pleases.

The statute in which these requirements are set forth is Chapter 230, paragraph 1, of the Revised Statutes Annotated (cited as RSA 230:1). Our law on the subject derives from the common law of 18th century England.¹ Though procedures were substantially the same, certain differences crept in with the establishment of the Colonies. Highways in England were the responsibility of the parish, except for great roads and turnpikes authorized by Parliament; in New England, the responsibility of the town, subject to the provincial authorities and county court. There roads were laid out by two justices of the peace, here by two selectmen.

Roads laid out by the selectmen "in the mode prescribed therefor by statute" rest on an ancient 'right of passage' in the public, not on ownership of land. In laying out such a road all the requirements of the statute must be complied with. The procedure is described in RSA 234. It is begun by a petition to the selectmen. The petitioner may not rest upon his private interest; he must aver the public interest or necessity. There must be notice to the town, a public hearing at which anyone, supporting or opposed may be heard, a finding by the selectmen that the road will serve public convenience or necessity, a laying out of its course by two of the selectmen, and an award of damages to anyone whose land may be taken for the purpose of a road. When the selectmen submit their "return" or record of proceedings to the Town Clerk, the town acquires its road. This was the method by which most of the old roads in Jaffrey were established, from 1773 until into the 1880's. Generally the petitioner also submitted his petition to town meeting by an article in the warrant, which was legally superfluous, since only the selectmen can lay out a road, not the town. It may have been thought useful, because the warrant article usually asked "to lay out and have built", and it was the town that would have authorized any expenditure of public funds for construction.

If a person gives a private road to the town, or a right of way through his land for a public road, it is said to be a dedication. The statute speaks of "roads which have been dedicated to the public use and accepted by the city or town in which such roads are located."² The town's acceptance is necessary, roads cannot be fobbed off. There is no prescribed form for dedication or acceptance. The important thing is that the intention should be unequivocal.³ Since there is no need to pay damages to the person offering to give something, there is no need either for a special notice and hearing. Generally such a road will have already been built or laid out, but it must meet official requirements for acceptance. The customary method of dedication is by an article on petition in the warrant for town meeting. The vote of the town is the best proof of acceptance. Some fifteen or twenty roads in Jaffrey were established in this way. The record of the warrant and votes in the

1. See Holdsworth, *Hist. of English Law*, Vol. X, pp. 171-172, 303-322; Vol. XIV, p. 210.

2. RSA 230:1.

3. *Harrington v. Manchester* (1912), 76 NH 347.

Town Clerk's Record Book and in the published Annual Town Reports is easily accessible evidence of an official nature.

There are certain early New Hampshire cases which indicate that acceptance of a dedication may be made by the selectmen as well as by town meeting, since selectmen have the power to lay out a road and act on behalf of the town. The court said this might be done "by a direct record of acceptance...or by repairs or setting up of guide-posts, or any other official act of recognition."⁴ The problem here, in contrast to town meetings, is where to find the record? If acceptance is inferred from repairs and guide-posts, the evidence is circumstantial, open to disputes of fact.

In recent times most of the new roads in town have been dedicated "by being drawn or shown upon a plan of lands platted by the owner, and the sale of lots in accordance with such plan."⁵ The statute says that such roads must be opened, built or used for public travel within 20 years of dedication. Planning board approval of a street does not constitute acceptance by the town, but does provide a period of exemption from subsequent changes in subdivision regulations and zoning ordinances.

"Roads used as such for public travel for twenty years" create a title by prescription, probably the oldest method of all by which highways were created.⁶ In some ways it creates a title even firmer than other titles, e.g. permission of the Superior Court must be obtained before a prescriptive road may be discontinued.⁷ Prescriptive use that satisfies the law is that which is open, notorious, continuous, and under claim of right.⁸ There are no records of origin for several of the old roads in the eastern part of Jaffrey which antedate the incorporation of the town, e.g. Sanders Road, Lehtinen Road, Hadley Station Road, Old Sharon Road, Witt Hill Road. There may have once been some, which then subsequently disappeared through the "culpable negligence on the part of their custodians."⁹ In any event, these roads are good examples of public highways easily defensible as prescriptive.

RSA 230:1 mentions as one of the methods by which public roads are established those "constructed for public travel over land which has been conveyed to a city or town or to the state by deed of a fee or easement interest". This is a self-evident application of real property law, of comparatively recent use for highways. It may be useful for small pieces of road, as it would be also for roads through public parks or reservations. Deeds are favored by some for roads platted in a subdivision, and favored by some who suppose that deeds are more easily found in the town's archives than the articles voted upon at town meeting.

In addition to roads created by a town there are highways authorized by the Superior Court (or the earlier Court of Common Pleas) where the road passes over land in two or more towns, or land

4. *State v. Atherton* (1844), 16 NH 203, citing *Hopkins v. Crombie* (1829), 4 NH 523.

5. RSA 238:7; RSA 36:24 and 36; RSA 36:24-a (1977 amendment).

6. The qualification "prior to January 1, 1968" is a foolish addition added to the New Hampshire statute in 1967. American courts would generally not hesitate to speak of an "easement" in the land to be used as a public highway acquired by "prescription". The terms are sometimes avoided in English courts, which prefer "immemorial usage" to prescription and avoid "easement" on the technical grounds that no easement can exist in gross, but requires a dominant and a servient tenement, therefore a so-called prescriptive road is not "a true easement but a customary right in the nature of an easement. Holdsworth, Vol. X, p. 303.

7. *Currier v. Davis*, 68 NH 596. "The public character of a road, street, or alley is established prima facie by proving that the public used it as such, and that the controlling public authority recognized it as such." 25 Am. Jur. (1960 ed.) *Highways*, s. 48, p. 366.

8. *Blake v. Hickey*, 93 NH 318, 319. For definition of "adverse" and nature of proof required, see *Hewes v. Bruno* (1981), 121 NH 32, and *Arnold v. Williams* (1981), 121 NH.

9. *Hist.*, Vol. I, p. 92.

not belonging to any town, or “when the selectmen have neglected or refused to lay out or alter the highway.”¹⁰ The court’s assistance is invoked by a petition. The judge may appoint a committee to investigate and report. If the report is favorable to the petitioners, the court appoints commissioners to lay out the road and to assess damages. Such roads, called “county roads”, did not mean that the town escaped paying for construction and maintenance. Until about the time of the Civil War appeals to the court about Jaffrey roads were not infrequent.

Building the Old Roads

For the actual building of the early roads the town either contracted with a road builder to have the road built, or let the petitioner build it himself, or called upon designated property owners to meet at a given time and place with teams and tools. The latter method was commonly used for maintenance and repairs. The highway tax dates from the earliest times.¹¹ Under the old system an owner of land could himself request, or be requested by the town, to work off his highway tax by work on the road. If he neither paid the tax nor worked off his debt, the Highway Surveyor was empowered to levy the tax by distress and sale of the delinquent’s goods. “And for want of goods or chattels whereon to make distress,” a Rindge instruction to the Surveyor reads, “you are to take the body of any person so neglecting or refusing to pay, and him commit to the common jail in the county, there to remain until discharged by due course of law.” An 1855 scale of charges in neighboring Rindge was: “. . . ten cents for each hour’s faithful labor, 10 cts. for each hour’s work of a yoke of oxen, with a proportional price for horse labor, 12 cents an hour for the use of a plow, five cents an hour for the use of a scraper, and five cents an hour for the use of a cart; not requiring any person to pay more than half the amount of his tax in the labor of oxen or horses.”¹²

Discontinued Roads

It is not easy for a road to go out of existence. At common law, an English court held:

“It is an established maxim, ‘once a highway always a highway’; for the public cannot release their rights, and there is no extinctive presumption or prescription. The only methods of legally stopping a highway are either the old writ of *ad quod damnum* or by proceedings before magistrates under the statute.”¹³

Proceedings under the New Hampshire statute are those set forth in RSA 238 on the Discontinuance of Class IV, V, VI Highways. Once a highway is established it is presumed to exist until discontinued, and discontinuance is not favored by the law.¹⁴ Neither abandonment, non-use for any significant period, failure to plow and maintain, nor adverse private use, constitutes discontinuance of a public highway.¹⁵ The statute requires a vote of the town. If the vote to discontinue is without qualification or without reference to gates and bars, the public’s rights are

10. RSA 234:28.

11. The highway tax is still with us, though now incorporated in the town’s general property tax. RSA 245:1, Highway Tax (“¼ of one percent of the valuation of the ratable estate”) as modified by RSA 76:4, Taxes Includable in One Assessment.

12. Highway Tax for 1855, April 23, 1855, Town of Rindge, N. H., instruction of selectmen to Surveyor of Highways.

13. *Dawes v. Hawkins* (1860), 8 C.B.N.S., p. 858, cited in Holdsworth, Vol. X, p. 320.

14. *Davenhall v. Cameron* (1976), 116 NH 72.

15. *Leo Foundation v. State* (1977), 117 NH 209; *Thompson v. Major* (1878), 58 NH 244. There is no provision in the statutes for the abandonment of a road, *New London v. Davis* (1904), 73 NH 72.

extinguished (“vacated”); in this case it is commonly held that the road bed reverts to abutters.

Class VI roads are defined as:

“all other” (other than Class IV and V) “existing public ways”, including “all highways discontinued as open highways and made subject to gates and bars, and all highways which have not been maintained and repaired by the town in suitable condition for travel thereon for 5 successive years or more.”¹⁶

On Class VI roads a traveller proceeds at his own risk.¹⁷ Although they remain town roads, the town is released from the duty of maintenance.¹⁸

Reopening Disused Roads

A highway discontinued without qualification may be reopened by proceedings equivalent to those by which it was established. If it had been laid out originally by the statutory procedure (RSA 234:1), this would involve relaying by two selectmen, upon notice to the public and land owners on the road, a hearing, damages, etc. Courts have sometimes commented that they would not permit the reopening of roads discontinued “during the pleasure of the town” (a formula encountered in the last century) except upon this condition.

A *discontinued* highway, with or without gates and bars, may be reopened upon petition to the selectmen by an owner who has no other access to his land. There must be notice by posting and by mail to other land owners on the road. If there is written objection thereto, the petition is deemed to be a request for layout in accordance with RSA 234:1, and all the requirements of that provision must be met (hearing, damages, return, etc.). The reopened highway is subject to gates and bars. The petitioner and successors in title “shall be required to maintain the highway so laid out at their own expense (RSA 234:18-a).

If it is a question of reopening a highway that has become Class VI owing to absence of repairs and maintenance for five successive years, there is nothing in the statutes dealing with this situation as such. The road could be reopened as a Class V road upon vote of town meeting upon a petition article in the warrant. This was the procedure most often followed in the early days, when proposals to open or to reopen a road came up frequently. It is analogous to that required (“majority vote of the town”) for opening up a summer road all year around (RSA 245:26). The selectmen have sometimes advised property owners to follow this procedure when enquiries have been made about the town repairing a Class VI road (e.g. reply to Mr. Foley, Sanders Road, Selectmen’s meeting, June 26, 1978). If the selectmen authorized the road to be made suitable for public travel, without attaching conditions, it possibly becomes Class V again automatically.

If, without waiting for town meeting, a property owner desires the selectmen to deal with the question of reopening a disused road on which his property abuts, and if he is willing to accept whatever conditions they impose in the public interest, he may petition them for a hearing under RSA 234:19. This provision, applicable “whenever a highway will be of special advantage to any individual”, permits the selectmen to require the property owner to bear such portion of damages and expenses of construction and maintenance, and gates and bars if any, “as they may deem just”. The road will be laid out (relaid) subject to such conditions. A property owner expecting later to

16. RSA 230:4 (VI).

17. RSA 238:6; 247:1. See also RSA 507 B-2; RSA 238:2.

18. RSA 245:3.

subdivide his land might prefer to request a layout (relaying) of the road subject to gates and bars in the first place (RSA 234:18). In this instance, whenever the public good requires, the gates and bars may be removed by the selectmen upon like proceedings as in the laying out of the road.

Although some towns have recently permitted boards of adjustment to pass upon the question of reopening a disused road, as though it were a question of zoning law rather than highway law, the board of adjustment lacks authority to act unless “the circumstances of the case do not require the building, structure or part thereof to be related to existing or proposed streets” (RSA 36:26). If the building is “related to an existing street” the selectmen retain jurisdiction.

Town Records

All kinds of paper may be found temporarily in the files of a town office, from advertisements for road-mending equipment to lists of license holders for dogs. Much of this is ephemeral, but three types of document are most important: the record of Births, Deaths, and Marriages; the annual Invoice of Taxes; and the Record Book maintained by the Town Clerk. The State Supreme Court has held that the best evidence of discontinuance of a road is the official record.¹⁹ The Record Book is also irrefutable proof of roads established.

The *Record Books* contain the proceedings of town meetings, the warrant of articles voted upon, election results, and other items that the Town Clerk considers of sufficiently important and permanent a nature. For roads an article in the warrant typically reads: “To see if the town will vote to instruct the selectmen to lay out and have built a road from *x* to *y*, 3c rods wide”. Or: “To see if the town will accept the road from *x* to *y*, *x* feet in length and *x* feet wide, dedicated to public use by MM as recorded in Plan Book __, page __, in the County Registry.” Or: “To see if the town will discontinue subject to gates and bars *x* road from a point etc., to etc., *x* rods in length.” In the early days the Record Books also contained transcripts of the roads, i.e. the detailed descriptions from the selectmen’s returns, often in connection with an article “To see if the town will vote to accept the roads described in the following transcripts...”

Printed *Annual Reports* have been issued from the 1850’s, but did not include the warrant of articles to be voted upon until 1888. From that date forward the articles pertaining to roads are to be found in the Annual Reports as well as the Record Books.

The *Transcript Book*, of almost comparable authenticity to the Record Book, is a volume that used to be maintained by the selectmen to record action taken about roads. The book covers the period from 1774 to 1888. In the early days the information included was generally merely the description of the layout, which was also copied into the Record Book. Later the information included a copy of the petition to the selectmen, and a return of the proceedings, including damages awarded.

There are three *Miscellaneous Record Books*, but no sure rule as to what went into them. A volume in the Library vault (.66), covering the period 1903-24, includes a dozen road petitions, with records of hearings and layouts. A similar volume at the Town Office, covering the period 1906-63, is in need of repair. It contains about thirty road documents (mainly petitions, some records of hearings and layouts). A third volume, also at the Town Office, covers the period 1964-72. It contains about a dozen road documents.

Loose Records. In the Library vault there is a folder (.114) of approximately 140 road documents, mostly petitions, but also transcripts of layouts and records of hearings. The dates

19. *Davenhall v. Cameron*, 116 NH 696, citing *Thompson v. Major*, 58 NH 242.

extend from 1775 to the 1890's. This is far from a complete file, but a bundle of documents of which entries in the Transcript and Record Books are copies. The old documents are fragile, and for most legal purposes the documentation provided by the Transcript and Record Books is as good or better evidence. From the 1890's to the present it has been a useful practice of the town clerks to paste such loose documents directly into the Record Books.

There are four volumes entitled *Roads & Sessions* in the office of the Clerk of the Superior Court at Keene. Volumes 1 and 2, covering the period 1770 to 1855, contain most of the cases when Jaffrey was involved in county road controversies. There are no entries for Jaffrey in Vols. 3 and 4, subsequently to 1855.

In recent years the Selectmen have kept minutes of their weekly meetings with the public. Frequently the subject of a road comes up in such meetings, but the discussion is generally about the state of repair. As an informal record of an informal discussion, the minutes do not constitute an official record for highways.

Deciphering Road Documents

Articles in the warrant and documents in the town records referring to roads are clear enough for the present century. Names of the roads are known, and it is not difficult to ascertain where proprietors lived whose names might be mentioned in road descriptions. Most of the information appears in the printed Annual Reports of the town.

Tracing roads becomes a little less easy for the latter half of the 19th century. Fortunately there are four helpful maps which identify houses and owners.

- 1892, New Hampshire Town & City Atlas, D. J. Hurd & Co., Boston;
- 1873, Whitlock's map of Cheshire County, New Haven;
- 1858, Map of Cheshire County, L. Fagan Survey, Philadelphia;
- 1850, Jonathan Gibbs' map of Jaffrey, Thayer & Co., Boston.

For the period from the 1770's to about 1850 a road document is apt to be uninformative unless one knows the names of the persons mentioned and where they lived. A typical document is a petition to lay out and to have built a road from *x* to *y*—for example, “from Isaac Stratton's to Aaron Sawtelle's. Unless one knows where Isaac Stratton and Aaron Sawtelle lived, one is not much the wiser. The difficulty is compounded when the name of the road at an earlier date differs from what it is today, or worse, is the same as that of a different road today, e.g.:

“To see if the town will make the road...as laid out...from the Prescott road (so called) to some maple trees NW of Roger Brigham's...” (Art. 4, town meeting April 1828).

Roger Brigham lived in the Elmer Eaves farmhouse at Lincoln Corner. The Prescott Road in question was not the present Prescott Road from Squantum (“Prescottville”) to Col. Benjamin Prescott's, but the road past the John A. Prescott farm, now Edwin Cutter's, on what is now North Street. For such puzzles the indispensable reference work is Annett and Lehtinen's *History of Jaffrey*, especially the genealogical material assembled in Vols. II and III by Miss Lehtinen.

There are at present 127 active public roads in Jaffrey, to which should be added 26 private roads (although the difference between a private “road” and a private driveway is a relative matter). There are 17 clearly identifiable Class VI roads, i.e. closed subject to gates and bars or not maintained

and repaired by the town for a period of five years. To these should be added 44 roads discontinued without gates and bars, and 27 abandoned or forgotten, possibly a few more.²⁰ In writing an account of these roads, 251 all told, I have sometimes omitted length measurements in rods or feet, if recorded, where I judged it could be done without harm; such measurements are intelligible mainly to surveyors and engineers, who have their own resources. I have likewise not worried about omitting references to trees in the early days (e.g. “to a pine tree marked with an “H” or “to a large maple on the west side of the road as now trod”).

The main purpose of the information in the following pages is—not to take the place of any official record—but to indicate where among the official records a relevant document might be found. Because road documents are apt to be bare bones, I drew on the town *History*, where I could, to throw a little light on the circumstances at the time a road was laid out. I checked through the records twice. Having found a few items the second time which I have overlooked the first, I have no reason to doubt that I might find a few more upon a third or fourth reading. My hope is that the margin of error and omission has been reduced to a reasonable minimum. For any error or omission, however, I am, with apologies, solely responsible.

Coburn Kidd
Thorndike Pond Road
Jaffrey Center, N. H.
March 29, 1981

20. See Appendices B and C for official town list of roads with mileages and type of surface [never included].

ABBREVIATIONS

I R (1773-1809)	Town Record Book
II R (1810-1840)	Town Record Book (Vault .70, in disrepair)
III R (1840-1877)	Town Record Book
IV R (1878-1928)	Town Record Book
V R (1928-1946)	Town Record Book
VI R (1947-1960)	Town Record Book
VII R (1961-1964)	Town Record Book
VIII R (1965-1969)	Town Record Book
IX R (1970-1976)	Town Record Book
Vault .70	Town Record Book in Library Vault, Vol. II, 1810-1840.
Vault .66	Miscellaneous Record Book, 1903-1963.
Misc. Rec. Bk	Miscellaneous Record Book, 1906-1963.
Misc. Rec. Bk	Miscellaneous Record Book, 1964-1972.
Vault .114	Loose records, folder on roads in Library Vault.
T	Transcript Book, 1773-1888.
R & S	"Roads & Sessions", 4 volumes, office of Clerk of Court, Superior Court, Keene.
Ann. Rep.	Annual Reports of the Town of Jaffrey.
<i>Hist.</i>	<i>History of Jaffrey</i> , Annett and Lehtinen, 3 volumes.
Cutter's <i>Hist.</i>	<i>History of Jaffrey</i> , Daniel B. Cutter, (1881) 1 volume.
<i>Annals</i>	<i>Annals of the Grand Monadnock</i> , Allen Chamberlain, 2d ed., 1968.

JAFFREY ROADS AND STREETS

New names (mostly related to 911 concerns) are noted. * Private roads
When known, present property owners or uses
have been added which appear in brackets.

ACADEMY STREET

THE NAME of the short stretch of road in the Historic District south from Melville Academy to Main Street (Route 124) is “Academy Street”. Prior to 1832, when the Academy was built, if the road had any name at all it was probably “the road to Esq. Parker’s house” (now Keating) [Pedott], possibly “the road to Thomas French’s” (Wesselhoeft farm). After the Academy was built, for many years the road was identified simply as “the road from the Academy leading to the old turnpike”. It was an easy transition to “Academy Street”. The name sometimes appears on deeds, wills, and official communications from the Town Office, but is rarely used by the local residents, who feel that “Thorndike Pond Road” is more generally known. (See Thorndike Pond Road)

ADAMS STREET

ADAMS STREET runs south from Gilmore Pond Road at the next corner past the Crocker Metal Company [Pomponio] corner. The street then turns east, to Route 202, thus forming two sides of the block. A beginning of the street was put in by Ray Moore, about 1945, when he erected Quonset huts there on a five acre lot. About 1960, when the house (now owned by Lambert) was built at the foot of the road by Marcel Caron, access from Route 202 was provided by a private right of way.

In the 1960’s Wilfred Roy extended Ray Moore’s road south to the corner. On May 13, 1964, a petition was submitted by James Halfpenny, H. O. Williams, Arthur Lambert and others, for a town road in place of the private rights of way then being used. The petition read:

“A right of way beginning on the Southerly side of the Gilmore Pond Road, and extending Southerly a distance of Five hundred thirty (530’) feet more or less, thence in a Easterly direction Three hundred forty (340’) feet more or less to the Rindge Road (Route 202). 40 feet wide.”¹

A hearing was held on June 22, 1964, and the selectmen’s return was made on December 15, 1964, after the road had been brought up to specifications.

1. TC Misc. Rec. Bk, p. 10, May 13, 1964.

AETNA STREET

AETNA STREET is the short street at right angles with Stratton Road, connecting with Wheeler Street and Burrington Street. It was dedicated to public use and was accepted by the town in 1931. The article favorably voted upon reads:

“To see if the Town will vote to accept the street leading south from Stratton Street by the residence of Frank H. Thayer, known as Etna Street, and being 33 ft wide...as petitioned for by Arthur J. Varville and others.”¹

In 1939 an extension of the road right of way was accepted. The article reads:

“To see if the town will vote to accept as a public highway the right of way thirty-three feet wide, extending two hundred ten feet southerly from Aetna Street opposite the dwelling of Arthur Varville as petitioned for by Arthur F. Gelinas and others.”²

At the March town meeting in 1948 the town voted \$1,000.00 for the hard surfacing of Aetna Street and K. K. Road.³

1. V R, March 10, 1931, Art. 9.
2. V R, March 14, 1939, Art. 5.
3. Ann. Rep., 1947, warrant for March meeting 1948, Art. 22.

ALDER COURT *

ALDER COURT is a private road off Webster Street leading to the Village of Jaffrey Apartments. The apartment complex and roads were built by Berkshire Builders Inc., of Bedford, in 1975.

AMOS FORTUNE ROAD

THE ROAD west from Baldwin Corner (intersection of Nutting Road and Old Peterborough Road) to Route 137, where it meets Proctor Road, is named after the ex-slave who holds a distinguished place in Jeffrey history. Near Tyler Brook citizen Amos Fortune owned a house and barn, tanyard, and currier’s shop, on 25 acres purchased from William Turner in 1789.¹ The Amos Fortune farm was later owned by Deacon Levi Pollard (1850), subsequently Jonathan D. Coburn (1891), and the road was known for a number of years as Coburn Road.

Near the Baldwin Corner or east end of Amos Fortune Road, in the early days, were the properties of the brothers Collins, Ebenezer, and Eleazer Hathorn. On the hill at the west end of the road was the farm of William Hogg (now E. Cutter’s land) [Coll]. After Hogg died, about 1780, his widow and farm were acquired by Jonathan Dean. Amos Fortune Road is the fourth segment of the road laid out in 1774 from the Sharon line to the Meeting House (Chamberlain Road, Pierce Crossing Road, Nutting Road, *Amos Fortune Road*, Proctor Road, Harkness Road). The transcript reads:

“Beginning at the town line about 40 rods North of the SE corner of Lot 22, Range 5, then SW through the corner of Lot 22, Range 5 (Chamberlain Road), thence Westerly by Matthew Wallace’s (Pierce Crossing Road) to Capt. Jonathan Stanley’s (Joshua Nutting farm), thence SW to Eleazer Hathorn’s (near Baldwin Corner), *then on the line to near Wm. Hogg’s* (Dean Hill, Amos Fortune Road), then north of the line over the bridge through Lot 14, Range 5 (Proctor and Harkness Roads), then Westerly about 50 rods, then SW to Roger Gilmore’s (Cutter Hill), then NW to the Common. 3 rods wide.”²

In 1780 an article was included in the warrant “to see if the town will...turn the road that leads from Widow Hathorne’s house towards Spofford’s mills to turn it up by Jonathan Dean’s house, thence South to the old road.”³ It was voted “to turn the road by Dean’s house.”

At the same town meeting, in March 1780, there was presented a transcript of an extension along the present Proctor and Harkness Roads. It was to be 2 rods wide, extending from Lt. William Turner’s house and barn, thence NW,...”to the road now occupied by Nathan Hall” (Proctor farm).⁴ At a December meeting that year it was voted to extend the road between Turner’s and Hall’s to a point on Harkness Road (Samuel Danforth’s land), then SE to Nehemiah Greene’s.⁵ Greene lived in the farm at the end of Prospect Street (Schulze, E. Chamberlain) [Ramey]. Evidences of the road thence from Harkness Road can still be found.

Evidently there was trouble about one or other of these 1780 roads that led by Amos Fortune’s and Jonathan Dean’s houses. An article in the warrant for town meeting 1781 reads:

“To see if the town will act anything in behalf of our Agreaved Breathen that is Contending about a Road that leads by Mr Jonathan Dean’s house.”⁶

The meeting’s response was to vote that “the Road Go where the Committee Laid it out”.

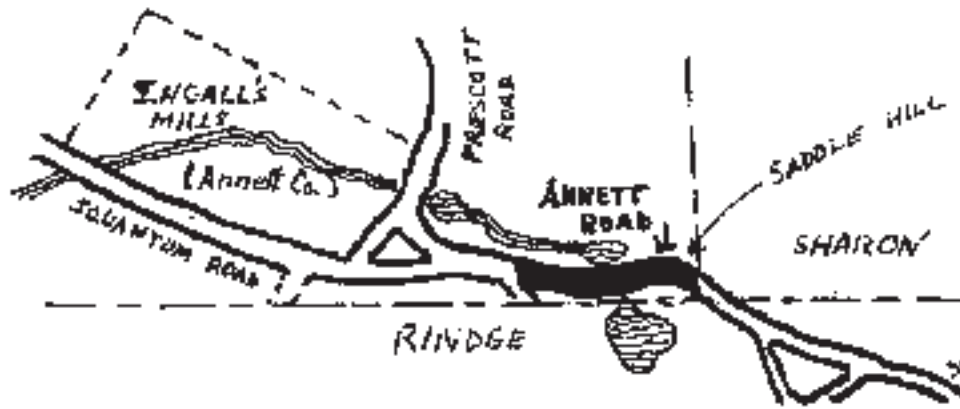
In 1926 the town voted to close by gates and bars the road “from A. D. Pierce corner (where Proctor Road intersects with Route 137) to the J. Coburn place.”⁷ The article carried. Present residents can remember when this portion of the road was reopened by Henry Belletete, Road Agent.

In the early days an interesting north-south route, long since abandoned, ran from about where Amos Fortune Road comes into Old Peterborough Road, thence south, SE, and south all the way to about the present Knight Street near the Sandbank. The transcript reads; “beginning at Collings Hathorn’s shop (blacksmith shop), then Southerly to about 6 rods East of Ebenezer Hathorn’s barn, thence SE to the line between Lots 18 and 19 Range 6, thence to the South end of Lots 18 and 19, Range 7, to a corner near Isaac Weson’s house.”⁸ Weson’s house was in Lot 18, Range 8, near the Sand bank west of Hillcrest Road.

1. *Hist.*, Vol. I, p. 752.
2. I R 17, July 6, 1774; T 4, July 6, 1774; accepted I R 24.
3. [This note left out of first edition]
4. I R 128, March 28, 1780.
5. I R 93, Nov. 29, 1780, Art. 6: To see if the town will turn the road leading from Nathan Hall’s to Lt. William Turner’s and out by Samuel Danforth land or bouse and so on to Mr. Greene. The article carried. The transcript reads: Beginning near the house occupied by Nathan Hall, then Southerly to the West of Samuel Danforth’s house, thence SE to Nehemiah Greene’s (I R 94, Dec. 12, 1780). (T 16, March 28, 1783, is a transcript to the same effect.)
6. I R 97, March 12, 1781, Art. 16.
7. IV R, March 1926, Art. 29.
8. I R 27, March 29, 1775. This road was laid out further all the way to Squantum Road near Lake Contoocook. See T 5, March 299 1775.

ANNETT ROAD

THE DIRT ROAD officially named Annett Road, running from the Cathedral of the Pines road SE past Hubbard Pond and across Annett State Forest, was so named in 1968-69 in honor of Albert Annett.



Mr. Annett (1861-1926) was not only an enterprising mill owner, but one of the most civic minded citizens of Jaffrey, who was a benefactor of the town in the many public offices he held, in his gift to the public of the Annett State Forest, and in his lasting contribution as co-author of the *History of Jaffrey*.

Annett Road is aptly named. In effect, it runs from the Annett forest to what, in Mr. Annett's time, was the Annett Manufacturing Company (later Annett Box Company) at the old mill site in Squantum now owned by the Monadnock Forest Products Company. In choosing this road to bear Annett's name the town's committee on road names paid a gracious compliment to his great interest in the history of the town.

The oldest road in Jaffrey, dating from Rowley-Canada times in the 1730's, was what was known as the "Old Boston Road" or "Great Road".

It was more a broad route than a road.¹ It entered Jaffrey at the southeast corner, from Hubbard's Pond, and exited north of Gap Mountain.² It was without doubt used from the time of the earliest settlers. It was the choice of Colonel Benjamin Prescott for the Second County Road, laid out in 1793. To Prescott's disappointment an alternative route from Rindge was chosen by the court's commissioners' and Prescott had to build his own road to the old route.³ The situation was in due course corrected. In 1798 the town laid out a road over the old route, "from Nathaniel Ingall's house, south etc.,...NE, then SE to the SE corner of the town of Jaffrey. 3 rods wide."⁴ Ingalls, who then owned the Squantum mills, lived in a house on the later Annett homestead lot. Two years later, in 1800, petitioners from Rindge and Jaffrey persuaded the court to incorporate this stretch of road into the county road. Their petition read:

"Levi Mansfield & others of the town of Rindge and Jaffrey, April 1, 1800, shew that the town of Jaffrey have some time since laid out a new road, beginning at the County road leading from an old potash near Ingalls mills to the SE corner of said Jaffrey 'till the same meets the north line of said town of Rindge, that said road as it is now laid out is much for the public good and will greatly accommodate and ease travel to Boston as that said new Road is wrought upon and almost fit for travelling as that said new road will be useless, &c the labor thereon expended lost unless a road is laid through a barren corner of said Rindge so as to strike the County road on the east side of Saddle hill so called as that the inhabitants of said Rindge have been requested to lay out a road through the same Rindge in so far as (it) is necessary to lead from said Jaffrey line that the same shall come to Saddle hill but utterly refuse to do so wherefore the petitioners pray that a committee of the honourable court lay the road as above and assess damages &c."⁵

The court approved the request, and the road “from Ingall’s house”—the ancestor of Annett Road—became part of the Second County Road. The length of the newly approved road was 336½ rods in contrast to 441 rods in the old road. Benjamin Prescott was awarded damages of \$10, the Widow Gould \$5. The road was originally petitioned for in 1790.

Another road, which figured briefly in the town records as “Annett road”, was one running through the mill lot. It had been laid out in November-December 1833 “from the dam northwest of Prescott’s saw and grist mill, thence SW to the road leading from the starch mill to Nathan Hunt’s.”⁶ The starch mill was erected in 1832 on the site of the later Annett Box Company.⁷ Nathan Hunt’s house is the Grummon place. In 1963 the Annett Lumber Company requested that the 1833 road be discontinued. Postponed from the March meeting to the May meeting, the article voted upon read as follows:

“Art. 24. That the town vote to discontinue the following road and to allow ownership of the same to revert to the Annett Lbr. Co., Inc., from where said road begins at Squantum Road at the Annet Lbr. Co. plant, and extending Northeasterly to a point where it joins the road coming off Old Turnpike Road and going over to Squantum Road toward the residence of Harold G. Sands.”⁸

The article narrowly carried (79 to 76), and was the subject of an appeal by Mrs. Lenna Perry to the Superior Court.⁹

In place of the road through the lumber yard, which was to revert to the petitioners, the Annett Company offered to build a short road across the east end of their property to be given to the town. This is what was later done. A hearing was held by the selectmen in October 1963. A transcript of the road subsequently laid out (August 25, 1964) reads

“Beginning on the highway leading from route 124 to Cathedral of the Pines at or near a brick building, formerly a boiler room of Annett Lumber Company, thence Southwesterly to the highway from Squantum to Jaffrey opposite the residence of Albert J. Labonte.”¹⁰

The new road was to be 66 feet in length.

1. In New Ipswich, for example, it was four rods wide, and the town voted that trees should be left standing on it. Kidder’s *History of New Ipswich*, p. 251.
2. See *Hist.*, Vol. I, p. 320.
3. *Hist.*, Vol. I, p. 335.
4. I R 383; T 37, March 22, 1798; *Hist.*, Vol. II, p. 433.
5. *Hist.*, Vol. I, pp. 336, 337.
6. Vault ,70, pp. 377, 384.
7. *Hist.*, Vol. I, p. 369.
8. Ann. Rep. 1962, warrant for March 1963, Art. 29; VII R 104, 121, 133-134, March 12 and May 20, 1963.
9. VII R 159, Sept. 1963.
10. Misc. Rec. Bk, p. 614 with map; VII R 151, Aug. 25, 1964.

BALDWIN COURT [Renamed Christian Court, 1995]

BALDWIN COURT is a short spur of road off Peterborough Street, first offered to the town (1961) as a dedication, but upon reflection by the selectmen laid out in 1962 under the statutory procedure (RSA 234) with damages.

A petition dated September 22, 1961, stated that “there is occasion for the acceptance of a now existing way as a public way”. It described the road as:

“Beginning on Peterborough Street, at the NE corner of property of Maurice J. Daniels and extending SE a distance of 216 feet...along said Daniels’ property, and property of Alexina Belletete Heirs, Amedee Deschenes Heirs, and Waino and Lena Hautenan”. 2 rods wide.¹

The petition was denied for a defect of form.

The road was opened all the same. A return of the selectmen dated January 1962, making the road a public way, states:

“Said land appearing to have been a public way, but said land also being claimed to be the property of Amedee M. Deschenes Heirs, the Selectmen have viewed the premises and assessed damages therefor to the Amedee Deschenes Estate in the amount of \$200...” (A check dated January 5, 1962, was tendered and declined. The voided check is in the files.)²

At March meeting 1979 an article was included in the warrant:

“To see if the Town will vote to raise and appropriate the sum of \$4,300.00 to improve or pave Baldwin Court Road. A distance of approximately 216 feet...(by petition)”³

The article carried, 181 to 102.

1. Misc. Rec. Bk (Sept. 22, 1961), p. 599; VII R 35.
2. Misc. Rec. Bk (Jan. 1962), p. 601; VII R 41.
3. Ann. Rep. 1978, warrant for March 1979, Art. 20.

BIRCH STREET

BIRCH STREET is one of the residential streets in K. K. Village dedicated to the public by the Jaffrey Development Company and accepted at town meeting, March 1921.¹ See Oak Street.

“K. K. Village”, a section of Jaffrey between Main Street and Webster Street, was a post World War I real estate development providing conveniently located housing near the Tack Factory (“Kleen Kutt Tacks”). It included eight roads as shown in Plan Book 2, pages 17, 30 and 40, on file in the Cheshire County Registry of Deeds.

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting 1921.

BLACKBERRY LANE

BLACKBERRY LANE is the short dirt road that runs down the hill from the Meeting House, up the hill to the Academy. How long it has borne the name is unknown. Long-time residents say that the lane used to be called the road through Skunk Hollow. No matter, it was once the first segment of the important Peterborough Road, a highway laid out in April 1778, of which the transcript reads:

“Beginning at the Meeting House, then NE across the SE corner of Lot 12, Range 5, to the road leading to James French’s house etc....past John Briant’s house...to a bridge at John Davidson’s meadow, then NE of Davidson’s house over the great hill to the town line near Thomas Turner’s.”¹

Melville Academy, built several years later, sits in the southeast corner of Lot 12, Range 5. James French lived on the lot opposite the present Trimble house (Gilchrist) [Brackett].² A little further along this road turned right, about at the line between the Trimble and Chamberlain properties. Thence it ran past the present Quinlan house, past Charles Royce’s house (former Kingman/Bryant place) [Casagrande], on to Old Town Farm (John Davidson’s, present Jacoby), and to the town line via Sanders Road.

In keeping with its status, Blackberry Lane was laid out separately, wide and handsome, in October 1778. The transcript reads:

“Beginning at the Meeting House then east, and east etc....near the NE corner of Lot 12, Range 6 where the old road is that leads to James French’s. 3 rods wide.”³

An alternative road to the portion across the Quinlan property (“Cutter’s” or “Laban Rice’s meadow”) was laid out in 1809,⁴ and a more convenient road from the Center to John Briant’s (later Kingman, Royce) [Casagrande] was built in 1838—the present Bryant Road.⁵ The piece from Thorndike Pond Road to Bryant Road across “Laban Rice’s meadow” was discontinued in 1840.⁶ After 1814, when the First Cotton and Woolen Factory was built. East Jaffrey Village with its shops and mills generated more traffic to Peterborough than the few farms around the Center. With the growth of the new town Blackberry Lane’s contribution to Peterborough travel must have shrunk to a trickle, and after 1840 ceased altogether. Since then the road has remained merely a narrow lane between the meeting house common and Thorndike Pond Road, used mostly by neighbors in the Center and by parishioners of the First Church. Occasionally it has been suggested that the lane should be paved. Local residents have resisted, preferring to keep the road as it has been for the past two hundred years.

1. I R 52, April 6, 1778.
2. *Hist.*, Vol. II, p. 316.
3. I R 59, Oct. 25, 1778.
4. T 51, Sept. 20, 1809.
5. Vault .70, p. 479, March 1838; T 109, March 7, 1838, and T 110, April 2, 1838.
6. Vault .70, p. 514, March 1840, Art. 10.

BLAKE STREET (DEPOT ROAD)

AFTER 1870, when the railroad came to Jaffrey, it was to be expected that the grounds in the immediate vicinity would be used by vehicles come to meet the train. In 1874 a petition was submitted for a public road “from near the house of Nancy Robbins to Depot Ground near the shop of Nahum Mower”.¹ The road was laid out:

“Beginning on the east line of Depot ground...through land of Josiah Darling...to center of the old highway...to the SE corner of Nahum Mower’s shop...to the middle of the new highway.”²

In 1877 a petition was submitted for an additional access:

“From the highway from E. Jaffrey to Rindge near the Riverside Hotel and running south through land of Joseph Crombie Est. to Depot land to a spotted stake.”³

The selectmen were of opinion that the latter road should not be built. Nahum Mower’s place was immediately east of the bridge on the south side of Main Street; his shop was in back.⁴ Crombie’s property was where the present Bean Block is.

In 1890 the railroad lease, which had meanwhile come into the possession of the Cheshire Company, was transferred to the Fitchburg Railroad Company.⁵ That year an article was included in the warrant for a new highway where the present road runs, for about half the distance. The article, presented by Asa Blake and others, requested the selectmen to lay out a new road to Blake’s premises.⁶ The vote was favorable. In 1898 an article was included: “To see if the town...will complete the grading in connection with the new road and Blake Road.”⁷

The 1910 warrant had an article: “To see if the Town will vote to extend the Depot Road to the south bound of land bought of C. A. Blake for a lobby site...”⁸ The article was passed over.

An article in 1916 read: “To see if the town...will lay out a continuation of the present highway, between land of Annie F. Crombie and B & M RR, to the land of Charles D. Letourneau.”⁹ It was passed over.

In 1941-42 Blake Street received its present form. The article in the 1941 warrant read:

“To see if the Town will vote to establish the width of Blake Road, as laid out by the Selectmen pursuant to the vote of the Town March 11, 1891, as forty (40) feet and to lay out and extend said way of the same width over the northwesterly side of land of B & M RR southwesterly to land of Alfred LaPlant about 470 ft southwesterly from the southwesterly side of Squantum Road...”¹⁰

The article carried, with “Stratton Road” substituted for “Squantum”. A revised petition was submitted in November 1942, which read:

“(for a new highway) From the south side of Stratton Road at the east corner of the Bean Block extending southwest to the land of Horace A. Deschenes...40 ft wide...a distance of 495.2 ft... bounded on the west by land of Vernon J. Bean, etc....and on the east by land of Felix O’Neil and the B & M Railroad, a distance of 458 ft.”¹¹

A hearing was held on December 16, 1942, and a return was made by the selectmen, without layout.¹² No award of damages, since all waived claims.

1. III R 437; T 179, March 21, 1874.
2. T 180, April 20, 1874.
3. T 198, May 10, 1877.
4. “He (Mower) later built a shop on Depot Square, which he moved to the river bank at the east end of Main street bridge and enlarged to building to contain three or more stores, in one of which he engaged in the furn-iture business...He was for several years station agent and for twenty-five years an undertaker. He also served as constable and chief of police.” (*Hist.*, Vol. II, p. 546.)
5. *Hist.*, Vol. I, pp. 454-456.
6. Ann. Rep. 1889, warrant for March 1890, Art. 20; Vault .114.
7. Ann. Rep. 1897, warrant for March 1898, Art. 9.
8. Ann. Rep. 1909, warrant for March 1910, Art. 17.

9. Ann. Rep. 1915, warrant for March 1916, Art. 22.
10. Ann. Rep. 1940, warrant for March 1941, Art. 11.
11. V R, p. 395.
12. V R, p. 396; Misc. Rec. Bk (1942), p. 332 (petition), p. 335 (hearing and layout).

BOURGEOIS STREET

BOURGEOIS STREET is a short street near Belletete's Market, leading west from Peterborough Road (Route 202) to Dionne Street. Both Bourgeois and Dionne Streets were dedicated to public use and were accepted by the town in 1905. The article in the warrant read:

“To see if the town will vote to accept from J. S. Bascom and L. W. Davis their private road leading westerly from the Peterborough Road to a corner, and thence southerly to Cross Street, as now surveyed and laid out...”¹

It was voted to accept the offer.

At town meeting in March 1960 the sum of \$600 was appropriated for the paving of Bourgeois and Dionne Streets.²

1. IV R, March 1905, Art. 16; Ann. Rep. 1904, Art. 16 for March 1905.
2. Ann. Rep. 1959, warrant Art. 11 for March 1960.

BRADLEY COURT

DR. OSCAR H. BRADLEY lived in an old house known as the Searle house on the site of the present Civic Center. North and west of his house was an imposing residence built in 1892 by banker Charles L. Rich. The original road to the Rich house (now Brodmerkle) [Busher] came up from Goodnow Street, but there was also a right of way from the house to Main Street through Dr. Bradley's land. Dr. Bradley died in 1906. His successor, Dr. William J. Wilkins, in 1928 dedicated the right of way to the public by an article in the warrant which read:

“To see if the town will vote to accept as a public highway the right of way known as ‘Bradley Court’, leading Northerly from Main Street in East Jaffrey Village...as petitioned for by William J. Wilkins and others.”¹

The article carried. “It was moved to instruct the selectmen to accept ‘Bradley Court’ as a public highway which plan is on file at the Registry of Deeds in Keene, N. H.”

At the annual meeting in March 1959 the town voted to appropriate \$800 for graveling and surfacing 400 feet on Bradley Court.² (See also Brodmerkle's Road)

1. Ann. Rep. 1927, warrant for March 13 meeting, 1928, Art. 11; V R, March 1928.
2. Ann. Rep. 1958, warrant for March 1959, Art. 8.

BRENDAN LANE

BRENDAN LANE is a short piece of road connecting Erin Lane with Kevin and Jennifer Lanes in the Letourneau subdivision off Old Peterborough Road. (See Letourneau Drive and Erin Lane, VII R, p. 228, July 16, 1964.) Separate records of layout or acceptance of Brendan Lane not identified.

BRIGHAM ROAD

ABOUT HALF a mile south of Priest Corner, on the Old County Road, there is a disused road branching off to the right called Brigham Road. Schoolhouse No. 4 was for many years located at this intersection. Later the school was moved up to Fitzwilliam Road at the intersection with Old Fitzwilliam Road. Brigham Road never served much purpose except to provide access for a couple of farms. Over the town line south it led past Scott Pond into Fitzwilliam, joining the present Route 119 near Scott Brook. On the Jaffrey side of the line Alpheus Brigham had a farm in the early days. He came to Jaffrey in 1772. A road past his house was laid out as a town road in 1774. The transcript reads:

“From about 20 rods from the SE corner of Lot 4, Range 10, thence NW by Alpheus Brigham’s then NE through Lot 5, Range 9, into Lot 5, Range 8, then NE through Lot 5 to the road that leads from New Marlborough” (Old County Road).¹

Brigham died in 1824, having deeded his farm to his son-in-law, Foster.² In 1839 Jonathan Page acquired the farm. The hill on which it was located was called Jock Page Hill. Page died in 1904. The farm was later owned by Daniel Lynch. The buildings were destroyed by fire in 1930, and the place has subsequently been uninhabited. There was one other farm on this road, belonging to Joseph Horton, later to his son Cyrus (1850). The Horton place has long since been a cellar hole.

There is no more in the records.³ It is a quiet, beautiful old road, on a narrow, winding bed. There are a couple of steep stretches, and occasionally a fallen tree must be cleared away. The road can be compassed by a trail bike or a four-wheel drive with high clearance.

1. I R 14, April 26, 1774; T 3, April 26, 1774..
2. Before his death Brigham earned a bad name in Jaffrey. He and a group of neighbors petitioned the town in 1817 “To see if the Town will vote off the SW corner of Jaffrey to Fitzwilliam” (Vault .70, p. 89, March 1817, Art. 10). It was “Voted unanimously that the town will not consent that the persons living in the SW corner of the town be sett off to Fitzwilliam”. To drive the nail home it was voted in 1818 “that the town of Jaffrey do remonstrate against the petition of Alpheus Brigham and others and praying the General Court to be disannexed from the town of Jaffrey and annexed to the town of Fitzwilliam” (ibid., p. 103).
3. An article was submitted in 1947 to close subject to gates and bars “the Jock Page or Scott Pond Road from Fitzwilliam Road to the town line” (Ann. Rep. 1946, warrant for March 1947, Art. 18), but this must have referred to Scott Pond Road since it mentions Fitzwilliam Road as the starting point. The article was passed over. Scott Pond Road had already been closed subject to gates and bars in 1934.

BRODMERKLE’S ROAD

ONE OF THE most prominent figures in Jaffrey in the period from the 1890’s to his retirement in the 1920’s was Charles L. Rich, a banker who held a distinguished (if controversial) position in

community affairs.¹ In 1892 Rich built an imposing residence a little north and west of the house of Dr. Oscar Bradley. The original road to the Rich house (now Brodmerkle) [Busher] led up the hill from Goodnow Street (then called School Street–North), past the present parking space of attorney Quinlan’s office. The road can still be seen, but it is a private way, over which only the Brodmerkles [Bushers] and their neighbors, Joseph Crocker [McDonald] and Edward Christian [Girard], have a right of way.² The public road to the Brodmerkle house is Bradley Court, from Main Street. (See Bradley Court)

1. See *Hist.*, Vol. I, p. 6739 Vol. III, p. 177.
2. See Misc. Rec. Bk (1971), p. 109, letter from Earl and Helen Brodmerkle notifying selectmen that the road going through their property from Bradley Court to School Street was closed for 24 hours, July 17-18, 1971.

BROOK STREET

BROOK STREET is one of the residential streets in K. K. Village, dedicated to the public by the Jaffrey Development Company and accepted at town meeting, March 1921.¹ See Oak Street.

“K. K. Village” is a section of Jaffrey between Main Street and Webster Street, was a post World War I real estate development providing conveniently located housing near the Tack Factory (“Kleen Kutt Tacks”). It included eight roads as shown in Plan Book 2, pages 17, 30 and 40, on file in the Cheshire County Registry of Deeds.

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting 1921.

BRYANT ROAD

[Since 1995 the portion of the original Bryant Road going from Main Street to Proctor Road]

BRYANT ROAD is a very old road, although it was not always called that. In the beginning, as the “Peterborough Road”, it started from the meeting house -rather than from the corner of Main Street by Mrs. Bernbaum’s. The Bryants built the brick farm house now owned by H. Charles Royce, Jr. [Casagrande]. The house was known as the “Kingman place” before the Royces.

Since settlers from Peterborough were active from the 1760’s, some kind of road to that town must have existed when Jaffrey was incorporated, At any rate, in April 1778 a road was officially laid out from the meeting house.¹ It went approximately down Blackberry Lane (“NE across the SE corner of Lot 12, Range 5”) to Thorndike Pond Road (“road leading to James French’s house”), thence from a little south of the Chamberlain house across the Quinlan property to Bryant Road a little further along than the present Quinlan driveway. After passing John Briant’s house (the usual spelling then) the road dipped to a “causey” north of the barn formerly John Little’s (Davis, now Vaillancourt) [Sargent]; then wound around until it passed Lt. Bate’s house (old Garfield farm near Lincoln Corner); thence past the Elmer Eaves house (“Dea. Emery’s”), past Isaac Baldwin’s (now a cellar hole on north side of road), to a bridge a John Davidson’s meadow (Town Farm, now Jacoby); “then NE of Davidson’s house over the great hill to the town line near Thomas Turner’s” (over part of Sander’s Road now subject to gates and bars). This was the original “Peterborough Road”,

although east to west it was generally called merely “the road past Deacon Emery’s (or “past Roger Brigham’s”) to the meeting house.”

In 1784 Lt. Joseph Bates (Garfield farm) sought an alteration in the road, “which he complains cuts his land to his damage”.² The alteration was made.³ At the March meeting in 1787 his son, Joseph Bates Jr., requested the discontinuance of the road from his house (adjoining his father’s) to the stone causeway at the foot of Simeon Stuart’s hill (Davis farm). The town voted to discontinue (Art. 7), and in an obliging mood added “and any other road the selectmen think proper” (Art. 8).⁴

There was a further adjustment of the road, near Lincoln Corner, in 1807: “from the old road east of Lt. Roger Brigham’s house (Elmer Eaves place), then west to the line between Brigham and Thos. Adams Jr. (Frost Brook Farm, now Leibman), then south so that the south line of said road meets the south line of the old road near where the brook passes a stone wall.”⁵ 3 rods wide. The road at this point recurrently gave problems. There were additional alterations in 1829, 1837, 1872, 1874, and 1969.⁶

The Jaffrey Center part of Bryant Road as it is today dates from 1809, although there was apparently some kind of path even earlier. In 1809 a request was submitted to alter the road from John Cutter’s tan house to the Peterborough road.⁷ Cutter’s tan house was on the site of the present yellow house belonging to David Gourd [Lloyd]. The transcript for the road reads “Beginning on the old road near John Cutter’s shed by his shop...thence on the west side of the shed and crossing the brook, till it meets the road formerly laid out east of the meadow”. 2 rods wide. Damages to Robert Gilmore (who owned the Bernbaum place) [Robinson].⁸

In the 1830’s Bryant Road was several times a subject of discussion at town meeting. In June 1830 there was an article in the warrant “to see if the town will straighten the road beginning at the foot of the hill near Cummings French’s west line Westerly of John Briant’s to the road near John Cutter’s Currying Shop”.⁹ It was voted to dismiss this article. At town meeting in March 1832 an article was included “to see if the town will make any alterations in the road between John Briant’s house and the meeting house”.¹⁰ In 1833 a petition was submitted for what appears to have been a cut-off from the Garfield farm to the Lincoln Corner Road.¹¹

Finally, in 1838, the court of “Briant’s road” from the Center was fixed. A petition had been submitted to John Briant in 1836 about the road from Cutter’s shed to the Peterborough Road.¹² In March 1838 the town voted that the selectmen should view the road proposed by John Briant, “and if they considered it best, to lay out said road and cause it to be made.”¹³ The selectmen must have considered it best. The transcript reads:

“Beginning on the old road near the NW corner of Cummings French, SW 51 rods...SW 16 rods... SW 31 rods through land of Laban Rice (John Cutter’s son-in-law)”. \$109 damages to Laban Rice “if the old roads for which this is a substitute are discontinued if they are not \$__ in addition to the above sum.”¹⁴

What with the turnpike carrying the through traffic and most of the local traffic between Jaffrey and the Center, and the convenience of Bryant Road where it now is, the piece of old road from the meeting house across the present Quinlan property was no longer needed. This was the road “through Laban Rice’s pasture”. It was discontinued during the pleasure of the town in 1840.¹⁵

The Quinlan house was built by the Reverend Charles S. Mills in 1912, when he developed the property into a fine estate. He had purchased the old Laban Rice (or John Cutter) pasture from Miss Annie Henchman, a successor in title. From Dr. Mills time until late in the 1960’s Bryant Road was commonly called Mills Road, but the name was restored to “Bryant” by the committee on road

names appointed by the town in 1966. In an article in the warrant in 1916 there was a brief reversion to the original names the “Old Peterborough Road”.¹⁶

1. I R 52, April 6, 1778.
2. I R 144, July 1, 1784, Arts. 2 and 3.
3. I R 145, July 15, 1784.
4. I R 181, March 1787.
5. T 50, Nov. 21, 1807.
6. T 78, April 25, 1829: alteration from Lt. Emery’s to Stephen Felt. II R 456, Vault .70, March 1837, Art. III voted that selectmen view the road near Andrew Emery’s mill (Frost Brook Farm, Leibman) “and make such alterations as they deem expedient”. III R 410, May 1871, Art. 6; III R 417, March 1872, Art. 18; T 170, April 29, 1872, and T 171, Aug. 12, 1872: petition and lay out of road beginning at old highway near bridge at foot of Sheep Wash Hill on the highway leading from John Frost’s to Jaffrey Center, thence east and NE to the old highway. III R 429, March 1873, Art. 26: To see if the town will discontinue so much of the old road over Sheep Wash Hill west of Dea. John Frost’s house as the new road lately built is a substitute for. Voted to discontinue. III R 437, March 1874, Art. 22: To see if the town will build a new highway from a stake near a pair of bars at foot of the hill on the road leading from J. H. Spofford’s Clothespin Manufacture to John Frost’s farm, thence east to a stake near Lincoln’s Corner. Voted to pass’ over. VIII R, March 1969, Art. 11: to see if the town will vote to grant to Albert and Diana Leibman, a quitclaim deed to a section of Mills Road (Bryant Road) now abandoned in favor of the relocated section on land of said Leibman which they deeded to the town...a length of about 600 ft. from a point about 1,250 ft. westerly of Lincoln Corner Road. Carried.
7. Vault .114, 1809.
8. T 51, Sept. 20, 1809.
9. II R, June 1830, Vault .70, p. 330, Art. 7.
10. II R, March 1832, Vault .70, pp. 347, 354, Art. 14.
11. T 86, April 12, 1833, road leading from Jacob Jewell’s house (later Garfield farm) “with the Peterborough road leading to Jaffrey”, thence across a corner of land owned by Dexter Jewell to the so-called Carr Road” (Lincoln Corner Road). 5 rods long.
12. Vault .114, 1836.
13. II R, March 1838, Vault .70, p. 478.
14. II R, March 1838, Vault .70, p. 479; T 109, March 7, 1838, and T 110, April 2, 1838; Vault .114.
15. II R, March 1840, Vault .70, p. 514, Art. 10. See also note from Surveyor Buss in Vault .114.
16. IV R, March 1916; Ann. Rep. 1915, warrant for March meeting 1916, Art. 10: “To see if the town will...drain and repair a portion of the ‘Old Peterborough Road’ between Jaffrey Center and the residence of C. S. Mills.”

BURPEE ROAD

BURPEE ROAD, a dirt road off Route 137 about three-tenth’s mile in length, was named after Ebenezer Burpee, a Revolutionary soldier who came to town in 1777 shortly after the end of the war. A timber in Burpee’s house, marked 1773, indicates that the house had been built before Burpee bought it, perhaps by Philip Adams, from whom Burpee bought land in Lot 19, Range 3 and Lot 20, Range 2. Burpee’s house is in Lot 19, Range 2. A neighbor, Whitcomb Powers, also owned a piece of Lot 19, Range 2. Later owners of the Burpee farm included Joseph Hogg (until the 1870’s), Jacob Ojala (until the 1930’s), and at present (1980) Sven Johanson [Gunilla Johanson].¹

Although the road to the farmhouse would have existed since the 1770’s, it was laid out as a public road in 1791. The path extended from the present Route 137 (from “the east side of the road south of Whitcomb Powers”) to Burpee’s house, thence all the way south to the southwest corner of Lot 20, Range 3 (the Old Town Farm, then owned by John Davidson) at the road to the meeting house about where Old Peterborough Road meets Bryant Road. The transcript reads:

“Beginning at a heap of stones by the south part of a rale fence on the east side of the road south of Whitecomb Power’s, thence south to a heap of stones in Ebenezer Burpee’s pasture, thence between Burpee’s house and barn to the line of Philip Adams’ near a stake on the side hill, thence to a hemlock in Adams’ pasture, thence to the line between John Davison (Lot 20, Range 3) and Samuel Parker (Lot 19, Range 3), thence on Davison’s land near to Parker’s line... to the road that leads from Davison’s to the meeting house. 2 rods wide.”²

The extension of the road described above, south from Burpee’s house and barn, was discontinued in 1806. The transcript refers to the road on the land of Samuel Patrick (John Davidson’s successor) at the southwest corner of his lot (Lot 20, Range 3) “north to Ebenezer Burpee’s house”.³

After much trouble about schoolhouses in District 9, plans were laid in the years 1815-16 for a couple of new schoolhouses in that District.⁴ These were built in 1816-17, one on Old Peterborough Road nears its junction with Bryant Road and the other on Parker Road near the intersection with Route 137. At the planning stage in 1815 the proposal had been to construct one of the schools “in the south part of Mr Eben^r Burpee’s pasture.” At this time an article in the warrant was voted:

“to open the road by Eben^r Burpee’s to the place proposed to build a new school house when that is built.”⁵

There were repeated attempts in the 1830’s and 1840’s by a small group interested in a direct route between Dublin and Sharon to open up a route that would by-pass Lincoln Corner, not to mention East Jaffrey. This group pressed their case both in Court and at town meetings. They were persistently opposed by the majority. The proposal was finally dropped in 1844. Although the records do not mention Burpee Road, if the “Levi Fisk road” had ever been built it would have probably followed the road used from 1791 to 1806 from Old Peterborough Road past Burpee’s house to Route 137, where Levi Fisk lived. (See Levi Fisk road.)

1. *Hist.*, Vol. II, pp. 119 (Burpee), 16 (Adams), 610 (Powers’ “dwelling, long ago abandoned, was near the foot of the hill on the old Dublin road, a short distance southwest of the Fisk place now (1930) owned by Charles F. Miller.”)
2. I R 254, Nov. 26, 1791.
3. T 47, March 11, 1806.
4. *Hist.*, Vol. I, p. 296.
5. Vault .70, p. 63, August 1815, Art. 3.

BURRINGTON COURT [Renamed Libby Court, 1995]

BURRINGTON COURT is a turn-around street off Burrington Street (which see). A petition for its acceptance was presented on December 4, 1963, and a hearing was held by the selectmen on June 29 1964, but the request was found premature. The petition read;

“Burrington Court. Starting at the end of the unaccepted street to be known as ‘Burrington Street’, going approximately west, between the residence of Owen J. Libby Jr. and land owned by Harry G. Sirois, then curving in a direction heading southwest a distance of 24 rods, more or less, past a dwelling now being constructed by Walter G. Sirois.”¹

At town meeting in March 1968 an article was included:

“To see if the Town will vote to accept as a public or town road in said Town of Jaffrey, the following described road: “Beginning at the point of beginning on Burrington Street and extending Southerly a distance of 800 ft.” Said road to be known as Burrington Court and is to be 50 ft in width. (by petition).”²

After discussion the motion was amended by the addition “when, as and if, the owner complies with the requirements and specifications provided by the Selectmen for all others.” The article carried as amended.

A return of lay out, 50 feet wide over land of Harry G. Sirois, is dated February 16, 1971.³

1. TC Misc. Rec. Bk, p. 9.
2. Ann. Rep. 1967, warrant for March 1968, Art. 14; VIII R, March 1968.
3. TC Misc. Rec. Bk, p. 9.

BURRINGTON STREET

BURRINGTON STREET is the second street over, parallel to Stratton Road and Wheeler Street, in the neighborhood southwest of the high school. It connects Aetna and Lawrence Streets. It was named after Loudiana Burrington, who from the 1920's to 1940's owned the Burrington place on former Wheeler land.

The documentation of the street is perplexing, since the two earliest references to it, found in the same petition, refer to it both as “the presently accepted street” and as “the unaccepted street”. A petition “for acceptance of the following highways” is dated December 4, 1963.¹ It reads:

“*Burrington Street.* Going almost directly North, continuing at the end of the presently accepted street, k/a “Burrington Street”, and at the residence of Mrs Myrtle McIntosh, going a distance of 22 rods, more or less.”

“*Burrington Court.* Starting at the end of the unaccepted street to be known as “Burrington Street”, going approximately west, between the residence of Owen J. Libby Jr. and Harry G. Sirois, then curving in a direction heading southwest a distance of 24 rods, more or less, past a dwelling now being constructed by Walter G. Sirois.”

The request for Burrington Court was considered premature; it was not accepted as a town road until some years later.

The hearing on Burrington Street was held on June 2, 1964.² The street was evidently accepted by the selectmen, since reference is made to it in an article in the warrant for the following year, which reads:

“Art. 21. To see if the Town will vote to accept the right of way located between Burrington Street and Aetna Street and deeded to the town by Harold C. Knight and Marjorie K. Shattuck...”³

1. TC Misc. Rec. Bk, p. 9.
2. VII R, p. 213.
3. Ann. Rep. 1964, warrant for March 1965, Art. 21; VIII R, March 1965.

CAREY ROAD

IN THE OLD DAYS, opposite the point on Route 202 where Lacy Road comes out one might have continued east across a bridge, past a farm, and up the hill to where the Forest Park mobile home park [Forest Park Tenants Association Cooperative] is now, on Howard Hill Road. The bridge over the Contoocook is now gone, and all the names have changed. That part of Route 202 was “the road to Borland’s mills”. The earliest owner of the Carey farmland was Matthew Wallace, who sold to Luke Wheelock in 1774. Thereafter the farm was owned by Joseph Pierce (pre-1850), Solomon Rand (1850), Edmund Carey (1859-1904). The hill was originally called Whitcomb Hill; the neighboring rise was later identified as Sawyer’s Hill, now Howard’s Hill. In 1773 the farm at the top of Sawyer Hill belonged to Lt. Jacob Pierce (later Craggin (1850), Leonard Sawyer (1865)); close by was the house of his brother, Samuel Pierce.

The earliest record of Carey Road (1778) is a transcript that reads:

“beginning on Lot 17, Range 9 at Samuel Pierce’s house, thence Westerly by the North side of Mr Wheelock’s house to the River where the foundation of a bridge is laid, thence over the river to the road that leads to Borland’s mills. 2 rods wide.”¹

Until recently remnants of the foundation of the bridge could still be seen. The short stretch of road west of the bridge to the main highway was improved in 1857. An article in the warrant reads: “To see if the town will raise the road West of the bridge near Solomon H. Rand’s.” It was voted to allow Rand the sum of \$25 for raising the road “provided he does it to the Selectmen’s satisfaction.”²

In 1920 the stretch of road from the Rindge Road to the Carey house (former Rand) was closed. At the March meeting the town voted “to discontinue the Carey Road and Bridge from the Rindge road to the Carey house, provided the town can secure \$500 from the railroad and the expense be not over \$1,000.”³ The conditions were evidently met. At a special town meeting in October it was voted to “discontinue the road leading from the Carey farm house to the Rindge road.”⁴

The remaining stump of road—from the present mobile home park to the farm house—was closed in 1927. The article in the warrant reads:

“To see if the town will discontinue by gates and bars...the highway leading from Old Squantum Road...near the residence of Alice E. Howard, to the Carey farm.”⁵

The article carried.

After the establishment of the Forest Park mobile home park a portion of Carey Road was reopened upon the petition of Norman J. Peard to serve as a street in the estate. A hearing was held by the selectmen on July 9, 1966. Their decision was:

“Ordered...that the gates and bars heretofore established herein be removed from the point where Carey Road intersects Howard Hill Road and a point 1,000 ft westerly thereof and that said road for said distance be open free of restriction as a town road.”⁶

1. I R 51, March 26, 1778; T 7, March 26, 1778.
2. III R 260, 270, March 1857, Art. 15.
3. Ann. Rep. 1920, Abstract of Business Transacted, March town meeting.

4. Special Town Meeting, Oct. 2, 1920.
5. IV R, March 1927, Art. 22.
6. TC Misc. Rec. Bk, 1964-72, p. 66.

CHADWICK ROAD

OFF THE PEABODY HILL ROAD on the way toward Rindge a road branches off to the right for about half a mile, leading to the former Will Cutter farm now owned by James Balentine. Before the Cutters bought the place in 1869 it was owned by the Chadwicks. There were two Chadwick farms. The homestead farm a little further west is now a cellar hole. The place was purchased by David Chadwick from George Clark in 1781.

The curving dirt road goes through beautiful country that has relapsed into wild growth. Hodge Pond, visible through the birches and pines, was left by beavers with a lot of dead timber. The rutted old road beyond the first farm is now blocked by fallen trees.

The earliest transcript—No. 2 in the Transcript Book, dated November 15, 1773—is of a road south of Lot 11, Range 9 Southwesterly to George Clark’s dwelling house (Lot 10, Range 10).

In 1839 a petition was submitted to have the road re-laid: from Deacon David Chadwick’s house to the road leading to Rindge (Peabody Hill Road).¹ At town meeting it was voted to do so, “on the same ground that Chadwick travels to town”.²

An article was again included in the warrant for 1844: to see if the town will authorize the selectmen to alter or build the road near David Chadwick’s house on the ground where it was laid out.³ It was voted to leave discretionary with the selectmen.

Shortly after David Chadwick Sr. bought the farm from Clark the beginnings of a road were also laid out parallel with the Rindge line from Ingalls’ Road to Chadwick’s barn, but the way appears to have soon fallen into disuse or to have been used only as a bridle path. No further reference to it has been found in the records. All the same, Harold Royce recalls having driven it with a Model-T Ford in the 1920’s. The transcript reads

“Beginning at the Rindge line...at a tree etc....thence to Simeon Engals house, thence crost the Valey to a hemlock etc....thence to Chadwick’s barn, then to the main road leading to Rindge as now trod (Peabody Hill Road).”⁴

1. T 114, March 18, 1839.
2. II R, March 1839, Vault .70, pp. 486, 504.
3. III R, March 1844, Art. 17.
4. T 17, July 8, 1782; Vault .114.

CHAMBERLAIN ROAD

CHAMBERLAIN ROAD has about gone to seed, but in its day it was the first segment of one of the longest roads in Jaffrey, and one of the earliest—from the Sharon line to the meeting house common, now six roads one after another. Lot 22, Range 5, where the Jaffrey part of the road begins, was cleared and settled by Thomas Caldwell in the 1760’s. Caldwell and Deacon Thomas

Davidson erected a saw mill on the Contoocook near the present Hadley Crossing. After a while Caldwell returned to Nottingham West, N. H., and Davidson sold the property to Moses Burpee, of Jaffrey, and Samuel Turner, of Peterborough. In 1805 Burpee and Turner sold the largest part of Lot 22, Range 5, including the mill, to Nathan Chamberlain.¹ Nearby Chamberlain erected the substantial farm buildings that were later known as the Wellman farm (more recently Oliver Paradise farm). The buildings have now been taken down (destroyed by fire 1963), and the property is owned by the Bass family, of Peterborough.

The road in question was actually a re-laying in 1774 of an old route from Wilton through Peterborough to Jaffrey (Rowley Canada) dating from 1749. On the Sharon side it is the "road over West Hill" leading to Jarmanay Hill.² The road would not have been identified as Chamberlain's until after 1805, when Nathan bought the property. The road runs SW a certain distance; then the left fork continues to the Old Sharon Road; the right fork goes through Archie Coll Jr.'s corn field, past his house, down the hill to make Pierce Crossing Road. It is shown on the 1828 school 3 district map in the *History*.³ The 1774 transcript reads:

"Beginning at the town line about 40 rods North of the SE corner of Lot 22, Range 5, thence SW through the corner of Lot 22, Range 5, thence Westerly by Matthew Wallace's (Lot 20, Range 6, C. M. Pierce farm, Coll's Poultry Farm) to Capt. Jonathan Stanley's (Joshua Nutting farm), then SW to Eleazer Hathorn's (near intersection of Nutting Road and Old Peterborough Road), thence on the line to near Wm. Hogg's (Dean Hill, Amos Fortune Rd.), then north of the line over the bridge through Lot 14, Range 5 (Proctor and Harkness Rds.), then Westerly about 50 rods, thence SW to Roger Gilmore's (Cutter Hill), then NW to the Common. 3 rods wide"⁴

On the Sharon side the West Hill road must have fallen into disuse at an early date. In 1816 the Jaffrey portion from its point of entrance on the Sharon line to Chamberlain's farm was discontinued. The article reads:

"To see if the town will discontinue the road from the Sharon line to the road that leads from Laban Ripley's (present Coll vegetable farm) to David Chamberlain's (Wellman or Paradise farm)."⁵

In 1774, when Chamberlain Road was laid out, no one yet lived on the later Chamberlain or Wellman farm, consequently there was no need of a public road from the farm to the bridge at Hadley Crossing. In 1805, when Nathan Chamberlain took up residence there, he would have needed such a road, since he had acquired the mill on the river too. He probably laid out the road and built it himself. In any event, his successor, Samuel Wellman, submitted a request at town meeting 1845 "to see if the town will lay out and build a road from his house to the Peterborough Road."⁶ It was voted that the selectmen lay out such a road from the Peterborough Road (now Hadley Road) across the rivers:⁷

"To cross the river near William Upton's mill. Beginning at ledge near old bridge on West side of river, then SE through land of Stillman Burpee to middle of rivers then SE through land of Samuel Welman to a stake."⁸

Chamberlain Road at the present time is a Class VI highway from not having been "maintained and repaired by the town in suitable condition for travel thereon for five successive years or more". It is in suitable condition for travel by Jeep or pick-up truck, but not by ordinary autos.

1. *Hist.*, Vol. II, p. 148; Vol. I, p. 360,
2. See *Sliptown, History of Sharon*, by Thorn King Jr., pp. 54, 55, and Map of Early Roads.
3. *Hist.*, Vol. I, p. 272. School Districts plan, with highways.
4. I R 17, July 6, 1774; T 4, July 6, 1774; Road accepted, I R 24. Cutter's History» p. 51.
5. Vault .70, pp. 72, 73, April 49 1816, Art. 2. Voted to discontinue at the meeting on April 20, 1816.
6. III R, April 1845, Art. 5.
7. T 134, June 7, 1845.
8. T 135, June 28, 1845.

CHARLONNE STREET

A DETERMINED PUSH was made in the years 1904-1914 to get some kind of road, branching off from either School Street or further along the Rindge Road, to connect with Main Street opposite the United Church. The first attempt appeared in Art. 16 of the warrant for March 1904: "To see if the town will instruct the selectmen...to lay out...a new piece of highway beginning at the Rindge Road at a point 2 rods east of James F. Boynton's east line, thence north to a point on Main Street 1½ rods east of Charles E. Cutter's."¹ It was voted to refer the matter to the selectmen, to report at next annual meeting. In March 1905 an article to the same effect reappeared, changing only the description of the corner house on Main Street from Charles E. Cutter's to Mary E. Duncan's.² It was explained that the new road would be called "Lacy Road" because it was "to accommodate residents of houses of H. C. Lacy." The article was approved, but progress was side-tracked by a petition in September 1905 to amend the lay-out to reads "from the intersection of River and School Streets, between the houses of John Wellington and Mrs Brigham...to the house occupied by Harry C. Lacy."³ A new petition, dated May 3, 1906, was then submitted, and was denied at a hearing on May 25, 1906.⁴ A petition was again submitted,⁵ and an article was included in the warrant for town meeting 1907 to see whether a road should be laid out "from the Rindge Road at a point 2 rods east of the SE corner of land formerly owned by J. F. Boynton, thence north across land owned by John A'Hearn...to a point on Main Street 2 rods east of Mary E. Duncan's east line."⁶ The vote was 37 in favor, 68 opposed.

Seven years later a petition to the selectmen was submitted with 147 signatures.⁷ It was buttressed a few weeks later (in August 1914) by a petition with an additional 29 signatures.⁸ Meanwhile the Superior Court was appealed to with a request that it appoint commissioners because of possible conflicts of interest on the part of the selectmen.⁹ At a hearing on August 22, 1914, the commissioners approved the road. Finally, in October 1914, the new street was laid out:

"From the south side of Main Street 55½ ft from the NE corner of the house of Mary E. Duncan and 65 ft from the NW corner of the house of Wilbur E. Walker, thence south on land of Webster, then on land of Perkins B. Mead, then on land of Harlan F. Dodge, the on land of Julia Lacy, then on land of John A'Hearn to River Street 20 ft east from a stone wall at the corner of land of Frank F. Lefleur. 2 rods wide."¹⁰

For a few years the new street is said to have been called West Street, after the precedent of North Street—although it runs more north-south than it does east-west. It was renamed Charlonne Street by a vote of the town in 1919 to commemorate Herman C. Charlonne, one of the Jaffrey men who lost their lives in Wordl War I.¹¹

1. IV R, March 1904, Art. 16.
2. IV R, March 1905, Art. 15.
3. Ann. Rep. 1905, Abstract of Business Transacted; Vault .66, p. 59, Sept. 16, 1905.
4. Vault .66, p. 73, May 25, 1906; Sel. Misc. Rec., p. 10, May 3 and May 25, 1906,
5. Vault .66, p. 74.
6. Ann. Rep. 1906, Art. 7 for town meeting March 1907,
7. Vault .66, p. 213, May 25, 1914; Sel. Misc. Rec., p. 93, petition May 9S 1914, hearing June 12, 1914.
8. Vault .66, p. 228, Aug. 5, 1914; Sel. Misc. Rec., pp. 99, Aug. 1914.
9. Vault .66, p. 229; Sel. Misc. Rec., p. 100.
10. Vault .66, p. 231, Oct. 2, 1914; Sel. Misc. Rec. p. 102, Oct. 1914.
11. Ann. Rep. 1919, Abstract of Business Transacted.

CHESHIRE STREET

CHESHIRE STREET is the short piece of road running east from Fitch Road through the Bean match company buildings to Peterborough Road (Route 202). The older Bean company building near the river is on the site of the former Cheshire mill. When exactly the first dwelling houses were constructed near the mill is not known, but in any event earlier than 1850s the year that Jonathan Gibbs published his map. He shows four “Boarding Houses” on Cheshire Street. The house at the east end of the road belonged to Addison Monroe, the mill owner 1844-52. The original 1833.¹ Cheshire Street has probably existed since the construction of the mill, though it appears to have been a private road owned by the successive mill owners, until D. D. Bean & Company bought the property in 1938.²

An article included in the 1852 warrant read:

“To see if the town will lay out...a new highway from Witt Road (Fitch Road) by the boarding houses to the Peterborough Road.”³

It was voted to dispense with this article.

In 1884, when White Brothers acquired the mill, they sought both to have the town build a better piece of road for Cheshire Street and also to discontinue what is now the piece of Peterborough Road from near the dam to the bridge at the mill. The latter until recently (1958) was a narrow highway with an awkward turn at the bridge. The respective articles in the warrant read:

“Art. 6. To see If the Town will build a piece of new highway from near Cheshire Factory, commencing at the corner south of the west boarding house on Benjamin Pierce’s road (Fitch Road), thence southeast of the old boarding houses and Addison Monroe’s house at the best point.”

“Art. 8. To see if the Town will discontinue a piece of highway commencing at the intersection of Benjamin Pierce’s road near the south end of Cheshire mill dam, thence east on Peterborough Road to intersect, with the new road east of Addison Monroe’s house.”⁴

Both articles were passed over.

D. D. Bean & Co. widened their side of Cheshire Street by a paved parking lot, which is not needed continuously to park in, but makes a generously wide street.

1. *Hist.*, Vol. I, p. 391.
2. When White Bros, acquired the Cheshire Mill property in 1884 they built housing for employees where the

old “Boarding Houses” stood. In 1938, when Bean & Co. bought the property, the employee houses were not taken over by the match company, but were sold by White Bros, “to individual purchasers. Mr. Vernon Bean, President of D. D. Bean & Co., was of opinion that the street became subject to an easement as a public way at that time. (Conversation, May 28, 1980) The old Monroe house was removed in 1938 to make room for a new shop, and two houses near the river were torn down in connection with Route 202 construction.

3. III R, May 1852, Art. 3.
4. IV R, November 1884, Arts. 6 and 8.

COBLEIGH HILL ROAD

THE COBLEIGH HILL ROAD is a picturesque but difficult way of getting to Fitzwilliam or Troy over an old road across the flank of Gap Mountain. The hill is named after John R. Cobleigh, who farmed the place about Civil War times. The present house at the top of the hill is a modern structure on the site of old cellar holes, now owned by E. R. Snelling [Miller]. Beyond the Snelling [Miller] residence the road can be travelled with four-wheel drive and it is still used for logging, but it is rough. On the descent the road forks, one branch going to the Troy line and the other coming out on Route 12 in Fitzwilliam (toward Bowkerville).

The names that appear on the road documents are Nathaniel Turner, Shubael Bailey and John Champney, Moses Worcester and Nehemiah Adams; William Worcester, Jonas Ross and John Cobleigh. Nathaniel Turner (1780’s), Shubael Bailey (d. 1869) and John Champney (pre-World War I) lived on the old farm known as the Degare place on Gap Mountain Road. A little beyond the Degare farm the Cobleigh Hill Road branches off to the left. A short distance along the Cobleigh Hill Road on the north side are the cellar holes of a farm that was owned in the early days by Moses Worcester, later Nehemiah Adams. On the south side of the road, about twenty rods distant, are cellar holes of the farm owned by Silas Marshall, later by Moses Worcester’s brother William, and from 1814 to 1853 by Jonas Ross, who had married a Worcester daughter. John R. Cobleigh bought and farmed the Ross land, 1854-63. The Snelling house at the top of the hill was built by Miss Sadie Goodwin in the 1920’s on the site of earlier structures commonly called “Cobleigh’s place.”

In the records the first document on the Cobleigh Hill Road speaks of some kind of road already in existence. A transcript of 1782 reads: “The road as now trod on the line between Nathaniel Turner and Dudley Griffin...beginning at the west line of Lot 2, Range 8, then Westerly on the line between Silas Marshall and Moses Worcester to the Fitzwilliam line.”¹

In 1797, when Gap Mountain Road was laid out anew, a back road—a bridle road—was laid out from William Worcester’s house in Lot 1, Range 9, Easterly to Capt. Joseph Perkins’ land (now Russell Smith’s) “and by the south end of the swamp into the old road”² Two rods wide.

In March 1884 and again in November an article was submitted “to see if the town will discontinue a piece of highway SW of Shubael Bailey’s place and leading to the Cobleigh place by the Troy line, provided Troy and Fitzwilliam will discontinue their part of the same highway”. Both times the article was passed over.³ Although the road may have fallen into disuse, it is marked on the maps of the time. In 1912 the town voted “to reopen as a highway that portion of the Cobleigh Hill Road...leading from a point near the residence of John Champney (Degare farm) to the Jaffrey and Troy line.”⁴

1. I R 128, March 25, 1782.
2. I R 350, April 1797; T 36, January 4, 1798.
3. IV R, March 1884, Art. 21; Nov. 1884, Art. 9.
4. IV R, March 1912, Art. 21.

COLMAN ROAD

COLMAN ROAD is a well documented town road, four-tenths of a mile in length and 2 rods wide, extending from the junction of Pierce Crossing and Nutting Roads to the old farm house on “Bigelow hill”. It is a dirt road, no longer a through road. The dip down from the main road (Pierce Crossing Road) and the rise to the farmhouse are pretty steep.

The land on which road and house are located is Lot 20, Range 5, settled by Jonathan Butterfield in the 1770’s. Subsequent owners whose names are referred to in the road documents include John Wood, Enoch Wellington, Nathaniel Bigelow, Oscar Hannula (1930). Known as the “Stevenson farm” in recent times, the place is now owned by E. Badertscher [George].

The original layout dated January 2, 1779, reads:

“From a large rock on the north side of the road leading from Hugh Dunlanp’s (later Hyrks Albert Deschenes) to John Cutter’s near the south end of Lot 20, Range 5, then north unto Jonathan Butterfield’s house in the north part of Lot 20, Range 5. Two rods wide.”¹

This road did not stop at the farmhouse, as it does now, but continued on to William McAllister’s barn on what is now Lehtinen Road. The transcript, dated March 5, 1779, reads as follows:

“Beginning at Jonathan Butterfield’s house, Lot 20, Range 5, thence NE etc...to the line between Lots 20 and 21, Range 5; thence north by the east side of said line unto the first corner, then north unto the middle of the next lot, then north on the east of said line to Wm McAllister’s barn (later J. Turner, E. Donovan) at the road leading to Thomas Davidson’s mill (Lehtinen Road), then north as the road now goes until it meets with the road from John Davidson’s (Old Town Farm) to the meeting house.”²

Colman Road is named after Aaron Colman, a resident of Sharon who in 1784 purchased the south half of Lot 21, Range 5, the next lot east from Butterfield. In 1792 Colman bought the north half of the lot from Oliver Carter. In 1793 he sold the whole lot to Enoch Wellington, with “the Road that passeth through said Farm Reserved”.³ This road, in Lot 21, has by now disappeared, but will have been that described in a March 1793 transcript as:

“from near the middle of Lot 21, Range 5 and near the west side, thence north across a small brook, then NW across the lot, joining the line to the road that leads from Wm McAllister’s to Mr Burpee’s (former Dunlap), the whole in Lot 21.”⁴

The extension of the road from Butterfield’s house to McAllister’s barn was discontinued in 1805. By that time Enoch Wellington owned the Butterfield farm, John Turner the McAllister place. An article was included in the warrant for town meeting in 1931: “To see if the Town will vote to repair the road leading from the highway to the residence of Oscar Hannula...as petitioned for by Harry L. Ryder and others.” It was passed over.

1. I R 64, Jan. 2, 1779.
2. I R 73, March 5, 1779.
3. *Hist.*, Vol. II, p. 174.
4. I R 281, March 1793; T 31.
5. I R 504, May 27, 1805, Art. 8; T 45.
6. Ann. Rep. 1930, warrant for March 1931, Art. 10.

CONTOOCCOOK AVENUE

CONTOOCCOOK AVENUE is an unpaved, semi-circle road, two-tenths of a mile in length, 50 feet wide, off Hunt Road near Lake Contoocook. It was laid out as part of the Contoocook Heights subdivision owned by the Jaffrey Realty Corporation (Francis Lefreniere). The 14-lot subdivision is shown in Plan Book 20, page 61, of the Cheshire County Registry of Deeds. The subdivision was authorized by the Water Supply and Pollution Control Commissions and was approved by the Planning Board on July 12, 1971.

The road is said to have been accepted in 1971 by the selectmen. The record of acceptance has not been identified.

CONTOOCCOOK LAKE ROAD [Renamed Woodbound Road, 1995]

CONTOOCCOOK LAKE ROAD runs a short half mile from Squantum Road, along the east side of the lake, almost to the Woodbound Inn in Rindge. In Rindge the road is called "Woodbound Road". "Contoocook Lake" is a comparatively recent title, used unofficially since the 1870's, officially since 1911. Before then the road was generally described merely as "road to Rindge" (one of several) or "the road by Long Pond". In the early days there were a couple of farms on the road, which ran closer to the lake than it does today. One of the farms belonged to Thomas Goff, a deserting British soldier who came to Jaffrey about 1777. The History says that "The place was not a desirable one so far as fertility of soil was concerned", and Goff had never learned to perform manual labor of any sort. The other farm was the Philbrick farm in Rindge adjoining the Jaffrey line, which was purchased by James Clay of Jaffrey about 1820.² He lived on the farm until his death in 1838, and his widow and son James Prescott Clay, until 1877.

The earliest road document is a 1778 transcript of a highway:

"From the road that leads to New Ipswich by the east side of Long Pond in Lot 19, Range 10 (Squantum Road), to a tree, etc....thence south on the path now trod to the town line near James Philbrick's barns."³

There is a 1783 transcript of a road "from the east side of Long Pond southerly...to a bridge...to the house of James Cutter". James Cutter came to Jaffrey in 1777. He bought a house and mill in Squantum from John Eaton, where he lived until 1790.⁴ The 1783 road, cutting across diagonally from about the Woodbound Inn site to the Annett mill site in Squantum, is perhaps the same as one which James Clay sought to reopen in 1836. The warrant for town meeting in 1836 includes an article:

"...also to see whether the town will alter the road leading from James Clay's to Prescott's village so called, and for breaking roads in the winter or act any thing relative to roads."⁵

The town voted "to dispense with that part of the article respecting the contemplated road from James Clay's to Prescott's village."

In March 1861 an article was included "To see of the town will lay out and make a road from the Goff place north to a point on the road leading from Long Pond to Squantum".⁶ It was voted to

leave discretionary with the selectmen. When the same article reappeared in 1864, it was voted that the selectmen should examine the road and see what alternative might be in the interest of the town.⁷ The selectmen reported at the adjourned meeting in April, their report was accepted. The decision was left discretionary with them. It was voted, however, “to ascertain from Mr. Bascom what he will do with regard to raising the road to obviate it being flowed.”⁸ At a June meeting approval was obtained for building the road. Mr. Bascom proposed that \$100 be paid for the work.⁹

In 1866 a new piece of road was laid out from between the guide post and Oliver Hunt’s house (not far from the pond in Lot 19, Range 10) on the south side of the road leading from Long Pond, 9 rods and 8 links, then east from the stone bridge, then SW etc....to the intersection with Clay’s road on the road between East Jaffrey and Rindge, 46 rods and 9 links.¹⁰ At town meeting the following year it was voted to discontinue the old road from the guide post to the intersection of the new road toward James Clay’s house In Rindge.¹¹

In 1935 the ‘town appropriated \$1,000 to gravel and tar the road leading from Squantum Road to Contoocook Lake to the Rindge line.¹²

In 1959 the town voted to close the Contoocook Lake Road subject to gates and bars at a point east of the bathing beach.¹³ It is closed during the summer season. (The town bought the bathing beach in 1924.)

1. *Hist.*, Vol. II, p. 337. Goff married a daughter of John Eaton, who owned the mills in Squantum.
2. *Hist.*, Vol. II, p. 166. Clay married a daughter of Col. Benjamin Prescott, whose sons later owned the Squantum mills.
3. I R 60, Nov. 25, 1778; T 11. A duplicate transcript reads “bars” for “bams”, and adds “3 rods wide”. (I R 129, Nov. 28, 1778)
4. *Hist.*, Vol. II, p. 108; T 21, Oct. 18, 1783.
5. Vault .70, pp. 417, 426, March 1836, Art. 12.
6. III R 303, 306, March 1861, Art. 15.
7. III R 330, March 1864, Art. 10.
8. III R 335, 338, June 1864.
9. III R 360, June 1864.
10. T 168, Aug. 18, 1866.
11. III R 369, March 1867. Art. 28,
12. Ann. Rep. 1934, warrant for March 1935, Art. 15.
13. Ann. Rep. 1958, warrant for March 1959, Art. 5.

COOLIDGE STREET

COOLIDGE STREET is a short street off Old Peterborough Road leading to Sunnyfield Drive and Harling Street. The original petition included what is now both Coolidge Street and Sunnyfield Drive (see Sunnyfield Drive, Oct. 24, 1958), and both were known as Sunnyfield Drive until the Street Names Committee’s suggestion was adopted in 1969, that the first portion of the road be named after William F. Coolidge. Coolidge, who came to Jaffrey in 1899, was a prominent citizen in town affairs.

On September 8, 1961, a hearing was held on the petition. The transcript, dated September 23, 1961, reads as follows:

“Beginning at a point between the residence of Joseph A. and Hazel A. Bois and the residence of Henry C. Buckwold at the easterly boundary of Old Peterborough Road, and extending in an easterly direction 340 feet to a point between the residence of Lewis S. Record Jr and Maxwell M. Hannan. 33 ft wide.”¹

The Record residence is on Coolidge Street; the Hannan, on Sunnyfield Drive.

1. Sel. Misc. Rec., p. 591, Oct. 24, 1958; VII R 33, Sept, 1961.

COUNTY ROADS – OLD COUNTY ROAD

PROVISION IS MADE in the New Hampshire statutes for a petition to the court for laying out or altering a road when the selectmen neglect or refuse to do so, or when the road runs between two or more towns, or between a town and land not belonging to any town, or between two counties (RSA 234:28). In a dozen or so cases in the early days property owners in Jaffrey petitioned the court on the grounds of the selectmen’s neglect or refusal to lay out a road. Court appointed commissioners then duly did so, with award of damages, etc. The roads thus established were not referred to as “county roads”. They lived on as ordinary town roads. Generally the town opposed the project; Jaffrey citizens had little faith in other people laying out Jaffrey’s roads; but eventually a compromise was reached.

The two roads in Jaffrey properly called county roads were (1) the “First” or “Old” or “Rindge” County Road, in origin a road between a town (Rindge) and land in Middle Monadnock No. 2 (later Jaffrey) and Monadnock No. 5 (later Marlborough). (2) The “Second” County Road was that between Marlborough in Cheshire County and New Ipswich in Hillsborough County.

Cutter says in his *History* (p. 51) that:

“When the town was incorporated, in 1773, a county road passed through the south-west part of the town, from Rindge to New Marlborough. Of the locality and condition of other roads we have no knowledge.”¹

Rindge was incorporated in 1768. Within the next few years its county road, called the “Mountain Road”, was laid out in a more or less direct line to the northwest corner of the town, not far from the present Franklin Pierce College. Turning north past the old Liberty Mower farm (now Dan Johnson) it joins Ingalls Road, laid out by Jaffrey in 1774. Ingalls owned a woodworking mill (now a cellar hole) where the roads came together. The county road thence ran gently NW, past the Martin place (now cellar hole), to a site where Schoolhouse No. 4 once stood, at a juncture with Brigham Road on the left. Thence the county road ran north past Daniel Priest’s (cellar hole), then left at Priest’s Corner. So far this road traversed no worse ground than most of the other country roads. It is today very rough, if picturesque. It was discontinued in 1934 between Ingalls’ mill and Brigham Road.² At Priest’s Corner the county road joined the path of the “Main Road” (Old Fitzwilliam Road) otherwise known as the “Great Road” or “Old Boston Road”.³ The latter may have been in places more a mere trail than a road, but it had been a known route since the 1730’s, and was the most direct route between New Ipswich (Townsend) and Ashuelot (Keene). The Main Road ran west from Priest’s Corner to the later Fitzwilliam Road, then up the hill as the road now

goes to Horizon Hill Farm (earlier Sanger, Daniel Adams, Noble, now de Liso), over the hill and down to Old Mill Road, thence “north of Gap Mountain” to exit in Lot 1, Range 6, about where Old Mill Road goes today. Old County Road followed this path.

Old County Road was almost entirely a convenience for Rindge, not Jaffrey. Townspeople of Jaffrey were indifferent to its condition: it bypassed all the taverns in Jaffrey—all, that is, except Col. Jedediah Sanger’s, who lived on the road and signed a petition in 1786 in support of a new lay out by county commissioners.⁴ The 1786 lay out begins with the route through Marlborough to the path near Dea. Flood’s house “and so on north of the Pond to the Marlborough line”,

“...then into said Jaffrey thro’ the northerly part of a piece of new cleared land now owned by Capt. Bullard and into the woodland to the Road,... again SW of a small round hill in the cleared land west of Mr Page’s, then as the road is now travelled east of the house owned by Jonathan Jewett (now Dan Shattuck) late of Jaffrey deceased to a pair of bars on the right hand of the road on the top of the hill, then turning to the right through said bars (Priest’s Corner) into the cleared land of said Jewett and through land of Simon Whitcomb to the road south of said Whitcomb’s house,... then across said road south of Simon Warren’s house, and along the valley to the road again at the bridge of Mr Wilder’s house (near Ingalls’ mill),... then as the road is now travelled to the Jaffrey line (then in Rindge as the road is trod east of John Alexander’s house, then turning south of Lt. Adam’s barn etc., near the north part of Perley Pond through land of Gould, etc.,... Colburn... Platt... to the east line of Rindge near Ebenezer Muzzey’s). 3 rods wide.”⁵

The portion of old road between Col. Sanger’s (Horizon Hill Farm) and Capt. Bullard’s (Old Mill Road) was then and still is difficult. From 1785 on the interest of Jaffrey was largely directed toward obtaining a new county road, one that should cross the town east-west from New Ipswich to the Marlborough line. In 1787 the town voted to postpone for a year opening the road through Col. Sanger’s and Capt. Bullard’s lands.⁶ At an adjourned meeting in August 1787 an article was presented to see if the town would discontinue the road laid out by the county commissioners the previous year through Col. Sanger’s land. It was voted “to reconsider the Vote and fling up the road leading through Col. Sanger’s land for the present”.⁷ In September 1788 an article was presented to see what the town would do with regard to repairing the county road from the Marlborough line to the Rindge line past Col. Sanger’s. It was voted to appropriate 10 Pounds for the purpose.⁸

By 1791 the disrepair had become so serious that Rindge went to Court to complain about it. Jaffrey voted to choose a committee to view the road and take appropriate action.⁹ The following year the Jaffrey selectmen presented their petition to the court, with a suggestion that at least the final segment of the road be altered. The petition read:

“...whereas two hundred and twenty rods of the north part of the county road in Jaffrey is exceeding rough, rocky and uneven and will require a great cost to repair the same fit for to travel in, and to turn said county road a little to the east the ground will admit of a much better road with but little to the east and the ground will admit of a much better road with but little cost and but little odds on the distance. (Therefore, etc.... a new road in exchange for the old)... “beginning near the east end of the long causeway (Perkins Pond) at a stake and stones in Jaffrey which is near the town line, and from thence southeasterly by the side of the hill by marked trees and stumps to the SE corner of lot number one in the fourth range of lots in Jaffrey... to a pair of bars in the fence... from thence southerly by marked trees as the best ground will admit to the county road. The whole piece of road is two hundred and thirty-six rods.”¹⁰

The alteration was approved by the town and was accepted by the court.¹¹ The condition of the road apparently remained as bad as ever. In 1792 an article reappeared to see what the town would do about repairing the road. It was voted that all persons who lived on said road and south of it should work out on the road what they would be taxed for the purpose.¹² The article was followed next year by the ominous question “to see what the town will do with regard to the indictment for failure to repair the County Road.”¹³

At this point Rindge hit upon a stratagem which eventually brought Jaffrey to its knees. Capt. Milliken was putting through the last segment of the road past his tavern that goes up the hill to the triangle at the east of Half Way House Road (see Mountain Road). This portion established the main highway to Troy and Marlborough much as it remains to the present day. Its consequence for through travel was to supersede the “exceeding roughs rocky, and uneven” final portion of Old County Road. In 1794 Rindge petitioned the court for a new road to join Capt. Milliken’s road. The new road was a straight cut-off from Priest’s Corner to the road past Milliken’s tavern. It materially shortened the distance and spared Rindge travellers the rough going beyond the Horizon Hill farm. Jaffrey resisted, voting to “choose an agent to attend the County Court to prevent any alteration in the County Road as sought by Rindge.”¹⁴ In 1795 the town voted to hear the report of its Agent.¹⁵ In 1798 the town again voted to choose an agent to prevent any measures that Rindge might take to alter the road leading to Rindge through Jaffrey.¹⁶ On October 12, 1802, Jaffrey threw in its hand. It agreed with the selectmen of Rindge to accept the new road (Milliken Road) and to keep the same in as good repair as the other leading roads in Rindge and Jaffrey, “Turnpikes excepted”.¹⁷

Substantial repairs of Old County Road were again necessary by 1819, when the town voted that the selectmen take from other roads sufficient taxes to put in repair and the road from Capt. Chase’s (the Degare farm on Gap Mountain Road) past Benjamin Stanley’s (Lebourveau, now “Noble place”) to the turnpike (Route 124).¹⁸

Later alterations in Old County Road are recorded in documents over the period 1847-51 and in 1898.¹⁹ Old County Road was connected more directly with the Noble (Lebourveau) place in 1898, when the town voted to build a new highway from near Daniel A. Field’s house (Noble) NE about 80 rods to a point on the highway leading to Troy from Daniel P. Adams’ house (Horizon Hill farm), and to discontinue the old highway, about 112 rods, for which the new was a substitute.²⁰

A flicker of life was still in Old County Road in March 1979, when the town voted not to make it subject to gates and bars “From the intersection of the Old Mill Road to Gap Mountain Road, a distance of approximately 4,000 ft.”²¹ This portion was considered by the selectmen as Class VI highway owing to absence of maintenance over a period of five years.²²

1. A statement only roughly true, because there are numerous references to other pre-1773 roads “as now trod” to somebody’s house, enabling us at least to know their location.
2. V R, March 13, 1934, Art. 18.
3. See *Hist.*, Vol. I, p. 321.
4. Col. Sanger lived first near the site of Horizon Hill Farm; after his house was destroyed by fire (1784), on a neighboring farm. See *Hist.*, Vol. I, p. 325.
5. I R & S (1786), p. 13; *Hist.*, Vol. I, pp. 325, 326.
6. I R 181, March 1787.
7. I R 189, Aug. 16, 1787, Art. 8; Vault .114.
8. I R 209, Sept. 1, 1788, Art. 5.
9. I R 249, Oct. 28, 1791, Art. 2.
10. I R 264, Aug. 24, 1792; I R & S (1792), p. 24.
11. The final segment of Old County Road appears to have been moved twice. Originally in Lot 1, Range 6 (*Hist.*,

- Vol. I, p. 326), it was next in Lot 1, Range 5 (I R 155, March 7, 1785), finally in Lot 1, Range 4, about where it is at present, near the Stanley house.
12. I R 266, Sept. 4, 1792, Art. 3.
 13. I R 287, Sept. 1793, Art. 4.
 14. I R 314, Dec. 1794, Art. 5.
 15. I R 323, April, 1795, Art. 2.
 16. I R 387, Aug. 1798, Art. 3.
 17. *Hist.*, Vol. I, p. 330.
 18. II R, March 1819; Vault .70, p. 112.
 19. Vault .114, 1847: petition for new road between Bolster's (near Perkins Pond) and Lebourveau's (Noble place).
T 148, March 1849: alteration of road from Lebourveau's to Troy road: beginning near the NE corner of Lebourveau's houses then NW...and north...to & stake by the wall south of the old road leading to Abner Stanley's mill (Old Mill Road)...to the center of the old road leading to the NE corner of Lebourveau's pasture...on the old road from Troy to the NE corner of Stanley's house.
III R, October 1850, Art. 3: voted to raise a sum of money to pay for building the road (near Lebourveau's) petitioned for by John Felt and others (Felt's farm was the Milliken place).
III R, March 1851, Art. 16: voted to build a new highway from the old road west of Isaac Adams' house (Horizon Hill Farm) to the new road recently built (near Lebourveau's).
T 152, 153, petition (April 14, 1851) and lay out (May 8, 1851) of new road from a maple tree on the Old County Road leading west from Isaac Adams' house to the new road recently built leading from Fitzwilliam to Troy on the most suitable ground between Lebourveau's and Isaac Adams'.
 20. Ann. Rep., 1897, warrant for March 1898, Art. 13.
 21. Ann. Rep., 1978, warrant for March 1979, Art. 33.
 22. See also Selectmen's Minutes, June 26, 1978.

COUNTY ROADS – SECOND COUNTY ROAD

WHILE RINDGE continued to complain about the disrepair of Old County Road, eventually to the point of having Jaffrey indicted, the citizens of Jaffrey embraced with enthusiasm a project for a second county road extending from New Ipswich in Hillsborough County to Marlborough in Cheshire. The Old County Road from Rindge brought no gain to Jaffrey, except perhaps to Col. Jedediah Sanger, who had a tavern on the road. A new county road from the southeast corner of Jaffrey to its west line would pass its mills, most of its taverns, the meeting house, being in effect the direct and fairly straight route through the area which the "Old Boston Road" was meant to be when it was "pricked out" on the map in the 1730's.¹

The first moves toward a new road were made in 1785. At town meeting in May the warrant included an article "To see if the Town will petition the Quarter Sessions for a County Road running through the town of Jaffrey on to the County of Hillsborough..."² That same year Col. Benjamin Prescott, the principal landowner in the eastern part of town, had a road laid out east from his house to the town line.³ The latter road was abrogated in 1792, probably in view of Jaffrey-New Ipswich collaboration on a proposed county road, which Col. Prescott hoped would go past his place and north of Tophet Swamp as the most direct route to New Ipswich.⁴ In March 1786 the town voted to "grant a Sum of money to be laid out on a Publick road through the town where an indifferent committee chosen by the town shall judge best."⁵ Jaffrey voted to have their committee meet the court's committee in Marlborough and to notify the selectmen of New Ipswich "that they may have one also." The town decided to devote half the year's highway taxes to the project for a new road. The following August it was voted "to choose a Committee to joyn with the Committees from New

Ipswich and Rindge to view the roads and make a report of which they judge most proper for a County road.”⁶ This Committee was invested “with full power to petition the courts of Cheshire and Hillsborough for a Committee and treat with the same.”

In 1787 the voters of Jaffrey proposed that New Ipswich lay out alternative routes, one a path through the northeast corner of Rindge and the other the more northern route past Tophet Swamp.⁷ They voted in 1788 to hear the report of the Committee chosen to meet the New Ipswich Committee.⁸

In the immediately following years the project developed more slowly, but by town meeting 1793 nearly everything was in line. The town voted to examine the report of the joint committee on necessary alterations in a road from Marlborough to Rindge. There was no disagreement about the route from the Marlborough line past the meeting house to Spofford’s mills on the Contoocook. It was essentially the same route as the Mountain Road today (western half of Route 124).⁹ The only open question was whether to use the 1775 segment of road from the base of the Half Way House road past Dole’s (Peter Proctor farm, Ardsley cottage) to the main highway, or to use a portion of newly built highway past Milliken’s tavern (the present road). The route chosen was the latter, which was shorter, but the town voted to allow Dole as much damages in proportion as allowed to Lt. Milliken.

In the east part of town the committee recommended that the road proceed, east to west, from the old road at Prescott’s, part Haywood’s (present Peter Sawyer), Arthur Taylor’s, Key’s (near Hillcrest Road), to Spofford’s mills, thence on toward the meeting house.¹⁰ This is roughly as Route 124 runs today, with a few local variations made at the time the turnpike adopted this route (1800). The committee did not favor the route directly east from Prescott’s place, to New Ipswich past Tophet Swamp, but a route south into Rindge, thence east past Nathan Merriam’s in New Ipswich.

In September 1794 the committee appointed by the court made its recommendations, which differed substantially from the town committee’s.¹¹ There was no difference for the portion from Spofford’s mills west, past the meeting house to the Marlborough line. The portion in Rindge from the New Ipswich line ran through the town’s northeast corner to the Sherwin Hill Road into Jaffrey, then along Squantum Road. The report read:

“then northerly on said road to the south line of Jaffrey and to said Sherwin’s house (later Annett homestead); then leaving the old road and running westerly by the potash to the old road by a new rail fence in Mr Hunt’s land (Grummon); then on the old road to the pond (Contoocook) and to a green white pine tree near the south end of Lt. Jacob Pierce’s land (Howard Hill); then leaving the old road and running northerly a little east of a dry white pine tree in said Pierce’s pasture and along near the east side of said Pierce’s mowing ground and by the east end of the hill as the best ground will admit into Deacon Spofford’s logging path, so-called; then on and near said path to the old road then on said road by Lt. Amos Stickney’s house (present Hamilton Court apartments) to the bridge near Deacon Spofford’s old mill dam,” etc....” Said road is to be three rods wide and is reported as a county road.”

Where the route bent north toward Lt. Pierce’s mowing and Deacon Spofford’s logging path must have been about where new Squantum Road runs today. Thence it would have run along the present Stratton Road to the former bridge about where the Texaco station is today. The decision was a blow to Colonel Prescott, who was cut off from the county road traffic altogether, although he had probably been a principal backer of the road in the first place. Never unresourceful, Prescott in 1797 retrieved the situation by privately building a cut-off from his place south and SE “through

Marritt's pasture" and a corner of Gould land, thence to the town line at its southeast corner, joining the county road route at a point east of Saddle Hill. This enabled him to tap the county road traffic—at least the east-west traffic—before it by-passed him. The town helpfully accepted his road as a town road.¹² In 1798 the town went one better by laying out the (present Annett Road).¹³ After the construction of the road from Ingalls' mill (1798), Prescott's cut-off was discontinued.¹⁴ The enterprise of Jaffrey set such an example to citizens of Rindge that in 1798 they petitioned the court to complete the Rindge portion of the county road east of Saddle Hill.¹⁵ In 1800 the court ordered that "sd road by opened by the first day of October next."

The *History* notes that according to tradition a great volume of traffic passed over the Second County Road, yet the utility of the road undermined almost from the date of the court's final blessing. In 1800 the more efficient turnpike—wider, straighter, and less hilly—was laid out over an almost parallel course (in the path of the old roads that are today Route 124). After the advent of the turnpike the business established along the County Road lessened in volume, though it did continue owing to "the aversion of the traveling public to the payment of tolls."¹⁶

In the 1930's a CCC camp was located in what is now the Annett State Park. Roads in the area were cleaned up, including the old Second County Road over Saddle Hill. In 1966-67 the latter was appropriately renamed Annett Road. From the residences in Squantum to Saddle Hill the dirt road is these days passable, but further along, as the road proceeds toward Hubbard Pond, it is deeply rutted and in places sometimes flooded. It is considered a Class VI road for lack of maintenance suitable for travel over a period of five years.

1. *Hist.*, Vol. I, p. 319.
2. I R 154, May 16, 1785, Art. 4.
3. T 22, Dec. 15, 1785.
4. I R 257, May 1792. See *Hist.*, Vol. I, p. 339 on Col. Prescott's position.
5. I. R 165, March 10, 1786, pp. 168, 170.
6. I R 175, Aug. 1786, Art. 4.
7. I R 181, March 1787, Art. 9: "To see if the Town will request the Selectmen of New Ipswich to lay out a road from John Frown's to Isaac Howe's in New Ipswich, also from Mr Merriam's to Slip Line through Tepheth Swamp."
8. I R 205, Sept. 1788, Art. 5.
9. I R 274, 277, March 1793; T 29 (1793).
10. I R 282, 284, May 1793; T 31, March 31, 1793. The text is given in *Hist.*, Vol. I, p. 333.
11. I R & S (1794), p. 39. The text is given in *Hist.*, Vol. I, pp. 333-334.
12. I R 361, March 25, 1797; T 37. Marritt's small farm was across the road west of the Gould house, but he apparently had a patch of pasture east of the hill behind the Goulds.
13. I R 383, March 25, 1797.
14. I R 395, March 1799.
15. Text of petition given in *Hist.*, Vol. I, pp. 336-337.
16. *Hist.*, Vol. I, pp. 336, 337.

CRESTVIEW ROAD [Presently known as Crestview Drive]

CRESTVIEW ROAD is a road dedicated to public use, running from Bryant Road to Route 137 in the William Burke development off the southeast corner of the Lincoln Corner crossroads. It was expected that the road would have met town requirements for acceptance in 1981. In 1980 it was still in the process of construction. A plat of the road and adjoining lots is given in Rolls 284-287, September 12, 1978, at the Registry of Deeds.

CROSS STREET

CROSS STREET is a practical short thoroughfare between Peterborough Street and Old Peterborough Road. Nothing has been found in the records about its origin, although fairly recent (it was probably constructed by White Bros, mill across their land). The street is not marked on town maps in the 1880's, but does appear on the map of the town published by D. H. Hurd & Co. in 1892. About that time there were many new arrivals from Quebec, who desired housing near their place of employment. The residential lots and houses on Cross Street were the answer. So many newcomers from Quebec were located in that area that for many years the place was known as "little Canada". The names of property owners along Cross Street included Gamelin, Archambault, Deschenes, Durand, Duval, Blanchette, LeClair.

In 1905 J. S. Bascom and L. W. Davis donated to the town two private roads, Bourgeois and Dionne Streets, leading from Peterborough Street into Cross Street. (See Bourgeois Street)

In 1930 Levi LeClair and others petitioned "To see if the Town will vote to accept the street leading from Cross Street to the land of Odelia LeClair, in East Jaffrey Village, said street being 19 feet wide." The article was passed over.¹

The name "Cross Street" was a revival of the name used for Ellison Street before the Civil War. (Ellison Street became "Union Street", perhaps about the time the railway came to Jaffrey in 1870. Part of Union Street was changed to "Ellison Street" by vote of the town in March 1919 in memory of one of the Jaffrey men who lost his life in World War I.²)

1. V R, March 11, 1930, Art. 16; Ann. Rep. 1929, warrant for March 1930.

2. Ann. Rep. 1918, warrant for March 1919, Art. 16.

CUTTER HILL ROAD *

THE HOME FARM ON Cutter Hill, originally owned by Roger Gilmore, was acquired by Nathaniel Cutter in the 1820's, later owned by his son Lucius, and after Lucius' death in 1911, owned by the latter's daughter Lucia Belle until the 1940's. On top of the hill back of the farmhouse the town in 1923 purchased a small lot for a water towers an expedient which served its purpose until construction of Poole Reservoir in 1926. With the water tower lot went an easement for use of a private way leading to it across Cutter land. When Poole Reservoir came into use the water tower was no longer needed, and the lot was later sold to private purchasers. Other pieces of the homestead land were sold for residences in the 1930's and 1940's. The farm cottage owned by Miss Lucia Belle was sold in 1952 to Robert Ojala. All of the residences abutting on Cutter Hill Road have an easement for use of the roads a private way over former Cutter land running from Harkness Road to the lots on top of the hill. Total length of the road is two-tenths of a mile. The road has been paved at the expense of the abutting owners.

DAMON LANE ("MEADOW LANE")

DAMON LANE (which appears on the town road map as "Meadow Lane") is a short, private way leading off Adams Street to the residences of Anthony Pelchat and Lawrence Sweeney. It is named

for Damon Roy, whose father, Wilfred O. Roy, developed real estate properties in that area about the time that Adams Road was built (1964).

DEAN FARM ROAD

DEAN FARM ROAD is a private road off Old Peterborough Road leading to the farmhouse best known as “Dr. Dean’s”, now owned by Paul L. Deschenes [Deschenes]. When this portion of Old Peterborough Road was laid out as a public road, in 1824, the farm belonged to Zebediah Pierce. It was subsequently owned by Elijah Smith, then by Dr. William K. Dean, the murdered victim in a 1918 *cause célèbre*.

DELTA DRIVE *

DELTA DRIVE is a road in the Forest Park mobile homes park [Forest Park Tenants Association Cooperative], privately owned.

DIONNE STREET

DIONNE STREET is a short street leading from Cross Street to form a corner with Bourgeois Street near Belletete’s Market [Belletetes True Value Hardware]. Dionne and Bourgeois Streets were dedicated to public use in 1905 by an article in the warrant which read:

“To see if the town will vote to accept from J. S. Bascom and L. W. Davis their private road leading west from Peterborough Road to a corner, thence south to Cross Street, as now surveyed and laid out.”¹

It was voted to accept.

In 1960 the town voted to appropriate the sum of \$600 for paving Dionne and Bourgeois Streets.²

1. IV R, March 1905, Art. 16; Ann. Rep. 1904, Art. 16 for March 1905.
2. Ann. Rep. 1959, Art. 11 for March 1960.

DUBLIN ROAD (via The Ark)

DUBLIN ROAD from the Center is a beautiful old road, 3.2 miles in length, leading past vaulted trees to the Dublin line just beyond Thorndike Pond. It passes the sites of two well-known inns in the old days: Shattuck Inn and The Ark. In 1973 by vote of the town the road was designated a Scenic Road under RSA 253:17.

The earliest record of part of the Dublin Road route dates from 1774. A transcript dated July 6, 1774, describes a layout:

“From the Center to the corner of Lot 12, Range 5, then north to Wm. Mitchell’s house (later Gage, Fitzgerald, Hillsmith, Taylor), then NW to the corner of Lot 12, Range 4, then north to Joseph Thorndike’s house (present Compton).”¹

This description, which properly fits Stony Brook Road, covers the portion of Dublin Road from where it joins Meeting House Road, past the later Shattuck Inn (Queen of Peace Seminary) [The Shattuck], to where it turns off as a dirt road leading to Professor Charles Taylor’s house [Gunilla Johanson].

Both the *History* and Chamberlain speak of another 1774 road going to the clearing of Joseph Brooks,² west of the later Ark, and Chamberlain identifies this road with a bar way opening in the stone wall opposite the Pierce place between Shattuck Inn and The Ark (bar way in so called Fern Path). The supposition is not illogical, because Brooks settled his place in 1774. The earliest document I have found, describing a road from Alexander McNeil tavern to Brooks’ clearing, is dated 1776, and Chamberlain’s book later agrees with this date.³ In any event, the portion of Dublin Road from the Pierce farm (south end of Lot 11, Range 4) to The Ark site (“Cutter’s swamp”) and on west, was made a public road in 1778. The transcript reads:

“From near the south end of Lot 11, Range 4 near the .path that leads to Joseph Brooks, then west unto Joseph Cutter’s swamp, SW to Joseph Brooks’ house, then NW across Lot 8, Range 4 and Lot 5, Range 4, and Lots 6 and 5, Range 4, to...etc....near the north line of Lot 5, Range 4, then NW through the notch of the Mountain, then west by Ebenezer Ingalls’ house (Lot 4, Range 3), then etc....to a tree in Lot 1, Range 2 by the road that leads to New Marlborough. 3 rods wide.”⁴

A 1778 transcript of Gibbs Road also refers to “the road that leads from the meeting house to Joseph Cutter’s near the south end of Lot 11, Range 4.”⁵

As originally built, Dublin Road meandered more than it does at present. In 1804 the town voted that when Dr. Adonijah Howe (pre-Shattuck Inn site) opened a new road from the top of his hill north of his house southward in a straight direction to the old county road west of Hugh Gragg’s (later Austerman place), it would be taken in exchange for the road then occupied from the top of that hill to the old county road. In 1806 Dr. Howe and Parson Ainsworth had the portion of Dublin Road laid out that begins at the turnpike (Route 124), running north past Howe’s new house (later Shattuck Inn site).

The town apparently stalled on building the road from the turnpike to Dr. Howe’s new house. In 1814 an article appeared in the warrants:

“to take the minds of the town whether they will order the road opened formerly laid out from the corner below Dr Howe’s house to the turnpike road, or order the old road repaired” (Meeting House Road, county road).⁸

The town voted \$10 to repair the old road from Dr. Howe’s corner “to the Snow house”.⁹ In August 1815 the town voted to open the road from Dr. Howe’s corner to the turnpike “as now laid out in June next”.¹⁰

A second period of activity about Dublin Road extended from the 1820’s to the 1840’s, when a move was made to open the portion of road between The Ark and the Corey farm (Jewell). This was a distance of 1.1 miles, a little less than the distance from the turnpike to The Ark. At that time Joseph Cutter Jr. lived in the big house, “The Ark”, which he had built in 1808; his brother Daniel

lived a short distance north, on the "Poole Road"; his brother John, and John's son Caleb, lived in a farmhouse on the hill northeast of The Ark. The regular route to Dublin at this time was via Gibbs Road past Joseph Thorndike's house. (See Gibbs Road)

At a meeting in July 1822 an article was included in the warrant:

"to see if the town will order the Selectmen to lay out a road from near David Corey's house (Jewell farm) by John Cutter 2nd to the road as now travelled from said John Cutter's to Capt. Joseph Cutter's..."¹¹

The town voted Yes, "provided the petitioners for said road give bonds to the selectmen to indemnify the town from every expense attending the making of said road." At the autumn meeting John Cutter tried to obtain some compensation. An article was included "to see if the town will pay any part of the damage for the road through John Cutter, Jr's land in order that said road may go straight from John Cutter's land to David Coreys."¹² It was voted that the town pay nothing. The town relented a little the following year, when it voted to pay John Cutter, Jr. \$50 to defray in part his expense in making a road from near his house to David Corey's.¹³ At John Cutter's request the new piece of road was laid out:

"Beginning at the west side of the road from Dublin by Conant's house (Compton) to the Meeting House about 25 rods south of David Corey's houses thence SW in Corey's land by the east side of Schoolhouse 11 and south 'till it intersects the road now travelled from said Cutter's to Joseph Cutter's."¹⁴

Joseph Cutter 2nd, who inherited the home farm on which he built The Ark, was the eldest of six brothers; Abel and Joel, who were twins were the youngest. There was family trouble in 1826. In the September warrant an article appeared "to see if the town will defend the action of Joseph Cutter 2d vs Luther Guy, Joel Cutter and Abel Cutter for damage on the road leading from Joseph Cutter's house to the Dublin Road."¹⁵ The town voted to choose an agent to defend the action.

In 1829 a road was laid out on Cutter land from Joseph Cutter's (The Ark) to Daniel Cutter's (on Poole Road).¹⁶

The road laid out in 1823 from The Ark to the Corey farm (Jewell) apparently saw little use for several years. An article in the warrant for the autumn meeting in 1835 proposed... "To take the minds of the town respecting the road, formerly laid out by the selectmen from Joseph Cutter, Jr's to David Corey's and act anything relative thereto".¹⁷ It was voted not to open this road. Again in 1840: "To see if the town will lay out and open a highway from near Joseph Cutter, Jr's to Caleb Cutter's land (son of John) and open and repair the present road to David Corey's."¹⁸ The vote was "that there be no action on this article". The article came up again at the November meeting. Again it was voted to take no action.¹⁹ Similarly at town meeting in March 1841.²⁰ In 1841-42, however, a survey of the road was made, and it was voted in 1842 that the new road through Joseph Cutter Jr.'s land be referred to the selectmen.²¹ The road as it is today was finally opened. Damages were awarded to Joseph Cutter, Jr. for 34½ rods, Caleb Cutter 169½ rods, John Conant 80 rods, and David Corey 40 rods.

In 1895 the town voted to allow Joel H. Poole, then owner of The Ark, to straighten the highway in front of his house and barn.²² Chamberlain mentions that originally the present road to Dublin ran nearer to The Ark than at present. It was relocated in 1899:

“from a point near the junction of the Memorial Road to that with the Old Keene Road, and the parallel rows of trees south of Mrs Arthur E. Poole’s house makr its former course. This change was made to permit Mrs Poole’s house to be built astride the old location.”²³

A similar adjustment was made near Shattuck Inn in 1909. The article asked to change “the road running by the buildings of Mr. E. C. Shattuck and to grade that portion of the existing road discontinued.”²⁴ The town voted to allow Mr. Shattuck to build a new road in front of the Inn, according to plans submitted, etc., the present highway to be discontinued when the new road was completed.

In 1910 the town voted to raise and appropriate \$300 for the permanent improvement of the Jaffrey and Dublin highway north of The Ark.²⁵ On the petition of E. C. Shattuck and others substantial sums were voted by the town in 1927, 1929, and 1930, to obtain State Aid assistance for improvement of the highway from Jaffrey Center to Dublin past Shattuck Inn and The Ark.²⁶

The most recent action of the town was the vote in March 1973 to designate this Dublin Road as a Scenic Road under RSA 253:17.²⁷ As a Scenic Road, changes may not lightly be made, but the road bears a heavy traffic at present. Although one of the inns has closed, the present tenants [owners] of The Ark—the Monadnock Bible Conference—serve large groups during the summer months. In addition there are Charles Bacon’s maple syrup business, the camps and beach on Thorndike Pond, Monadnock State Park, not to mention year-around and summer residents, and some through traffic to Dublin.

1. T 3, July 6, 1774.
2. *Hist.*, Vol. II, p. 99, Chamberlain, *Annals of the Grand Monadnock*, p. 17.
3. I R 41, March 28, 1776; Vault .114. Chamberlain, *Annals*, p. 58: “The Fern Path, a portion of the trail between the Shattuck Inn and The Ark, and a short section of the Old Keene Road east of the Brooks cellars, are remnants of the oldest ‘highway’ laid out in that vicinity, dating from 1776.” The 1776 Brooks road was discontinued in 1779 (I R 70, April 1779) in exchange for a new road, which was in turn discontinued in Sept. 1794 (T 33, Sept. 28, 1794).
4. I R 41, Nov. 24, 1778.
5. I R 130, Nov. 24, 1778. There is also a 1787 reference to the portion of road just mentioned in the transcript of a road from Robert Gilmore’s house in Lot 10, Range 3 (north of the Ark site), thence southeast and east “as the road is now trod to a pare of bars by Jonas Adams barn yard”. (I R 187, May 10, 1787) Adams lived on the site of the present Pierce farm.
6. I R 490, Aug. 27, 1804, Art. 7.
7. T 48, Aug. 30, 1806: “From the north side of the Turnpike along the east side of the road past Adonijah Howe’s new house, then north across land owned by Laban Ainsworth and Dr Howe to the old road west of the Gragg house, crossing the old road and along the wall until it meets the old road about 15 or 20 rods north of Howe’s new house. 3 rods wide.”
8. Vault .70, p. 46, June 1814, Art. 2.
9. A puzzling reference. What was then generally known as “the Snow house” was the last farm toward Peterborough line on Old Peterborough Road (later Wilder house). Ten dollars for repairs would not have stretched that far. Some Snows (Jesse and Asa) owned land near the present Harriet Andrews place on Old Fitzwilliam Road, but there was no connection between these properties and Dr. Howe’s road. A widow, Persis Snow Proctor, may have lived in the Center in 1814.
10. Vault .70, p. 62, Aug. 1815, Art. 3.
11. Vault .70, pp. 164, 165, July 1822, Art. 2.
12. Vault .70, p. 168, Sept. 1822, Art. 7.
13. Vault .70, p. 195, April. 1823.
14. T 59, June 2, 1823; Vault .114.
15. Vault .70, p. 240, Sept. 1826, Art. 2.

16. Vault .114.
17. Vault .70, pp. 414, 415, Sept. 1835, Art. 3.
18. Vault .70, pp. 514, 524, March 1840, Art. 12.
19. Vault .70, p. 532, Nov. 1840, Art. 5.
20. III R, March 1841, Art. 12.
21. III R, March 1842; Vault .114; T 122, 1842, survey "Beginning at Daniel Cutter's farm occupied by Luke Howe...to bars north of road leading to Caleb Cutter's...to line of Caleb Cutter's land...on David Corey's land to Dublin road."
22. Ann. Rep. 1894, warrant for March 1895, Art. 9.
23. *Annals of the Grand Monadnock*, p. 29.
24. Ann. Rep. 1909, October meeting, Art. 3.
25. Ann. Rep. 1909, warrant for March 1910, Art. 18.
26. March 1927, Art. 10, \$8,000;| March 1929, Art. 9, \$2,837.25; March 1930, Art. 9, \$2,837.25.
27. Ann. Rep. 1972, warrant for March 1973, Art. 20.

DUBLIN ROAD (ROUTE 137, "BOND'S CORNER ROAD")

SINCE THE town's early days there have been seven places where a road from Jaffrey connected with a road from Dublin: in the northwest corner, Shaker Road (1795); west of Thorndike Pond (1775); Woodbury Hill Road east of Thorndike Pond (pre-1781); Frost Road (1779); past Thomas Fisk's, east of Frost Pond (1786); continuation of Parker Road (1834); spur of Turner Road (1819). None of these roads was very good. Until the 1850's there were repeated attempts to hit upon an improvement. With the assistance of State Aid construction funds in the 1930's efforts to obtain a suitable highway to Dublin were revived and brought to a successful conclusion, along Route 137 as at present.

Three of the names associated with the Dublin Road (Route 137) are those of Thomas Fisk, who came to Jaffrey in 1780, and his sons Levi and Asa (who succeeded his father). Thomas owned land in Dublin and lived on a farm in Lot 19, Range 1, east of Frost Pond in Jaffrey. Levi owned a farm in Lot 19, Range 2, about where Parker Road branches off from the present road to Dublin. Both father and son were respected figures in Jaffrey history, Levi holding several public offices.

In 1781 the road north from Lincoln Corner had been laid out to the houses of Abel Parker (Parker Road) and Joseph Turner (Turner Road).¹ In 1786 the road was laid out from John Bushee's (Pushee's) shop, near the fork and beaver pond where Parker Road branches off, "on the road as now trod to Thomas Fisk's and so on where now travelled to the Dublin line south of Jeremy Barrit's house."²

In 1794-95 there was a controversy about the Lincoln Corner end (Emery land) of the road to Esq. Parker's, brought on by Parker's having obtained the appointment by the court of commissioners to re-lay the road. Articles were passed, money was raised, and an agent was appointed by the town to resist the report of the court's committee.³

In the 1820's an improved road had been built between Jaffrey Factory and Lt. Roger Brigham's (later Lincoln Corner),⁴ in view of which a group of citizens from Jaffrey and Dublin in 1833 petitioned the court for a new road from near the house of Franklin Bond in Dublin to near the house of Roger Brigham in Jaffrey. The petitioners claimed that "by making the said new road much of the distance as now travelled could be saved, and very bad hills avoided".⁵ The court accepted the report. Whether pursuant thereto or independently, a piece of road in Jaffrey was laid out from the brook on the old Fisk farm (junction with Parker Road) northwest to the south line of Dublin.⁶

From 1841, when two petitions were submitted to the selectmen,⁷ to 1853, the question of a new road all the way from Dublin through Jaffrey to Rindge repeatedly came before the town. In 1846 an influential group obtained the appointment of court commissioners to lay out the road. The Jaffrey backers were led by banker Jonas Melville and a group of prominent farmers in the north part of town (Lawrence, Fisk, Frost, Charles W. Pierce). It was estimated that the cost of building the road would be \$1,000 plus damages in Dublin, \$1,372 plus \$1,134 damages in Jaffrey, and \$2,900 plus damages in Rindge.⁸ The Jaffrey group also had an alternative route laid out over Frost Road to join with an extension of Emery Road to Frost Pond.⁹

Jaffrey opponents of a new road to Dublin persisted in their resistance so long that by 1853 they won. They satisfied the court commissioners that the work the town had done on the Rindge end sufficed for that portion, and the commissioners in turn verified that the situation had changed with regard to Dublin. In Jaffrey the town voted in March 1848 not to instruct the selectmen to take action on the road laid out by commissioners near the old Fisk farm.¹⁰ In November 1848 they voted against appropriating money to build the road.¹¹ In March 1849 they first voted to build the road, then voted to choose agents to oppose laying out of the road petitioned for.¹² In March 1850 they voted to discontinue the road petitioned for.¹³ In October 1850 they voted to appoint a committee to confer with Melville and Fisk about the roads in the north part of town which Melville's group had petitioned for, to see whether a better route could be found.¹⁴ In May 1851 they again voted to discontinue the road laid out by commissioners on the petition of Asa Fisk and offers. In July 1851 they voted to petition the court to discontinue the alternative route proposed by Asa Fisk and others.¹⁶ In March 1853 they voted again to discontinue the road petitioned for by Melville.¹⁷ In May 1853 they voted to pass over an attempt to re-open the question.¹⁸ The commissioners got the message.

In July 1852 the commissioners reported to the court that Jaffrey in the previous year had voted to request discontinuance of the proposed Frost Road alternative route to Dublin petitioned for by Asa Fisk and others. The court allowed the discontinuance to stand, on the ground of changed circumstances (diversion of gravel from South Dublin to Dublin Center rather than East Jaffrey; stone and slate business in South Dublin closed; wooden-ware business diminishing; amendment of State law).¹⁹ Similarly, on the ground of changed circumstances, the court in 1853 allowed the petition of Jaffrey "to discontinue that portion of the highway lying north of the village of East Jaffrey petitioned for by J. Melville and others". The commissioners reported that there had been a considerable diversion of the travel and freight which passed in the direction of said highway and other directions. New railroads had been built from Townsend to Mason, and from Danforth's Corner to Wilton. A new road had been built from Peterborough in the direction of George Handy's mill in Dublin. A new road was being built from Dublin to Harrisville. Discontinuance of Melville's proposed road between East Jaffrey and Rindge had already been ordered in 1850.²⁰

Nothing much is subsequently recorded of the Dublin Road until the 1930's. In 1936 a petition was submitted to the selectmen for a new highway to replace the old road to Dublin. The new highway would run from a pin on the easterly side of the road at Bond's Corner in a southerly direction across lands of Lucille Richman and W. J. Wilkins. A hearing was set for September 22, 1936. Meanwhile Jaffrey embarked on a substantial program of improving the existing road, from North Street on, for which matching appropriations to State Aid construction funds were made in 1936, 1937, 1938, 1939, 1940, and 1941.²¹ The work done with the aid of State funds brought the Bond's Corner Road to an acceptable standard for future maintenance by the State as a Class II highway.

1. I R 128, May 28, 1781.
2. I R 172, Nov. 27, 1786.
3. I R & S, p. 38; I R 296, March 1794; I R 319, March 1795.
4. See Lincoln Corner Road.
5. II R & S, p. 42.
6. T 105, May 3, 1836.
7. Vault .114 (1841); III R, Nov. 1845.
8. II R & S, pp. 312, 386, 456.
9. T 158, April 15, 1851, May 1851, July 1851. Petition of Asa Fisk and 50 others: "for new road beginning at or near a certain bridge located near the north line of said Jaffrey and south of the home of James Moore in Dublin, and running in a southerly direction to the intersection of roads south of Samuel Pierce's house" (Emery Road). II R & S (1849), p. 438.
10. III R, March 1848.
11. III R, Nov. 1848.
12. III R, March 1849.
13. III R, March 1850.
14. III R, Oct. 1850.
15. III R, May 1851.
16. III R, July 1851.
17. III R, March 1853.
18. III R, May 1853.
19. II R & S (1853), pp. 438, 423.
20. II R & S (1853), p. 540.
21. See Annual Reports, 1936-1941.

DUNSHEE ROAD

THE UNDERWOOD place and the Dunshee or Baker place south of Old Fitzwilliam Road are—or were—neighboring farms of much historical interest.¹ Jereme Underwood came to Jaffrey in 1777, Thomas Dunshee came in the 1770's if not earlier. Dunshee built his house in Lot 7, Range 8; Underwood, his neighbor, in Lot 9, Range 8. Dunshee moved away in 1799. His farm was acquired by Ezra Baker in 1826, Baker's daughter married George A. Underwood, grandson of the first Jereme, who lived on the farm until into this century. The Underwood house, built in 1796, is still standing, the old Baker house eventually fell in. Both properties are now owned by the Underwood family.

The first town roads to the two farms bear the same date, October 17, 1786. It looks as though each farm had a separate access to Old Fitzwilliam Road until the Bakers bought the Dunshee place: Dunshee, past Baker Pond toward the present Marrotte place (then Thomas Holt's); Underwood, toward the present Royce place (then Lt. Harper's). The transcripts read:

“(Underwood road) beginning at the NE corner of Ensign Jereme Underwood's house, Northerly to a stake on the road by Lt. Harper by the West side of the bars a little East of Harper's house, 2 rods wide.”²

“(Dunshee's road) beginning at the NW corner of Thomas Dunshee's house, to the SW corner of Lt. Harper's lots thence on the line between Harper and Thomas Holt's, half and half on each lot, to the road that leads to the Meeting House in Jaffrey (Old Fitzwilliam Road).”²

In 1811 there was an adjustment in the Underwood road, which is perhaps intelligible to members of the Underwood family:

“Beginning at Jereme Underwood’s, SW to a small run of water, then on the South side of the wall between Underwood’s mowing and pasture to the West end, then to the South side of Underwood’s house.”³

After Baker bought the former Dunshee farm he twice petitioned to have Underwood’s road extended to his place. Apparently no action was taken at the March town meeting in 1832 (“to see if the town will lay out... a road from Jereme Underwood’s house to Ezra Baker’s house”).⁴ A subsequent article to the same effect was favorably voted in 1837. The petition and transcript, dated April 3, 1837, read:

“Beginning one rod NE of Underwood’s house, then SW etc, over Underwood’s West line, then SW to Baker’s. 2 rods wide.”⁵

In 1926 the town voted to close the road from the Underwood place to the Baker place, subject to gates and bars.⁶

In 1933 the original road from Dunshee’s house to Old Fitzwilliam Road (I R 179, Oct. 16, 1786) was closed subject to gates and bars. The article reads:

“Art. 6. To see if the Town will vote to discontinue a portion of town road near Baker Pond, provided a right of suitable width is conveyed to the town in lieu thereof.”⁷

In 1934 Dunshee Road as laid out in 1786 to Underwood’s house and extended in 1837 to Baker’s house, was made subject to gates and bars. The article reads:

“Art. 11. To see if the Town will vote to discontinue the road beginning at the corner near the residence of Harold C. Royce [Gordon] and ending at the so-called Milton Baker place...”⁸

The article carried, “subject to gates and bars”.

In 1963 an article was submitted to see whether the town would vote to discontinue the piece of road from Old Fitzwilliam Road to the residence of Clinton J, Underwood.⁹ In view of the fact that this piece of road had already been closed subject to gates and bars by the 1934 vote, the article was passed over.

1. *Hist.*, Vol. II, p. 47, 255, 820.
2. I R 179, Octe 16, 1786.
3. T 52, May 27, 1811.
4. II R 347; Vault .70, March 1832, Art. 12.
5. II R 457, March 1837; Vault .114; T 106, April 3, 1837.
6. IV R, 1926, Art. 29.
7. V R, March IV 1933, Art. 6.
8. V R, March 13, 1934, Art. 11.
9. VII R, pp. 103, 118, March 12, 1963, Art. 20.

EASTWOOD DRIVE

EASTWOOD DRIVE is a short residential road off Prescott Road near the Millipore corner at the intersection of Prescott Road with the turnpike (Route 124). The Drive is part of the Eastwood subdivision development of D. D. Bean & Sons, Inc. It is still a private road (1980), not yet accepted by the town. [Accepted in 1983 as a town road.]

ELLISON STREET

ELLISON STREET is part of a very old road, one of the first four laid out by the town after it received its charter in 1773. At that time there was a mill and bridge—Borland's mill—over the Contoocook a little upstream from where the dam and bridge are now. From the bridge the town road east until 1795 ran in "substantially the course of the present Ellison Street".¹ The transcript of the road, dated October 25, 1773, reads:

"...from the bridge South of Borland's, then Southeasterly to the South line of Lot 17, Range 7, then Easterly to the Southeast corner of the lot, then to the Southeast corner of Lot 18, Range 7."²

This lay out would have brought the road to a farm owned by Isaac Wesson, later Oliver Bacon, near the present Hillcrest Road. Closer to town, in the 1790's, it would have passed the Byam farm (Towne house, present Duval), later the Baptist Church. The church, built in 1829-30, occupied the site on "Charity Square" where the post office is now (1968).

In the beginning the road would have run from the river clear through via the present Union Street. After the bridge was moved downstream about 1792 the portion of road that is now Union Street appears to have fallen into disuse until after the Civil War (perhaps until the railway was built in 1870, when it would have led to the freight depot). On an 1858 map the portion that is now called "Ellison Street" was named "Cross Street". A few years later the whole street was called "Union Street".³ By vote of the town in 1919 the portion between Stratton Road and the turnpike (Main Street) was renamed Ellison Street in commemoration of Roy S. Ellison, one of the Jaffrey men who lost their lives in World War I.⁴

1. *Hist.*, Vol. II, p. 129.

2. I R 10. Oct. 25, 1773.

3. Mr. Homer Belletete said that people generally referred to the street simply as "the road to Charity Square".

4. IV R, March 1919, Art. 16; Ann. Rep. 1919, Abstract of Business Transacted.

EMERY ROAD

EMERY ROAD is the road that comes down from the brick house of Mr. and Mrs. H. L. Nielsen (White) to join Route 137 at the crotch of the roads a little north of Lincoln Corner.

When the road was laid out there were so many Emerys in the area within a stone's throw of each other that it is difficult to tell them apart.¹ Noah Emery lived in Lot 18, Range 2, where the Nielsen house is now. His father, Deacon Daniel Emery, lived on the west half of Lot 18, Range 3,

the later “Lincoln Corner” farm (Elmer Eaves). Noah’s brother, Capt. Daniel Emery Jr., lived on the east half of Lot 18, Range 3 (later David Sawtelle’s, now abandoned). Capt. Daniel’s son Lt. Daniel lived in due course diagonally across the way in Lot 17, Range 4.

Emery’s road originally ran to his house from what is today Route 137 east of his house. At his house Emery Road turned southwest and south, running toward the crotch in the roads as it does today. In 1851 the then owner of the old Noah Emery farm, Samuel Pierce, desirous of connecting with a new Dublin Road then being talked about, extended Emery Road north to Frost Pond. The portion south of the house had been discontinued in 1794, but it was reopened in 1851.

The earliest transcript, which the town voted “to except” in 1784, reads:

“A road beginning at the foot of the hill east of Noah Emery’s, then Westerly to Emery’s house, turning SW and running on the ridge of land East of the bars between Dea. Emery’s and his son Noah’s, thence through Dea. Emery’s till it strikes the line between Emery and Bates (later Garfield farm)...then Southerly on Emery’s land until it comes half way from where it strikes Dea. Emery’s land to the road that leads from Dea. Emery’s to the Meeting House (Bryant Road), then turning on Lt. Bates’ land and proceeding on it till it comes to the above road that leads from Dea. Emery’s to the Meeting House.”²

In 1794 Dea. Daniel Emery and his son Capt. Daniel Jr. sold their farms in Lot 18, Range 3, and moved away. The town must have concluded that there was no longer need of the road connecting them with their kinsman, Noah. In September 1794 it voted to discontinue the road from Noah Emery’s house “to the crotch of the new road that leads to Esq Barker’s” (Route 137).³ Noah was left with the piece of road “beginning east of his house”. The piece running southwest to the crotch of the roads was restored in 1851, and the piece running east was discontinued for good in 1927 (see below).

By 1851 Noah Emery’s farm had been acquired by Samuel W. Pierce; Dea. Daniel Emery’s, acquired by Charles Lincoln; and Capt. Daniel’s, acquired by David Sawtelle. Pierce submitted a petition for a new road beginning at the north line of his farm, at Frost Pond, thence Southerly to intersect with the road from Charles Lincoln’s to Jaffrey Village “near a sluice near the highway laid out on petition of Mr Melville and others.”⁴ Mr. Melville and others—Samuel Pierce, his son C. W. Pierce, Asa and Levi Fisk, and John S. Lawrence, all of whom had land in the north part of Jaffrey—were seeking energetically to establish an improved route to Dublin, either via Frost Road, with which the new Emery Road was meant to connect, or via the Fisk farms (off present Route 137). The piece of road between Pierce’s house and his north line was built in due course, but a connecting link with either of the proposed new Dublin roads was never built. In 1850 the town voted against the route east of Frost Pond through the Fisk lands, in 1851 it voted against the route via Frost Road on the west side of the pond.⁵

Samuel Pierce Jr. owned the old Noah Emery farm from 1805 to 1858. It was he who built the fine brick house on the premises. At the time of World War I the farm was owned by Professor J. Lawrence Laughlin, a distinguished political scientist at Chicago University. Until his death in 1933 Professor Laughlin greatly improved the property.⁶ At town meeting in March 1912 Laughlin requested the discontinuance of part of the road leading from Old Peterborough Road (Bryant Road) to his house, a distance of 20 rods on Laughlin land.⁷ The article carried. At town meeting in March 1927 an article was submitted on the petition of George H. Duncan and others to discontinue the highway leading from the Dublin Road (Route 137) to the residence of Laughlin. This was the

original entrance to Noah Emery's property, the piece of road "beginning east of his house" (1784 transcript). The town voted to discontinue the road so far as Laughlin owned the land on both sides.⁸

1. *Hist.*, Vol. II, pp. 270-273.
2. I R 147, Nov. 9, 1784, Art. 6.
3. T 33, Sept. 249 1794.
4. T 158, April 15, 1851. The transcript of the proposed substitute for the old highway reads; "Beginning on the West bank of the pond at the North line of Lot 18, Range 2 on land of Samuel Pierce, then SW, SE, etc.... through land of David Sawtelle, then SW, SE, etc....through land of Sawtelle and Lincoln, then SW through land of Lincoln, then SW through land of Lincoln and Andrew Emery, then to a stake in the old road, then to a stake near the sluice in the old road."
5. III R, March 1850. At the October meeting the town voted to appoint a committee to confer with Melville and Fisk about the roads in the north part of town to see whether a better route could be found. III R, Oct. 1850, Art. 4.
6. *Hist.*, Vol. I, p.650.
7. IV R, March 1912, Art. 20.
8. IV R, March 1927, Art. 21.

ERIN LANE

ERIN LANE is a short road in the Letourneau subdivision off Old Peterborough Road. Beginning at an intersection with Letourneau Drive, Erin Lane connects with Brendan Lane at the opposite end, which in turn connects with Kevin and Jennifer Lanes. (Erin and Kevin Hampsey and Jennifer Royce are the grandchildren of Mr. and Mrs. Charles Letourneau.)

A petition for layout of the road was submitted in July 1964. A hearing was held by the selectmen on August 17, 1964, and a return was made on October 13, 1964.¹ The transcript reads:

"Beginning at an iron pipe set in the ground at land of Charles J. Letourneau situated on the Southerly line of the road to be known as Letourneau Drive, thence extending in a general Southerly direction along land of Charles J. Letourneau and H. Stanley Wilson about 475 feet to an iron pipe set in the ground." 3 rods wide. "To be known as Erin Lane."²

1. VII R 228, July 16, 1964.
2. Misc. Rec. Bk (1964), pp. 12, 13, Oct. 13, 1964.

FELCH COURT *

FELCH COURT is a short private way off Lacy Road at the residence of Clyde Felch, near the intersection of Lacy Road and the Rindge Road (Route 202). Felch, a master builder in town, built his house in 1950.¹

1. *Hist.*, Vol. III, p. 407.

FIR STREET

FIR STREET is one of the residential streets in K. K. Village, dedicated to the public by the Jaffrey Development Company (D. D. Bean Sr., George H. Duncan, and others). “K. K. Village”, between Main Street and Webster Street (earlier “K. K. Road”), was a post-World War I real estate development providing conveniently located housing near the Tack Factory (“Kleen Kutt Tacks”). See Oak Street. Although “Fir Street” and “Spruce Street” were not included in the warrant article listing the roads offered to the town,¹ nor indicated on the plats in the Registry of Deeds,² they were evidently constructed at the time of the other roads in K. K. Village, and lots off the street were platted and sold. On the principle stated by the New Hampshire Supreme Court in a 1912 case there is no question about their dedication to public use. The court said:

“In addition to conveying these private rights in the proposed streets, the company by thus platting and selling the lots manifested an unequivocal intention to dedicate the streets to public use, and they are therefore to be regarded as dedicated to such use”. (*Harrington v. Manchester*, 76 N. H. 347, 349.)

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting March 1921.
2. Plan Book 2, pp. 17, 30 and 40, Cheshire County Registry of Deeds.

“LEVI FISK ROAD”

IN THE NORTHEAST part of town a road that “never was” is the “Levi Fisk road”, although something like it existed between 1791 and 1806. It was stubbornly pushed in the 1830’s and 1840’s. In effect, for travellers between Sharon and Dublin, or even for the farmers and mills along the eastern edge of Jaffrey, it was a nuisance to have to travel through East Jaffrey village or around Lincoln Corner. What was desired was a cutoff. One had existed in the period 1791-1806 (from Old Peterborough Road to Burpee Road to the present Route 137). An attempt was made in 1828 and the following years to restore something like it. The attempt was opposed by a large majority, and was finally given up in 1844.

Zebediah Pierce, mentioned in the road documents, lived in the later Dr. William Dean farm (“Dean murder” farm) off Old Peterborough Road. Levi Fisk lived this side of the beaver pond at the intersection of Route 137 and Parker Road. See Burpee Road for the layout of the original cutoff road, discontinued in 1806.¹ The renewed attempt to open up such a road was made at town meeting in 1828. Article 7 reads:

“To see if the town will order the Selectmen to lay out, open and make a road...beginning at the north side of the road near the Guide board northwardly of Zebediah Pierce’s running northwardly until it intersects the road passing by Levi Fisk’s...”²

It was voted not to direct the Selectmen to lay out such a road.

A similar article, related to the unsatisfactory school situation in District 9, was presented the following month:

“To see if the town will order the Selectmen to lay out, open and make a road beginning near the Guide board northwardly of the Widow Pierce’s running northwardly till it intersects the road passing the Levi Fisk’s for the accommodation of the public and School District No. 9, . . . or divide said District in two, and give them equal privileges with other Districts in said town or act anything relative to the same.”³

It was voted “to dispense with this article”.

By 1834 supporters of the road had petitioned the court in Keene to have county commissioners lay out the road. It was voted at town meeting that year “that the selectmen meet the Court’s Committee appointed to view a contemplated road near Levi Fisk’s and act thereon as they think proper”.⁴

At town meeting in November 1836 it was voted to oppose the contemplated road from Sharon line to Dublin line by Levi Fisk’s.⁵ In 1839 an article reappeared “to take the sense of the town in relation to the Fisk Road.”⁶

“It was voted by all present with the exception of four that they are opposed to the Fisk Road.”⁷

All the same, the county commissioners went ahead to lay out the road. In 1840, still demurring, Jaffrey appointed a committee of three to confer with the town of Sharon for a discontinuance of the Fisk Road.⁸

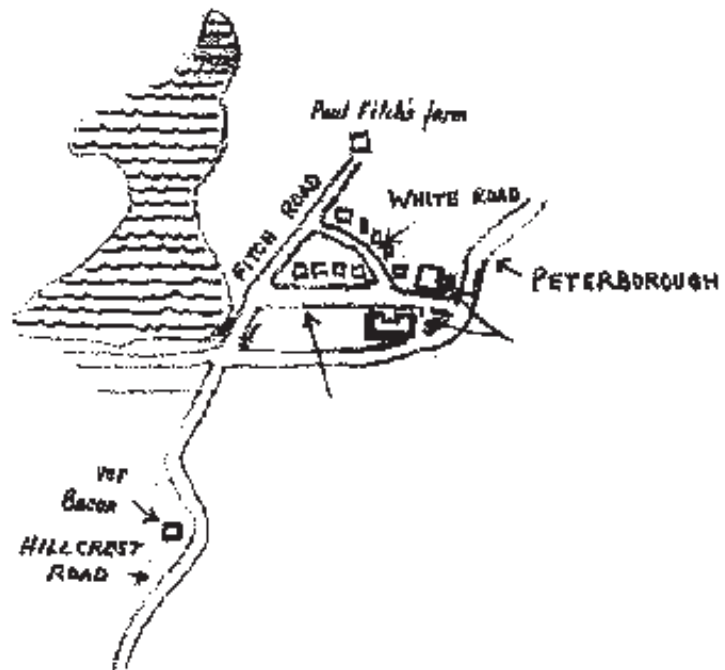
Sharon was apparently willing to let the matter drop. It was put to rest in Jaffrey by a vote at town meeting in March 1844 “to discontinue the road by the name of Fisk Road (as much as it lies in Jaffrey).⁹ The matter was not pressed further at court.

1. T 47, March 11, 1806.
2. Vault .70, p. 274, March 1828, Art. 7.
3. Vault .70, p. 288, April 1828, Art. 3.
4. Vault .70, p. 385, March 1834.
5. Vault .70, p. 440, Nov. 1836, Art. 6.
6. Vault .70, p. 487, March 1839, Art. 16.
7. Vault .70, p. 505, March 1839.
8. Vault .70, pp. 515, 525, March 1840.
9. III R 41, March 12, 1844.

FITCH ROAD

THE RED BRICK farmhouse at the top of the hill above Cheshire Pond, owned by the Heirs of Horace Deschenes, is on the site of an old farm settled in the 1770’s by Peter McAllister. In 1781 McAllister sold the place to Oliver Bacon, who in turn sold to Paul Fitch, after whom the road is named.¹ In the 1790’s the farm was acquired by Captain Abel Shedd who traded it to his brother, John H. Shedd, about 1800.² John H. Shedd built the brick house. After his death in 1819 the place was owned by his nephew, a later Abel Shedd. In 1823 Abel sold a piece of his land to the newly formed Cheshire Manufacturing Company, which built a mill where the Bean match factory now is. At the turn of the last century the farm was owned by Benjamin Pierce, a prominent figure in Jaffrey affairs.

Although Fitch Road is referred to in an 1805 document, there is nothing in the records documenting the origin of the road.³ It must have existed since the 1770's, when McAllister owned the land, or at least since 1781, when the place was sold to the Fitches. McAllister was road surveyor in 1778. From his place south, toward Borland's or Spofford's mills, he would have taken what is now Hillcrest Road. From his place east, towards Pierce's Crossing, there was in 1779 a road across his land "from Benjamin Jaquith's (in Lot 18, Range 6) to a stake near land of Peter McAllister and Simeon Burt".⁴ This road was long since abandoned. Fitch Road is marked



on the last century maps, from Gibbs (1850) to the Hurd atlas (1892), as a public road.

Until 1938 there were two bridges on Fitch Road near the Cheshire Pond dam: one a public bridge, the other a smaller wooden bridge over the mill sluice. The latter was privately owned by White Brothers. In 1908 White Brothers had an article in the warrant "To see if the town will accept and keep in repair the bridge at Cheshire Pond on the road leading to Benjamin Pierce's."⁵ The town voted to pass over. The problem was eliminated in 1938 when the flood waters after the hurricane washed the wooden bridge away.

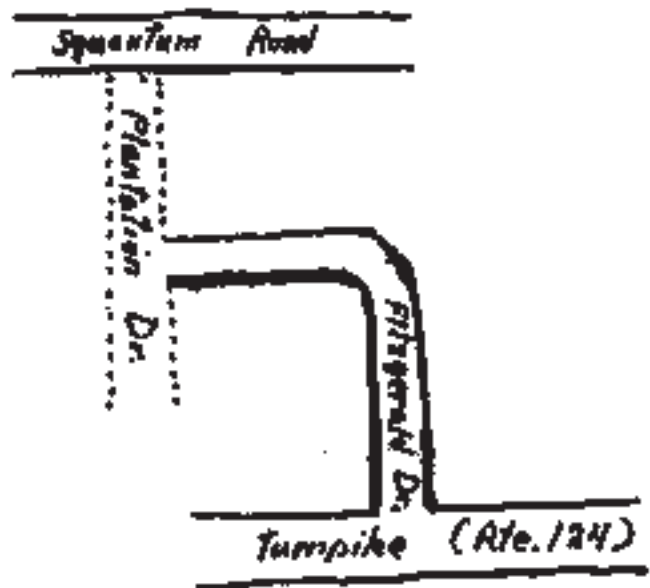
1. *Hist.*, Vol. II, p. 297. In the 1850's Fitch Road was called "Witt's road", after Charles Witt, a later owner of the farm.
2. *Hist.*, Vol. II, p. 696.
3. In 1805 the town voted "to postpone consideration of the transcript of a road from Lt. Oliver Bacon to the Fitch house" (I R 500, March 1805, Art. 14),
4. I R 71, June 9, 1779; Vault .114; *Hist.*, Vol. I, p. 364.
5. Ann. Rep. 1907, warrant for March 1908, Art. 9.

FITZGERALD DRIVE

FITZGERALD DRIVE with Plantation Drive make a short road between the turnpike (Route 124) and Squantum Road, through the Drumlin Corporation industrial development (Hjalmar Aho). Fitzgerald leads past the Berger-Lahr and Reed & Prince companies; Plantation, past the Monadnock Christian Nursing Home [Good Shepherd Healthcare Center].

The development was approved for subdivision in June 1975. On November 5, 1979, a hearing on the roads was held by the selectmen under the statutory procedure (RSA 234). The layouts

proposed by the developer were found acceptable by the selectmen. Their return on Fitzgerald Drive is dated December 3, 1979. The width of the roads in 50 feet. Because of heavy truck traffic the developer hard-topped Fitzgerald Drive, at the insistence of the selectmen, from the turnpike to Reed & Prince's. Plantation Drive has not yet (1980) been made a public road. [Accepted in 1989 as a town road.]



FITZWILLIAM ROAD

ABOUT the same time that settlers came to Jaffrey they came to Fitzwilliam, and both towns were incorporated in 1773. The first of the four roads laid out by Jaffrey, in October 1773, was Fitzwilliam Road. The layout began about where the present Old County Road branches off toward the Horizon Hill Farm.¹ The transcript reads:

“Beginning at the County Road on Lot 3, Range 7 about 40 rods from the East line and running Southerly to the South line of said lot, then Southerly about 50 rods on Lot 3, Range 8, thence Southwesterly off of South about 80 rods from the Southwest corner, thence running about Southwesterly on Lot 2, Range 8 off of said lot, then on Lot 2, Range 9 to the South line, thence running about Southwesterly to the town line. 2 rods wide.”²

The road thus laid out would be about 1.7 miles in length (the entire Fitzwilliam Road now is about 2.8 miles). From Fitzwilliam Road a traveller could have reached Borland's mills on the Contoocook either via Old Fitzwilliam Road and past Gilmore Pond, or alternatively via the Mountain Road and through the Center on the road laid out in April 1774.³

Within a few years after the Revolution a string of fine farms stretched along Fitzwilliam Road from the town line to the Mountain Road. These belonged respectively to the Marshalls (now Cipolla's), Joseph Perkins (now Russell Smith's), Spauldings (now Morgan's) Ross's, later David Spauldings (now Allies'), Lt. David Gilmore (now Warfield's). Previous to 1850 the history of Fitzwilliam Road revolves largely around construction projects from the Spaulding farm in one direction or another.⁴

At the northern end of Fitzwilliam Road Lt. David Gilmore, who owned the place where the Warfields live now, also had problems with regard to the road that went past his house. There is an 1801 transcript of an exchange of a portion of road 40 rods long to the new turnpike in place of the old road.⁵ An 1806 transcript describes a road north from David Gilmore's east line on Fitzwilliam Road to the road leading from the turnpike to Jonathan Emery's meadow.⁶ In 1818 there was a new lay out from the south side of the turnpike east of Gilmore's line to the Fitzwilliam Road.⁷ The

Warfields eliminated the problem in 1971 by having the road discontinued from their house to the turnpike (Route 124), since a section of new road had been built from Route 124 that would run in its place.⁸ The discontinued portion reverted to the landowners.

In 1834 Abel Marshall received damages for a new road (Scott Pond Road) leading over his land from Eliphalet Johnson's to Capt. Perkins,⁹ and in 1844 Marshall obtained an adjustment of the road between his house and the Fitzwilliam line.¹⁰

In 1841 David Spaulding, who then occupied the Ross farm (red brick house now belonging to Ames), had the road altered SW from the bridge near his house, and agreed to build the new piece himself.¹¹ This was apparently in response to an article included in the previous year to see if the town would make an alteration in the road near his house, which had been left discretionary with the selectmen.

Throughout its early history Fitzwilliam Road remained in a patchy state that gave rise to repeated requests for improvement. The selectmen were cautious about undertaking anything on a large scale. In 1795 an article was included in the warrant:

“To see if the town will do anything about straightening or discontinuing the road from the County Road SE from Moses Rider's (near the Heil place), thence by Joseph Perkins (Russell Smith's) to the Fitzwilliam line.”¹²

It was voted to choose a committee and report.

By 1808 petitioners from Fitzwilliam went to court. Their petition:

“...humbly shewith, that they together with the citizens of the county of Cheshire aforesaid and the neighboring towns in the Commonwealth of Massachusetts sustain great inconvenience in consequence of the badness and crookedness in summer, and narrowness which is the cause of almost impassable snow drifts in winter, of a part of the road as it is now travelled from Fitzwilliam village to Jaffrey meeting house viz. from Robinson Perkin's Esqrs by Capt. Edward Spaulding's to Mr Abraham Ross's...that the land by nature is as well formed for a road on a straight or nearly a straight direction as where it is now travelled, and that straightening and widening will greatly facilitate the keeping in Repair as well as travelling said Road...that the town of Jaffrey in which said piece of road lies have been requested as the law directs to straighten and widen the same...that they have hitherto refused so to do...”¹³

Wherefore the petitioners prayed for the appointment of a committee, in which the court obliged them. A new piece of road was duly laid out, 3 rods wide, from approximately John Heil's to the Ames' place, which the court ordered to be opened by October 1839.

At town meeting in 1839 an article was included: “To see if the Town will choose a Committee to examine a route from the middle of Jaffrey to the middle of Fitzwilliam and report at some future meeting.”¹⁴ The vote was that “the last clause of this article be dispensed with”. When the same proposal came up again the following year, it was voted to take no action. The town did agree, however, to appoint a committee to examine routes from Troy and Fitzwilliam through Jaffrey to Nashua.¹⁵

In the 1830's there was some agitation for a new road from Troy through Fitzwilliam and Jaffrey to Rindge. Such a road was laid out by court-appointed commissioners in 1837, with a Jaffrey piece about a half mile in length along the town line north of Fitzwilliam; but Jaffrey never built

its portion, and the court “discontinued” that part in 1839. (See Troy-Fitzwilliam-Jaffrey-Rindge Road.) Supporters of the road made one more try in 1842, with renewed petitions to the selectmen of Jaffrey and to the court in Keene.¹⁶ The decision was “Adverse for the Prayer of Petitioners”. In the present century Fitzwilliam Road was presentably surfaced. Successive town votes show the rising costs. In 1934 the town voted:

“to raise \$1,000 to be used for tarring one mile of new gravel road on the Fitzwilliam Road from the residence of George A. Adams (Warfield), extending west one mile...as petitioned for by Hugh Morgan and others.”¹⁷

In 1968 the town voted to appropriate \$11,030.04 for the purpose of making improvements to Fitzwilliam Road.¹⁸ In 1971 \$38,000 was appropriated for improvements.¹⁹

In addition to the alteration and discontinuance of a portion of the road near the Warfield residence in 1971, there was one other major alteration in 1971-72, when a portion of new road was built around the Russell Smith residence (old Perkins place) and the old road, approximately 2,100 feet in length, was discontinued and deeded to the Smiths.²⁰ The Smiths donated the land and contributed \$5,000 toward the costs of construction of the new road.

1. The “First County Road”, from Rindge, was laid out by Court Commissioners before the town received its charter in 1773 (Cutter’s *Hist.*, p. 51). From the New Marlborough line to Priest Corner on Old Fitzwilliam Road it followed the route of an older road, variously called “Old Boston Road”, “Great Road”, “Main Road”, or “County Road”. See *Hist.*, Vol. I, pp. 321, 326.
2. T 1, Oct. 6, 1773; I R, March 1774.
3. T 2; I R 13, April 23, 1774. Road from Robert Wier’s house (George) in the Center, past Cumming’s Meadow, then SW to the “Main Road”. The turn SW was near the present Warfield place, bringing the road to meet with Fitzwilliam Road at the intersection with Old Fitzwilliam (“Main Road”, “County Road”).
4. Road leading from “Bridge West of Phinehas Spaulding’s to Fitzwilliam by Lt. Wm. Worster’s...SW from Bridge near Dudley Griffin’s house to old road east of the causeway between the schoolhouse and said Worster’s” (T 25, Oct. 5, 1787; I R 185, Dec. 5, 1787). This is the abandoned road leading diagonally from the bridge near the Spaulding place toward Gap Mountain Road. It may have been altered in 1835 (Vault .70, p. 395, March 1835: “Voted that the Selectmen examine the road over the hill west from where the roads intersect east of where John Worcester now resides and make such alteration in said road as the public good requires...”).
To see whether town will open road from Phinehas Spaulding’s house to Mr. Robinson Perkin’s house (present Heil property) (I R 347, Oct. 10, 1796, Art. 4).
To see if town will pay damages to certain persons through whose land a proposed road will go from Robinson Perkin’s by Capt. Edward Spaulding’s to the old road near Abraham Ross’s house (I R 576, Aug. 1808, Art. 5).
To see if town will raise money to make the new road by Capt. Spaulding’s house (I R 604, May 1809, Art. 3).
To see if the town will make and complete the new road by Capt. Edward Spaulding’s house (I R 611, Feb. 22, 1810, Art. 15).
Petition and transcript of road from Phinehas Spaulding’s house SE to N end of Edward Spaulding’s mowing, to road east of the schoolhouse (T 55, June 25, 1817; Vault .114).
To see if the town will repair the road from Phinehas Spaulding’s house to the road leading from Fitzwilliam to Jaffrey (Vault .70, p. 112, March 1819, Art. 10).
In 1845 Ambrose W. Spaulding requested discontinuance of the 1817 road from the causeway to the intersection “near where the old schoolhouse formerly stood” (III R, July 1845, Art. 3; T 136, April 27, 1846; T 137, May 20, 1846).
5. T 41, I R 441, 1801; on the old road 2 rods SE of David Gilmore’s house, thence NE 40 rods to the turnpike, in exchange for the old road from Gilmore’s boundary to near Samuel Joslin’s house.

6. T 54, Dec. 12, 1806.
7. T 57, July 1, 1818.
8. IX R, p. 53; Ann. Rep. 1970, warrant for March meeting 1971, Art. 11.
9. T 87, Jan. 2, 1834.
10. T 131, June 1, 1844: petition and lay out of road “Beginning near bend on the road leading to Fitzwilliam SW of Abel Marshall’s on the west side of the present highway to the foot of the hill leading into the old highway in said town.”
11. T 120, Nov. 21, 1841; agreement, Vault .114; II R, Vault .70, Nov. 1840, Art. 6.
12. I R 331, Dec. 1795, Art. 5.
13. I R & S (1808), p. 122.
14. II R, Vault .70, pp. 486, 487, March 1839, Art. 16.
15. II R, Vault .70, pp. 514, 524, March 1840, Art. 11.
16. Vault .114; II R & S (1842), p. 246.
17. V R; Ann. Rep. 1933, warrant for March 13, 1934, Art. 13.
18. Ann. Rep. 1967, warrant for March 12, 1968, Art. 22.
19. IX R, p. 53; Ann. Rep. 1970, warrant for March 1971, Art. 6.
20. IX R, pp. 85, 105; Ann. Rep. 1971, warrant for March 1972, Art. 28.

FORCIER WAY

FORCIER WAY is a turn-around street off Stratton Road near Conant Cemetery. An article dedicating the road to the town was included in the warrant for March 1936, but was passed over at the time. The dedication was later accepted, at town meeting in March 1944.

The 1936 article read:

“To see if the Town will vote to accept a road two rods wide, leading east from Stratton Road, known as Forcier’s Drive-way, as petitioned for by Harry K. Atkins and others.”¹

The 1944 article read:

“To see if the Town will vote to accept a road two rods wide, leading easterly from Stratton Road, a distance of approximately 500 feet, known as Forcier’s Driveway, petitioned for by Alphonse Belanger and others.”²

The motion carried.

In the discussion at town meeting Belanger explained that the driveway had been laid out about twenty years previously, and property values had increased. The Highway Agent said that the driveway needed gravel, which could be applied at a cost of \$50 to \$75.

1. V R, March 10, 1936, Art. 9.
2. V R, March 14, 1944, Art. 17. See also note on hearing scheduled for Nov. 27, 1950, on a petition for layout (Misc. Rec. Bk (1950), p. 436).

FROST ROAD [Renamed Fiske Road, 1995]

OLD DUBLIN ROAD, north from Bryant Road near the present Charles Royce residence [Casagrande], leads to the wide bowl of a valley where there was a farm known for over a hundred years as the Lawrence farm, later the Blick farm. There the road bearing slightly left went to Dublin the hard way, via Woodbury Hill. The road through the pastures on the right is Frost Road.

Frost Road, about one and a half miles in length, is a lovely old road, among the most venerable in town. From the Lawrence farm it gradually ascends Pierce Hill, at the top of which, on the right, is the cellar hole of the early Goodale—Silas Adams—John Pierce farmhouse in Lot 16, Range 2. The descent further along is fairly steep, and the road is now in bad condition. After a dip it rises again over a small eminence not far from the Dublin line. Here on the left is the cellar hole of Benjamin Cutter's house. Cutter moved away about 1782. Afterwards it became the homestead of Benjamin Frost, who came to Jaffrey in 1783. His son Thomas lived on the eastern side of Frost Pond; his son John lived on the homestead, "a deacon of the church and a worthy man."¹

The earliest document is the transcript of a lay out dated September 20, 1779:

"Beginning at the Dublin line, Lot 17, Range 1, thence Southerly to Benjamin Cutter's house, thence SW across Lot 17, Range 1 and across Lot 17, Range 2, and in the same course across Lot 16, Range 2, unto Elijah Goodale's house unto the road that is laid out for Goodale. 2 rods wide."²

The road that was "laid out for Goodale" evidently did not satisfy, since a second course was laid out in 1781 a little off side the earlier way (from Lot 17, Range 2 "across Lot 15 (16?), Range 3 to the road that leads from Dublin to Kendall Briant's."³)

In the period 1848-1853 Frost Road figured in a local politico-legal battle that brought out Jaffrey's most stubborn instincts. The problem was to find a good route to Dublin. By mid-century the important part of Jaffrey, as a growing mill town, lay in East Jaffrey. The old road to Dublin from the Center, via The Ark and Thorndike Pond, was too far away. Old Dublin Road over Woodbury Hill was an exceedingly hard and hilly way. The Bond's Corner route (Route 137) had not yet been decided upon. Frost Road, when a bridge is provided near Stony Brook Farm on the Dublin side, seemed to be a practicable alternative. (No bridge is there now.)

The public pressure for a new road from Dublin—indeed for a road which would run from Dublin all the way through Jaffrey to Rindge—originated with banker Jonas Melville and a group of farmers from the north part of town: Asa Fisk, C. W. Pierce, John Frost, and John S. Lawrence. In 1846 they requested the court to appoint commissioners to lay out a new road on a route east of Frost Pond (coming in over Fisk and Pierce land). The project was persistently opposed by a majority in Jaffrey (see Dublin Road, Route 137). As an alternative route via Frost Road on the west side of the pond was petitioned for in 1849 by Asa Fisk "and fifty others".⁴ This route was:

"for a new road beginning at or near a certain bridge located near the north line of said Jaffrey and south of the home of James Moore in Dublin, and running in a southerly direction to the intersection of roads south of Samuel Pierce's home." (Intersection of Emery Road and Route 137 today.)

The plan was for the new route to turn east on a short stretch of road connecting Frost Road with an extension of Emery Road, which had been brought to the north line of Samuel Pierce's property. Samuel Pierce then owned the old Noah Emery farm (later Lawrence Laughlin, Nielsen).

At a hearing in 1849 the court ordered this Frost Road alternative to be built. In 1851, at the March meeting, Jaffrey voters recommended that if the Commissioners judged that the roads petitioned for were in the best interest of the town, the selectmen should be instructed to lay them out and be authorized to pay damages.⁵ By the adjourned meeting in May the town changed its mind: the vote was to discontinue the roads recently laid out by the selectmen.⁶ Backers of the road tried again in July; warrant article 2 read:

“To see if the Town will build a new road as part of Frost Road laid out by Commissioners through lands of John Frost and Melville and Lawrence to the north line of Samuel Pierce’s farm” (at end of Emery Road).⁷

The town voted not to build the road. A year later, in 1852, the Commissioners concurred with the town.⁸ Citing “changed circumstances” their report mentioned the diversion of travel from South Dublin to Dublin Center rather than East Jaffrey, the closing of the stone and slate business in Dublin, the wooden ware business diminishing, and an amendment of the State laws.

Frost Road finally came to rest, as a Class VI highway, by vote of the town in 1926 to close by gates and bars the road “over Pierce Hill from the Blick residence (former Lawrence, now Peter Davis) [Durnan] to the Dublin town line.”⁹

1. *Hist.*, Vol. II, p. 321.
2. I R 129, Sept. 20, 1779; *Cutter’s History*, p. 52.
3. T 18, Aug. 16, 1781. Among the Vault .114 documents there is also a record of an 1840 lay-out.
4. II R & S (1849), p. 438.
5. III R, March 1851.
6. III R, May 1851, Art. 3.
7. III R, July 1851, Art. 2.
8. II R & S (1852).
9. Ann. Rep. 1925, warrant for March 1926, Art. 29; IV R, March 1926.

GAP MOUNTAIN ROAD

GAP MOUNTAIN ROAD is a logical cut-off, constituting one side of a roughly equilateral triangle, the other sides being Fitzwilliam Road and Old County Road. Coming from Fitzwilliam the road branches off to the left a little past the old Baker or Perkins farm (Russell Smith). Schoolhouse No. 5 was near the crotch of the roads. A little further along, Gap Mt. Road led past an old farm long known as the Degare place; the road served for access to Moses and William Worcester on Cobleigh Hill Road; it joins the Old County Road at a farm with a long history, now called the Noble place (previously Bordeau (1911), Dan Field (1875), Lebourveau (1850), Widow Lois Standley (1799), Jonathan Stanley (1776)). Although the grass is high in the middle, it is still a pretty good road on firm ground.

The first part of Gap Mt. Road, between Fitzwilliam Road and Cobleigh Hill Road, was laid out in 1775. The transcript reads; beginning at the east line of Lot 1, Range 8 at the center of said line, then SE through Lot 2 till it comes to the town road laid out from Jaffrey Center to the town line.¹

In 1797 the road was laid out all the way from Old County Road (Widow Lois Standley’s land, the Noble place) to Fitzwilliam Road. The transcript reads: Beginning at the County Road

leading into Rindge at Lois Standley's land on Lot 1, Range 7, south to the south end of her land, thence SE to Lt. Moses Worcester's land, thence south, crossing the road that leads to Worcester's (Cobleigh Hill Road) a little east on Dudley Griffin's land, thence through Robinson Perkins' land to the old road as now trod by Capt. Perkins' house on the road to Fitzwilliam through William Marshall's land.² The report of the committee that laid out the route was accepted at town meeting in September 1797.³

In 1819 the town voted for the selectmen to take from other roads sufficient taxes to put in repair the road from Capt. Chase's (Degare farm) past Benjamin Standley's (Widow Lois' heir) to the turnpike.⁴

In those days if residents of Fitzwilliam had wished to go to Marlborough over the turnpike, this is the way they would have travelled; they had a turnpike of their own, through Troy, to Keene.

1. I R 27, March 1775.
2. I R 350, April 8, 1797; Vault .114.
3. I R 366, Sept. 15, 1797, Art. 4; T 35.
4. II R, March 1819, Vault .70, p. 112.

GIBBS ROAD

GIBBS ROAD extends north from Dublin Road near Alfred Merrill's residence to the Jewell farm on Dublin Road. It is in fact a cut-off, perhaps a quarter of a mile shorter between these two points than Dublin Road past The Ark. In a small way the history of the road is an account of the connection among four farms: from Oliver Bale's on the north (later Corey, Jewell), past the Compton place (formerly McCoy, Conant, Joseph Thorndike), past the former Gibbs place (earlier Joshua Thorndike, now abandoned), to the Pierce farm (earlier J. W. Poole, Samuel Woodbury) [Blackwell]. Hale, Joseph Thorndike, Joshua Thorndike Jr., and Samuel Woodbury settled their farms about the same time, 1774. Hale's was in Lot 12, Range 2; Joseph Thorndike's, Lot 12, Range 3; Joshua Thorndike's, Lot 11, Range 3; Woodbury's, Lot 11, Range 4.¹

Gibbs Road was not only the main road to Dublin, for a few years it was the only road. Chamberlain notes that on the Dublin side the road south from the village toward Jaffrey appears to have been opened as early as 1764.² Jaffrey laid out its section in 1775. The original way from the Center to Joseph Thorndike's was via Stony Brook Road, 1774, which went by a circuitous route past William Mitchell's house (later Gage, Hillsmith, Taylor), then curved around to Joseph Thorndike's.³ In 1775 a road was laid out from Joseph Thorndike's house north through Lot 12 in Ranges 3 and 2, and the SE corner of Lot 12, Range 1, "through the meadow...to the town line".⁴

The house of Joshua Thorndike Jr. was a short distance south of his cousin Joseph's place. In 1778 the road from their farms was completed by the layout of the segment south to Dublin Road:

"Beginning at the bridge near Joshua Thorndike Jr's house, thence south along the east end of Thorndike's barn...to the west end of Samuel Woodbury's house (now Pierce), then south to a marked tree on the road that leads from the meeting house to Joseph Cutter's near the south end of Lot 11, Range 4. 3 rods wide."⁵

The state of repair of the 1775 road north from Joseph Thorndike's gave rise to questions in

1778. An article was included in the warrant “To see if the town will open and repair the road between Joseph Thorndike’s and Dublin”.⁶ The town voted to do so, but after hearing a report from the selectmen the following year they voted “not to turn the road that leads to Dublin at present”.

There was for a while a road over the hill from near Joseph Cutter’s property (“from Joseph Brooks’ mowing”) to Joshua Thorndike’s house. This would be at right angles to Gibbs Road. In any event it was discontinued in 1794.⁷

An article was included in the 1841 warrant “To see if the Town will open and repair the present road to David Corey’s” (Jewell farm).⁸ It is not clear whether this refers to Dublin Road past The Ark or to Gibbs Road. The latter road was in question in 1844 when the town voted that the road:

“from the school near Joel Cutter’s to the intersection of roads near David Corey’s—meaning the road which passes the house of James Conant—be left discretionary with the selectmen.”⁹

The school near Joel Cutter’s was the little red schoolhouse on Dublin Road near the present Pierce driveway. James Conant’s house is the Compton house, on the site of the earlier Joseph Thorndike dwelling.

In 1872 John W. Poole, who then owned the old Woodbury place (now Pierce) [Blackwell] petitioned the selectmen to determine the limit of the old “turnpike” between his land and Jonathan Gibbs’.¹⁰ Gibbs, who had long since moved to Jaffrey Center, occupied the Joshua Thorndike Jr. house from 1821 to 1832.¹¹ The house, like the road, was generally given Gibbs’ name.

In 1926 it was voted to close by gates and bars Gibbs Road from A. D. Gordon’s summer residence (now Alfred Merrill) to the residence of E. T. McCoy (now Compton).¹² At the 1964 town meeting this vote was partially reversed. The motion and discussion were as follows:

“Charles W. Bacon Jr. moved: That the Town vote to reopen the following road or highway closed by gates and bars pursuant to the vote of the 1926 Town Meeting described as follows: ‘From North of A. D. Gordon Jr’s summer residence to E. T. McCoy’s, said section of the highway now being described as extending from land of George P. Duncan and running along land of The Ark Inc., to land of Mrs Karl Compton, as shown on tax map of the town prepared by Y. Steman.

“The motion was seconded.

“Mr Bacon said he wanted the road opened as he had two people who wanted to buy lots on that road, but wouldn’t buy until they were sure the road would be opened, so they would have access to these lots, and that the road wouldn’t be opened all the way, but just along his property.

“Alfred P. Sawyer asked how far this would go, and Mr Bacon said it would extend about 700 feet.

“Selectman Belletete said Mrs Compton had expressed a wish that the road be opened no further than her property line.

“Atty. Hampsey explained that the road would be opened just along The Ark land.

“There being no further discussion, etc....the motion was declared as carried by the Moderator.”¹³

The status of Gibbs Road is thus that it is legally open from Dublin Road near the Merrill residence to the land of Mrs. Karl Compton, although the road has not been maintained past the Stefanski [Graham] residence (about three lots removed from the Compton line). It is closed by gates and bars, pursuant to the 1926 vote as modified by the 1964 vote, from the Compton line past the old Gibbs cellar hole to the Compton house. From the Compton residence north to the Jewell farm the road is still an open public road, although it has not recently been maintained and is now a Class VI road.

It was reported in the local press that William C. Stewart had appeared before the Board of Adjustment on May 6, 1980, in connection with a request for a permit to build a house on Gibbs Road near the Jewell farm. He and a petitioner for a similar exception on Sanders Road “promised that they will not ask the town, later on, to take over the road and maintain it. After site inspection the Board on May 8, 1980, granted special permits, on condition that the town should not be liable. The permits would be recorded in the Registry of Deeds and would run with the land.

1. Chamberlain, *Annals of the Grand Monadnock*, p. 17.
2. Chamberlain, *Annals*, pp. 153, 167-169; *Hist.*, Vol. II, pp. 803, 869.
3. T 3, July 6, 1774: “From the Center to the corner of Lot 12, Range 5, then north to Wm. Mitchell’s house, then NW to the corner of Lot 12, Range 4, then north to Thorndike’s house.”
4. I R 28, March 30, 1775; T 6; Vault .114.
5. I R 130, Nov. 24, 1778.
6. I R 46, March 12, 1778, Art. 13.
7. I R 309; T 33, Sept. 24, 1794; Vault .114.
8. III R, March 1841, Art. 15.
9. III R 41, March 12, 1844.
10. Vault .114. This petition may have been related to an article in the 1871 warrant to discontinue a road “from the main road north of Joseph Cutter’s barn to J. W. Poole’s land”. III R 403, March 1871, Art. 26.
11. *Hist.*, Vol. II, p. 330.
12. IV R, March 1926, Art. 29.
13. VII R, pp. 173, 194, March 10, 1964, Art. 21; Ann. Rep. 1963, warrant for March 1964, Art. 21.
14. *Peterborough Transcript*, May 8 and May 15, 1980.

GILMORE LANE [Renamed Sandy Lane, 1995]

GILMORE LANE is the old dirt road running about three quarters of a mile from the Mountain Brook bridge at the foot of South Hill Road to a juncture with Gilmore Pond Road near the Bradley and Gordon properties. It is a level, straight, and fairly good road through the woods north of Gilmore Pond.

In the very early days there must have been at least a marked way around the north side of Gilmore Pond, as part of the “Great Road” or “Old Boston Road” between Ashuelot and Townsend, which traversed Jaffrey from Squantum to Gap Mountain. See Squantum Road. By 1773, however, when Jaffrey received its charter, the important link was that between the Center and the road to Rindge (Peabody Hill Road to Rindge via road on east side of Gilmore Pond). This link was provided by Gilmore Lane, officially laid out in 1775:

“beginning at the Common (in the Center), then Southerly over the river bridge (Mountain Brook), then SE by John Gilmore’s (farm north of the Pond, now cellar hole), to the line between Lots 12 and 13, Range 7, thence 80 rods, then SW about 40 rods to where the road crosses a spring, then Southerly about 30 rods, then Southerly to Solomon Grout’s (on east side of Pond), then Southerly to Rindge line.”¹

The first part of the road thus laid out is now South Hill Road, which joins Gilmore Lane at the intersection with Gilmore Pond Road and Sawtelle Road near the bridge over Mountain Brook. Not far from the bridge there developed from 1777 a cluster of mills, which were in operation through

most of the 19th century. This area was “Slab City”. The mills included a fulling mill, grist mill, saw mill, and woodworking mill. Names associated with the mills are Josiah French, William Davidson, Belknap, Blodget, Gardner Bowers, Moses Perkins, Ebenezer Mitchell, Levi Daggett, Harvey and George Gilmore, Eleazer Heath, and Henry Sawtelle.² Gilmore Lane was probably named after John Gilmore, a prominent settler who had a farm on the road. In the 1870’s a Mrs. Hodge had a house about midway on the road, known as the Libby farm by 1890. The farm houses are now cellar holes, the mills have long since collapsed or been destroyed by fire.

Prior to the 1850’s there were a few adjustments in the roads most of them for the convenience of the mill owners:

- 1793: transcript of portion of road from Josiah Belknap’s to the fulling mill to the road from Capt. Spaulding’s to the Meeting House (Gilmore Pond Road on west side of Pond).³
- 1795: voted to open corner of the old road near the River Bridge on John Gilmore’s land and to straighten the road from the west end of the stone wall to Belknap’s lane.⁴
- 1835: voted to take the minds of the town concerning altering the road from Jaffrey village to the Rindge line, from the bridge near Bowers mill to Nathan Blodget’s...⁵
- 1838: voted that the Selectmen view the road from Jaffrey Village to Rindge and make such alterations as they think the public good requires.⁶
- 1847: To see if the town will...build a new highway beginning at the bridge near Levi Daggett’s mill, thence by Daggett’s grist mill to the intersection of roads near Walter Carr’s.⁷

The selectmen were authorized to build the new portion of highway if they thought best. Apparently they decided to leave well enough alone, and Gilmore Lane has so remained till the present day.

1. I R 26, April 13, 1775.
2. *Hist.*, Vol. I, p. 365.
3. T 30, March 1, 1793.
4. I R 322, March 1795, Art. 14.
5. II R, Vault .70, p. 395, March 1835, Art. 14.
6. II R, Vault .70, p. 479, March 1838.
7. III R, March 1847, Art. 14.

GILMORE POND ROAD

GILMORE POND ROAD is one of the longest roads in town: 3.2 miles from Crocker’s Metal Company [Pomponio] to the Mountain Brook bridge in Slab City. It has a complicated history, since it was put together from four segments, dating from different periods.

The oldest portion of the road, pre-dating the incorporation of Jaffrey, is that which extends from the W. Lambert house (Francis Wright’s tavern) to the Peabody Hill Road and on to Rindge. The *History* says that in the early days (c. 1758) this area was the most thickly settled part of the successive townships of Rowley Canada and Middle Monadnock. Before 1770 the road would have passed William Smiley’s farm east of Gilmore Pond (then called Smiley Pond), and John Grout’s (near Lafreniere’s). In the first year after incorporation this portion of road was officially laid out as a town road. The transcript reads:

“From Francis Wright’s SW to Matthew Wright’s (Lot 13, Range 9, near present Wm. Royce place), then SW over the bridge to Peabodie’s house,...then Westerly to the Rindge Road (Peabody Hill Road).”²

The road thus laid out was confirmed, if need be, by a 1775 lay-out of a road from the (Meeting House) common to the Rindge line via Gilmore Lane:

“From the Common, over the River bridge (Mountain Brook), SE by John Gilmore’s house (north of Gilmore Pond), along the line between Lots 12 and 13, Range 7...Southerly to Solomon Grout’s, thence Southerly to the Rindge line.”³

It looks as though nothing further was done about this portion of road for a hundred and fifty years, until Harry Mack and others petitioned in 1928 for an improvement of Gilmore Pond Road between the residence of E. Labrie (old Wright tavern, now Lambert’s) and George O. Turner (J. Lafreniere’s).⁴ The sum of \$800 was voted for the purpose. The following year a similar request was submitted for improvement of the road in the opposite directions “beginning at the stone bridge and extending east in the direction of the Gray Line Garage as far as the money will permit.”⁵ Eight hundred dollars were again voted.

Although, from early days, there must at least have been a marked way north and west of Gilmore Pond linking up with the “Great Road” that is now Old Fitzwilliam,⁶ it was not until 1794 that the portion of Gilmore Pond Road on the western side of the pond was laid out as a town road. This is the stretch of road, about one and a half miles in length, between the Mountain Brook and the intersection with Old Fitzwilliam Road. At that time Captain Benjamin Spaulding lived on the farm at the intersection. The transcript reads:

“from near the South end of the causeway South of Mr Ainsworth’s...on the road as now trod to Belknap’s ditch (the mill run in Slab City), thence by Capt. Spaulding’s to Paul Powers’ West line as it is now travelled (Powers lived in the Marrotte farm), hence to Priest’s Corner, Red Gate Road. 3 rods wide.”⁷

The portion of Gilmore Pond Road on the south side of the pond, extending from the Old Fitzwilliam intersection to the Peabody Hill Road intersection, required fifty years of effort on the part of its inhabitants before their fellow townsmen gave a grudging approval. At first there was a kind of road, which was not “excepted” by the town.⁸ The residents were willing to settle for a bridle road.⁹ Three years later, in 1782, petitioners again submitted an article “To see what the Town will do with regard to the road that leads from Capt. Spaulding’s to Mr Sawyer’s (Bezaleel Sawyer).”¹⁰ Meanwhile Schoolhouse No. 3 had been built close to the present house of Mrs. Marion Mack Johnson [Sullivan].¹¹ In 1822 the neighbors were still trying. Peter Powers had succeeded Capt. Spaulding’s farm at the west end of the pond. The warrant article read: “To see if the town will lay out and open a road from the road by Peter Powers to Schoolhouse No. 3 to Rufus Sawyer’s land.”¹² The vote was favorable, but the follow-up was weak. The town voted to repair the road from Peter Powers to Rufus Sawyer’s by Schoolhouse No. 3, “but not to make a fence on said road the present year.”¹³ Two years later (1824) the petitioners asked if the town would open the road leading from Peter Powers by Schoolhouse No. 3.¹⁴ The town voted “to leave to the Selectmen as they think proper”. Finally, in 1831, the town voted Yes—”to open the road leading from the west end of Gilmore Pond to Rufus Sawyer’s house past Schoolhouse No. 3.”¹⁵

It required fifty-three years of effort to establish the road around the south side of Gilmore Pond,

it took only fourteen to open the remaining stretch—from Crocker’s Metal Company [Pomponio] to the junction with Jaquith Road (or at least to the old road now called Highland Avenue). There was a farm in the way. In early days the farm was owned by Jonathan Blodgett. At the time of the push for the final segment of Gilmore Pond Road the farm was owned by William Moors. In Blodgett’s time a road had been laid out from his house to the Highland Avenue road. In 1839, when Moors owned the farm, an article was included in the warrant “to see if the town will lay out a new road from near the Wright farm (W. Lambert) till it intersects the road leading to Rindge south of William Moors’ house”. The town voted “to dispense with this part of the article.”¹⁷

Moors tried again in 1848. The warrant article read: “To see if the Town will lay out and build a new highway from the foot of the hill South of Liberty Mower’s (Lynch’s, on Highland Avenue), thence to the road leading from Jaffrey to Rindge”.¹⁸ It was voted to pass over. Two years later, in 1850, a petition was submitted to the selectmen to lay out a road “across Wm. Moors’ land, leaving the road from East Jaffrey to Rindge between Moors’ gate and Schoolhouse No. 2, and ending on the road from East Jaffrey to Charles Davidson’s (former Wright tavern, now Lambert). 3 rods wide.”¹⁹ The road was laid out. Moors was awarded \$160 damages, Davidson \$5. Apparently nothing came of this effort, for a new petition was submitted the following year, reading from the opposite direction:

“beginning near Charles Davidson’s house in Jaffrey, then East southerly of William Moors’ house to the foot of the hill (Tyler Hill) near Charles Nutting’s house on the road from East Jaffrey to Rindge.”²⁰

Laying out was one thing, building was another. In March 1851 the town voted *not* to instruct the Selectmen to build at present the road petitioned for by Charles Davidson and others.²¹ Davidson petitioned again at an adjourned meeting in July.²² The article was passed over. He tried again at town meeting in 1852. The motion lost. Finally, in 1853, the efforts of Moors and Davidson met with success: the road laid out in 1850 was opened up. The *History* notes that:

“His (Moors’) buildings were originally on the hillside north of the present site but he moved them to their present position in 1853, when the new road was opened, leading from the Rindge Road to the old road near Francis Wright’s tavern.”²³

The new site was where the present expanded apartment house is, on the north side of Gilmore Pond Road. The farm was subsequently owned by Austin O. Adams (c. 1890), Albert E. Knight (c. 1905), later Mrs. Frank Dorr (c. 1930).

In 1940 an article was included in the warrant to see if the town would vote \$500 “to widen the curve on Gilmore Pond Road near the garage of East Jaffrey Motor Sales...as petitioned for by Harry Mack and others.”²⁴ The article was passed over. In March 1977 an article was included:

“To see if the Town will...appropriate the sum of \$18,000.00 to reconstruct and rebuild Gilmore Pond Road starting where the improved portion ends near the present house of the Lessards, this road to be built with due regard for the...scenic nature of the present Gilmore Pond Road.”²⁵

This article too was passed over.

1. *Hist.*, Vol. I, p. 65.
2. I R 18, T 4, July 6, 1774.

3. I R 26, April 13, 1775.
4. V R, March 13, 1928, Art. 9.
5. V R, March 12, 1929, Art. 9.
6. See Squantum Road and Old Fitzwilliam Road.
7. T 33; I R 310, Sept. 20, 1794. Reference to this western portion of Gilmore Pond Road is also found in a transcript of an "accepted road" the preceding year: "from Josiah Belknap's house Southerly by the fulling mill into the road from Capt. Spaulding's to the Meeting House...2 rods wide" (I R 281; T 30, March 1, 1793).
8. I R 57, Sept. 3, 1778, Art. 7: "Voted that the road between Lt. Benjamin Spaulding's and the road that leads from Mr Stevens (present Wm. Royce) to Rindge if it is not excepted by the town be kept as a bridle road."
9. I R 69, March 25, 1779: "Voted that Mr Sawyer's road should remain a bridle road". (Bezaleel Sawyer and son Rufus Sawyer lived on the site later owned by Harry Mack.)
10. I R 115, June 122, 1782.
11. A transcript of the road, submitted before the town meeting, reads: "beginning West of Lt. Stevens house (Wm. Royce), by the West end of Rufus Sawyer's to the East side of the Schoolhouse. 2 rods wide."
12. II R, Vault .70, p. 147, March 1822, Art. 15. The transcript reads: "From the end of the road near Rufus Sawyer's to the East side of Schoolhouse No. 3, to land of Button, then Easterly to a dry bridge, then to bars at the road leading to Peter Powers near the North corner of the orchard" (T 58, March 18, 1822: Vault .114). Thomas Button owned the big farm overlooking the pond from Ingalls Road (present Kimball).
13. II R, Vault .70, pp. 155, 157, April, 1822, Art. 4.
14. II R, Vault .70, March 1824, Art. 13.
15. II R, Vault .70, p. 335, March 1831, Art. 11; Vault .114, petition and transcript, T 79 and T 80, March 9, 1831, new road from Wm. Button's to the SW corner of Gilmore Pond, thence SE by Schoolhouse No. 3 to Rufus Sawyer's.
16. I R 357; T 36, March 21, 1797: "From North of Jonathan Blodgett's house NW to the road leading by Ensign Wright's to Deacon Spofford's (present Highland Ave.) near the line between Ebenezer Hathorn's (Lynch's) and Blodgett. 2 rods wide."
17. II R, Vault .70, pp. 486, 504, March 1839.
18. III R, March 1848, Art. 18.
19. T 150, Oct. 14, 1850 lay out, T 151, Nov. 20, 1850; Vault .114.
20. T 155, April 1851; lay out, T 156, May 24, 1851.
21. III R, March 1851.
22. IV R, July 1851, Art. 3.
23. *Hist.*, Vol. II, p. 540.
24. Ann. Rep. 1939, warrant for March 1940, Art. 10.
25. Ann. Rep. 1976, warrant for March 1977, Art. 18.

GILSON ROAD

IN 1890 Fred J. Slade, a successful businessman from Trenton, N. J., had plans for the development of the eastern shore of Thorndike Pond for vacation residences. In connection therewith he offered to the town the land for Slade Road. The terms of the offer were rather advanced for Jaffrey at the time, but were accepted. The offer was:

"that if the town would construct a road over his land, he would pay 4 percent interest through 1897 or until the value of the increased taxable improvements on the road should cover the actual cost, and he would make no charge for the right of way."

It was voted at town meeting in 1891 to accept the proposal, and that the selectmen be authorized to lay out, contract, and build a good road of not less than three rods wide.¹ Bonds were issued, which

were refunded in 1911, and finally paid off in 1931.

Mr. Slade met an untimely death in October 1891. His property was acquired by Isaac Sprague in 1913. Previously Sprague, a Boston banker, and F. H. Gilson, a mercantile printer, had purchased the Woodruff farm as it was then known (early David Corey or Gory, present Daniel Jewell Sr.), the largest of tract of land on the western shore of the pond. Like Slade they proposed to develop the property for vacation residences. In November 1894 they submitted a petition for a new road around the southern and western sides of the pond. It was voted that the selectmen as a committee should investigate the report at the next town meeting.² The selectmen reported favorably in March 1895. It was voted to build the road, 334 rods in length, “on the same terms and conditions on which the Slade Road was built.”³ The “same terms and conditions” would appear to cover not only the cost of financing (“until the value of the increased taxable improvements on the road should cover the actual cost”), but a right of way three rods wide. New construction was required from the intersection with McCoy Road (1886)⁴ to a juncture with Dublin Road a little beyond the Jewell farm buildings. The entire road, from the intersection with Thorndike Pond Road to the intersection with Dublin Road, is 1.4 miles in length. It is a picturesque dirt road, not yet a Scenic Road under RSA 253:17.

An article was included in the 1930 warrant to see if the town would raise and appropriate the sum of \$750 for improvement of Thorndike Pond Road and Gilson Road.⁵ The article passed. An article was included in the 1979 warrant to see if the town would raise and appropriate the sum of \$86,350 to improve Gilson Road.⁶ This article did not pass.

Addendum

With some research to pin down just where Matthew Davis lived in the 1780's it might be possible to establish a pre-Gilson Road, at least in part. The *History* says that Davis lived in the south part of Lot 13, Range 3, on a piece of land later acquired by Thomas French.⁷ This would be not far from Dr. Wheeler's place. French lived on the farm (later Wesselhoeft) purchased from Nathan Boynton in 1788. An early transcript reads:

“Beginning at the north end of Nathan Boynton's road (Thorndike Pond Road), running by Boynton's house north to James Holden's land, thence by the west side of his fence by his cornfield to marked trees over the causeway through the swamp, thence to Widow Davis' land at the south end of her stone wall. 2 rods wide.”⁸

After French bought the Widow Davis' land he might have used her road as a farm road until it finally disappeared, or reappeared a century later as part of Gilson Road.

1. IV R, March 10, 1891, Art. 15; *Hist.*, Vol. I, p. 535.
2. IV R, Nov. 1894, Art. 2.
3. IV R, March 1895, Art. 12; *Hist.*, Vol. I, pp. 535, 536; Vault .114.
4. McCoy Road, see IV R, March 1886, Art. 16.
5. Ann. Rep. 1929, warrant for March 1930, Art. 12.
6. Ann. Rep. 1978, warrant for March 1979, Art. 12.
7. *Hist.*, Vol. II, p. 234.
8. I R 130, Aug. 13, 1783.

GOODNOW STREET (“SCHOOL STREET – NORTH”)

SCHOOL STREET was laid out and built in 1853. By 1873 it was considered desirable to extend School Street north to North Street (“the road leading to Dublin”). An article in the warrant read:

“To see if the town will lay out a new highway from a stake on the north side of Main Street about 56 feet west of the Granite State Hotel, north until it joins with the highway leading from East Jaffrey to Dublin near Mrs Mary Follansbee’s house.”¹

It was voted to pass over, but the following year an article to the same effect in the September warrant was approved.² The petition for the new street read:

“...from a point on the north side of the Turnpike through East Jaffrey to about 40 feet west of the Granite State Hotel and by the fence northerly and parallel with the hotel through land of Joseph P. Wells and George S. Emery to the road leading to Dublin, intersecting at a point opposite the house of Mrs William Nutting.”³

Until the turn of the century the street continued to be called “School Street (North)”. The Goodnow general store, which in 1873 had been housed in the bank building and after the 1877 fire housed in a building on North Street, was moved in 1897 to a large new building on “School Street” directly behind the bank. The name “Goodnow Street” was substituted for “School Street (North)” in compliment to the Goodnow brothers. Their store was the parent enterprise of a syndicate that once comprised twenty-three stores in New England.⁴ The store building was dismantled in 1972.

To relieve parking congestion at the bank, the town in 1973 authorized the widening of Goodnow Street by approximately six feet from the corner of Main Street to the Library exit.⁵

1. III R 429, March 1873, Art. 28.
2. III R 446, Sept. 1874, Art. 2.
3. T 181, Sept. 23, 1874; T 182, 183, Sept. 13, 1874; layout; Vault .114, petition.
4. *Hist.*, Vol. I, p. 402.
5. IX R 127, March 1973, Art. 13.

GROVE STREET

GROVE STREET is one of the residential streets in K. K. Village, dedicated to the public by the Jaffrey Development Company and accepted at town meeting, March 1921. See Oak Street.

“K. K. Village”, a section of Jaffrey between Main Street and Webster Street, was a post World War I real estate development providing conveniently located housing near the Tack Factory (“Kleen Kutt Tacks”). It included eight roads as shown in Plan Book 2, pages 17, 30 and 40, on file in the Cheshire County Registry of Deeds.

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting 1921.

HALF WAY HOUSE ROAD *

THE HALF WAY HOUSE ROAD, which runs a little over a mile north of Route 124 to the site of the former Half Way House inn, is said to be a private road belonging to the Association to Protect Mount Monadnock [SPNHF]. Formerly a toll road belonging to proprietors of the inn, it is now closed to public travel. How it came to be regarded as a private road is not clear, at least for part of the way.

The road begins a short distance east of the present Hamlen place, at the triangle in Lot 4, Range 5. Thence it runs through Lot 4, Range 4, to the north half of Lot 4, Range 3, the site of the former inn. Before 1779—possibly from about 1774—two settlers lived on Lot 4, Range 4: David Avery, about the middle of it; Ebenezer Ingalls, at the north end. Allen Chamberlain says that Ingalls:

“lived near where the Parker trail now enters the Half Way House road. There is a cellar just west of the road and south of the trail.”¹

Avery (or “Averil”) was living on his place in January 1779:

“when the lower end of what is now the Half Way House road was laid out as far as his house, which is thought to have stood about a rod west of the road and close against the wall that divides the lot into north and south halves.”²

The transcript in the town records reads:

“From the road leading west from the Meeting House by Benjamin Dole’s to New Marlborough near a corner of the fence about 15 rods east of John Henderson’s house, then north on Henderson’s land to David Averil’s land and on Averil’s land to his house. 2 rods wide.”³

Chamberlain thought it reasonable to assume that the road was continued on up the hill from Averil’s to Ingalls’ joining with the Parker Trail road which had been laid out a few weeks earlier.⁴ This is logical, but is not documented. Benjamin Dole lived in one of the buildings later known as the “Proctor place” or “Ardley Cottage” on the Yeatman estate (now Wiedenkeller) [Grand View]. John Henderson’s house “must have stood near the lower end of the Half Way House road, though no cellar has been found”.⁵ The stone walls of the old road coming “from the Meeting House by Benjamin Dole’s” are still there, visible at the right of the entrance to Half Way House Roads although the portion of road from Dole’s to that point was discontinued in 1844.⁶

Ingalls moved away about 1780, and Averil sold his land to Dole in 1784. Thereafter their land was used only for pasture, if at all. The road may have been trod by occasional climbers. In the 1820’s refreshment shanties appeared on the south side of the mountain (Dinsmore’s, Fife’s). Speaking of John Mann, whose father lived in the Fife house (now Hamlen) 1839-58, Chamberlain relates:

“In those days when young John was guiding there was an old road leading to two abandoned house sites back on the mountain, where once had lived Ebenezer Ingalls and David Avery.”⁷

From 1858 to 1954, except for periods of rebuilding after fires, there was some kind of hotel accommodation at the Half Way House sites owned by Fassett (1858), Cudworth (1860), Rice (1863), Batcheller and Newton (1868), Batchellar (1882), Exel and Linde (1927), Exel (1930-45),

Association to Protect Mount Monadnock (1945).⁸ The Exels bought ten acres in the NW corner of Lot 59 Range 3, and “At other times they bought the remainder of the original hotel lot, and the land south to the Troy roads over which ran the road up the mountain.”⁹ In 1945 the Half Way House and toll road were acquired by the Association to Protect Mount Monadnock. After the fire in 1954 “traffic on the road was reduced so it was not practical to maintain”. New buildings were constructed (removed in 1969), “but the financial loss from the operation compelled the Association reluctantly to close the road.”¹⁰

What is apparent from the road’s history is that it was—and may well still be—a public road from the triangle east of the Hamlen place to the Avery cellar hole. The road fell into disuse after 1785; it was used by climbers until about 1860’s, and was thereafter kept open by the hotel owners, one of whom bought the land over which the road ran and charged a toll for its use. Whatever the title to the rest of the road, the portion from Avery’s cellar hole to the Mountain Road was subject to the town’s easement when it was laid out. The road has never been discontinued by a town vote. The occasion for the organization of the Association to Protect Mount Monadnock in 1945 was a petition for a new road submitted by the Monadnock Radio Foundation Inc., which hoped to build a radio station on the summit. The petition read:

“for a new road from the Jaffrey-Marlborough Road where the road to the Mountain House joins its thence north about 6,260 ft to a point leading south to the Smith land, thence north 1,030 ft...to a point about 108 ft from the SW corner of lot 5. Three rods wide.”¹¹

A hearing was set for January 22, 1945, but not acted upon.

“Residents on all sides of the mountain banded together to protect the mountain from what was believed would be an unsightly tower. The Association to Protect Mount Monadnock, incorporated in January 1945, grew to over 700 members...The radio station was defeated, and the Half Way House and toll road were acquired by the Association in order to safeguard access from the south side.”¹²

Most of the land acquired by the Association was turned over to the Society for the Protection of New Hampshire Forests. An exception was made for ten acres retained at the site of the inn, and the road leading to it. [The SPNHF presently owns the road and the ten acres.] The account in Volume III of the town History is as follows:

“On the night of April 13, 1954, the Half Way House was destroyed in a spectacular fire seen for miles. It was closed at the time. The Toll Road leading to it and the Half Way House had been maintained by Professor William Pinard of Boston University. Following the destruction of the Half Way House, a picnic area and parking lot, and a small shelter or cabin were maintained by Professor William Pinard and after his retirement by David K. Shattuck of Jaffrey. The shelter has now been taken down, and the “Toll Road” leading to it has been closed to vehicular traffic. The original purpose of the road was to transport guests to the Half Way House, but with the house now gone, in 1968 the trustees of the Association to Protect Mount Monadnock petitioned the Public Utilities Commission for its closing after a public hearing on the matter. Since it was not a public highway, its maintenance had become a financial problem. Today it can be hiked to the track up the mountain at its end.”¹³

1. Chamberlain, *Annals of the Grand Monadnock*, p. 145.
2. *Ibid.*, p. 147; *Hist.*, Vol. II, pp. 31, 32.

3. I R 64, Jan 2, 1779; T 12, Jan 13, 1779.
4. Chamberlain, *Annals*, p. 18; I R 60 9 Nov. 24, 1778.
5. *Annals*, p. 153.
6. III R, Sept. 1844, Art. 4.
7. *Annals*, p. 43.
8. *Annals*, pp. 34-37.
9. *Annals*, p. 37; *Hist.*, Vol. I, p. 519.
10. Soc. for Protection of N. H. Forests, *Monadnock Guide*, pp. 9, 10.
11. Misc. Rec. Bk, 1945, p. 413.
12. Soc. for Protection of N. H. Forests, *Monadnock Guide*, p. 9.
13. *Hist.*, Vol. III, p. 81.

HAMILTON COURT *

HAMILTON COURT is the access, a private way, to the former Red Mill Inn property on Stratton Road, which Francis Lafreniere acquired in 1967 and converted to apartments. The location is the site of a very old farm, mentioned in several early road documents, belonging to Lt. Amos Stickney who came to Jaffrey in 1787.

HARKNESS ROAD

THE SIXTH PORTION of the road laid out in 1774 from the Sharon line to the meeting house common is Harkness Road, extending from Proctor Road SW past Roger Gilmore's house (Cutter Hill, now Wheeler Merriam's [Thurber]) to Main Street in Jaffrey Center. The transcript reads:

“Beginning at the town line about 40 rods North of the SE corner of Lot 22, Range 5, thence SW through the corner of Lot 22, Range 5 (Chamberlain Rd.), thence Westerly by Matthew Wallace's (Pierce Crossing Rd.) to Capt. Jonathan Stanley's (Joshua Nutting farm), then SW to Eleazer Hathorn's (near Baldwin Corner), then on the line to near Wm. Hogg's (Dean Hill, Amos Fortune Road), then North of the line over the bridge (Proctor Rd.) *through Lot 14, Range 5, then Westerly about 50 rods, then SW to Roger Gilmore's*, then NW to the Common. 3 rods wide.”²¹

The farmhouse that has always identified this stretch of road is that owned at present (1979) by Mr. and Mrs. Frank Lindquist [Thoron]. Names of previous owners associated with the place include Manzone (1930's), Henschman (1890-1930), S. B. Lawrence (1850), Cummings French (1830's), Robert Harkness (1780's). R. B. Henschman Jr. was a prominent figure in Jaffrey, selectman for several terms and postmaster for 1918 to 1930. The road was called Henschman's Road until the older name was restored a few years ago.

Leading off Harkness Road to the south there are traces of two or three old roads long since abandoned. One goes over a little bridge, then up the hill toward the farm at the end of Prospect Street (Schulze, E. Chamberlain's). This is perhaps the subject of a 1775 transcript' "Beginning at the Croch of roads near the NW corner of Lot 15, Range 16, thence Easterly over the little bridge on the old road, then SE to Wm. Fitch's house."²² It may be the same road as that described in a 1783 transcript as leading from Nathan Hall's (Proctor farm) Southerly to Samuel Danforth's, SE to

Nehemiah Greene's (farm at end of Prospect Street).³

1. I R 17, July 6, 1774; T 4, July 6, 1774; Accepted I R 24.
2. I R 26, April 13, 1775.
3. T 16, March 28, 1783. This transcript duplicates in part an article voted in December 1780. I R 93, Nov. 29, 1780, Art."6: "To see if the town will turn the Road leading from Nathan Hall's to Lt. William Turner's and out by Sam^l Danforth land or house and so on to Mr Green's" Voted yes. Transcripts I 94, Dec. 12, 1780.

HARLING STREET

HARLING STREET is a short road leading to three houses and a turn-around east of Sunnyfield Drive (near Coolidge Street off Old Peterborough Road). A petition for the road was submitted to the selectmen in September 1963. The return of the lay-out is dated November 22, 1963. The transcript reads:

"Beginning at the commencement of the so-called Sunnyfield Drive and continuing in a Southerly direction a distance of 300 ft to a point beyond the residence of Donald L. and Juliette T. Cuddihee."¹

1. Sel. Misc. Rec., p. 613, map attached; VII R 149, Sept. 3, 1963.

HATHORN ROAD

IN LOT 15, RANGE 9, off the Rindge Road immediately south of the Mountain Brook through the present Bean Reservoir [Mountain Stream Reservoir], there was earlier a 100 acre tract of land which was acquired for a farm by Ebenezer Jaquith Jr. in the 1780's. Ebenezer married Collins Hathorn's daughter Sarah, after whom in a nice compliment the road is named. In the 1850's the farm was acquired by David Lacy Jr. from Seth Jaquith, and at some time thereafter the larger portion on the south and west was cut off as a farm for Michael Donnelly, who came to Jaffrey in 1866. The old Lacy farm was on both sides of the Rindge Road south of the reservoir dam. The Donnelly farm was subsequently acquired by the Baldwins (Charles A., Clifford F., Charles A. 2d, and Agnes Baldwin Field, John D. Field (1979)).

When Hathorn Road was laid out, the Jaquith house to which it led was on or near the site of the later Donnelly place. The transcript of the road is dated October 1792, at which time the town voted to have a committee examine the roads:

"Beginning at Ebenezer Jaquith Jr's house...to the SE corner of his lot (15, Range 9)...leaving his lot on the north side of the road...thence east to Daniel Priest's (Lot 15, Range 10) one half of the way leading to Priest's...then turning on Lt. Ames' land, thence on the line to the aforesaid road leading to Priest's. 2 rods wide. Damages 1 Pound 2 shillings to Ames and Priest each."¹

The "road leading to Priest's" is the Rindge Road toward the town line.

For almost two hundred years thereafter nothing much appears to have been done to Hathorn Road. At the annual meeting in March 1979 an article was submitted by John D. Field and others:

"To see if the Town will vote to raise and appropriate the sum of \$4,000.00 to widen Hawthorne [sic] Road to allow two vehicles to pass safely, or act in any way relating thereto."²

The article failed to carry.

1. IR 271, Oct. 17, 1792.
2. Ann. Rep. 1978, warrant for March 1979, Art. 19. The *History* says that the founders of the family wrote “Hathorn” but pronounced their name “Hawthorne”. (*Hist.*, Vol. II, p. 380)

HIGHLAND AVENUE

HIGHLAND AVENUE is the old road connecting Gilmore Pond Road with Main Street. Part of this road—the Gilmore Pond Road end—is no longer in use. The other half, from Main Street near St. Patrick church to the residence of Mr. Harmon (former Donald Johnson [Tenters] house), is a paved residential street. One of the residences on the west side of the road, now owned by Richard Lynch, was a well-known farm in former times, settled by Ebenezer Hathorn Jr. in the 1790’s, owned by Deacon Liberty Mower and Will J. Mower (latter half of 19th century and until the 1920’s), Arthur S. Buss (1930’s), Viggo Brandt-Erichsen (1940’s), F. D. Lynch and heirs (1946 to present). During the long tenure of Will J. Mower a large sign on the barn read “Highland Farm”, whence the street’s name.

In the general neighborhood, on the high ground east of Highland Avenue, there was formerly another farm, settled by Jonathan Blodgett in the 1770’s. When the section of Gilmore Pond Road leading out of Jaffrey was opened in 1853, Blodgett’s successor, William Moors, moved the farmhouse south and east to a site on Gilmore Pond Road about opposite the present Adams Street. Now an apartment house, this was the former Frank Dorr place.

No record of the origin of Highland Avenue has been found, but the circumstantial evidence points to the 1790’s. There is a 1797 transcript of a road from Jonathan Blodgett’s farm to what appears to be the Highland road—there was no other road in the area.¹ The Highland road is marked on the 1828 school district map,² and on the Gibbs map (1850).

In 1903 an article was included in the warrant “To see if the Town will vote to repair the old highway leading south from the house of Will J. Mower to the highway east of Dana S. Jaquith’s...” (Jaquith Road).³ The article carried, \$40 was appropriated for the purpose.

1. Vault .114, 1797.
2. *Hist.*, Vol. I, p. 272.
3. IV R, March 1903, Art. 17.

HIGHLAND CIRCLE [Renamed Rowley Circle, 1995]

HIGHLAND CIRCLE is a short turn around street off Highland Drive in the William P. Smith development (1970’s). No return of layout or record of acceptance identified.

HIGHLAND DRIVE

HIGHLAND DRIVE is a short street off Highland Avenue in the William P. Smith development (1970’s). No return of layout or record of acceptance identified.

HILLCREST COURT [Renamed Nelson Circle, 1995]

HILLCREST COURT is the short loop road off Hillcrest Road, providing access to residences in the Belletete Inc. development. The petition and selectmen's return of layout, dated July 19, 1966, read as follows:

"Hillcrest Court", beginning and returning to points on Hillcrest Road, being a portion of premises conveyed by Irvin R. and Isabella M. Nelson to Belletete's, Inc., vol. 730, p. 338 of Registry. 50 ft wide."¹

No damages were awarded.

1. VIII R, July 19, 1966.

HILLCREST ROAD

HILLCREST ROAD is one of the very old Jaffrey highways, and a central link connecting properties north and east of Cheshire Pond with Jaffrey village and the southeast part of town. The land over which the road passes is hump, with the Sandbank on the west, and dry fields, which include the present Catholic Cemetery. The first settler, Isaac Wesson, died in 1779. His widow kept her "Widow's third" of the estate for self and her new husband, Eli Keys.¹ In 1789 Lt. Oliver Bacon came to town and then, or soon after, bought the old Wesson place and extensive acreage to the north. In 1822 he built the later Hillcrest Lodge as his residence.² Portions of road to or past his place on the line between Lots 18 and 19, Range 7, were laid out on several occasions.

The earliest transcript—one of the four roads laid out in 1773—is of a road beginning at the bridge south of Borland's mill on the Contoocook, thence SE (along path of present Ellison Street) to the south line of Lot 17, Range 7 (about where the turnpike goes down the hill toward Suprenant's), then east to the SE corner of said lot, then SE to the SE corner of Lot 18, Range 7 (about where Richard Stone's [Lancey's] house is).³ In 1775 this road was intersected by a road coming down from the north, laid out "from Colling Hathorn's barn, SE to the line between Lots 18 and 19, ... Range 6, to the south end of Lots 18 and 19, Range 9."⁴ (This would have been as far as Squantum Road.)

In 1779 a second road from the north followed the 1775 path over the Hillcrest Road portion between Cheshire Pond and the later turnpike, then turned SE as far as Benjamin Prescott's house. The transcript reads:

"Beginning at the NE corner of Lot 19, Range 6, on the road from Hugh Dunlap's house (later Hyrk farm, now Albert Deschenes), then south, then SW to Simeon Burt's, to the river and across the river *to the line between Lots 18 and 19, Range 7*, then south, then east, etc., ... then SE through Lots 19 and 20, Range 8, and through Lots 20 and 21, Range 9, unto Benjamin Prescott's house. 3 rods wide."⁵

In 1794 the road was relaid on the west side of the road about NE from Lt. Bacon's houses SW by the west end of Bacon's house, "thence SW ft to the new road as the best ground admits. 2 rods wide."⁶

Oliver Bacon early acquired the north half of Lot 19, Range 7. He soon obtained the south half

too, and sold the north part to Paul Fitch, after whom Fitch Road is named (leading from Cheshire Pond to the red brick farmhouse now owned by Deschenes). In 1805 the town voted “to postpone consideration of the transcript of a road from Lt. Oliver Bacon to the Fitch house.”⁷

Petitions about the road were submitted to the selectmen in 1823 and in 1835.⁸ By then Hillcrest Road was the main highway between Jaffrey Village (where the “old Factory” was, built in 1814), and Cheshire Mill (the “new Factory”, built in 1823). At the 1836 town meeting there was much discussion about a new road to Peterborough, alongside the river, and the question came up whether a new road into Jaffrey Village was also desirable. The town voted “that the road as now laid out from one factory to the other remain as at present and that no other road be substituted for it.”⁹ A new road (the portion of Peterborough Road between town and Cheshire Pond) was substituted for it by 1850. By-passed by the Peterborough Road, Hillcrest Road eventually became a residential street, though still providing a useful connection between Peterborough Road (Route 202) and the turnpike (Route 124) and drawing a certain amount of industrial traffic as a short-cut.

In 1923 the town voted the sum of \$200 “for the improvement of the highway leading from Cheshire Village to the Catholic Cemetery.”¹⁰

1. *Hist.*, Vol. II, p. 844.
2. *Hist.*, Vol. II, p. 33.
3. I R 10, Oct. 25, 1773.
4. T 5, March 29, 1775; I R 27, March 29, 1775.
5. I R 71, 72, Jan. 5, 1779.
6. I R 299; T 33, March 3, 1794.
7. I R 500, March 1805, Art. 14.
8. Vault .114.
9. Vault .70, p. 425, March 1836, Art. 12.
10. Ann. Rep. 1922, warrant for March 1923, Art. 26.

HOWARD HILL ROAD

HOWARD HILL ROAD extends approximately seven-tenths of a mile from its junction with Stratton Road at Humiston Field to the junction with (New) Squantum Road at Lake Contoocook. It was laid out in 1775 as a portion of Squantum Road from Borland’s mill on the river (near present Texaco station [Jaffrey War Memorial Park]) to Eaton’s mill in Squantum.¹ Squantum Road was three rods wide.

At its crest the road passes between two hills, the higher of which is Whitcomb Hill, a little to the south, and “Sawyer” or “Howard” Hill a little to the north (the road is actually on the slope of the latter).² Whitcomb Hill was named after Ephraim Whitcomb, who came to Jaffrey in 1774 and settled near the hill.³ The original layout describes the road as “to Ephraim Whitcomb’s house, then South to the Pond,” etc. Whitcomb’s brother in law, Lt. Jacob Pierce, settled on a farm a little further east (now Mrs. Eunice Schmaltz’), which came into the hands of Orlando Cragin about mid-century. Cragin in turn sold it in 1864 to Leonard F. Sawyer, who occupied the place until his death in 1903. During this long period the hill on the north side of the road came to be known as “Sawyer Hill”, a name which stuck to it until into the 1930’s.⁴ The road was described simply as “the road near Leonard Sawyer’s”.⁵ In recent years the name “Howard Hill” came into usage for both hill and road, after Wm. Oscar Howard who for many years occupied a house near Carey Road toward the top of the hill where the road runs (house now owned by John H. Moore Jr. [French]).

The hill over which the road passed must have been hard work for horse and wagon. In 1794, when County Commissioners laid out the Second County Road, they sought to avoid it by having the road turn off “near the east side of said Pierce’s mowing ground and by the east end of the hill.”⁶ However, there were respected settlers on the hill (most of them from Leominster), and at the December meeting, 1794, the town voted to keep the road where it was: “from Lt. Amos Stickney’s barn, thence east to Lt. Whitcomb’s hopyard to Lt. Whitcomb’s house, and south of Lt. Jacob Pierce’s house.”⁷ A bypass was not obtained until 1886, when, after a push by strong backers, New Squantum Road was built around the hill between the Humiston Field corner and Lake Contoocook.⁸ The “New” has now been dropped, and “Squantum Road” is used for the left branch of the road from Humiston Field, “Howard Hill Road” for the right branch. Since 1919 “Stratton Road” has been used instead of “Squantum” for the portion between Humiston Field and Main Street.

Roads off Howard Hill Road: Carey Road, formerly a through road, now access to the Forest Park mobile home park; and Michigan Road, leading to the “Little Michigan” summer houses on Lake Contoocook.

See Squantum Road, and Appendix A, Howard Hill and Sawyer Hill.

1. I R 27, March 30, 1775; Vault .114.
2. Whitcomb Hill is named on the U. S. Geological Survey map, 1949 ed. The two hills are drawn a little more distinctly on the U. S. Coast and Geodetic Survey map of 1898, reprinted 1918. Whitcomb Hill is now within the grounds of the Forest Park mobile home park.
3. On the names, see *Hist.*, Vol. II: Whitcomb, 849; Pierce, 596; Cragin, 185; Sawyer, 684; Howard, 415.
4. E.g. in the town *History*.
5. E.g. in Art. 9, March warrant 1878, and Art. 16, March warrant 1880 (petitions to straighten highway).
6. *Hist.*, Vol. I, pp. 333-334.
7. I R 314, Dec. 1794.
8. IV R, Nov. 2, 1886, Art. 6; Vault .114.

HUNT ROAD

ATTRACTED in part by the convenient access from Squantum Road, the town in 1924 purchased the bathing beach at the north end of Lake Contoocook.¹ By 1955 the road was felt to be too close to the beach. An article was included in the warrant that year:

“To see if the town will raise and appropriate a sum of money not exceeding \$6,500.00 to relocate a portion of Squantum Road parallel to the Bathing Beach.”²

The article carried, but differences of opinion developed as to just where the new bypass should begin and should end. The warrant for 1956 included an article:

“To see if the town will take any further action regarding relocation of a section of Squantum Road parallel to the Bathing Beach.”³

It was voted to investigate.

At an adjourned meeting on May 22, 1956, the town voted to appropriate \$6,000.00 for laying

out a new road, leaving Squantum Road about 400 feet north of its intersection with the present Squantum Road (and) about 300 feet east of the intersection with the road leading to Rindge (Contoocook Lake Road).⁴ A hearing was held in July. Three petitions were considered by the selectmen. No action was taken at the time, but an article was presented in the warrant for the March meeting 1957:

“To authorize the expenditure of an unexpended balance of \$11,369.90 for construction of a new road parallel to the beach road of Contoocook Lake.”⁵

In place of the article a resolution was adopted expressing the sense of the meeting that the selectmen approve the general location of the new highway at Contoocook Lake.⁶ The road was laid out by the selectmen. They reported in the Annual Report for 1957 that the new beach road had been completed that year. The return of Hunt Road is dated November 29, 1957.⁷ A surveyor’s description is given in the Miscellaneous Record Book (1957).⁸ The road is approximately six-tenths of a mile in length.

“Hunt Road” was an apt name for the new road, after the most prominent family that had lived on Squantum Road. Ephraim Hunt in the 1770’s owned the mills in Squantum “with a Mansion”; his son Nathan “built the substantial residence” in Lot 20, Range 10, where he kept tavern (later owned by F. A. Stratton, now Grummon [Garabrant]). Nathan’s brother Paul, and Paul’s descendants, lived not far from the Lake, on Lot 19, Range 10.⁹

1. *Hist.*, Vol. I, p. 532.
2. Ann. Rep. 1954, warrant for March 1955, Art. 14: VI R pp. 136, 147.
3. Ann. Rep. 1955, warrant for March 1956, Art. 16; VI R p. 155.
4. VI R, pp. 177, 181; Misc. Rec. Bk (1957), p. 555.
5. Ann. Rep. 1956, warrant for March 1957, Art. 15.
6. VI R, p. 204. There was a discussion whether it was the right of the town meeting to instruct the selectmen to lay out a road. George H. Duncan, Town Clerk for many years, said that he was acquainted with the method used for the past 70 years, which was for the town to authorize the laying out and construction of a road, and the selectmen acted in accordance with the vote of the town. Selectman Lester Hammond said that the town possessed no authority to lay out a road, only the selectmen. Both were right.
7. VI R, p. 231.
8. Misc. Rec. Bk (1957), p. 569.
9. *Hist.*, Vol. II, pp. 422, 424.

INGALLS ROAD

TWO OF THE early settlers in Jaffrey, who came here in the 1760’s, were Solomon Turner and Joseph Hogg or Hodge (later spelling). Turner eventually settled near the Rindge line in the neighborhood of the Copeland Draper [Frizzell] place, but after a while moved to New York. Hodge lived first near Hodge Pond, then settled on the east side of the present Ingalls Road, about opposite the house on the west side that recently belonged to Esther Murphy. The Murphy place in fact belonged first to Joseph’s son Simpson, then to his grandson, Albert Wilson Hodge (d. 1925).¹

One of the early transcripts after Jaffrey’s incorporation is that of April 26, 1774, describing the road laid out “from Joseph Hogg’s house Westerly to the NW corner of Lot 10, Range 9,

thence Westerly to the NW corner of Solomon Turner's house, then Westerly to the main road" (Old County Road to Rindge).² This was the original Ingalls Road. As it now is, the road begins at Gilmore Pond, goes past the Kimball place on the hill (Gay, earlier Button), past the Hodge farms (Joseph's, now a cellar hole), past the cellar hole of a farm that belonged to William Emery, turning west at the Copeland Draper place (early Daniel Twiss) to join Old County Road at Ingalls Mill (cellar hole). From the mill site the road runs south past Daniel Johnson's farm (earlier Liberty Jewell) in Rindge, coming out near Franklin Pierce College. It is paved as far as the Johnson place.

Inconsequential alterations of the road were made in 1780 and 1787. The 1780 transcript reads:

"Beginning near Solomon Turner's at the road that leads from Rindge at a heap of stones at the corner of the log fence through Turner's lot, and going through William and Samuel Emery's land... and down behind Joseph Hogg's barn to the road formerly laid out." 2 rods wide.³

The 1787 transcript reads:

Beginning at William and Samuel Emery's, thence SW to a stake by a pair of bars on the north line of Daniel Twiss land, then SW to a stake about 20 rods west of Twiss' house, thence Westerly by the side of Josiah Ingalls' house to the County Road. 2 rods wide.⁴

A portion of the 1780 road past the Kimball place (Gay) was discontinued in 1889. Article 19 of the warrant for the March meeting reads:

"To see whether the town will discontinue the old road leading past the residence of Joseph E. Gay, beginning at the intersection of the old with the new on the east side of the hill, thence SW to the intersection of said roads on the west side of the hill."⁵

It was voted to discontinue.

In 1782 the beginnings of a road, about three quarters of a mile, were laid out from near Ingalls' house in Lot 7, Range 10 due east across the valley to David Chadwick's barn in Lot 10, Range 10 (now a cellar hole), but this road, if it ever amounted to anything, fell into disuse. See Chadwick Road.

1. *Hist.*, Vol. II, pp. 399, 400.
2. I R 14, April 26, 1774; T 3, April 26, "1773" (1774).
3. I R 126, April 5, 1780. 4. I R 194S Aug. 27, 1787.
5. Ann. Rep. 1888, warrant for March 1889, Art. 19; Vault .114, petition.
6. T 17, July 1782; I R 127, July 8, 1782: "Beginning at the Rindge line...at a tree etc....thence to Simeon Engals house, thence crost the Valey to a hemlock etc....thence to Mr Chadwick's barn, thence to the main road leading to Rindge as now trod." (Peabody Hill Road). See also *Hist.*, Vol. II, p. 433.

JAFFREY CENTER COMMON, ROADS ACROSS

IN THE 1749 grant of the Masonian proprietors to early purchasers of Middle Monadnock lands, it was stipulated that a good convenient meeting house be built in the township, as near the center of

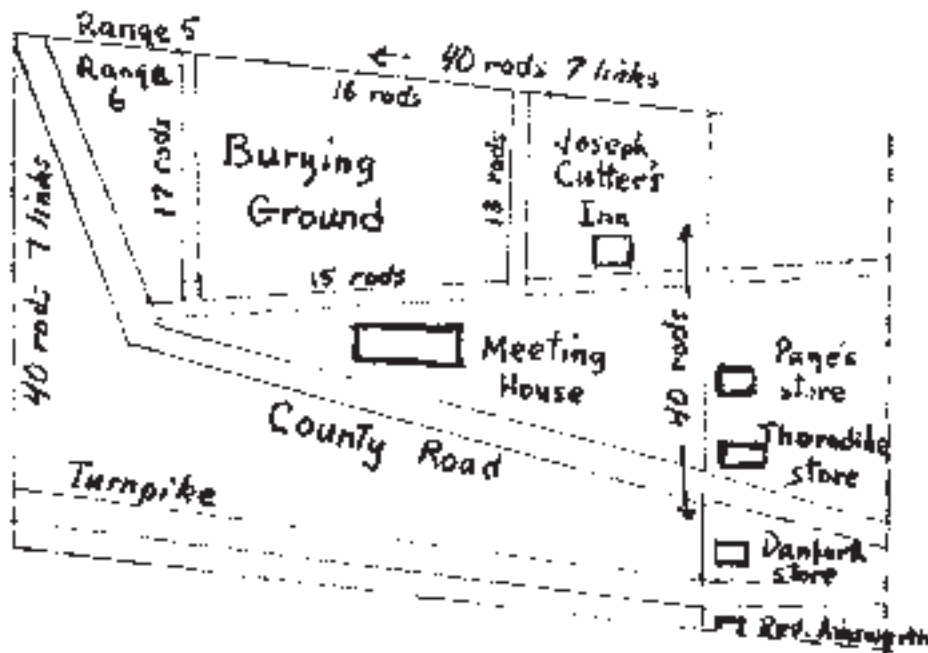
the town as convenience would permit,... and ten acres of land be reserved for a common, or for public use.¹ These purchasers omitted to build the meeting house, but its location and the ten acres for a common were evidently agreed upon well before the town received its charter. In a petition dated April 8, 1774, signed by fifty citizens, it was said:

“Also near the Center of sd town is laid out ten acres of a Common and some Considerable of Labour Done upon it and a Burying yard laid out and Some people interred there also the Roads are opened by sd Center so as to accommodate a Meeting House.”²

As building lots around the common were sold, as some were in the 1790’s, the town found it useful to lay out the boundaries of the common anew. The transcripts dated August 1791, reads:

“Beginning at the NW corner at a stake on the west side of the road in the line between Range 5 and Range 6 in Lot 12, Range 6, thence SW 40 rods 7 links to a stake...thence south to a stake...then NE 40 rods in the line between the 5th and 6th Ranges, then NW 40 rods 7 links to a stake.”³

The layout of 1791 was so far forgotten that an article appeared in the 1826 warrant “to choose a committee to look up the bounds of the Common, establish them, and have them recorded in the town book, and move all private property within the bounds.”⁴



THE COMMON c.1808⁵

The roads which criss-crossed the common were the county road (Meeting House Road, pre-1773) from the Thorndike Store (now Cunningham) to the west of the meeting house; the turnpike (1800-1801, 1806); and the road past Cutter’s Inn and the Burying Ground (Blackberry Lane, 1778). Later there was also a cut-off road from Ethan Cutter’s Hotel (turnpike corner) to the county road west of the meeting house.

In 1807 an ambitious project was announced for the creation of a road thrice the width of a normal roads from Joseph Cutter's tavern (present Marean house) [Sanderson] to the turnpike. The transcript reads:

“A street from about three feet in front of Joseph Cutter on the Common, then south comprehending the whole space between Major David Page, Jr.'s store (where the First Church now is) and the stone steps at the east porch of the Meeting House, and preserving the same width by the West end of Joseph Thorndike's store (Cunningham) within two feet of Captain Danforth's house (flag pole site) until it meets with the turnpike.”⁶

The project was happily discontinued by vote of the town in March 1808.⁷

In 1829 an attempt was made to close one unnecessary road across the Common from the turnpike corner at Cutter's Hotel to the west end of the Meeting House.⁸ The article was passed over at the time, but approved in 1852.⁹

In 1880 a similar attempt was made to close the old county road across the common, but this proved more difficult. The article read:

“To see if the town will discontinue a piece of road on the Common near the Town House from near the Post Office (Phelp's house/Thorndike/Cunningham) to the Dublin Road.”¹⁰

It was voted to have a committee report at the adjourned meeting in June. The committee reported favorably, and the report was accepted, with the proviso that action be postponed until the next annual meeting. At the November meeting in 1880 the same article reappeared with the addition “and build a new highway as a substitute further south”. The article was passed over. When the article was presented at town meeting in 1881, after hearing the views of the committee the town voted to fence the Common, to discontinue the roads crossing the Common, and in their place to build a new road running SE to intersect with the turnpike at some practical point”.¹¹ The vagueness of the last clause was fatal. There was no follow-up action until 1900 when an article was included in the warrant to instruct the selectmen to lay out:

“a new piece of highway, near the foot of the hill, leading from the Common NW toward Dublin Road, thence SE on land of E. R. Spaulding to intersect the turnpike opposite land of Jonas Cutter, and upon completion to discontinue the present road across the Common...”¹²

The town voted to build the new road (the Meeting House Hill road spur that intersects with Route 124 opposite the Morgan apartments). Discontinuing the road across the common was more difficult. A last attempts made in 1902, was passed over.¹³ Since World War I the common has been better tended, and the old county road has been moved nearer to the meeting house. It and the dirt road piece down the hill no longer get much traffic except a few times a week in summer. It is still possible, however, as it was in 1775, to get to Dublin Road via the road across the common.

(In 1913 an article was presented on the petition of J. W. Poole and others “to discontinue the highway across the Common in Jaffrey Center, immediately west of the present watering trough... running from the turnpike to the highway leading to the Phelps' residence.”¹⁴ This looks like a short piece of road near the flag pole, but it is difficult to decipher, since the Phelps residence was at the intersection of four ways, and there must have been a watering trough near the former Cutter Hotel as well as the stone trough at Thorndike Pond Road.)

The entrance drive to the burying ground has been there since 1774, and the road to the horse sheds since 1810. Title might be claimed on the grounds of “immemorial usage”.

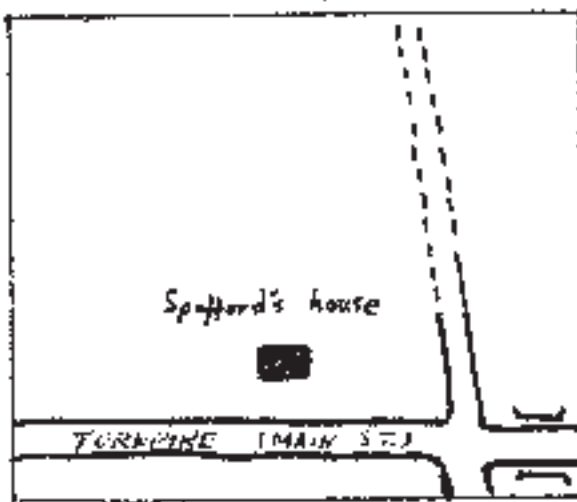
1. *Hist.*, Vol. I, p. 71.
2. *Hist.*, Vol. I, p. 117.
3. I R 246, Aug. 1791, Art. 8; *Cutter's History*, p. 156.
4. II R (Vault .70), Sept. 1826, Art. 4.
5. *Cutter's History*, p. 156.
6. T 49, June 1, 1807.
7. I R 572, March 1808.
8. Vault .70, p. 303, March 1829, Art. 15.
9. III R, March 1852, Art. 21.
10. IV R, March 1880, Art. 18.
11. IV R, March 1881, Art. 18.
12. Ann. Rep. 1899, warrant for March 1900, Art. 6.
13. Ann. Rep. 1901, warrant for March 1902, Art. 18.
14. Ann. Rep. 1912, warrant for March 1913, Art. 17-1/2. The article passed.

JAFFREY TOWN SQUARE, ROADS ACROSS

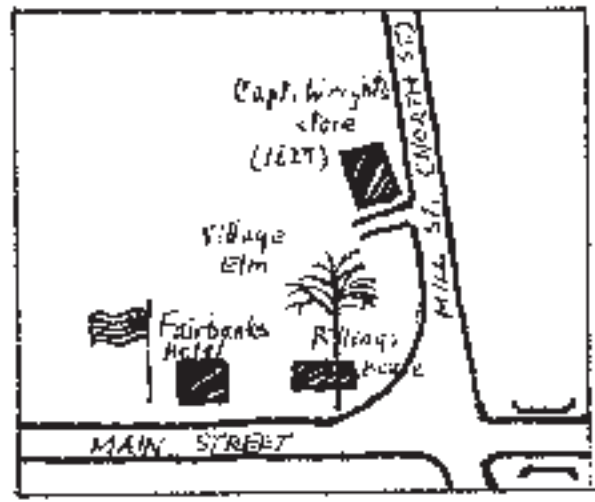
FROM what can be gathered from the *History*, old maps, and photographs, the area of the Town Square has gone through four stages:

(I) Homestead period, 1770's - 1820's. In the 1770's, Lot 17, Range 7, covering the largest part of downtown Jaffrey, was owned by John Borland.¹ In 1778 he sold the tracts including his mills, to Eleazer Spofford. Shortly thereafter Spofford built a large two-story house, his homestead, about in the middle of the present Town Square.² He sold his homestead and mills to First Cotton and Woolen Factory in 1813, which in turn disposed of 90 acres, including the later Square, to Daniel Adams in 1814. In 1824 Adams sold the place in the Square to Zadoc Chapman, who resided there until 1829.³

(II) Taverns and Billings house, 1820's - 1850's. While the place still belonged to Adams, an



1770's - 1820's



1820's - 1850's

enterprising shoemaker, Amos Tenney, built or procured a store building in the Square, later known as the “Billings house”.⁴ The building stood under the “Village Elm”, which was near the corner of the later Square. In 1825 Chapman was licensed to keep tavern in his house.

In 1827 Captain John Wright built the store later owned by the Lacys, subsequently by the Abbotts.⁵ Chapman moved away in 1829. In 1830 his tavern was purchased by Captain Abijah Pierce.⁶ Gibbs’ map (1850) shows a small hotel west of the Lacy store, about where the Buddies monument now is, but no connecting road between hotel and store. On Fagan’s Survey map (1858) the hotel is called “Fairbank’s”, and a diagonal road runs across the Square from Main Street to North Street.

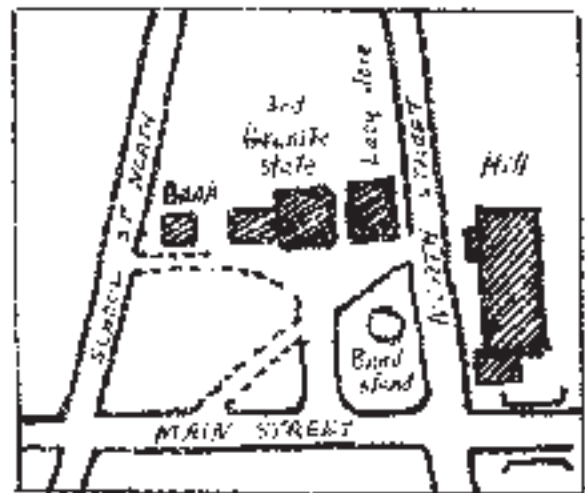
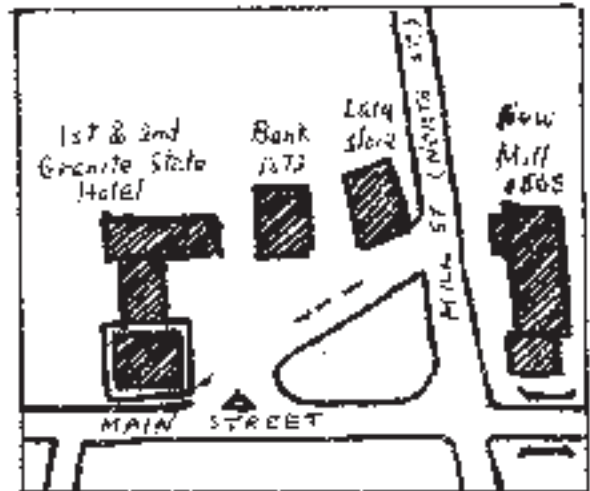
(III) Period of Granite State Hotels, 1860’s - 1920’s. By 1859 the old tavern building had been removed,⁷ and an imposing three-story structure had been erected at the front of the present bank site.⁸ The hotel plus the neighboring bank building were destroyed by fire in 1875. Promptly rebuilt, the buildings were again destroyed by a fire, of mysterious origin in 1877. The *History* says that:

“At this time, with the old Granite State Hotel still in operation on the west side of the Square, the new Bank Building fully occupied on the north, the new cotton factory in full operation on the east, and a line of well-kept houses and stores on the south...in the opinion of many now living the village had reached a perfection as a symmetrical, well-balanced community, to which in its larger growth it has never attained.”...The *History* adds that “The village square, the center of social and business activities, was the pride of the town.”⁹

After the second fire the hotel, stables, and bank were built again, for the third time, but on smaller scale and in a line with the Lacy store across the back of the lot rather than directly off the street.¹⁰ The bank was a small brick building at the back of its present lot, with a path leading toward the hotel and Lacy store. Apparently for several years not much was done with regard to either roads or the appearance of the common. The 1892 Hurd Atlas map still shows the diagonal road across the Square as in 1858. There was a bandstand in the 1880’s about where the World War II Memorial now is.¹¹

In 1897 the Square had a face lifting, thanks to banker Peter Upton. He submitted the following article at the March meeting:

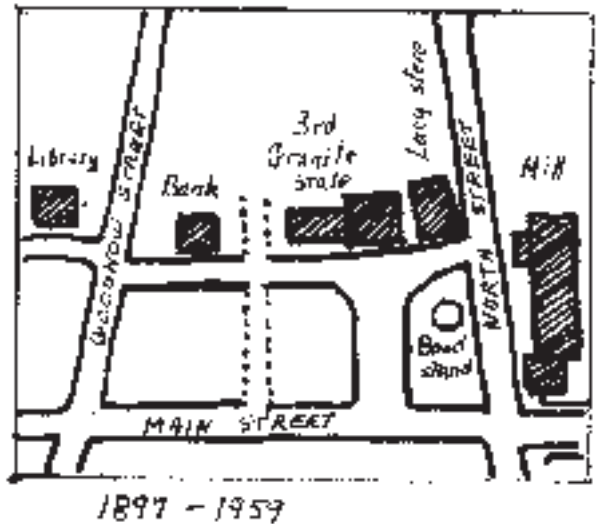
“To see if the town will vote to instruct the selectmen to lay out and build a highway across the common at East Jaffrey Village beginning at School Street (Goodnow Street) at the bank lot and thence East to North Street at the land of J. S. Lacy”...“and also a highway from the Granite



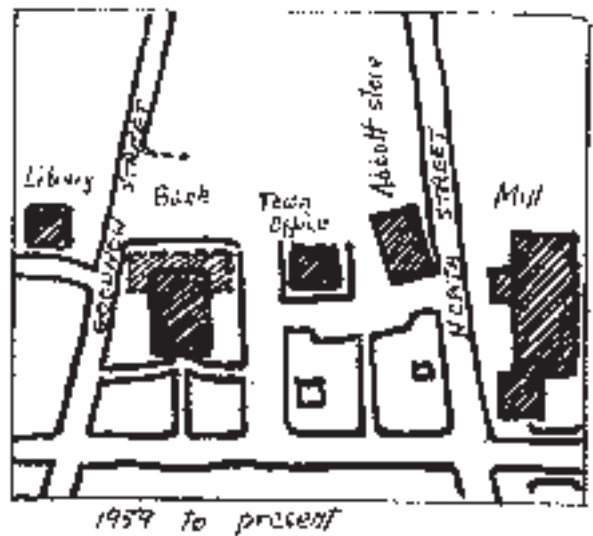
State Hotel stable south to Main Street”...“and appropriate a sum not exceeding twenty-five dollars for the same; also to see if the town will vote to grant permission for private individuals to improve the said common, or act in any way relating thereto.”¹²

The town voted:

“to instruct the Selectmen to build a highway 20 feet in width across the Common in East Jaffrey Village, and to permit citizens to improve and beautify and fence the said Common at their own expense provided said work be done to the acceptance of the Selectmen.”¹³



In 1923 the Granite State Hotel was destroyed by fire for the third time. The land on which it had stood and the land in front of it and where the former Granite State Hotels had been located, was donated to the town by Mr. and Mrs. Julius Prescott at a special town meeting, July 16, 1923. The dedication to the town was for the common and an eventual Town Office building. The new Town Office was built in 1954-55 [now Jaffrey Police Department].



(IV) 1959 to present. At town meeting in March 1959 it was voted to sell to the Monadnock National Bank the lot where it now is and the roadway in front of the old bank building from Goodnow Street to the town's right of way from Goodnow land to Main Street.¹⁴ The right of way is the present road between the bank lot and the Buddies monument. The road in front of the Town Office and Abbott building is part of the old road used since the 1850's and of the new road laid out in 1897 upon Upton's petition. The Town Office road was widened in 1958.

1. *Hist.*, Vol. II, pp. 87, 88.
2. *Hist.*, Vol. I, pp. 383, 384.
3. *Hist.*, Vol. II, pp. 4, 157.
4. *Hist.*, Vol. II, p. 799, says that he built it a short time before 1820. Vol. I, p. 380, mentions hearsay that the building had originally been one of the Crockery Ware Corporation's, in the Center. The Corporation failed in 1817 or '18. A photograph of the Billings house is given in Vol. I, p. 380.
5. *Hist.*, Vol. I, p. 400.
6. *Hist.*, Vol. II, p. 599. A son of Abijah—Lewis L. Pierce—in 1841 married Christine Billings, who was “somewhat noted for her freedom of speech, but a good neighbor and friend to those in need.”
7. *Hist.*, Vol. I, p. 383. The old tavern building was moved to River Street, where it served for a number of years as the “Riverside Hotel”.
8. See photograph in Cutter's *History*, p. 508; also *Hist.*, Vol. I, p. 521.
9. *Hist.*, Vol. I, pp. 459, 698.
10. See photograph in Cutter's *History*, p. 150.
11. *Hist.*, Vol. I, p. 389.

12. Ann. Rep. 1896, warrant for March 1897, Art. 15; Vault .114.
13. Ann. Rep, 1897, Abstract of Business Transacted, March 9, 1897. Improvements of the common were thereafter made in 1897, 1907, 1909, 1930, 1947, 1963, 1965, 1967 (see Annual Reports).
14. Ann. Rep. 1958 and 1959, Art. 9: "It was voted that the Selectmen be authorized to sell the land in front of the Monadnock National Bank to the Monadnock National Bank for the sum of \$1.00 with the understanding that said Bank would pay all legal expense incurred."

JAQUITH ROAD

JAQUITH ROAD turns south from Gilmore Pond Road in Lot 14, Range 8. About a quarter of a mile distant the road forks, Lacy Road to the left, Jaquith Road to the right. Ebenezer Jaquith lived further along Jaquith Road, where the Mary Bullard (Billipp) [Young] house now is. A little SW of Jaquith's house, the road crossed the Mountain Stream (bridge now flooded by the Reservoir), running SW and south to "a beech tree marked for a corner" where four lots meet (Lots 13 and 14, Range 9, and Lots 13 and 14, Range 10). Thence Jaquith Road South continues to Peabody Hill where it joins the old Peabody Hill Road to Rindge. The *History* says that, before the incorporation of Jaffrey, in the days when it was called Rowley Canada, later Middle Monadnock, this general area was the most thickly settled part of the township.¹

The earliest settlers departed. When the area was cleared and settled again in the 1770's five of the six neighboring families were in-laws, David Lacy owned the land north of Jaquith. His sister was married to Lieutenant James Stevens, who owned the farm west of Jaquith. The owners of the four lots that came together at the beech tree corner were Samuel Emery, Ebenezer Jaquith, Thomas Mower and Isaac Bailey. Emery was married to Jaquith's daughter, and Jaquith's son was married to Mower's daughter.

It is highly probable that the route of Jaquith Road existed before Jaffrey received its charter. It is a certainty that all these in-laws found a way to each other's houses when they came to the land in 1778-79. In any events a road was officially laid out in 1782 from the farm house on the SE lot (Bailey) to the beech-tree corner where the lots of three of the in-laws came together. The transcript reads:

"Beginning at Mr. Isaac Bayley's house then running Northerly to a beech tree marked for a corner between Mr. Ebenezer Jackwith's, Thomas Moore (Mower), Samuel Emery and Mr. Bayley, thence North on said Jackwith's land to the bridge leading to his house. Said way to be two rods wide."²

By 1833 Aaron Sawtelle owned the Jaquith farm, Isaac Stratton— Isaac Bailey's son-in-law— owned the Bailey place. A William Cogswell occupied a house near Sawtelle's. An article was included in the warrant "to see if the town... will lay out a road from William Cogswell's by Aaron Sawtelle to the house of Isaac Stratton."³ The town voted to leave the matter with the selectmen to do as they thought proper. Five years later town and selectmen agreed to do something about the road. It was voted that the selectmen lay it out.⁴ The transcript reads "from the SW corner of Isaac Stratton's house NW etc.... through Stratton's land... then NE etc through land of Aaron Sawtelle, then through land of Harvey Lacy to Lacy's house" (where the Lamb house now is).⁵ This is Jaquith Road as it was before the road coming across the Mower farm (McSkimmon, Young) joined it.

In 1845 an article was submitted "To see if the town will repair the causeway between the buildings of Aaron Sawtelle and the bridge leading to Isaac Stratton's" (over the Mountain Stream).⁶ It was voted to leave discretion with the selectmen. At the adjourned meeting in April it was voted

to assess money for repairing the highway between Aaron Sawtelle's and Isaac Stratton's.⁷ Although the road was in use by two or three farmers, apparently not many persons trod it. At the March meeting in 1846 the town voted to raise \$100 for repair of the causeway "unless the Selectmen can make an arrangement to have it delayed with Mr. Sawtelle and Mr. Stratton."⁸

In 1852-53 a major alteration was made in Jaquith Road South. In addition to the road that went SE from the beech-tree corner to Stratton's house (now Switter), a branch was laid out SW to Deacon Josiah Mower's (now a cellar hole on McSkimmon land). An article authorizing the lay out of the new road was passed at town meeting in March 1852.⁹ The following year the town voted to "cause to be built a new road from Josiah Mower's house to intersect the Stratton road near where the travel now goes."¹⁰ Deacon Mower was a law-abiding man. His petition, submitted to the selectmen on April 5, 1853, reads:

"to lay out a road two and a half rods wide from the house of Josiah Mower in said Jaffrey running Northwardly to the road leading from Jonth W. Stratton's house to East Jaffrey and let out the same to make this year so that he can pass to said Stratton's land without passing over the Messrs Stevens' lands without trespassing."¹¹

Deacon Mower's petition is instructive as to who may sign petitions required by RSA 234:1. It was signed by Mower, who wanted the road; by his neighbors Aaron Sawtelle and Jonathan W. and Anne Stratton, who had no objection; and by Charles Nutting and John Townes Jr. Nutting was the road builder; Towne was his brother-in-law. Mower was awarded \$15 damages. He submitted an article the following year "To see whether the town will allow Josiah Mower any additional damage upon the new road laid out the preceding year through his land."¹² The town voted to have the selectmen review the matter and to award such additional damages as they thought proper.

Prior to 1853 the maps show the terminus of Jaquith Road at Stratton's ("Toupin farm", house destroyed by fire 1926, now Switter); after 1853, generally at Mower's, a little to the west. In the U.S. Geological Survey Maps, 1894 and 1898 (based on 1888 survey), an "unimproved dirt road" or "light duty road" is shown connecting the former Mower place (main house destroyed by fire 1875) with the Peabody Hill Road (at McSkimmon's). This portion of Jaquith Road was in origin merely the farm road between two houses on the Mower lot (Lot 13, Range 10), but from the 1890's it appears on the maps as the through way to Peabody Hill Road. An 1887 deed of neighboring land refers to this portion as "the new road leading through said premises and land of N. W. Mower to the house of Fred J. Stevens".¹³

Within living memory two pieces of Jaquith Road have been discontinued, the first after some controversy. In 1947 the Jaffrey Reservoir Corporation was organized by D. D. Bean Sr. and others, and by the following spring the dam at Route 202 was completed. Meanwhile the impounded waters had flooded a portion of Jaquith Road and its bridge over the Mountain Stream, and had temporarily backed up water over the bridge on Gilmore Pond Road. Mr. F. D. Gordon especially was upset. Before the 1948 town meeting a petition was submitted to the selectmen by Mr. and Mrs. Perley Kennedy, D. D. Bean, Warren Ruffle, D. R. Eaves, E. F. Boynton, Hubert O'Neil, Henry Belletete, and Clyde Felch, for construction of a new road running from the Rufus Fenerty house on Route 202 Westerly across land of the Kennedys', and lands of the heirs of E. O. Boynton and George P. Duncan to the town road beginning at the residence of Wilfred Lambert and extending to the Toupin farm (i.e. Jaquith Road).¹⁴ This solution would have got around most of the flooding, but it would have been a long road (3,300 feet) and expensive. An equally expensive alternative would have been to raise by 9 feet the causeway and flooded bridge on Jaquith Road. Gordon objected,

and H. H. Faxon did also. In 1940 Faxon had bought a piece of land for a summer home north of the old Mower place. The road passed by his house. Rather than such expensive alternatives as those proposed, Faxon said at the hearing, he and his neighbor McSkimmon would prefer merely improvement of the old road between their houses, which would also suffice for access to Mrs. Hanson's land (now Bullard) and to the Toupin farm (used for a wood lot, farm building destroyed by fire in 1926). The selectmen decided not to lay out the road as requested. An article in the 1948 warrant for discontinuance of the flooded part of Jaquith Road was amended in the sense of Faxon's suggestions, and passed as revised—not without renewed debate between D. D. Bean Sr. and F. D. Gordon. The 1948 Abstract of Business Transacted reads:

“Art. 9. Discontinuance of Highway. It was voted that the Town discontinue subject to gates and bars that portion of the highway leading from the summer residence of Gertrude Hanson to the Toupin Farms so-called, owned by George P. Duncan, from high-water mark on the northerly side of the reservoir created by Jaffrey Reservoir Corporation to high-water mark on the southerly side of said reservoir, provided that said Reservoir Corporation shall agree to construct and maintain said gates and provide for the reasonable reconstruction of the highway from the residence of W. B. McSkimmon past the property of H. H. Faxon.”¹⁵

The piece of road discontinued to make way for the reservoir effectively curtailed the road as a through way, but Jaquith Road South could still be used for access to four properties, and it was often used by hunters and for purposes of recreation. The Faxon summer house, acquired by Mr. and Mrs. Tobia M. Young in 1972, was so close to the road that they sought and obtained permission to substitute an alternative piece of road in 1978. The article in the warrant read:

“To see if the Town will vote to discontinue a portion of Jaquith Road South, beginning at a point at the newly constructed road opposite the Donald McSkimmon property; thence running in an easterly and northerly direction to a point where the Old Jaquith Road meets the newly constructed Jaquith Road near the Mary Bullard property.”¹⁶

The last official action in the history of this road thus brings the story full circle to where it began in 1782; the point where the Old Jaquith Road meets the newly constructed section near the Mary Bullard [Young/Garretson] property is where the first road was laid out “to a beech tree marked for a corner...on said Jackwith's land.” On October 27, 1978, the board of selectmen inspected the newly constructed section, which met with their approval. The new road was accepted by the selectmen as a Class VI road as of October 30, 1978.¹⁷

1. *Hist.*, Vol. I, p. 65.
2. I R 127, March 25, 1782.
3. II R, Vault .70, pp. 365, 370, Art. 19, March 1833.
4. II R, Vault .70, pp. 478, 479, March 1838.
5. T 108, April 5, 1838; Vault .114.
6. III R, March 1845, Art. 10.
7. III R, April 1845, Art. 6.
8. III R, March 1846, Art. 11.
9. III R, March 1852, Art. 18.
10. III R, March 1853, Art. 14; Vault .114.
11. T 164, April 5, 1853. Lay out recorded T 165, 166, May 7, 1853. An agreement with the road builders, dated 1855, is among the records in Vault .114.

12. III R 230, March 1854, Art. 14.
13. Battles & Goodrich to H. Chamberlain, June 18, 1887, Vol. 285, p. 357, Cheshire County Registry.
14. Sel. Misc. Rec., 1948, p. 384.
15. Ann. Rep. 1948, Abstract of Business Transacted, Art. 9.
16. Ann. Rep. 1977, warrant for March meeting, 1978, Art. 27.
17. Selectmen's Minutes, October 30, 1978. See also, Nov. 6, 1978, Oct. 2, 1978 and July 24, 1978.

JENNIFER LANE

JENNIFER LANE (named after Charles Royce's daughter) is one of the roads in the Letourneau subdivision off Old Peterborough Road. It connects Letourneau Drive and Brendan Lane. A survey plat showing Jennifer Lane and Letourneau Drive was approved by the Planning Board on September 12, 1978. Article 21 of the warrant for town meeting March 14, 1981, dedicating the road to public use, read as follows:

“21. To see if the Town will accept as a public highway, a road to be known as Jennifer Lane, 817 feet in length and 50 feet in width, running from Brendan Lane to Letourneau Drive as shown on a plat in Plan Book 41, Page 69, of the Cheshire County Registry of Deeds. (By Petition).”

Moderator Hampsey turned the chair over to his deputy, out-going Selectmen Cournoyer, since the street was located in a real estate development originally undertaken by his father in law, in an area where the Hampseys had their residence.

H. Charles Royce Jr., moving the article, said that the road, now hard-topped, met town specifications, in fact exceeded them. He said there were three residences now on the road. In answer to a question he stated that if the road were not used, two turn-around dead-ends would probably have to be built on neighboring streets.

Kenneth Ryan, in support of the motion, said that he was one of two residents on the neighboring Brendan Lane who would make daily use of the road.

Selectman Bussiere said that since the question of acceptance had been brought to the selectmen's attention he had favored submission of the matter to town meeting, on the grounds that if such meetings were to remain a vital institution, the voters at large should be given an opportunity to be involved in decisions of this nature, especially when a substantial responsibility was undertaken for maintenance of the road in future.

Put to a vote, the motion of acceptance carried without opposition,

JUNIPER STREET

JUNIPER STREET is one of the residential streets in K.K. Village, dedicated to the public by the Jaffrey Development Company and accepted at town meeting, March 1921.¹ See Oak Street.

“K.K. Village”, a section of Jaffrey between Main Street and Webster Street, was a post World War I real estate development providing conveniently located housing near the Tack Shop (“Kleen Kutt Tacks”). It included eight roads as shown in Plan Book 2, pages 17, 30 and 40, on file in the Cheshire County Registry of Deeds.

1. I IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting 1921.

KEVIN LANE

KEVIN LANE, named after Kevin Hampsey, is a short road connecting Letourneau Drive and Brendan Lane in the Letourneau subdivision off Old Peterborough Road (see Letourneau Drive and Erin Lane in VII R, p. 228, July 16, 1964). Separate records of layout or acceptance of Kevin Lane not identified.

KNIGHT STREET

KNIGHT STREET extends a short distance north of the turnpike (Route 124) near the Suprenant Inc. plant and Hillcrest Road. It is at present (1979) only partly constructed, and in origin is not typical. In 1917 and 1964 the town acquired a parcel of land in this area, known as the “Sand Pit”, “Old Town Dump”, “Jason C. Sawyer land”, as conveyed by deed of Ralph E. Danforth, June 19, 1917 (recorded in Vol. 380, p. 471, County Registry) and by deed of Jason C. Sawyer, May 21, 1964 (recorded in Vol. 720, p. 274, County Registry). In November 1964 the town transferred most of this parcel to the Jaffrey Community Corporation, excepting:

“Reservation A - Town Garage Property. A certain parcel of land containing three and 3/10th (3.3) acres of land and generally described as follows...etc., said measurements being more or less and subject to a general revision by mutual agreement of the Selectmen and the Jaffrey Community Corporation upon a survey of the premises...

Reservation B - Donald and Marie Baird...

Reservation C - Rights of Way. Reserving to the Town, a right of way on over and under certain strips of land, sixty feet wide running in a northerly direction from Turnpike Road, so-called, being State Highway Route #124; to the southeasterly corner of the Town Garage property, so-called; and fifty feet wide running westerly from the southeasterly corner of the Town Garage property, so-called.”¹

The Jaffrey Community Corporation has by now sold a number of lots out of the parcel acquired by it in 1964, including that on which the Suprenant Inc.[Medefab] plant is located.² The town utilized its right of way to put in a surfaced road to the Town Garage along the eastern side of the Suprenant lot. This is “Knight Street”. Other lots created by Community Corporation’s subdivision are platted as abutting a “public way”, namely the street which would be created by the extension of Knight Street northerly to a corner where it would meet at right angles an extension of Webster Street.³ These extensions are already lightly built, though not yet surfaced or adequate for much traffic. Legally they may be regarded as having been dedicated to public use by the developer, Jaffrey Community Corporation, when the lots were platted and sold.⁴ An acceptance by the town is necessary to impose upon the public authorities any duty to repair or to complete construction of the roads, but the town’s right to appropriate to public use attaches “at any time when their wants or convenience require it”.⁵

The initiative for completion of Knight Street and Webster Street might come from either the Jaffrey Community Corporation, or from the town, or from abutting property owners. If from the Community Corporation, it could be through an article to be voted upon at Town Meeting (“To see if the town will accept the road dedicated by...etc.,...as shown by Plan Book, in the

Cheshire Registry”). If from the town, it could be by undertaking construction of the streets or by appropriating a specific sum of money therefor. If from abutting property owners, it could be through the statutory procedure prescribed by RSA 234 (petition, notice, and hearing, lay-out by selectmen, and return to town clerk for recording). The latter procedure is also available to the Community Corporation.

1. Ann. Rep. 1964, pp. 41, 42, Art. 2; VII R, Nov. 1964. A record of the Special Town Meeting on November 17, 1964, is given in VIII R, pp. 1-6. There was an extended discussion of the proposed transaction, history of the town’s ownership of the parcel, status of the Community Corporation, and of the rights of way for roads from the turnpike and East Brook Street (p. 5).
2. Purchased by Suprenant’s predecessor, Man Electronics, Inc., in 1966.
3. See plats of Roger Smith, Surveyor, Sept. 25, 1970; and Vorce, Soney & Associates, Aug. 8, 1974 (Jaffrey Community Corporation subdivisions).
4. *Harrington v. Manchester* (1912), 76 N.H. 347.
5. *Harrington v. Manchester* quoting *Trustee v. Hoboken*, 33 N.J. Law 13, 21, 22.

LACY ROAD

LACY ROAD branches off the road to Rindge (Route 202) this side of the Mountain Brook Reservoir. The road runs about three-quarters of a mile west to intersect with Jaquith Road at an old farm now owned by the Lambs (the “M. Lacy” farm on the 1850 Gibbs map). Midway on Lacy Road there used to be a farm—“now abandoned and buildings removed...latterly known as the Stebbins place”—which David Lacy had settled about 1788.¹ Later occupants included his son Harvey, Daniel French, Joseph Hartwell (1850), George Fairbanks (1875), Stebbins and Belknap. In its origin the road served a very practical purpose for several farms in the neighborhood: on the one hand, it was the link with Deacon Spofford’s saw and grist mill, on the other, with Francis Wright’s tavern.

In point of fact the road probably existed several years before David Lacy came to Jaffrey. A transcript dated 1779 describes a road beginning “at the bridge on the Rindge Road from Spofford’s Mills in Lot 15, Range 9, Northwesterly to Oliver Hale, then Westerly to Francis Wright.”² Such a bridge would have been not far from the present dam and bridge over the Mountain Stream.³

In 1851 an article was submitted “To see if the town...will build a new highway from Joseph Hartwell’s house to the road leading from Jaffrey Village to Rindge.”⁴ It was voted not to so instruct the selectmen.

Except for a little paving, Lacy Road is apparently about the same as it always was, although it is far from being “practically abandoned” as described in 1937. A number of residences have been built along the road, and with the attractive location overlooking the reservoir there are signs that the old road has a future.

1. *Hist.*, Vol. II, p. 471.
2. T 15, August 19, 1779.
3. *Hist.*, Vol. I, p. 272. See map of school districts (and roads), 1828.
4. III R, March 1851, Art. 15; Vault .114. The same proposal the following year was left to the discretion of the selectmen (III R5 March 1852, Art. 17).

LAUNDRY ROAD

LAUNDRY ROAD is a short street off Peterborough Road about opposite Cross Street, leading to the plant of the Elite Laundry. Although a transcript is missing, the road appears to have been laid out in 1897, at least to have been used as a road since about then. The Library vault records include an 1897 petition from Charles Duval for a road to be built from the east side of Peterborough Street extending from Clara Dame's to Bascom property. There are also a petition and notice of hearing dated 1897.¹

The large white house on the way to the laundry plant was built by Charles Duval, who came to Jaffrey in the 1880's. Duval, later Theophile Forcier, conducted a meat market in the basement of the house. The Jaffrey Steam Laundry, at the back of the Duval lot, was acquired by Andrew J. Bussiere in 1937, and has been operated as the Elite Laundry by the Bussieres since then.² [Town of Jaffrey]

1. Vault .114, 1897.
2. *Hist.*, Vol. III, pp. 351, 352; Elite Laundry, Andrew J. Bussiere, 1936-60; Richard R. and Robert E., 1960-67; Robert E., 1967 to present.

LAWRENCE STREET

A REAL ESTATE DEVELOPMENT for housing southwest of Squantum Road—as it then was, now Stratton Road—commenced with the laying out of Lawrence Street in 1910. Thereafter Wheeler Street was built in 1921, off Lawrence Street and parallel to Stratton Road; Aetna Street, parallel to Lawrence in 1931; Burrington Street and Burrington Court in the period 1964-68.

On November 2, 1910, the petition for a new road was submitted: “from end of the stone wall between land of C. S. Bailey and L. W. Lawrence to land of John F. Wheeler”...etc.¹ A hearing was held on November 18, 1910, and the road was laid out, 591 feet long and 50 feet wide.² It ran from Squantum (Stratton) Road through land of Lawrence, Bailey and Wheeler, leading to what is now Burrington Street.

1. Vault .66, p. 133, Nov. 2, 1910.
2. Sel. Misc. Rec., pp. 61-63.

LEHTINEN ROAD

LEHTINEN ROAD at present is a placid stretch connecting Route 202 to Peterborough with Old Peterborough Road near the former Town Farm (present Jacoby). It is a mile in length. Formerly the road would have been reckoned to begin at the river, near the bridge at Hadley's Crossing. For a period it was called the “Hadley Station Road”. A hundred years earlier than Hadley, who came to Jaffrey in 1882, the road might have been described as running from Davidson's saw mill past Thomas Davidson's farm (present Lehtinen) [Cloutier] to John Davidson's farm (Town Farm, present Jacoby).

There is no record of an original layout of Lehtinen Road. If there were, the document would probably have been among the pre-1773 records lost by “culpable negligence”.¹ In the absence of

a document, this road is a good example of a public way that could be claimed by prescription. There can be no doubt that it has been a travelled way since the 1760's.² The Davidsons and the Turners bought most of the neighboring lands in the 1750's, and could give evidence of clearing and settlement in the 1760's. Thomas Davidson's saw mill on the river at Hadley's Crossing dates from pre-1768.³ All the settlers in the northeast part of town would have used the Davidson mill. Moreover, the road led to the only direct exit to Peterborough (Sanders Road connection with the road past Peterborough Town Farm) previous to 1793-94 when the present Old Peterborough Road exit was made.

References to Lehtinen Road in old documents include the following:

- March 5, 1779 (I R 73): transcript of road beginning at Jonathan Butterfield's house in Lot 20, Range 5, NE, etc, "to William McAllister's barn at the road leading to Thomas Davidson's mill, then north as the road now goes until it meets with the road from John Davidson's to the meeting house (Old Peterborough/Bryant Road)." William McAllister's was the other large-farm on the road (later John Turner's, E. Donovan's, now abandoned).⁴
- November 21, 1799 (T 38, I R 408): transcript of a substitute piece of road from McAllister's to Thomas Davidson's: "from the house lately owned by William McAllister, east to the brook, then a little to the south, then on the old road to the house of Thomas Davidson. Two rods wide."
- A small farm on Lehtinen Road opposite the late George Fontaine's shop was owned in the 1840's-50's by Daniel Robbins (present John Johnson). At the September meeting in 1842, the town voted that the selectmen examine a contemplated road "from Daniel Robbins' house to the new road (near the river) leading from Factory Village to Peterborough, and if satisfied, etc.... to lay out same."
- A transcript dated June 3, 1813, refers to a road laid out "from Thomas Davidson's house to Jonas Pierce's". Two rods wide.⁵ The route is not very clear. Jonas Pierce settled land some distance away, the farm at Pierce's Crossing now (1979) owned by Archie Coll, Sr. [Coll].

Eventually, the road "past Thomas Davidson's" came to be known as the "Hadley Station Road". In 1960 an official commission renamed the road in honor of Miss Alice E. E. Lehtinen, the town historian. Her father, E. M. Nystrom-Lehtinen, who came to Jaffrey in 1905, was a large landowner in the eastern part of town. He lived first on the former Town Farm, and after 1921 on the old Davidson or Bacon farm.⁶ The farm is now owned and operated by Miss Lehtinen [Cloutier].

1. *Hist.*, Vol. I, p. 92.

2. *Hist.*, Vol. I, pp. 87-88, 94, 102-103, Vol. II, pp. 223-225, 815.

3. *Hist.*, Vol. I, p. 360.

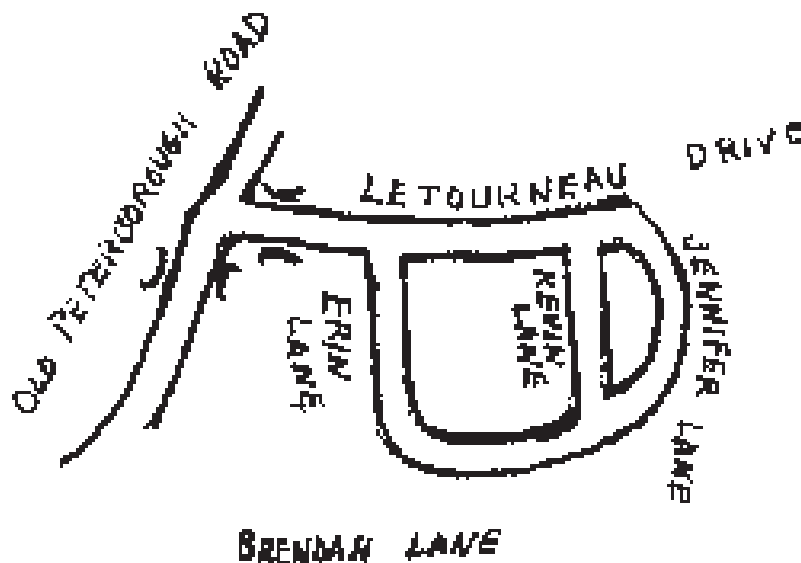
4. In 1805, this road to McAllister's barn (then John Turner's) was discontinued (T 45, I R 504, May 27, 1805).

5. T 53, June 3, 1813.

6. *Hist.*, Vol. II, pp. 489-490.

LETOURNEAU DRIVE

LETOURNEAU DRIVE is the base in the pattern of roads of the Charles Letourneau subdivision off Old Peterborough Road. Letourneau Drive turns off at the Tyler Brook bridge near the brook's juncture



with the Contoocook River. Erin Lanes Kevin Lane and Jennifer Lane (under construction 1979) turn off Letourneau Drive, with Brendan Lane connecting the three lanes at the other end.

The petition for the layout of Letourneau Drive, Erin Lanes and Kevin Lane was submitted by Bernard Hampsey, Jr., Charles Letourneau and others on July 16, 1964. A hearing was held on August 17, 1964. A return of layout was made on October 13 1964.¹ The transcript reads:

“Beginning at a point on the Easterly line of Old Peterborough Road in said Jaffrey on land of Charles J. Letourneau, and adjacent to land of Rose Cloutier and extending in a general Easterly direction and running along land of said Rose Cloutier, land of Richard Noyes and land of Charles J. Letourneau about 430 feet to an iron pipe set in the ground located at the entrance of the second proposed highway hereinafter described (Erin Lane),” 3 rods wide, “To be known as Letourneau Drive.”²

1. VII R 228, July 16, 1964.
2. Misc. Rec. Bk. Oct. 13, 1964, pp. 12, 13.

LIBRARY DRIVEWAY

DOCTOR OSCAR H. BRADLEY lived in the old Searle House on the site of the present Civic Center from 1856 until his death in 1906. His lot originally extended over the whole SE corner formed by Main Street and Goodnow Street (then called “School Street”). This corner—158 feet on Main and 222 feet on Goodnow—was purchased by the town with funds from the Estate of Susan B. Clay as the site for the library. Authorization was given at town meeting in March 1896.¹ At the same town meeting an article was included:

“To see if the town will authorize the selectmen to arrange with Doctor Bradley and the Executors of the Will of the late Susan B. Clay for a common road, one half on Doctor Bradley’s driveway, the other half on the Library lot and continuing to the SW corner of the Library.”²

This article was passed over at the time, but a road was constructed and has been maintained as a town road. At town meeting in 1968 it was voted to raise and appropriate a sum not to exceed \$3,500 for the purpose of widening and repairing the roadway at the Jaffrey Public Library.³

1. *Hist.*, Vol. I, pp. 464-465.
2. Ann. Rep. 1895, warrant for March 10, 1896 meeting.
3. VIII R, March 1968; Ann. Rep. 1967, warrant for March meeting 1968, Art. 20.

LINCOLN CORNER ROAD [Added to North Street, 1995]

LINCOLN CORNER ROAD runs from Lincoln Corner (intersection of Bryant Road and Route 137) south one mile to Dean's Corner (intersection of Amos Fortune and Proctor Roads with Route 137), and from Dean's Corner six-tenths of a mile to the end of North Street at the Cutter farm. As such it forms part of Route 137, and part of the "Bond's Corner Road" as it used also to be called.

The old farm east of the intersection of Bryant Road and Route 137, known for many years as the Elmer Eaves farm, was owned from 1794 to 1837 by Roger Brigham.¹ Thereafter for some years it was owned by his son-in-law, Charles Lincoln, after whom Lincoln Corner is named.

Near Dean's Corner, there is a small bridge on the west side of the intersection of Amos Fortune and Proctor Roads with Route 137. Northwest of the bridge is a farm that once belonged to Walter Carr (earlier Jonas Nutting, later A. D. Pierce, now Raymond Roy). Southeast of the intersection is a hill known as Dean's Hill (after Jonathan Dean, not to be confused with Doctor William Dean, who was murdered). The hill is now part of the Edwin Cutter farm. Originally it was part of a farm belonging to William Hogg, whose house was then on the hill. In the north part of his lot off Amos Fortune Road.² The cellar hole has long since been plowed under. After Hogg's death in the 1780's, his widow married Dean.³ The present Cutter house in the south part of Hogg's lot is on the site of the house built by Captain John A. Prescott in the 1820's.⁴

For some reason, the road that now runs past the farms mentioned to Lincoln Corner was one of the most hotly contested public roads in Jaffrey. It was laid out and built in the years 1826-29. Without question there was a previous "old road" for which it was a substitute (see report of 1827 committee, below). A number of Important farms abutted it, the owners of which would have come to the growing factory town on the river both to get to the mills and to bring their produce to market. Apparently when the new road was requested, a faction in town opposed it, whereupon the petitioners went to court. Once in court, the original dispute was transformed into a contest whether to accept a route laid out by the selectmen or a route laid out by court appointed commissioners. In the end the town voted to build a new road, provided it was the route laid out by the selectmen. The history is as follows:

- 1823. An article was included in the warrant "to see if the Town will order a road laid out from Lieutenant Roger Brigham's Southerly across the Jonas Nutting farm and west of the Dean hill to the road north of William Hodges's..."⁵ It was voted to pass over.
- 1825. An article "To see if the Town will direct the selectmen to lay out a road from the bridge near Walter Carr's (Nutting's successor) to the road near where William Hodge formerly lived on the west side of Dean hill."⁶ Voted to pass over.

- 1826, March. “To see if the town will lay out a road, open and repair it from near Roger Brigham’s across by Walter Carr’s to the road near the Widow Hodge’s...”⁷ It was voted to have a committee of three view the contemplated road and report.

- 1826, June. An article “To hear the report of the Committee appointed to view the ground for a road from near Lieutenant Roger Brigham’s by Walter Carr’s to Mrs. Sally Hodge’s...”⁸

The Committee reported that they considered “the ground prity good and capable to be made into a good road and it is our opinion that it will accommodate a number of inhabitants of that section of town.” At the adjourned meeting in June, after negative votes and a reconsideration, the town voted that the selectmen be directed to lay out a road “northerly from Mrs. Sally Hodge’s so-called to the road a little east of the bridge by Mr. Carr’s”.⁹

- 1826. Losing patience, the petitioners went to court in Keene.

- 1827. A committee appointed by the court at its March term recommended that a road be laid out 3 rods wide “as follows, to wit, beginning at the bridge near Walter Carr’s house aforesaid thence running in nearly a NE direction about 310 rods until it intersects the road leading from said Jaffrey meeting house to Peterborough (Bryant Road), striking said road near a large rock lying upon the north side of the travelled path in said Peterborough Road... then to commence upon the north side of said Peterborough Road near said large rock and pursuing the same direction as before for a distance of about 30 rods until it intersects the highway leading from Roger Brigham’s dwelling house in Jaffrey to Dublin meeting house intersecting said Dublin Road near two maple trees standing near together.”

The committee accompanied its report with “The plan of the road as laid out, and that of the old road as now travelled together with a profile view of the rise and fall upon each.” It added that “The road if made will materially accommodate all living north in Jaffrey, and those living in the southerly part of Dublin leading to the mills and Factory and to market”. It recommended that the road be made in 1828, and the court so ordered.¹⁰

- 1827. The response of the town at annual meeting in March 1827 was to sidestep the decision of the court about the new road from Walter Carr’s bridge to Roger Brigham’s (i.e. from Dean’s Corner to Lincoln Corner), but to accept the new road from Carr’s bridge to North Street.

Article 9 read: “To see if the town will make any defense against a Court’s Committee being appointed to lay out a road from the bridge near Walter Carr’s to some maple trees northerly of Roger Brigham’s...”¹¹ It was voted to dismiss this article.

Article 12 read: “To see if the town will open the road from the bridge near Walter Carr’s to the road north of the Hodge house and raise money to pay for said road and pay the damages assessed for said road.” The town voted Yes, and to pay damages to Walter Carr and to John A. Prescott.

- At the autumn meeting 1827 there was already question of an alteration of the road between the end of North Street and Carr’s bridge. An article read: “To see if the town will make any alteration in the road leading from the road northerly of John A. Prescott’s across

the road near the bridge by Walter Carr's..."¹² it was voted to leave the matter discretionary with the selectmen.

- 1828. At the annual meeting in 1828 the town again declined to fight the court over the desirability of the proposed new road, but showed an interest in raising the damages above the court committee's recommendations and indicated the acceptability of a layout by the selectmen.

Article 8 reads "To see if the town will make any defense against the contemplated road beginning at the roads easterly of the Carr bridge (so-called) running northwardly till it strikes the road near some maple trees, which stand northwardly of Lieut. Roger Brigham's house..."¹³ It was voted to dismiss this article. Instead (Art. 10), it was "Voted that the Selectmen meet the partitioners before Court and compromise with them if they can and lay out the road and appraise ample damages to the owners of land that the Carr road goes through". The difference in damages was:¹⁴

<u>Commissioners' Recommendation</u>		<u>Selectmen's Recommendation</u>	
Walter Carr	\$175	Carr	\$216
Thos. Adams	120	Adams	203
Daniel Emery	40	Emery	52
Jacob Joel (?)	25	---	---

- At the adjourned meeting in April 1828 the article read: "To see if the town will open and make the road as laid out by the Court's Committee from the Prescott road (so-called) (from end of North Street past J. A. Prescott's northward) to some maple trees northwest of Roger Brigham's or accept of one laid out by the Selectmen as a substitute for it...and to raise money for the purpose of making one of said roads and pay the damages..."¹⁵ It was voted not to raise the money, etc., and to dispense with the article.

- 1829. The vote in April 1828 was the last gesture of defiance. By March meeting 1829 the town was prepared to accept the court committee's recommendation for a new road, provided honor was saved by sticking to the selectmen's layout ("near the same route").

The article read: "To see if the town will open the road laid out by a Court's Committee beginning near Walter Carr's and ending near some maple trees northerly of Roger Brigham's or open the one laid out by the Selectmen...near the same route, or defend the inditement on the road laid out by said Court's Committee against the town or act anything relative to said roads."¹⁶ It was voted that; "the Selectmen be directed to assess the damages and make the road laid out by the Selectmen whenever the Petitioners will give up the route where the Court's Committee laid it out and that an agent be chosen to defend against the inditement of the Petitioners pursue it."

The 1829 vote closed the brief period when Lincoln Corner Road held the limelight. The road was rarely heard of before 1823, when "the old road" sufficed, and rarely after 1829. The new road was a beneficiary of State Aid Construction funds in the years 1938-41. Lincoln Corner Road is, however, a good example of local reaction where an appeal was made to court over Jaffrey's head. If frustrated petitioners go to court, they improve their odds of winning in the end. But at that point

the opposition easily finds a majority for having the new road laid out by the selectmen rather than by strangers from Keene. This position generally provides the basis for a compromise.

1. *Hist.*, Vol. II, p. 97.
2. *Hist.*, Vol. II, p. 403.
3. *Hist.*, Vol. II, p. 237.
4. Prescott, see *Hist.*, Vol. I, p. 6689 and Vol. II, pp. 616, 618.
5. Vault .70, pp. 193, 195, April 1823, Art. 3.
6. Vault .70, pp. 224, 225, July 1825, Art. 3; Vault .114.
7. Vault .70, pp. 229, 236, March 1826, Art. 11; Vault .114.
8. Vault .70, pp. 237, 239, June 1826, Art. 2. Widow Sally Hodge was the daughter-in-law of Widow Nancy Hodge (or Hogg).
9. Vault .70, p. 238, June 1826; T 61 and 62.
10. I Roads & Sessions, pp. 329-332.
11. Vault .709 pp. 246, 247, 252, March 1827, Art. 9. 12. Vault .70, pp. 260, 263, Oct. 1827, Art. 4.
13. Vault .70, pp. 275, 284, March 1828, Art. 8, Art. 10; T 73, 74, 75 March 1828; petition and transcript, Vault .114.
14. I Roads & Sessions, p. 332; T.75, March 18, 1828.
15. Vault .70, pp. 288, 289, April 1828, Art, 2.
16. Vault .70, pp. 303, 310, March 1829, Art. 17.

MAIN STREET

MAIN STREET is about two and a half miles in length: two miles from the meeting house common to the dam and bridge in town, and about half a mile from the bridge to Brook Street.

In status, Main Street was at first a town road between the river and the Center, then a part of the Second County Road to the Marlborough line, then a part of the Third New Hampshire Turnpike, again a town road; finally, as a segment of Route 124, it has been a Class II road in the system of State highways.

Before Jaffrey received its charter in 1773 the roads in the community were not yet “town roads”. Officially they became public highways when they were laid out by the selectmen or were dedicated to the town and accepted at town meeting. This was one of the first items of business of the new town.¹ Indeed, of four roads laid out in 1773, the first is still part of Main Street, at its eastern end: a road running from Borland’s mills (at dam and bridge near present Texaco station) [Jaffrey War Memorial Park] diagonally along Ellison Street, then down the hill on Route 124 to the farms near Hillcrest Road.² A few months later the major segment of Main Street was laid out from Roger Gilmore’s land in the Center, SE through Lot 14, Range 6 (present Bean homestead), through a corner of Lot 15, Range 6, then through Lot 16, Range 7, “unto Borland’s mills”. 3 rods wide.³

In 1795 two adjustments were made in the Center portion of Main Street. One, John Cutter (Wetherell place) [Harriott] had a road made from the street to his barn.⁴ This would be about where the road cuts across from Main Street to Harkness Road. Two, Main Street was straightened from Roger Gilmore’s land to the foot of the hill west of the meeting house. The transcript reads:

“Alteration. At stone wall at North side of road at foot of hill of Roger Gilmore’s house. West to the SW corner of John Cutter’s tanyard, West on road as now trod 21 rods...17 rods...18 rods, about 2 rods South of Capt. Adams’ line, thence West to middle of furnace in Adams’ potash (at foot of hill

west of meeting house), thence West to the North side of the old road from said potash. 3 rods wide. The old road is discontinued.”⁵

In the years 1797-1800 a good deal of work was devoted to building up the “causey” south of the Gilmore land. This would be from about where Sawtelle Road now comes in to about where the public utility structure is located. A transcript in 1797 reads:

“Through Roger Gilmore’s improvement...south from John Cutter’s barn, then SE etc....to the east end of the long causeway near the east line of Lot 14, Range 6. 3 rods wide.”⁶

At the autumn town meeting in 1797 it was voted:

“to build a stone wall on each side of the New Road as laid out by the Court’s Committee from the West end of the swamp in Roger Gilmore’s improvement to the old Road near John Cutter’s barn,... and that the Selectmen make the causey through the swamp forthwith as laid out by the Court’s Committee, at the expense of the town.”⁷

The following year, in 1798, it was “Voted to open and repair the road through Roger Gilmore’s improvement”.⁸ By 1800 it had become urgent to have the road over the swamp firm enough for traffic; the Third New Hampshire Turnpike was about to be opened over that route. An article was included in the warrant:

“To see if the Town will make fit for teams to pass on that piece of New Road from John Cutter’s to the east end of the causeway near Lt. Joslin’s land (present Letourneau apartments)”⁹

In 1818 a minor adjustment was made off Main Street where the present Town Square is. At that time (from 1814 to 1824) Daniel Adams owned 90 acres—the greater part of downtown Jaffrey—which he had purchased from the Cotton and Woolen Factory.¹⁰ Amos Tenney, c. 1818, established a store in what came to be known as the “Billings house” in the present Town Square.¹¹ A transcript dated 1818 reads:

“Beginning 1 rod, 4 links near the front of Daniel Adams’ shed, then South to the Turnpike 1 rod, 13 links East of the SE corner of Amos Tenney’s new store.”¹²

Both Adams’ shed and Tenney’s store would have been in the present Town Square.

In 1840 a petition was submitted for a new road across Baptist Common to the turnpike, and in 1841 an article to that effect was included in the warrant.¹³ It was voted to take no action.

Off Main Street the warrant for the autumn town meeting in 1855 included an article “To see if the town will discontinue part of the road through Widow Elmira Blodgett’s land now owned by Peter and Ebenezer Upton...the Uptons to build a new fence.”¹⁴ The Upton brothers owned a store where the Cournoyer insurance agency is now [former Hill Family Insurance], and Ebenezer’s residence was next to it on the west. The town voted to discontinue the road and to accept the Uptons’ offer about the fence.

Formerly Peterborough Road turned off Main Street between the factory building and the Dillon block (Godin store) [Seaver & McLellan, et al] , as can still be seen. One of the Bascom (White Brothers) mill buildings occupied the site of what is now the Dillon block. In 1860 and again in

1871 articles were submitted “to widen the highway east of the dam where travel turns to go to Peterborough by A. Bascom’s Dry House.”¹⁵ The town voted to make the necessary repairs.

Joseph Crombie’s residence in the 1870’s was about where the present Bean block is (Sawyer’s drugstore) [Harvest Christian Fellowship Church]. A transcript dated 1874 notes that Squantum Road is 3 rods wide and that the fence of Joseph Crombie’s garden in town on the south side of Squantum Road is nearly 4 feet into the right of way.¹⁶ This encroachment must have been discovered when a survey was made, west to east, from Jonas Melville’s stone house (St. Patrick’s convent) to the railway and, east to west, from Ellison Street (“opposite Baptist Parsonage”) to the railway. The transcript reads:

“Survey of Old Turnpike Road, beginning near stone house...near line wall between Benj. Pierce and Reuben Pierce...East to NW corner of Aaron Perkin’s house...East to south of Elm tree near Thos. Curtis Counting Room (elm tree was on the Town Square). North line touching the corner of said brick Counting Room...to a point on South side of the travelled way near Albert Bass’ dwelling house. Then beginning at centre of highway opposite the Baptist Parsonage,... West parallel with the fences of the Parsonage, and of Arad Adams, and Wm. E. Goodnow...to 2 rods and 1½ links from the NW corner of Albert Bass’ house and 4 rods from the centre of the railway tracks. South side of turnpike commencing near NE corner of Mrs. Davidson’s front yard, then West to the NW corner of Albert Bass’ house...and West to a stake near the stone guide post at the fork of Squantum Road. 4 rods wide.”¹⁷

In the present century the following improvements were voted by the town:

(1) In 1917, draining the Turnpike Road, at the eastern end of Jaffrey Center Village, near the residence of Caroline H. Cutter.¹⁸

(2) In 1918, changing the grade and widening the highway opposite the Catholic Church and Rectory.¹⁹

(3) In 1926, applying State Aid construction funds for the permanent improvement of Main Street between River Street and the Catholic Church.²⁰

(4) In 1930, applying State Aid construction funds for reconstruction of Main Street from the railway crossing going easterly to Oak Street.²¹

(5) In 1954, appropriation of \$4,700 for the repair of Main Street in East Jaffrey.²²

In the years 1963-66 there was much commotion about the rebuilding of Route 124 between Highland Avenue and Jaffrey Center. There was no objection to widening the road 0.4 mile before it reached the Center, and in March 1963 an appropriation of \$5,000 was approved for the purpose.²³ In November a petition was presented for an alteration in Route 124 running northwesterly about 0.5 mile from near Highland Avenue.²⁴ A hearing was held in December, and the alteration was authorized by State Commissioners, with damages to Bean, Quinn, and Darling. At March meeting in 1966 an appropriation of \$5,000 was voted for the purpose of State Aid construction from Sawtelle Road to Jaffrey Center, 0.3 mile.²⁵ At an adjourned meeting the article was rescinded. A substitute motion carried the proviso “No construction beyond intersection of Henchman Road (Harkness Road) and Route 124”. Residents of the Center were strongly opposed to any widening of the road that would change the historic aspect. Dr. Glyn Millard spoke against the project, Mr.

Wilfred Cournoyer spoke for it, Attorney William Tribble offered a compromise: to appropriate \$500 for a survey of Route 124 through the Center, with a report at a later town meeting.²⁴ In the event the State did the survey *gratis*. The result was no expense to the town, no new road.

1. *Hist.*, Vol. I, p. 115.
2. T 1, Oct. 25, 1773.
3. T 3, April 26, 1774: I R 14. Roger Gilmore's house was where the present Wheeler Merriam [Now Thurber] house stands.
4. Vault .114.
5. I R 329; T 34, Nov. 2, 1795.
6. I R 362; T 38, Aug. 5, 1797.
7. I R 363, Aug. 28, 1797, Art. 5.
8. I R 383, 387, May 27, 1798, Art. 2; T 37; Vault .114.
9. I R 412, May 1800, Art. 4.
10. *Hist.*, Vol. II, p. 4.
11. *Hist.*, Vol. II, p. 799; photograph of Billings house, Vol. I, p. 380.
12. T 56, June 25, 1818; alteration, T 56, Sept. 3, 1818; Vault .114.
13. Vault .114; III R, March 1841, Art. 11.
14. III R 258, Sept. 1855, Art. 4, 15. III R 294, March 1860, Art. 17; III R 415, Aug. 1871, Art. 3: "to widen the highway where it crosses Contoocook near Bascom's mill."
16. T 185, Nov. 13, 1874.
17. T 184, Nov. 13, 1874. The width of the former turnpike was 4 rods.
18. IV R, March 1917, Art. 21; Ann Rep. 1916, warrant for March 1917.
19. IV R, March 1918, Art. 23; Ann. Rep. 1917, warrant for March 1918; \$500 appropriated.
20. IV R, March 1926, Art. 9; Ann. Rep. 1925, warrant for March 1926.
21. IV R, March 1930, Art. 10; Ann. Rep. 1929, warrant for March 1930, Art. 10,
22. Ann. Rep. 1954, Art. 12, Abstract of Business Transacted.
23. VII R, 118, Ann. Rep. 1962, warrant for March 1963 Art. 11.
24. VII R, 164.
25. VIII R, March 1966, Art. 6.
26. VIII R, pp. 75, 82, Oct. 3, 1966; Misc. Rec. Bk, Aug. 16, 1966, p. 49.

MAPLE AVENUE [Renamed Laban Ainsworth Way, 1995]

MAPLE AVENUE (sometimes "Maple Street") is the name of the short stretch of road in the Historic District from the Parsonage past the First Church to Main Street (Route 124). Although the name occasionally can be found in a deed or a will, it had so far been forgotten by 1921 that the town voted to accept a road in K. K. Village designated as "Maple Street". Since the old road will have existed at least from the early 1800's, it may count as a good highway by prescription; if not, there was a grandiose, if short-lived, layout of the street in 1807. After 1808 prescription would have started to run again.

In 1807 the Marean house [Sanderson], then a tavern, was owned by Joseph Cutter. Major David Page Jr. had a store building where the First Church now stands. The Cunningham cottage was a store belonging to Joseph Thorndike. Captain Danforth had a store or tavern where the flagpole stands. A broad avenue was laid out on June 1, 1807, of which the transcript reads:

"Street from about 3 feet in front of Joseph Cutter's on the Common, then South comprehending the whole space between Major David Page Jr.'s store and the stone steps at the East porch of the

Meeting House, and preserving the same width by the West end of Joseph Thorndike's store within 2 feet of Capt. Danforth's house until it meets with the Turnpike."¹

Fortunately, in March 1808 the town voted to discontinue this street "laid out across the Common June 1, 1807"² (See also *Jaffrey Center Common, Roads across*)

1. T 49, June 1, 1807.
2. I R 572, March 1808.

MAPLE STREET

MAPLE STREET is one of the residential streets in K. K. Village, dedicated to the public by the Jaffrey Development Company and accepted at town meeting, March 1921.¹ See Oak Street.

"K. K. Village", a section of Jaffrey between Main Street and Webster Street, was a post World War I real estate development providing conveniently located housing near the Tack Factory ("Kleen Kutt Tacks"). It included eight roads as shown in Plan Book 2, pages 17, 30 and 40, on file in the Cheshire County Registry of Deeds.

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting 1921.

MARK STREET *

MARK STREET is a right of way off Main Street near the Hannah Davis house and St. Patrick church, providing access to a group of six residences. The right of way extends through to Prospect Street, to the bend in the road before Prospect goes up the hill. The driveway appears to have been called Mark Street after Mark L. Stratton (1898-1969) who used to live there. The *History* says that he "was one of the last ones in Jaffrey to keep a family cow for home use".¹

1. *Hist.*, Vol. III, p. 527.

MATCH POINT ROAD *

MATCH POINT ROAD is the private drive across land of the D. D. Bean homestead, leading to residences of the Bean and Krause families. The drive extends across the hill from Main Street to Harkness Road about half way between Jaffrey and the Center. It was constructed in 1940 when the Vernon Bean [Redmond] and D. D. Bean Jr. residences were built.

MEADOW LANE ("DAMON LANE") *

MEADOW LANE is a short unpaved access driveway over the right of way of a residence behind the L & H Development Company's apartment at the corner of Adams Street and Gilmore Pond Road. This was formerly the site of Ray Moore's Quonset huts. See "Damon Lane."

MEETING HOUSE ROAD

[Refers now only to section from Thorndike Pond Road to Laban Ainsworth Way, 1995]

MEETING HOUSE ROAD in Jaffrey Center begins at the stone watering trough (intersection with Thorndike Pond Road), thence runs diagonally past the Woods [Oliver] and Cunningham residences to the common. There, displaced from its earlier route, it now skirts the meeting house, runs down a stony path to join Meeting House Hill Road [now First Tavern Road], thence west to the juncture with Dublin Road. The distance from watering trough to Dublin Road is about half a mile.

From the watering trough to the common the allée has a certain elegance, and from Dublin Road to the common the old road has much charm. There is no doubt that the road has been travelled since the town's incorporation, probably earlier.¹ Jaffrey was incorporated in 1773. The Burying Ground was laid out and walled in 1774. The meeting house was built in 1775. Capt. Samuel Adams, the contractor, received as part of his payment a lot abutting Meeting House Road, which was commonly referred to, in his day, simply as "the road past Capt. Adams".

The road received official status as part of the Second County Road in 1793-94.² In the county commissioners' layout it figures as "the road to the meeting house, then northwesterly on said road to John Buckley's house" (present Ayres') [Schofield].³ In a survey of the Second County Road and the turnpike, made by the town in 1805, Meeting House Road is included in the segment (west to east): "SE against the Buckley house by the Dublin Road; thence SE to Abner Wilkins' house; thence SE to Esq. Thorndike's store; then past Capt. Adams';" etc.⁴ Circa 1800 the road was generally referred to simply as "the county road".⁵

In the course of time a problem that developed was that there were too many roads crossing the common. Besides Meeting House Road, which was there first, and the turnpike (c. 1801) parallel to it a little to the south, there was a third road, a cut off, running from the Cutter House hotel (present flagpole site) to join the county road west of the meeting house.⁶ Efforts were made in 1829 and 1852 to eliminate the latter road.⁷ In 1852 it was discontinued. An effort was made in 1880 also to eliminate the western portion of Meeting House Road: to "discontinue the piece of road on the Common near the Town House from near the Post Office (Thorndike cottage) [Cunningham] to Dublin Road...and to build a substitute road further south."⁸ The vote was to pass over. When the same article was presented the following year, the town heard the views of a committee and voted to fence the Common, to discontinue the roads crossing the Common, and in their place to build a new road running SE "to intersect with the turnpike at some practical point".⁹

There was no follow-up until 1900 when an article appeared in the warrant:

"To see if the town will...instruct the Selectmen to lay out...a new piece of highway, near the foot of the hill, leading from the Common NW toward Dublin Road, thence SE on land of E. R. Spaulding to intersect the turnpike opposite land of Jonas Cutter," and upon completion to discontinue the present road across the Common, etc.¹⁰

The town voted to build the new piece of road as requested: the Meeting House Hill Road spur that intersects with Route 124 opposite the Morgan apartments (former land of Jonas and Mortimer Cutter).

Although the town accepted the addendum in the 1900 article (viz. "and upon completion to discontinue the present road across the Common"), a usage that has existed—"openly, notoriously, continuously, and under a claim of right"—since the 1760's is hard to change. The road past the

meeting house continues to be trod. A last attempt to change the situation was made in 1902:

“To see if the town will...discontinue the highway in Jaffrey Center leading from Dublin Highway near Mrs. Cozbie Tenney’s residence and intersecting the highway east of the Common near the late residence of Dr. G. A. Phelps...” (Thorndike cottage, Cunningham).¹¹

The article was passed over.

1. Chamberlain, *Annals of the Grand Monadnock*, p. 17. Chamberlain reckoned that by 1766 there was a road “westerly from the center, almost to the present Jaffrey-Dublin road, to serve Alexander McNeill’s tavern in Lot 12, Range 5.”
2. I R 274, 277, March 1793; T 29.
3. *Hist.*, Vol. I, p. 334.
4. I R”513-521, Aug. 27, 1805; T 47.
5. E.G. “From the north side of the county road east of house occupied by Capt. Samuel Adams” (T 45 and 46, Nov. 30, 1805).
6. See Jaffrey Center Common roads.
7. Vault .70, p. 303, March 1829, Art. 15; III R, March 1852, Art. 21.
8. IV R, Nov. 1880, Art. 8.
9. IV R, March 1881, Art. 18.
10. Ann. Rep. 1899, warrant for March 1900, Art. 6.
11. Ann. Rep. 1901, warrant for March 1902, Art. 18.

MICHIGAN ROAD

MICHIGAN ROAD in part—from its intersection with Howard Hill Road south past the old farm—is a very old road. The land was originally settled in the 1770’s by a close-knit group from Leominster: Jacob and Samuel Pierce and Ephraim Whitcomb, and two Whitcomb sisters plus two Carter sisters who had married Whitcomb and Samuel Pierce.¹ John Hale, the husband of one of the Whitcomb sisters, also purchased land there. In 1790 he sold his farm of 100 acres in Lot 17, Ranges 9 and 10, and adjoining lands to Simeon Butters. Subsequent owners of the Butters farm included Deacon Isaac Russell (1850), Adin Cummings (1855), Oliver Paradise (1929), Frederick Smith (1930), Charles H. Smith, Amedee Deschenes, Eva Deschenes (1955).

The earliest road document is a 1778 transcript of a road:

“beginning at Mr. Darby’s house on Lot 17, Range 10, thence north to the north line of said lot, then east etc....to a tree on the brow of the hill, then NE to the east line of Lot 17, Range 9. 2 rods wide.”²

Adjustments near the Howard Hill end of the road were made in 1780 and 1782:

- “Beginning at Samuel Pierce’s, then east to the road by Ephraim Whitcomb’s barn. 2 rods wide.”³
- In exchange, “From Samuel Stickney’s SE to Lt. Whitcomb’s to Lt. (Jacob) Pierce’s.”⁴

Whitcomb’s house, now a cellar hole, was near the hill named after him, which is now within the area of the mobile home park, south of Howard Hill. Lt. Jacob Pierce’s house was the later Craggin/Leonard Sawyer farm on Howard Hill Road (present Schmaltz place).

In 1787 the town voted to discontinue the road from John Hale’s (subsequent Butters farm) to John Leland’s land.⁵ Leland lived in the “Little Michigan” area, near the Rindge line.

Thereafter there was not much that happened to this road until the Contoocook Park project was launched in the 1870's. (See Trotting Park Road). At about the same time as the vacation cottages, camp sites and trotting park were being built off the northwest shore of Lake Contoocook, a large scale development was undertaken off the southeast shore in Rindge, sponsored by the "Mediumistic Camp Meeting of the Two Worlds". The Mediumistic Camp Meeting was a religious cult of sober and orderly people, many of whom came from Michigan. Hundreds of cottage sites were laid out, plus land reserved for parks and a Tabernacle building.⁶ Although most of the cottage lots were in Rindge, a number were on the Jaffrey side of the Lake Contoocook outlet. The Rindge settlement later took the name of Woodmere. The Jaffrey group came to be called "Little Michigan", and the extension of the road to them, "Michigan Road".

In 1952 a petition was submitted to the selectmen for a new road beginning at the end of the highway near the residence of Charles H. Smith (the old Paradise/Butters farm), "extending from Howard Hill Road toward Michigan land and the Rindge line, . . . terminating near the cottage of Charles C. Pearson, a distance of 2,700 feet, 3 rods wide."⁷ The petition was resubmitted in 1955,⁸ and again in 1956.⁹ An article in the 1956 warrant requested an appropriation of \$2,000 for improvement of the road leading from the Howard Hill Road to Michigan Five Corners.¹⁰ The article was approved at an adjourned meeting May 1, 1956,¹¹ after a hearing held by the selectmen on April 30, 1956.

The minutes of the April 1956 hearing described the state of the narrow old road and the need for a new. The road belonged to Eva Deschenes, who was willing to give it to the town. It led to five or six cottages. Rindge had recently begun to help with the maintenance. Rindge had been plowing out snow, from the Jaffrey approach. Problems of the cottages included water (supplied by Jaffrey), electricity (supplied by Rindge), and fire protection. Gravel at the cost of \$2,000 would go far toward making it as good as a county road. Selectman Hammond said that the existing road had been used for 40 or 50 years. The town accepted the road as donated by Eva Deschenes, who was awarded nominal damages of \$1.¹²

In response to an enquiry in 1978 the selectmen informed a resident on the road that since it was a Class VI highway it would not be plowed in winter.¹³

1. *Hist.*, Vol. I, p. 124.

2. I R 51, March 269 1778.

3. I R 129, March 28, 1780; T 19.

4. T 28, Sept. 4, 1782.

5. I R 181, March 1787, Art. 8

6. *Hist.*, Vol. I, pp. 529-531.

7. Misc. Rec. Bk, Sept. 29, 1952, p. 479.

8. Misc. Rec. Bk, Feb. 4, 1955, p. 554.

9. VI R, Feb. 1956, p. 157.

10. Ann. Rep. 1955, warrant for March 1956, Art. 23.

11. VI R, May 1, 1956, Art. 23.

12. Misc. Rec. Bk, April 309 1956, p. 555. The problems of servicing the Little Michigan area have not yet been eliminated. In 1974 an article was included in the warrant proposing to annex the "Little Michigan" area of Rindge into the town of Jaffrey, "if all of the property owners by petition to the State Legislature can secure approval of this transfer." (Art. 22) The Jaffrey voters approved, but Rindge's did not.

13. Selectmen's Minutes, Oct. 30, 1978; see also Oct. 2, 1978.

MILLIKEN ROAD

AT THE MILLIKEN TAVERN corner (Yeatman place, now Wiedenkeller) [Grand View] on Route 124 a dirt road turns off toward the SE. It runs a little less than half a mile in a straight line to Fitzwilliam Road, and about three-quarters of a mile straight on to Priest's Corner on Old Fitzwilliam Road [now Great Road]. The latter part is no longer in use, except by trail bikes, but is drivable. This is Milliken Road, an attractive way, level and straight, through small timber. Its present narrow width belies the fact that it was laid out 3 rods wide.

The origin of this road and the history of the long legal battle with Rindge because of it are recounted in the *History*.¹ Rindge wanted it, Jaffrey did not. Rindge had commissioners appointed by the court lay out a route. In 1798 Jaffrey proposed an alternative laid out by themselves.² Jaffrey offered to have its committee "treat with a Committee from Rindge".³ In March 1801 Jaffrey chose an agent to prevent Rindge from obtaining a road from Esq. Milliken's to Daniel Priest's.⁴ At the May meeting Jaffrey voted its willingness to compromise and chose Capt. Pope as its agent "to reconcile the differences with Rindge at less expense to the town".⁵ It also voted \$548 damages. The transcript reads:

"On the south side of the county road about 6 rods west of Esq. Milliken's, then southerly 20 rods through a corner of Milliken's land, thence through David Gilmore's (Geo. Adams', Warfield) and David Jewett's (Daniel Shattuck) and Daniel Priest's to the old road west of Priest's buildings (Old County Road South). 3 rods wide. 1 mile and 66 rods."⁶

In October 1802 the town received the report of the agreement reached with the selectmen of Rindge concerning the road from Esq. Milliken's to Daniel Priest's. When accounts were settled there were several items that had helped reach results, including "Rum to encourage the work through Esq. Gilmore's land", "Rum and entertainment, Selectmen of Rindge", and just plain "Rum".⁷

1. *Hist.*, Vol. I, pp. 328-331. See also Old County Road supra: I R 314, Dec. 1794, Art. 5; I R 323, April 1795, Art. 2; I R 387, Aug. 1798, Art. 3,
2. I R 383, May 1798, Art. 4.
3. I R 393, Oct. 1798 Art. 5.
4. I R 431, March 1801, Art. 15.
5. I R 437, May 1801, Art. 3.
5. I R 429S T 41, Aug. 15, 1801.
7. *Hist.*, Vol. I, p. 230. The last old record on this road is an article in the warrant for March 1812 to see if the town would give leave for bars to be put across the road north of Mr. Foxe's. Jonathan Fox, in 1810, lived in Lot 59 Range 7, north of the Dan Shattuck farm. The article was passed over: II R, Vault .70, p. 20, March 1812, Art. 12.

MOORE PIKE (MOORE PARK DRIVE) *

MOORE PIKE is a private road off the turnpike (Route 124), leading to the late Raymond A. Moore's cottage park near Silver Ranch. The road was constructed in 1952.

The “MOUNTAIN ROAD”

Names

WHAT is now called the “Mountain Road” by the residents who live on it—that is, Route 124 west from Jaffrey Center to the Troy line (earlier Marlborough line)—was commonly called the “Troy Road” until into the 1930’s. Allen Chamberlain, who published *Annals of the Grand Monadnock* in 1936, was a stickler for the “Troy Road”. Before the Civil War it was generally the “old turnpike”; in the period 1800-1824 it was part of the Third New Hampshire Turnpike. From 1794 to 1800 it was properly called the “County Road”, as part of the Second County Road. In the period 1774-1794 it was “the road past Dole’s house to the meeting house”, or simply “the road to the meeting house”. “Mountain Road” was originally a name given to the road laid out in 1778 from “Cutter’s Swamp” past Joseph Brooks’, NW “through a notch in the Mountain”, coming out at Ebenezer Ingall’s house on what was later the Half Way House Road. The original Mountain Road is the “Parker Trail” of modern times. “Mountain Road” is the name given in Rindge to what is called Old County Road in Jaffrey.

Origin

Chamberlain says that Alexander McNeill’s tavern existed from about 1766. McNeill’s place was in the lot at the corner of Dublin Road and Meeting House Road now owned by George and Eleanor Austermann [Hamilton]. If McNeill operated a tavern there would have been paths to it from the east, and without doubt one led on toward the west, probably also paths toward the mountain. In any event the main portion of what is now the Mountain Road was laid out by the town on April 23, 1774. The persons of importance who lived on this road were Robert Wier, the Baileys, the Doles, and the Thompsons. Wier bought and sold land, and played an active part in town affairs. He lived in the house later owned by John Buckley, now by Burgess and Katherine Ayres [Schofield]. The Baileys were a clan: David the father, David Jr., Abraham, Oliver, and sons and daughters. They built the mill at “Ballou City” (“Mineral Springs”) in which it was said the boards for the meeting house were sawn. Their houses were near where the present Badger, Caldwell, and Rich (Nightingale [Meyers]) residences are. Beyond the Baileys, Cummings Meadow was where the present beaver pond is, next to Colonel Robert Mitchell’s house (Tribble). Further along, northwest, the next sizeable piece of land was cleared and settled by Benjamin Dole. Dole lived at the bend of the road, no longer maintained, that went diagonally across the Yeatman flying field, thence west to the base of the Half Way House Road. Near Dole’s house was a house occupied by his kinsman, Ebenezer Thompson (later Peter Proctor farm, “Ardsley Cottage”). A landmark farm near the base of the Half Way House Road was owned by Ebenezer’s brother, Isaac Thompson (present Hamlen place).

The April 1774 transcript reads:

“Beginning at Robert Wier’s house (Buckley cottage, now Ayres) [Schofield], then SW to the brook (over a stone bridge still existing, this side of the fire station), then West near the line between Ranges 5 and 6 to the lower end of Cumming’s Medow, then West to upper end of said medow, crossing the brook, then SW in Lot 5, Range 6 to the SW corner of said lot, then SW to the Main Rode with a hemlock Marked thus H.”¹

The lay-out given above would have taken the road to where the old road to Fitzwilliam formerly turned south near the Warfield place, then SW to Old County Road (“the Main Rode”) near the Ames, joining with the Fitzwilliam Road which had been laid out the previous year. The road past Cumming’s Meadow, after joining with the county road, provided Jaffrey with a through route from the east side of town to the west—not necessarily the best route, but at least a highway officially laid out and maintained by the town.

In March 1775 the road to Cumming’s Meadow was extended NW to Dole’s house, then on west to Isaac Thompson’s, his brother in law’s (Hamlen place).² In the following years the town evidently encountered problems on the rocky stretch from the top of the ridge (Isaac Thompson’s) to the Marlborough line. In 1778 an alternative route, cutting across north of Perkins Pond, was laid out from Thompson’s barn “at the end of the road that leads to the meeting house” all the way to Shaker Road in the extreme NW corner of town.³ The major part of this road was discontinued in 1795.⁴ Now it has so far been overgrown and forgotten that no one can say for sure just where it ran.

In the 1780’s pieces of road were built from about Cumming’s Meadow due west to the foot of Milliken hill (then Samuel Stickney’s), and from the top of the hill on toward Perkins Pond, as follows:

(a) In 1782 Samuel Stickney bought land and lived in a house a little east of the later Milliken tavern. A road was laid out in 1783 “from Stickney’s to where Dole’s road turns into the main road”.⁵ In 1791 it was said that this road had been superseded.⁶

(b) In 1786 a piece of road was opened up the hill from about Soldier’s Rock to Stickney’s “upper house” (Hamlen place).⁷

(c) Finally, in 1788, a road was laid out all the way from Perkins Pond past Stickney’s (Hamlen) to the road from Dole’s to the meeting house.⁸

The roads listed above completed the route of the Mountain Road approximately as it is today, except for one segments the piece from Milliken’s tavern to the top of the ridge where the Half Way House Road begins. The evidence indicates that this rocky and steep stretch was completed about 1792, probably by Milliken. Alexander Milliken had moved to Jaffrey in 1790, where he bought the lower property formerly owned by Samuel Stickney. Milliken was an energetic man who built the first brick tavern in town. In the 1793 survey for the Second County Road the Committee that laid out the course left it to the decision of the town whether to opt for the part of road that led by Milliken’s or by Dole’s.⁹ The decision was in favor of Milliken’s road, but the town agreed to award Dole as much damages “in proportion as allowed to Lt. Milliken for the road from Mr. Joslin’s (near Cumming’s Meadow) to Asa Thompson’s” (Hamlen). The report stipulated that when Milliken received his share of the money, “sd Milliken to make Sd road good to the exceptance of the committee.”¹⁰

For the history of the Mountain Road during the years 1800-1824, when it was part of the turnpike, see Turnpike. After turnpike days there were no substantial changes in the route of the Mountain Road until this century, when the Yeatmans bought the old Milliken place (now Wiedenkeller) [Grand View]. Mr. and Mrs. Pope Yeatman developed the farm, with additional properties, into an imposing estate. In 1906 Mrs. Yeatman requested permission from the town to build a new piece of highway in front of her house in place of the old.¹¹ The town consented. A hearing was held on July 3, 1907, and in October 1907 the Superior Court decreed the discontinuance of the old piece of road.¹² An additional alteration and reconstruction of the road

near the Yeatman place was authorized in 1932 in connection with emergency projects to relieve unemployment.¹³

As originally laid out and as a county road the Mountain Road was three rods wide. As part of the turnpike it became four rods wide.

Maintenance

The problem of repairs on the Mountain Road has recurrently exceeded that of routine maintenance. Warrant Article 11, March 1814, asked whether the town would consent to the people living on the turnpike to work out their highway taxes on said road.¹⁴ In 1820 the turnpike company proposed that the town take over repairs on the road for two years. In 1826, after the town assumed responsibility for the insolvent company, it was voted not to raise any money to be laid out on the recent turnpike,¹⁵ but the town relented the following year.¹⁶ In 1832 a contract was let for filling the hollow at Seth Ellis' (former Samuel Joslin place near Cumming's Meadow).¹⁷ In 1846 a petition was submitted to the selectmen for improving the road from the Troy Road to Jaffrey Center,¹⁸ and in 1853 repairs were authorized for a piece of road from Aaron Bolster's house (at the corner near Troy Road) to the Troy line.

"Milliken hill" remained a problem. In 1826, 1830, and again in 1887 the town voted on requests to do something about this piece of road.¹⁹ Mr. Pope Yeatman in 1919 offered to contribute \$2,000 if the town would allot \$1,000 for improving the Mountain Road from Jaffrey Center to the Troy line.²⁰ In 1922 and 1923 Mr. E. W. Hamlen petitioned the town to construct a State road or at least to improve the existing road from the Center to the western line of the town so as "to permit the safe passage of automobiles over it."²¹ A sum of money (\$2,000 to \$3,000) was appropriated each of the years from 1929 to 1935 and in 1942 and 1946 for State Aid construction on the old turnpike/Mountain Road on condition of proportionate contributions by the State. In 1972 the road was altered slightly, widened, and repaved from a point of about .7 miles east of the Troy line (near the old Stanley place) for a distance of .32 miles.²²

Old Roads off the Mountain Road

There are about a dozen old roads, long since disused, off the Mountain Road to the north. These are discussed under "Old Keene Road".

South of the Mountain Road, in the furthest west sector, a petition was submitted in 1850 for a slight alteration from a point near the schoolhouse site at Perkins Pond to the old turnpike road



opposite Aaron Bolster's (now Anderson).²³ A little to the east is an abandoned section of the Old County Road for which the present outlet near the Stanley house was substituted in 1792.²⁴ In 1834 another small alteration was made in the roads near the Stanley house, apparently making a cut-off from the Fassett house (recent Forbes [G. Jeffries]) to the Old County Road behind the Stanley house.²⁵

The warrant for town meeting in March 1912 included an article to see whether the town would lay out a road from a point opposite the Half Way House Road, thence to the Daniel P. Adams place. This would be about over the hill where Mr. William Shearer's new house was built (now Hanson [D. Jeffries]). The Adams place was the Horizon Hill farm (now de Liso) [Babson]. The article did not carry.

Two old roads led south from the Bailey houses (Caldwell and Badger [Hoyt]). The transcript of the oldest, dated April 20, 1777, reads:

“from Abram Bailey's house (now Caldwell), SW by Jethro Bailey's house, past Mr Colburn's house, thence to the line between Holt (Lang farm, now Marrotte) and Priest (of Priest's Corner), thence to the Great Road which leads from Mr Holt's to Mr Priest's. 3 rods wide.”²⁶

This road, which can also be gained from the rear of the Austin (former Sewall) house, bore slightly southwest, towards Cumming's Meadow (now “Adams Pond”), then southeast again to avoid Priest's Swamp, then exiting on the Old Fitzwilliam Road (the “Great Road”) [now Great Road] a little west of the Marrotte [Baer] farm. The houses of Jethro Bailey and Colburn are cellar holes today, and the road has long since been abandoned except for farm purposes.

The second road in the neighborhood of the old Bailey settlement can be found a little east of the Ernlund [Mitchell] house, running south and east to Old Fitzwilliam Road [now Great Road], exiting a little west of the Harold Royce [Gordon] place.²⁷

There is a distinct road south from the Palache farm, by which one can come out near the Heath place (now Laboe [Driscoll]), but it appears to have always been a private road. It goes to a brook on which there was a small sawmill. The *History* mentions a deed from Joseph Cutter to Thomas Button, dated October 1, 1794, which refers to 48 acres of land on the west side of Lot 10, Range 7, “together with the liberty to pass and repass to and from the sawmill on sd premises.”²⁸

A little east of the Jaffrey Center Fire Station an old road runs to the militia parade ground. On the other side of the field one branch turns east, coming out on South Hill Road not far from the bridge, and a second road continues south to the Heath place (Laboe [Driscoll]). Whether these were ever public ways or merely the paths everybody trod to get to the parade ground is unknown.

Article 15 at the March meeting in 1911 proposed that the town lay out and build a road from the south side of the turnpike opposite the stable of Mortimer E. Cutter (across the road from the present Burgoyne [Deangelantonio] house), thence south and east along the base of the hill on land of F. W. Greene to the highway to Rindge (South Hill Road) [now Gilmore Pond Road] at a bar way in the stone wall on land of Greene.²⁹ Perhaps a road was laid out where the Greene's Pond [Ainsworth Pond] is now, but there is no road there today.

At the Jaffrey Center end of the Mountain Road the greatest change, appears to have been made circa 1806, when the earlier road past the Buckley cottage (Ayres) [Schofield] was moved south to form part of the turnpike (Route 124) from about the fire station [Town storage building] to the meeting house common.

1. I R 13, April 13, 1774; T 2.
2. I R 27, March 1775; T 5, April 13, 1775; Vault .114. The portion from Dole's house to Thompson's was discontinued in 1844.
3. I R 53, April 20, 1778. This road lead to the house of Thomas Barnes.
4. IP, 326, April 1795, Art. 11; T 34.
5. I R 126, March 28, 1783; see also T 16, March 16, 1783 (Nathan Hardy's to Bailey's mills to Samuel Obers to Stickney's to road from Dole's house to meeting house.)
6. I R 246, Aug. 13, 1791.
7. I R 155, March 7, 1785.
8. I R 2089 Oct. 20, 1788.
9. I R 274, 277, March 1793, Articles 8 and 17; T 29.
10. *Hist.*, Vol. I, p. 332.
11. V R, March 1906, Art. 8; Vault .66, p. 89.
12. Vault .66, p. 90; Misc. Rec. Bk (June 17, 1907), p. 27, petition.
13. Special Town Meeting, Sept. 13, 1932.
14. II R (Vault .70), p. 41, Feb. 10, 1814. 15. II R (Vault .70), p. 238, June 1826.
16. II R (Vault .70), p. 246, March 1827, Art. 11.
17. Vault .114.
18. Vault .114.
19. II R (Vault .70), p. 229, March 1826; March 1830, Art. 11; IV R, March 1887, Art. 16 (then the J. B. Proctor house).
20. Ann. Rep. 1919, Special Town Meeting, Aug. 14, 1919.
21. Ann. Rep. 1921, Art. 23 for March meeting 1922; Ann. Rep.' 1922, Art. 20 for March meeting 1923.
22. IX R p. 88 (1972).23. T 147 (1850).
24. T 28, Aug. 24, 1792: Exchanged piece of road in Lot I, Range 5.
25. T 93, March 17, 1834; T 94, April 26, 1834, Abishai Collins' petition; II R (Vault .70), pp. 377, 385, March 1834.
26. I R 50; Vault .114.
27. Although not very clear, this road appears to be the subject of an exchange of roads from Coughran's (present Badger) to Capt. Benjamin Spaulding's (farm at the head of Gilmore Pond where Gilmore Pond Road and Old Fitzwilliam Road meet), voted upon at an adjourned meeting May 19, 1792 (I R 257, Art. 4; T 27).
28. *Hist.*, Vol. II, p. 372.
29. IV R, March 1911, Art. 15.

McCOY ROAD

THE EARLY Joseph Thorndike farm, now owned by Mrs. Karl Compton [Schulte], was purchased by Thorndike in 1774. The road to the places laid out in 1774, was the Stony Brook Road which begins a little north of the Queen of Peace Seminary [The Shattuck], crossing the Charles Taylor farm (originally Mitchell). When this road was built Thorndike Pond Road did not yet exist, nor Dublin Road, nor Gibbs Road. The 1774 road was the only road. It was laid out:

“From the Center to the corner of Lot 12, Range 55 then north to William Mitchell's house (now Taylor), then NW to the corner of Lot 12, Range 4 (now abandoned portion), then north to Thorndike's house.”¹

After crossing the Mitchell property the road made a large curve around to the left, crossing the brook (now swamps dammed by beavers), to about where McCoy Road begins at present. Thence it ran more or less along the path of the McCoy Road to the Thorndike farm. It was laid out from the farm north to the Dublin line in 1775.

In 1778 Gibbs Road was built. This road gave Thorndike more direct access to town. The portion of Stony Brook Road between Thorndike's house and Mitchell's fell into disuse.²

In 1880 George G. McCoy acquired the former Thorndike place. In 1886 McCoy sold a piece of his woodlot to Dr. Elizabeth Keller, who was said to be the first visitor to build a summer residence near Thorndike Pond.³ Evidently desirous of a more convenient road than Gibbs Road for Dr. Keller, McCoy submitted a petition at town meeting that year for a piece of new highway from the intersection with Gibbs Road near his house to Thorndike Pond Road. This would be McCoy Road as we know it—McCoy Road proper following the path of the old 1774 road, and the portion from Gilson Road intersection to Thorndike Pond Road being new. In 1886 the Wesselhoeft farm was owned by Michael O'Brien [Russell]. The article in the warrant read:

“To see if the town will lay out and build a piece of new highway petitioned for by George G. McCoy and others from near the brook on the road leading to Michael O'Brain's, about 20 rods south of O'Brain's house, and running NW to intersect with the road north of McCoy's buildings (Gibbs Road).”⁴

The town voted Yes, “provided the new road can be built for \$1,000 or less”.

There are no records or signs of anything much having been done to McCoy Road since it was built. It is a dirt road, eight-tenths of a mile long, adequate for summer traffic.

1. I R 17, 18; T 3, July 6, 1774. See also Chamberlain, *Annals of the Grand Monadnock*, p. 17, and map “Historic Landmarks”.
2. It was not discontinued officially until the annual meeting, March 1922, Art. 11.
3. *Hist.*, Vol. I, p. 535. The Winslow house is on the site of the earlier Keller cottage.
4. IV R, March 1886, Art. 16; Vault .114.

NORTH LOT ROAD *

THE NORTH LOT ROAD, so called, is a bundle of right of ways, owned by abutting proprietors, to a well established old farm road that runs west from Richard Stratton's residence (near Boutwell's Garage) [Big and Small] past Mud Pond. It is not a public road. Formerly it provided access to certain back lots and potato fields. The middle portion of the road is now submerged by the swamp toward Sawtelle Road. The exit comes out on Sawtelle Road near Peter Leach's residence.

NORTH STREET [Route 137]

THE EARLIEST reference found to the road that now is named North Street is dated 1778. Then it was described as the road “from Capt. Stanley's to Spofford's mills”.¹ As Capt. Johnathan Stanley had lived on his farm (present Nutting place, Nutting Road) since 1769, and had purchased the place from John Borland who operated the mills in the village from 1770 to 1778, when Borland sold out to Spofford, there must have been some kind of road between farm and mills several years before it was officially laid out. In fact the road was not officially laid out until 1785.

In 1781 an article appeared in the warrant “To see what the Town will do with regard to the road

that leads from Jonathan Dean's house to Spofford's mills."² The town voted to choose a committee of five to lay out a road "as is most convenient to the town."³ Dean lived on part of what is now the Edwin Cutter farm, the part that is a slight hill on the opposite side of the road (i.e. on the corner bounded on the north by Amos Fortune Road and on the west by Route 137). The Cutter farm was a 100 acre tract that then belonged to William Hogg ("Hodge"). After Hogg's death in 1783 his widow married Dean and brought him title to her "Widow's Third" of Hogg's estate.⁴

In 1785 the road laid out by the selectmen was accepted by the town. The transcript reads:

"(Road) Leading from Eleazer Spofford's house (on site of present Town Square) to Jonathan Dean's, till road comes out a few rods north of the road leading from Nehemiah Green's (Prospect hill) into said old road".⁵

In 1825 or '26 John A. Prescott purchased the old Hogg farm. Walter Carr was then proprietor of the farm diagonally across from Dean Hill. The Carr farm (later W. T. Nutting, A. D. Pierce) now belongs to Raymond Roy. In the years 1825-28 repeated efforts were made to obtain an alteration of the road running from the Prescott farm to the bridge at the intersection of Route 137 and Proctor Road (Carr farm). The purpose was apparently to shift to the west, about where Route 137 runs at present, a portion of road that had lain a little to the east, running closer to Jonathan Dean's house. An article in the 1825 warrant reads:

"to see if the town...will lay out a road from the bridge near Walter Carr's to the road near where William Hodge formerly lived on the west side of Dean Hill."⁶

It was voted to pass over. There are a couple of transcripts dated 1826, but the final route was not approved until town meeting the following year. The transcript reads:

"From the house lately purchased by John A. Prescott to Jonathan Dean's, then North, etc...to a stone South of Walter Carr's land, then along the road leading by Carr's and the bridge east of Carr's. 2½ rods wide."⁷

At town meeting in March 1827 it was voted to open the road from the bridge near Walter Carr's to the road north of the Hodge house, with damages to Carr and Prescott.⁸

John A. Prescott was an important man and hard to please. At the 1827 October meeting an article reappeared "to see whether the town would make any alteration in the road leading from the road north of John A. Prescott's...to the road near the bridge by Walter Carr's."⁹ It was voted to leave the matter to the discretion of the selectmen. The petition to the selectmen read: "(for a road) from the north side of the road leading from John A. Prescott's house to Jonathan Dean's, running northerly through J. A. Prescott's and Walter Carr's land till it intersects at Carr's bridge."¹⁰ The new piece of road was laid out as requested, and the following year the portion of old road from the Dean house ("running South till it meets the new road made last year") was discontinued.¹¹

North Street from Main to Cutter's farm is a little over half a mile; to "Walter Carr's bridge", a little over a mile.

In 1929-30 and again in 1965-66 the town voted substantial sums to match State Aid construction on North Street.¹²

What North Street might have originally been called depended upon the direction the traveller took. Probably at first, "the road from X's house to Spofford's mills". On Gibbs' map (1850)

it is marked “Dublin Road”. On the Cheshire County map of Fagan’s Survey (1858) it is “Mill Street”. In the 1870’s, when School Street North (Goodnow St.) was laid out, North Street was still described merely as the “highway leading to Dublin”. By the 1890’s, when the road from Goodnow Street across the Town Square was built, the name “North Street” was official.

1. I R 57, Sept. 1, 1778.
2. I R 108, Dec- 3, 1781, Art. 5.
3. I R 109, Jan. 7, 1782.
4. *Hist.*, Vol. II, p. 403.
5. I R 155, March 25, 1785. At that time Prospect Road crossed the field between the present Schulze and Cutter farms.
6. II R, Vault .70, p. 224, July meeting 1825, Art. 3.
7. T 62, July 11, 1826. See also T 61, July 11, 1826; and surveyor’s corrections, T 63, May 7, 1827; Vault .114.
8. II R, Vault .70, p. 246, March 1827, Art. 12.
9. Vault .70, p. 260, October 1827, Art. 4; T 67.
10. T 67, Oct. 15, 1827, and T 68, Oct. 15, 1827; Vault .114.
11. Vault .70, March 1828, Art. 10.
12. V R, March 12, 1929, Art. 7: \$2,734.50. Ann. Rep. 1930, Abstract of Business Transacted, Art. 7: \$3,000. Ann. Rep. 1964, warrant for March 1965, Art. 17: \$7,000. Ann. Rep. 1966, Oct. meeting, Art. 3: \$7,000.

NUTTING ROAD

NUTTING ROAD extends west from the top of the hill where Pierce Crossing Road ends, past Roland Thoin’s and the Joshua Nutting farm, to the intersection with Old Peterborough and Amos Fortune Roads at “Baldwin Corner”. The Nutting family, after whom the road was named, lived here through most of the last century and a good part of the present. The land was originally settled by John Borland in 1765.¹ In 1769 Borland sold to Capt. Jonathan Stanley who, with his son Samuel, lived on the place until 1803. Later it was owned by Joshua Nutting, his son Luke, and grandson Will E. Nutting (1930).

Nutting Road is the third segment of the old road laid out in 1774 from the Sharon line to the meeting house common (Chamberlain Rd., Pierce Crossing Rd., Nutting Rd., Amos Fortune Rd., Proctor Rd., Harkness Rd.). The transcript reads:

“Beginning at the town line about 40 rods North of the SE corner Lot 22, Range 5, thence SW through the corner of Lot 22, Range 5 (Chamberlain Rd), thence Westerly by Matthew Wallace’s (Pierce Crossing Rd) to Capt. Jonathan Stanley’s (Joshua Nutting farm), then SW to Eleazer Hathorn’s (near Baldwin Corner), then on the line to near Wm. Hogg’s (Amos Fortune Rd), then north of the line over the bridge through Lot 14, Range 5 (Proctor and Harkness Rds), then Westerly about 50 rods, then SW to Roger Gilmore’s (Cutter Hill), then NW to the Common. 3 rods wide.”²

An ambiguous record from 1780 notes that the town voted “to shut up the road that goes from Baldwin to Capt. Stanley and to be a bridle path until the road is opened from Nathan Hall’s to Mr. Turner’s.”³ “Nathan Hall’s to Mr. Turner’s” is clear enough. Hall lived in Lot 16, Range 5, on or near the present Proctor farm, and Turner lived in Lot 18, Range 5. Turner’s farm became “the Baldwin farm” after Jacob Baldwin had married Turner’s daughter, but that was subsequent to Jacob’s return from military service in 1781. An uncle, Isaac Baldwin, had a farm about where Old Peterborough Road now meets Bryant Road, but Isaac moved to Vermont in 1780. Which road it

was that was made a bridle path depends on which Baldwin you choose.

There is record of an alteration made in Nutting Road in 1822 and 1824. The 1822 article reads:

“To see if the town will make a road from the valley west of Moses Burpee’s house (later “Thayer farm”, now abandoned, near corner of Nutting and Colman Roads) on the line between said Burpee and Joshua Nutting to Jacob Baldwin’s land and thence to the old road west of said Baldwin.”⁴

It was voted to pass over, but later voted to reconsider and to lay out a road “for Timothy R. Robinson and others in case the petitioners will give a bond to indemnify the town for the expense.” A couple of years later an article was submitted:

“to see if the town will give Joshua Nutting the old road which runs Northerly from near his house to the north end of the new road.”⁵

It was voted to discontinue that piece of road “during the pleasure of the town.”

1. *Hist.*, Vol. II, p. 87.
2. I R 17, July 6, 1774; T 4, July 6, 1774; accepted I R 24.
3. I R 83, March 1780.
4. II R, Vault .70, p. 168, Sept. 1822, Art. 6,
5. II R, Vault .70, p. 208, November 1824, Art. 3.

OAK STREET

OAK STREET leads from the junction of Main Street (Route 124) and Ellison Street near the post office (Baptist Common) north to the Tack Factory on Webster Street. It was laid out by the Jaffrey Development Company—an enterprise owned by D. D. Bean Sr., George H. Duncan, and others—as the boundary street in a development undertaken especially to provide housing for the Tack Factory employees. The project was called “K. K. Village” (“Kleen Kutt Tacks”).

A petition for a hearing was submitted December 12, 1919, for a road “from the north side of the road leading from Jaffrey to Sharon 40 ft. from the corner of the house of Emily Sawyer on the west line of Emily Sawyer’s, thence on land of Samuel Mower”, etc.¹ (Mower’s house was across from Baptist Common, on Main Street). The road was built and dedicated to the public by the Jaffrey Development Company, and was accepted by the town in 1921.

Article 20 of the warrant for town meeting 1921 reads:

“To see if the town will accept from the Jaffrey Development Company, as highways, the rights of way shown on plans of said company on file in Plan Book 2, pages 17, 30 and 40 of Cheshire County Registry, and known as follows: Oak Street, Brook Street, Pine Street, Maple Street, Short Street, Grove Street, Birch Street, Juniper Street. Petitioned for by George H. Duncan and others.”²

The vote was favorable.

At the March meeting in 1924 an article was submitted upon the petition of Joseph Lafreniere Sr. and others “To see if the town will raise...a sum of money for the improvement of highways in K. K. Village.”³

The article carried, and \$500 was voted.

At the March meeting in 1935 an article was submitted upon the petition of Wilfred J. Varville and others "To see if the town will raise and appropriate the sum of \$800 to gravel and tar Oak Street leading from Main Street to K. K. Road" (Webster Street).⁴ The article carried.

1. Vault .66, pp. 360, 361.
2. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting, March 1921.
3. IV R, March 1924, Art. 21.
4. V R, March 12, 1935, Art. 8. Webster Street was at first called K. K. Road. The Granite State Tack Factory, 1897 to 1920, was acquired and operated under that name by the United Shoe Machinery Corp., 1920-1932; thereafter by W. W. Cross & Company. *Hist.*, Vol. I, p. 393.

OLD DUBLIN ROAD [Renamed Woodbury Hill Road, 1995]

OLD DUBLIN ROAD extends seven-tenths of a mile north from Bryant Road near Charles Royce's residence to a fine old farm in the bowl of a valley between Woodbury Hill and Pierce Hill. The farm was owned by the Lawrence family through four generations, from 1781 (Benjamin Lawrence) to 1931;¹ thereafter by the Blicks, later by Philip Dubois, of Greenfield, since 1979 by Peter Davis [Durnan]. At the Lawrence farm the dirt road on the left leads to the Dublin line via Woodbury Hill and the juncture with Slade Road. The old road on the right, Frost Road, led to the Dublin line too when the bridge was not out, as it now is and has been for some time. For both roads the distance from the farm to the Dublin line is about a mile and a half. Old Dublin Road is a Class V road; Woodbury Hill and Frost Roads, Class VI.

When Old Dublin Road was first laid out is not recorded. It is referred to in a 1781 transcript: "Beginning at an oak etc....to the road that leads from Dublin to Kindal Briant's".² At any rate it is authenticated by a 1783 transcript which reads:

"Beginning at John Briant's corner on the road that leads to Gowing's Lain, then turn South of Moses Stickney's barn to a great rock on the trod way to Dublin line."³

What is here called "Gowing's Lain", after one of the early settlers, is now known as "Woodbury Hill Road". Although, for Jaffrey inhabitants living east of the Center, Old Dublin Road via Gowing's Lane or Woodbury Hill was the shortest route, it was also the most difficult way to get to Dublin. See Woodbury Hill Road, the hard part.

There are paths and a couple of roads between Old Dublin Road and Thorndike Pond Road, but these were farm or logging paths except for "Hogan's Road" and a road further along, off Woodbury Hill Road.

Peter Hogan, who came to Jaffrey in 1849, bought the Woodbury house in the 1860's. In April 1865 he petitioned the selectmen to have the short road to his house laid out as a public road, "Same formerly occupied by Loren Woodbury as a private road."⁴ Apparently the selectmen took no action, and Hogan moved his house down from the top of the hill to about on a line with the Lawrence farmhouse. In 1875 the town voted to discontinue the piece of highway from the main road to the former Woodbury site on top of the hill ("from near the top of the hill north of John Lawrence's house and leading to Peter Hogan's old house").⁵ That same year the selectmen laid out a new road, to be maintained by Hogan and for which he was paid no damages:

“from bars near John S. Lawrence house in School District No. 10, thence Westerly about 20 rods to an apple tree near Peter Hogan’s new house. 40 feet wide.”⁶

In May 1888 Hogan’s house and barn were destroyed by fire. Hogan occupied the then abandoned schoolhouse, and his road fell into disuse except for farm purposes.

1. *Hist.*, Vol. II, p. 484.
2. I R 12.7, Aug. 16, 1781.
3. I R 126, April 29, 1783; Cutter’s *History*, p. 52.
4. T 167, April 10, 1865.
5. III R, p. 449, March 1875, Art. 19.
6. Petition, T 186, Feb. 20, 1875; lay out, T 186, April 28, 1875.

OLD FITZWILLIAM ROAD [Renamed Great Road, 1995]

OLD FITZWILLIAM ROAD runs in a fairly straight course from the west end of Gilmore Pond to Fitzwilliam Road, about 2.4 miles. There is scant documentation on the road, yet from early references to it and from its location it may be part of the most venerable road in town. According to the *History*, the earliest route through town was a marked way from Townsend to Ashuelot (Keene), laid out in 1735-36, which traversed Jaffrey from its southeast corner to exit north of Gap Mountain.¹ It was variously called the “Old Boston Road”, “Great Road”, “Main Road”, “County Road”. Old Fitzwilliam lay in the right place and is referred to in other road documents of the time as the “Great Road”, “Main Road”, “County Road”. With the possible exception of Squantum, no other road possesses such testimonials.

After the Revolution in the main farms on the road (not necessarily the first settlers) were Captain Benjamin Spaulding’s at Gilmore Pond, John Harper’s (Harold Royce’s) [Gordon’s], the Underwoods’ (near the Royces), Oliver Proctor’s or Goff’s (Harriet Andrews’) [Garrity’s], Paul Powers’ or Abel Spaulding’s (Marrotte’s) [Baer’s], Daniel Priest’s (Red Gate Road), and Jonathan Jewett’s (Daniel Shattuck’s). Captain Spaulding’s name figures in a number of documents on the road around the south side of Gilmore Pond. It is also mentioned in some of the records on Old Fitzwilliam.

For whatever reason, the town did not get around to laying out Old Fitzwilliam as a town road until 1794. Perhaps it was done then because Rindge was agitating for a new County Road from Priest’s Corner to Milliken’s Tavern. The 1794 transcript reads:

“From near the south end of the causeway south of Mr Ainsworth’s, west of the road as it is now trod, to Mr Belknap’s ditch (mill stream in Slab City), thence by Capt. Spaulding’s to Paul Powers’ west line as it is now travelled (Marrotte farm). Said road to be three rods wide and clear of cost and damages from the Town.”²

This lay out would have brought the road from Jaffrey Center to Priest’s Corner, where it met the Old County Road. The selectmen who approved it were Joseph Thorndike and Thomas Adams. Whether because Selectman John Gilmore did not like the road or the lack of damages, he had the record show that “Mr John Gilmore Protests against the above Transcript.”

A few years later Jaffrey was badgered by Fitzwilliam, which had the town indicted in 1808 for

failure to maintain the road in repair “to the Snow house”³.

In 1811 an alteration of the road was made west of the Marrotte place (Abel Spaulding’s then). The transcript reads:

“Westerly of Abel Spaulding’s barn, leaving the old road to the north etc....through part of Spaulding’s land and a part of Daniel Priest’s until it meets the old road again after crossing a small run of water at the foot of a small rocky hill.”⁴

Thereafter no major change in Old Fitzwilliam Road is recorded until improvements were made in comparatively recent times. In the 1958 Annual Report the selectmen reported that Town Road Aid had been applied to improve the road from Gilmore Pond to Harold Royce’s [Gordon’s]. At town meeting in March an article had been passed over, which requested an appropriation for improvement from the John Morgan property (now Dan Shattuck Jr.) to the residence of Roy A. Young [Wagner] at Gilmore Pond. In the 1959 Abstract of Business Transacted the selectmen reported that Town Aid road work had been completed on Old Fitzwilliam, and “This road is now in excellent condition”. By 1979 the condition of the road had deteriorated. It was then resurfaced from the intersection with Fitzwilliam Road to Priest’s Corner (Red Gate Road).

1. *Hist.*, Vol. I, pp. 321, 326.
2. I R 310, Sept. 20, 1794; T 33. A 1793 transcript (T 30, March 1, 1793) refers to the road “from Capt. Spaulding’s to the Meeting House”, joined by the road from Belknap’s to the fulling mill.
3. Vault .114. The widow Persis Snow married Oliver Proctor who owned the later Goff place. Her sons Jesse and Asa lived nearby. (*Hist.*, Vol. II, p. 708).
4. T 52, May 27, 1911; Vault .114.
5. VI R, pp. 233, 247; Ann. Rep. 1957, warrant for March 1958, Art. 14.

“OLD KEENE ROAD”

THE “OLD KEENE ROAD” is perhaps the most interesting of all since first, there never was such a road. Second, if there was, it has disappeared. Third, it is not where people think it was anyway. Fortunately the puzzle can be pieced together, thanks to Allen Chamberlain, than whom no one studied Monadnock and its environs with more loving care. His account of the Old Keene Road is given in Chapters II and V of the *Annals of the Grand Monadnock* and in the map of *Historic Landmarks* included in the 1st and 2nd editions (inexplicably omitted from the 3rd).¹

With regard to the name, Chamberlain says:

“The name Old Keene Road dates from about 1908 when Mr J. O. Austin of Providence, R.I. learned that it had once been part of a highway across the mountain. He quite erroneously assumed, however, that it was a road that had been much travelled in its day, and that traffic through Marlborough to Keene passed that way prior to the building of the turnpike in 1800. In an article that he wrote for the Providence *Journal* at the time he called it the Old Keene Road, and the name has persisted.”²

The truth is that any of the abandoned roads near the mountain that merits the name is not one road, but part of a network which went to or past a dozen old farmhouses, now mere cellar holes. Their owners were John Barnes and Richard Davis in the northwest corner; Jonathan Priest, Benjamin Whitmor north of the Hamlen place, then owned by Isaac Thompson or by Samuel

Stickney; John Henderson, David Avery and Ebenezer Ingalls on the Half Way House road; Benjamin Dole and Ebenezer Thompson at the “Ardsley Cottage” site (old Peter Proctor farm on the Yeatman estate); Joseph Stuart, Beniah Hudson, and David Cutter north of Dole’s; Ephraim Adams and the Meads near Poole Reservoir; the Baileys where the present Badger [Hoyt], Caldwell, and Rich [Meyers] houses (former Nightingale) on the Mountain Road; Joseph Brooks and his son Jonas a little west of The Ark; Joseph Cutter and Joseph Jr. at the site of The Ark; Lieutenant Samuel Buss and Samuel Jr. west of the old Shattuck Hotel (Queen of Peace Seminary) [The Shattuck]; Doctor Adonijah Howe, Robert Wier and Alexander McNeill near the Center.

From 1774 public roads were gradually extended to all of these settlers near the mountain, in 1778 and 1779 especially. There were about twenty such roads all told. After the second County Road was put through (1794), and the turnpike shortly thereafter (1800), these roads were one after another discontinued or abandoned, except for access to the respective farms. Although it is true that while they were in use a traveller on horseback might have reached the Marlborough line if he kept headed west, he would have followed a particularly rugged path, which was never a main road. Their development was as follows:³

(A) Route 124, the road past Cummings’ Meadow. The primary road wests which has remained to this day as the Mountain Road (turnpike. Route 124), dates from April 23, 1774.⁴ It might well have been actually in existence before it was officially “accepted” by the town. The route goes from Robert Wier’s house (Professor George’s/Ayres’) [Schofield] past Cummings Meadow (the pond near the Mitchell/Tribble house) [Adams Pond] to the Fitzwilliam Road.

(B) Road to Joseph Thorndike’s. On July 6, 1774 a road was approved that ran north from the Center, in the direction of Dublin Road, past William Mitchell’s place (Hillsmith/Taylor), then NW and north to Joseph Thorndike’s house (Conant/Compton).⁵ The following year this road was extended to the Dublin Line, where it met the road coming down from Dublin that had been in existence for several years.

(C) Road past Dole’s. From Route 124 north of Cumming’s Meadow (the beaver pond) there is an old road running diagonally northwest across the former Yeatman flying field to the site of “Ardsley Cottage” (old Peter Proctor farm). This road—the “road past Dole’s”—is shown on all the maps, including the U. S. survey maps, from Jonathan Gibbs’ in 1850 to the town road map in 1969. At Ardsley Cottage a spur of the road ran north (old Beniah Hudson or David Cutter road, 1779, discontinued 1790. See I below). Another road ran SE to the Milliken (Wiedenkeller) [Grand View] place (1783; discontinued and bridle road accepted in its place, 1795. See P below). The road past Dole’s turned west at the farm, coming out, as can still be seen, at the triangle base of Half Way House Road where the cars park for climbers. The portion west from Dole’s was discontinued “at the pleasure of the town” in 1844.

In short, westernmost road of the two leading from the turnpike into Dole’s (Emery’s) road was laid out in 1816.⁶

Benjamin Dole, a respected figure in the town, came to Jaffrey in 1773. He was related by marriage to his neighbors on the east, the Baileys (present Caldwell), and to his neighbors on the west, Isaac and Ebenezer Thompson (present Hamlen). He bought land from Ebenezer Thompson and married a Thompson sister. He probably put up travellers; he was licensed to keep an inn. By 1793, a third Thompson brother, Asa, had succeeded Isaac and Ebenezer. In 1794 Dole moved away, selling his farm to Jonathan Emery. In 1813 Emery deeded a half interest in the “home farm”

(Dole's) to Henry Thompson, son of Ebenezer, "reserving the New house to myself".

Subsequent owners of the "New house" included Ira Hastings (1850's and 1860's), Abraham Whitney (1867-73), Peter Proctor (c. 1894-1904).⁷ As long as Dole owned his farm the road in question was called "past Dole's"; thereafter "past Jonathan Emery's"; thereafter, until Peter Proctor owned the place, "past the old Ebenezer Thompson place".

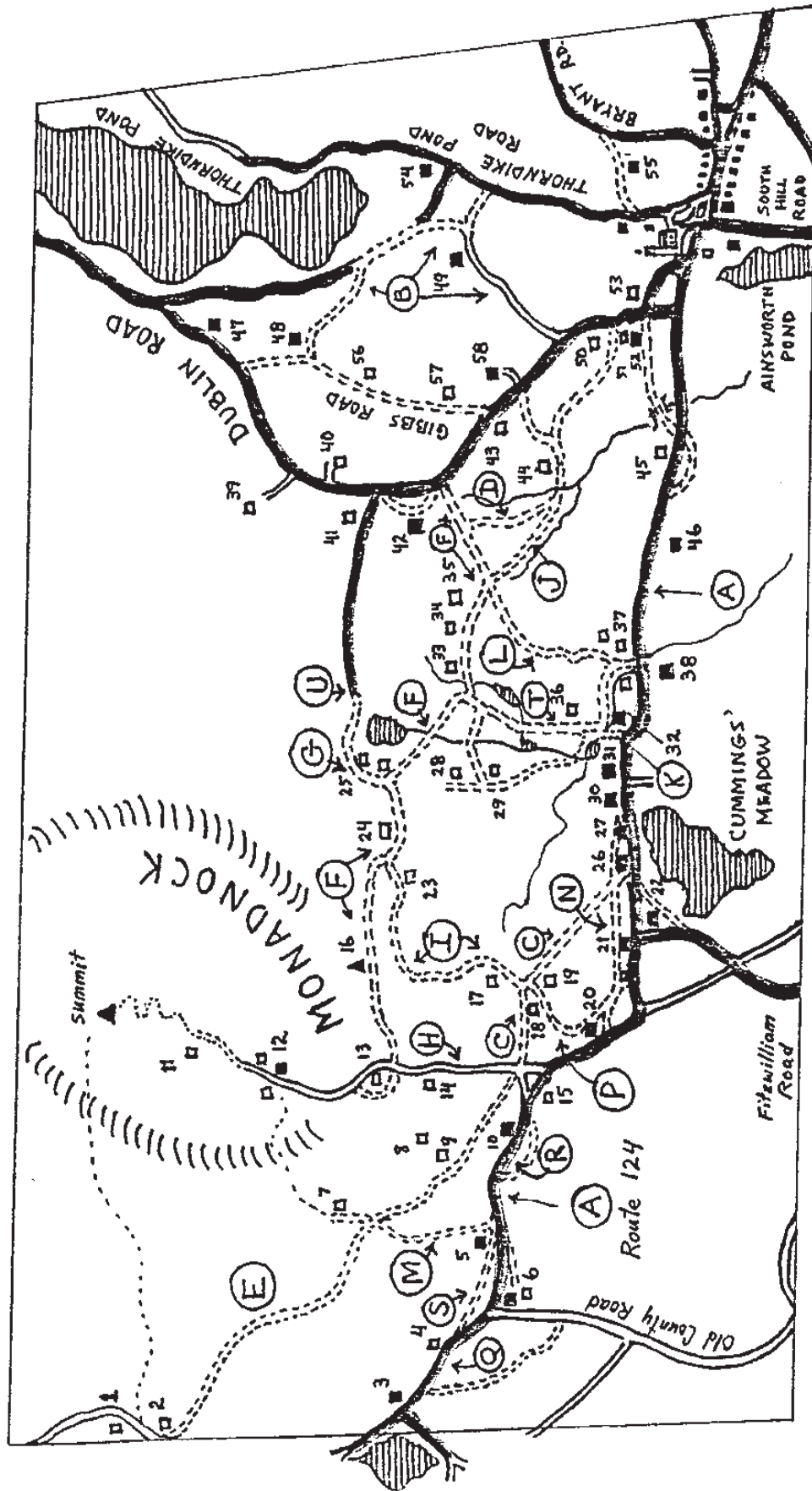
In Chamberlain's map of *Historic Landmarks* the date of the road past Dole's is given as 1774.⁸ Although it is not improbable that so many in-laws had a road to one another's houses, Chamberlain does not cite a source, and I have found no 1774 road in the neighborhood except the April 1774 road past Cumming's Meadow, which turned southwest rather than northwest. In my judgment a 1775 transcript records the origin of the road as a public highway.⁹ It reads from the east line of Lot 3, Range 5 (present Hamlen), east through Lots 4 and 5 (Dole's), Range 5, to meet the town road in Lot 6, Range "4" (read "6"; the town road was in Lot 6, Range 6; there was no town road then in Lot 6, Range 4). In any event, when the turnpike was being built, c. 1800, Jonathan Emery, Dole's successor, had his road SE to the County Road altered in places and accepted by the town as 3 rods wide instead of 2.¹⁰

In the choice of a route for the Second County Road in 1793-94, the committee left it to the town to choose whether the highway should use the old road past Dole's or the new portion past Milliken's tavern. As to be expected, the town chose the latter, but allowed Dole damages in proportion to what Lieutenant Milliken had received.¹¹

The present status of the road is that of a Class VI highway owing to lack of maintenance and repairs for five successive years or more. It ceased to be a through road in 1844 after the discontinuance of the western portion, and the farm to which it led has not been independently owned since it became part of the Yeatman estate (c. 1905, later Henry Wheeler, Jr., Wiedenkeller [Grand View]).

(D) Joseph Brooks' road (1776). After the road from the Center to the west was laid out in 1774-75 (A and C above), and a road north in 1774 (B above), a start was made on a diagonal route toward the mountain. This was a road beginning at a beech tree north of Alexander McNeill's fence, thence NW and north to Joseph Brooks' clearing.¹² McNeill's tavern was near the junction of the present Meeting House Road and Dublin Road. Brooks' road went NW from behind the later Shattuck Inn (Queen of Peace Seminary), then north to the present road past Charles Bacon's place (which is called the "Old Keene Road"), thence to Brooks' house about a quarter of a mile west of The Ark. At the adjourned town meeting in April 1779 the town voted to discontinue this road, Brooks having meanwhile obtained a more direct route.¹³

(E) Shaker Road route. The early settlers in the extreme NW corner of Jaffrey, on what is now Shaker Road, were Thomas Barnes and Richard Davis, to whom Barnes sold a piece of land at the north end of his lot. In April 1778 a road from these properties was laid out to meet with the road from the Center. The route goes from Marlborough line, SE past Benjamin Whitmor's house (now a cellar hole north of the Hamlen's), then south to Isaac Thompson's house (Hamlen) "at the end of the road that leads to the meeting house."¹⁴ Although laid out as 3 rods wide, it is doubtful, Chamberlain believed, that the road was ever more than bushed out as a trail.¹⁵ At town meeting in 1795 the road was discontinued two-thirds of the way (from Davis' house to Jonathan Priest's).¹⁶ In March 1800 the question was raised whether the remaining third (from Priest's to Asa Thompson's, now Hamlen) should be discontinued, but was passed over.¹⁷



"OLD KEENE ROAD(S)" (adapted from Allen Chamberlain's Historic Landmarks of the

Grand Monadnock, Annals, 2nd ed. 1968)

- ▬ major roads
- ▬ secondary roads
- - - abandoned or discontinued roads
- inhabited houses
- celler holes or uninhabited houses

- (A) Rte 124, Road past Cummings' Meadow
- (B) Road to Joseph Thorndikes
- (C) Road past Doles
- (D) Joseph Brooks' road (1776)
- (E) Shaker Road route to Marlborough line
- (F) The Mountain Road from Cutter's Swamp (cont next page)

OLD KEENE ROADS

Names sometimes associated with the properties numbered.

- Currently inhabited or inhabitable
- Cellar hole or uninhabitable

1. Richard Davis
2. Barnes/Oakes
3. D. Emery/Bolster
4. Gary
5. Capt. Joseph Perkins/Fassett/Hart/Forbes
6. Stanley
7. Jonathan Priest
8. Gen. Whitman
9. Asa Thompson
10. Isaac Thompson/Stickney/Mann/Hamlen
11. Half Way House Trail - Dinmore's shanty
12. Half Way House
13. Ebenezer Ingalls
14. David Avery
15. John Henderson
16. "High Sharp Rock" on Parker Trail
17. Geniah Hudson/Joseph Stuart
18. Ebenezer Thompson/Jonathan Emery/Peter Proctor/Vealman's "Arcticy Cottage"
19. Bezi. Dale
20. Milliken/Stickney/Felt/Vealman
21. John Ross/Frye
22. Lt. David Gilmore/Adams/Warfield
23. David Cutter
24. Sargeant/Meads
25. Ephraim Adams/Meads
26. Lt. Luke Sweet
27. School site
28. Moses Cutter
29. Abel Cutter
30. Oliver Bailey Sr./Nightingale/Rick
31. Oliver Bailey Jr./Caldwell
32. Abraham Bailey/Coughran/White/Badger
33. Anas Hayes/Jones Brooks/Hammond
34. Jones Brooks
35. Joseph Brooks

36. Abraham Hadley
37. John Joslin, horse and tavern/Mineral Springs
38. Ensign Winder/L. Cutter/Frankland
39. Hartwell
40. Caleb Cutter/John Cutter
41. Daniel Cutter
42. "The Ark"/Joseph Cutter, Jr./Loel Poole/Bacon
43. Red School House, now near Meeting House
44. Lt. Samuel Bass
45. Samuel Buss Jr.
46. Elias Whitney/Buckley/Akache
47. O. Hale/Cory/Harting/Jewell
48. Joseph Thordike/Conant/McCoy/Compton
49. Gage/Fitzgerald/Hillsmith/Taylor
50. Noah's Ark/Queen of Peace Seminary
51. Dr. Abner, Jew Howe
52. J. Buckley/George/Ayres
53. Alexander McNeil
54. Francis/Richard Spaulding/O'Brien/Kasselsheist/Russel
55. Mills/Quinan
56. Joshua Thordike
57. Samuel Woodbury
58. Abel Cutter/J. W. Poole/Carlos Pierce

ROADS cont'd

- | | |
|---|--|
| (G) Ephraim Adams Road | (S) from Perkins Road to Stickney's |
| (H) Half Way House road | (T) Moses Cutters road to Bailey's mills |
| (I) Beniah Hudson's (David Cutters) road | (U) Meads' road (Poole Road) |
| (J) Joseph Brooks' new road (1789) | |
| (K) David Bailey's road | |
| (L) Road to Bailey's mill | |
| (M) Road to Jonathan Brooks' | |
| (N) Road west by Vealman's flying field | |
| (P) Road from Stickney's (Milliken's) to Dale's | |
| (Q) from Stanley house to Perkins Pond | |
| (R) from windy house to Stickney's (Hamlen's) | |

(F) The old Mountain Road from Cutter's Swamp. In November 1778 a through road high along the mountain was laid out, from the Woodbury farm past "Cutter's swamp" (in front of The Ark), past Joseph Brooks' house a little toward the west, then NW toward the later Mead houses near Poole Reservoir, thence on "through the notch of the mountain", then west by Ebenezer Ingall's house (Half Way House road) to a marked tree in Lot 1, Range 2, by the road that leads to New Marlborough.¹⁸ 3 rods wide. Ingalls lived about midway on the Half Way House road, and the terminus of the road would have been somewhere near Davis' or Barnes' house on Shaker Road. To this day, the last stretch of the road is uncertain. It must have been the merest kind of a trail, but it is unclear whether it proceeded more northerly (i.e. a route that would have later been past Dinsmore's "tavern", toward the Marlborough trail), or whether it went down the mountain westerly, somewhat like the later Fassett Trail. Most of The Mountain Road (the main part west of Joseph Brooks) was abandoned in 1802-03, after Poole Road was built, which was more convenient access for the Mead family.¹⁹ The modern Parker Trail follows the route of the old Mountain Road.

(G) Ephraim Adams' road. Ephraim Adams had the highest settlement on the mountain. His camp, or as he called, it "house", later owned by the Meads, was a little NW of Poole Reservoir. In November 1778 a spur was laid out beginning "where the new road is that leads from the meeting house along the south end of the mountain", thence NW unto Ephraim Adams' house.²⁰ 3 rods wide.

(H) Half Way House Road. In January 1779 a petition was received for a road from the road leading west from the Meeting House by Benjamin Dole's (C above), to be built on land of Henderson and Averil (or Avery).²¹ Henderson's house is believed to have been near the triangle at the base of the Half Way House Road.²² David Avery lived a quarter of a mile further north. Although there were shelters on the Half Way House Road as early as the 1820's, a comfortable Half Way House was not built until 1866 (*Annals*, p. 34).

(I) Beniah Hudson's (David Cutter's) road. Beniah Hudson and Joseph Stuart owned the mountain lot north of Benjamin Dole's. Stuart bought the south half in 1783, the north in 1793. The remains of a house, lived in until about 1835, are not far north of Ardsley Cottage or the Dole place. The road up there was laid out in 1779.²³ 2 rods wide. Apparently it went all the way to David Cutter's house in the next lot east (Lot 6, Range 4), since an article to discontinue the "Rode from David Cutter's through Mr. Stuard's and Mr. Butters' Pasture" was voted in 1790.²⁴

(J) Joseph Brooks' new road (1779). In August 1779 a new road to Joseph Brooks' house was laid out from Doctor Adonijah Howe's place (near later Shattuck Inn), past Lieutenant Samuel Buss' house (thus far in the path of the earlier road), thence diagonally across to Brooks'.²⁵ This was a short-cut. At town meeting in March 1792 there was an article to see whether the town would discontinue this road from an open road to a bridle road.²⁶ Voted not to discontinue. Two years later it was voted at the May meeting to have a committee view the road.²⁷ At the September meeting it was voted to discontinue the road and to use the road from Captain Cutter's house (The Ark).²⁸

(K) David Bailey's road. David Bailey Jr., one of the Bailey brothers, lived behind the present Rich house (Nightingale) [Meyers], across the mill stream and a little distance toward the mountain.²⁹ In 1779 a petition was submitted for a new road north about 40 rods from a point on the road that led from the Center past Abram Bailey's (present Badger), "for the convenience of patrons of Bailey's mill and to enable David Bailey to get to meeting."³⁰ In 1802 there was an exchange of a new loop

road for the 1779 jogs to accommodate the Hadley family who had moved to the neighborhood in 1781.³¹ The Hadleys lived north of the Badger [Hoyt] house. By 1884 ownership of the mill had passed through a number of hands—Bailey, Coughran, David Gilmore, Edward Bailey, Brigham and Parker, Blood. At town meetings in March and November 1884 there were articles in the warrant to discontinue the road “leading to the old Blood mill”, but apparently the road still had some convenience: the articles were passed over.³²

(L) Road to Bailey’s Mill. In September 1779 a road was laid out from Joseph Brooks’ pasture SW to Bailey’s mill.³³ This is what was later called the “Old Keene Road”, but it will be observed that the transcript described Brooks’ house and pasture as “at the Mountain Road”, and the new road was to be only 2 rods wide, less than the width of major roads. In 1790 an article to discontinue the road was already included in the warrant, but was passed over.³⁴ It was passed over again in 1923.³⁵ Finally, in 1926, the road was discontinued and made subject to gates and bars.³⁶

(M) Road to Jonathan Priest’s. Jonathan Priest scratched out a living on a small farm north from the turnpike, perhaps from about north of Soldier’s Rock. A transcript dated September 4, 1779, reads: “Beginning at a large rock in Lot 3, Range 4 on the old road as now laid out, thence north unto the Mountain Road (E above) near Jonathan Priest’s in Lot 3, Range 3. 3 rods wide.”³⁷ Chamberlain noted that:

“A long abandoned road...runs northerly from the (Fassett, later Forbes [Jeffries]) house up into the pasture, where it has now become lost in the encroaching brush. It probably led originally to the Jonathan Priest house on Lot 3, Range 3, and crossed the old highway of 1778 from the Fife-Mann place (Hamlen) to the Marlborough line.”³⁸

(N) Road west by Yeatman flying field. On the open land which the Yeatmans turned into a flying field there were in the early days three or four farmlets. One house, built by John Ross in 1803, now called the Frye house, still exists (the red cottage where Fitzwilliam Road comes out). The original route across this stretch of land was apparently a more or less straight road that passed on the north of the farmlet houses, in a parallel direction with that of the present Route 124. Chamberlain surmised that this road was laid out in 1775. My guess is that it was laid out in the spring of 1783 from the house where Stickney was living, a little east of the later Milliken tavern. Stickney bought land there in 1782. The 1783 warrant article reads “from Stickney’s to where Dole’s road (C above) turns into the main road.”³⁹ In 1791 it was said that this road had been superseded.⁴⁰ At any rate, in 1855 there was an article in the warrant to discontinue the piece of highway from the old turnpike into the road leading to Ira Hastings’ house east of the Ross place.⁴¹ Hastings lived in the later Ardsley Cottage (Peter Proctor farm, near Dole’s place). The article was passed, but was reconsidered at the adjourned meeting in May 1855.⁴² The vestiges of the old road must have disappeared at the time of the Yeatman construction of the flying field.

(P [no O]) Road from Stickney’s (Milliken’s tavern) to Dole’s. At the same town meeting at which a road was laid out to connect Samuel Stickney’s house with the main road to the Center, a second road was laid out from his neighbors Hardy and Ober past his house to the road from Dole’s.⁴³ This would be in part the road past the Yeatman buildings to Ardsley Cottage, which is now only used as a farm path. In 1795 this road was discontinued except as a bridle path.⁴⁴

(Q) Piece from Stanley house site to Perkins Pond. In 1785 a stretch of what is now Route 124 from

the site of the red Stanley house to Perkins Pond was opened.⁴⁵ This was an alteration of the old County Road from Rindge. The earlier road was a little further to the west.

(R) Piece from Stanley house site to Stickney's. In 1786 the more difficult stretch of road, up the hill from the Stanley house site to Stickney's (Hamlen), was opened.⁴⁶ This would be approximately where the improved piece of road is now, past Soldier's Rock.

(S) Perkins Pond to Stickney's. Where the main Route 124 now curves past the red Stanley house (Eunice Davis') there was at one time, a little to the north, a straight cut-off piece of road from about where the small Troy reservoir pond is to a little east of the Fassett place (Forbes, now Sooy). A transcript for this stretch appears to be one dated October 20, 1788.⁴⁷ Or—it is hard to say—this whole western end of the main road may have been that described in a 1792 transcript as beginning near the east end of the causeway in "Lt. Weir's lot" (Lot 1, Range 4), thence SE across the said lot to the SE corner, thence by marked trees to a large rock at the road leading from Asa Thompson's barn to Jonathan Priest's.⁴⁸ This would have been approximately from Perkins Pond to the triangle at the foot of the Half Way House road. The width, 3 rods, was that reserved for more important thoroughfares. Both of these pieces of road near the Stanley place were laid out during Jaffrey's campaign for a County road of their own instead of that from Rindge, and before the Stanley houses were built, although Stanleys were already settled on Gap Mountain land a little further south. There is evidence that some kind of road had previously been cleared. The 1779 transcript of the road to Priest's refers to the "large rock in Lot 3, Range 4 on the old road as now laid out". At any rate these pieces were incorporated in or superseded by the turnpike in 1800.

(T) Moses Cutter's road to Bailey's mill. Moses Cutter came to Jaffrey previous to 1787 and settled a mountain lot, Lot 7, Range 4, about half a mile north of Abraham Bailey (present Caldwell house). His earliest road must have been that described in a transcript of 1794, from the east end of Capt. Cutter's barn SE to the southeast corner of his lot.⁴⁹ Two years later a new road was laid out to Bailey's mills, beginning at Cutter's house, SE to the corner of his lot, then south on land of Josiah Noyes to Abraham Hadley's land (Lot 7, Range 5), then on Coughran's land to the bridge below the mill.⁵⁰ At town meeting in 1797 it was voted to give Mr. Noyes the old road through his land in exchange for the new.⁵¹ It was also voted to extend the new road north on Noyes' land, then NE to the road leading to Joseph Brooks' (F above). 2 rods wide.⁵² By 1820 Jonathan Fox lived in Coughran's house (now Badger [Hoyt]) near Bailey's mill, and owned the land to the north formerly owned by Hadley and Noyes. At town meeting that year it was voted that the old road from Bailey's factory to Fox's northeast corner should be discontinued during the pleasure of the town.⁵³ At town meeting in 1822 it was voted to open the road from Bailey's mill to Fox's NE corner and to order a road to be laid out thence to the road leading by Jacob Hammond's (old Noyes place).⁵⁴

(U) Meads' road (Poole Road). The settlement highest on the mountain, in Lot 7, Range 3, belonged to Ephraim Adams, from whom, through various hands, it came into the possession of the Meads family in 1794. The road they used was that which brought them to town via Joseph Brooks' (G above). In 1802-03 the Meads obtained a better route, which was the beginning of the later Poole Road (now State Park Road). The transcript reads from Joseph Meads' house SE to the line between Meads' and Esq. Cutter's land, then SE to a corner of Cutter's and Jonas Brooks' land, to a stake SW of the old road,⁵⁵ 2 rods wide. This was in exchange for the old road. At the other end of the present Poole Road, where it turns off from Dublin Road, its origin was a short piece from Daniel

Cutter's place to "Joseph Cutter's great house" (The Ark).⁵⁶ Daniel was the brother of Joseph. He built a house or houses north of his brother's, which years later were taken down and moved to East Jaffrey.⁵⁷ The road was a private thoroughfare, paid for by Daniel.

Abandonment of the "Old Keene Road(s)"

The period when the roads described above were in use antedates horse-drawn carriages. The settlers did not require much of a road. By riding west over connecting pieces a person could eventually reach the Marlborough line, but certainly these roads were not planned to carry much traffic to Keene. When the turnpike was constructed, 1800-02, their slight purpose as through roads was superseded altogether. Thereafter they remained in use only as access for the respective farms, which one by one were abandoned: David Cutter's after 1799, Jonathan Priest's after 1801, Hadley's after 1806, Meads' after 1819, Moses Cutter's after 1823, Brooks' after 1831, Lt. Buss' after 1837.⁵⁸ The only place that remained inhabited until the present century was Ardsley Cottage, near Dole's, until the Yeatmans bought it about 1905.

Roads A (past Cummings Meadow) and Q, R, S (near the Stanley house) are still in use as part of Route 124. H (Half Way House road) is now closed to traffic. M (Jonathan Priest's) has been abandoned and has disappeared. U (Poole Road) is kept up as the State Park Road.

Roads officially discontinued are as follows:

(B) Stoney Brook Road to Joseph Thorndike's was discontinued on the other side of the Hillsmith house (now Taylor [Johanson]) in 1922.⁵⁹

(C) Road past Dole's. The piece between the later Ardsley Cottage on the Yeatman estate to the triangle at the base of the Half Way House Road was discontinued "during the pleasure of the town" at the September town meeting, 1844.⁶⁰

(D) Joseph Brooks' Road (1776). This road from Alexander McNeil's tavern (near Austerman house) to Brooks' place was discontinued in part— from Lt. Buss' house to the road coming west from Joseph Cutter's—in April 1779.⁶¹

(E) Shaker Road route. Two thirds of the road from about the Hamlen place to the houses in the extreme northwest corner of town, laid out in 1778, were discontinued in 1795.⁶² The question came up in 1800 whether the town should discontinue the rest of the road, from Priest's to the Thompson's barn (Hamlen), but was passed over.⁶³

(F) Mountain Road from the Ark (Cutter's Swamp). This "Mountain Road", properly so-called, ran from Cutter's Swamp (near the later "Ark"), past the two farms of Joseph and Jonas Brooks, on toward the mountain farms of the Meads near Poole Reservoir, from the Meads forward "through the notch" to the Half Way House road, thence NW to Shaker Road.⁶⁴ When or how long the last lap was in use is now unknown. The stretch from the Meads "through the notch of the mountain" must have fallen into disuse when the Second County Road was put through (1794), at the latest when the turnpike came into existence (1800-1802). The Meads used the stretch from Brooks until 1803, when they obtained a more convenient road in its place (later Poole Road).⁶⁵ Of the two Brooks properties, one was purchased by Joseph Cutter Jr. in 1816, the other by Jacob Hammond in 1818.⁶⁶ The stretch of road from Cutter's (The Ark) to Hammond's (Jonas Brooks) probably served as an access road for Hammond until 1831 when he sold his place to Daniel Cutter. The Cutters

abandoned the buildings and used the land for pasture. No records of discontinuance have been found. Abandoned in pieces in its path across the mountains the road apparently ended up, so far as it went across Cutter land, being used by them as a farm road.

(G) Ephraim Adams' road. The short spur of road to Adams' house from "where the new road is that leads from the meeting house along the south end of the mountain" was part of the road from Brooks' used by the Meads until they obtained their new road in 1803 (F above).

(I) Beniah Hudson's (David Cutter's) road. Most of this road, from Dole's place (Ardsley Cottage, Lot 5, Range 5) to David Cutter's (Lot 6, Range 4), was discontinued in 1790.⁶⁷ An article in the warrant for the May meeting 1803 proposed to discontinue the short stretch east "from where David Cutter's old house stood to the place where Meads' road comes into said road above Joseph Brooks'," but was passed over.⁶⁸

(J) Joseph Brooks' new road (1779). An article in the warrant for town meeting 1792 proposed that this road "from Dr Howes' to Lt. Buss's to Joseph Brooks' land" be discontinued except as a bridle road, but the article was voted down.⁶⁹ Two years later, in September 1794, it was voted to discontinue the road as far as to Capt. Joseph Cutter's bars "and to open the road from said Capt. Cutter's house to said bars."⁷⁰

(K) David Bailey's road. This is the piece of old road west of the present Badger house, leading a short distance north "for the convenience of patrons of Bailey's mill and to enable David Bailey to get to meeting". At the March meeting in 1884 and again at the November meeting there were articles in the warrant to discontinue the road ("to the old Blood Mill"), but both times the article was passed over.⁷¹

(L) Road to Bailey's mill. This narrow road from Joseph Brooks' to the Baileys—flattered by the label of "Old Keene Road"—was the subject of a vote to discontinue at May meeting, 1790.⁷² The article was passed over. In March 1923 there was again an attempt to discontinue the road "at a point immediately east of the summer residence of the Estate of J. N. White".⁷³ The article was again passed over. It carried in March 1926.⁷⁴ The sign "Subject to Gates and Bars" can be seen near the barn of Mrs. Badger's [Hoyt] house. A final episode occurred in 1933 when an article again appeared to see whether the town would discontinue the road leading north from the turnpike road... at a point immediately east of the residence of John W. Badger [Hoyt]".⁷⁵ The article was passed over when someone remembered that the road had already been discontinued and made subject to gates and bars in 1926.

(N) Road west by Yeatman flying field. This road, a little north of the present Route 124, has disappeared. By 1791 it was said to have been superseded.⁷⁶ In 1855 it was voted at the March meeting to discontinue it, but the vote was reconsidered in May.⁷⁷

(P) Road from Stickney's (Milliken's) to Dole's. This road from the Yeatman house to Ardsley Cottage (Peter Proctor farm) was discontinued by town vote in 1795, with a bridle road accepted in its place.⁷⁸

(T) Moses Cutter's road to Bailey's mill. When the 1794 road from Moses Cutter's house was superseded in 1797 by a new route laid out over Josiah Noyes' land, it was voted to give Noyes the old road "in exchange for the New Road as laid out in his land."⁷⁹ The 1797 road was discontinued in March 1820.⁸⁰ It was reopened, however, at the May meeting two years later, all the way to the

Brooks' place, then owned by Jacob Hammond.⁸¹ It was apparently abandoned after Hammond's son left the homestead, some time in the 1850's.

The fate of all the "Old Keene Roads" has thus varied. Some have been discontinued without qualification and would presumably have reverted to the ownership of the abutters. Those discontinued "subject to gates and bars" or merely abandoned remain public property.⁸² As Class VI roads the town is not obliged to do anything about their upkeep, but could reopen them for public travel or as bridle paths if it were so desired.

1. 2nd ed., Concord 1968.

2. *Annals*, p. 58.

3. This account follows Chamberlain for ninety percent of the roads. Where, with much respect for him, it diverges, the basic documents are subject to different interpretations.

4. I R 13; T 2.

NOTE: There are two footnotes numbered 5 in the original.

5. I R 17, 18. This road apparently wound in and out more than the present roads, and Chamberlain surmised that it might have been extended to the J. W. Poole (Pierce) place, originally Samuel Woodbury's, and half way along Gibbs' Road to Joshua Thorndike's; but the latter piece seems to me better accounted for by a road dating from November 24, 1778 (I R 61), the year that Woodbury settled his land.

5. III R, Sept. 1844, Art. 4; notice of discontinuance of road "near the Monadnock", 1845, Vault .114.

6. The transcript reads: "A transcript of a road beginning at David Gillmore's east line on the Fitzwilliam road from thence north across the turnpike on lands of Gillmore Milliken and Saml. Joslin late deceased to the road leading to Jonathan Emery's said road is to be two rods wide and free of cost to the town. December 12, 1816." (Vault .114)

7. See *Annals*, pp. 142, 143, 153, 154 on early settlers (Thompson, Dole, Emery); *Hist.*, vol. II, p. 247 (Dole), p. 801 (Thompson).

8. See *Annals*, p. 174, for key to map.

9. I R 27, March 1775; T 5, April 13, 1775; Vault .114.

10. T 39, Jan. 9, 1800; I R, p. 408; Cutter's *Hist.*, p. 52.

11. I R 274, 277, March 1793, Arts. 8 and 17.

12. I R 41, March 28, 1776. Both Chamberlain and the *History*, II, p. 99, identify this 1776 road as 1774.

13. I R 70, April 1778.

14. I R 53, April 20, 1778,

15. *Annals*, p. 19.

16. I R 326, April 1795, Art. 11; T 34, May 7, 1795.

17. I R 412, March 1800, Art. 18.

18. I R 60, Nov. 24, 1778. Transcript.

19. I R 451; T 42, Nov. 17, 1802; *Annals*, p. 19.

20. I R 61, Nov. 24, 1778; T 11.

21. I R 64, Jan 2. 1779; Vault .114.

22. *Annals*, p. 153.

23. I R 64, Jan. 13, 1779; Vault .114.

24. I R 231, Aug. 13, 1790, Art. 5; T 26, Aug. 30, 1790,

25. I R 74, April 7, 1779; T 14.

26. I R 251, Warrant, Feb. 13, 1792, Art. 11.

27. I R 307, May 1794, Art. 4, and Sept. 1794, Art. 7.

28. T 33, Sept. 24, 1794.

29. *Hist.*, II, p. 43; *Annals*, p. 152.

30. I R 70, June 23, 1779; T 13; Vault .114.

31. I R 451; T 42, Nov. 17, 1802.

32. IV R, March 1884, Art 22; Nov. 1884, Art. 10.

33. I R 77, Sept. 11, 1779; T 15, Sept. 4, 1779.

34. I R 226, May 12, 1790, Art. 3.
35. IV R, March 1923; Ann. Rep. 1922.
36. IV R, March 1926, Art. 29; Ann. Rep. 1925.
37. I R 77, Sept. 4, 1779.
38. *Annals*, p. 49.
39. I R 126, March 28, 1783.
40. I R 246, Aug. 13, 1791. Superseded by the road to Milliken's tavern, which was later part of the new County Road, subsequently the turnpike.
41. III R 239, March 1855, Art. 15. This article may refer to another road laid out Dec. 12, 1816. See Note 6 above.
42. III R 254, May 1855, Art. 3.
43. I R 125, March 28, 1783.
44. T 34, July 9, 1795, road between Lots 4 and 5, Range 5, discontinued and a bridle road accepted from Jonathan Emery's (Ardasley Cottage, near Dole's) to Lt. Milliken's barn.
45. I R 155, March 7, 1785. The Stanley house, now owned by Kendall Bacon, was until recently the property of Mrs. Eunice Davis.
46. I R 180, Oct. 16, 1786.
47. I R 208, from Perkins Pond to Stickney's to the road from Dole's (Ardasley Cottage road to meeting house). Chamberlain also dates this road as 1788.
48. I R 317, May 7, 1792.
49. I R 317, T 34, Dec. 9, 1794.
50. I R 339, March 8, 1796; T 35, March 8, 1796.
51. I R 357, March 21, 1797; T 37, March 7, 1797.
52. I R 357, March 21, 1797; T 37, Vault .114. The reference to the Proctor house in the transcript probably refers to Oliver P., then living in a house owned by Abel Cutter or Noyes.
53. II R, p. 134 (Vault .70), March 1820, Art. 11.
54. II R, p. 165 (Vault .70), March 1822, Art. 5.
55. I R 451; T 42, Nov. 17, 1802; *Annals*, p. 19.
56. T 76; March 24, 1829; T 77, March 27, 1829.
57. *Hist.*, II, p. 202.
58. *Annals*, pp. 139 *et seq.* On the so-called "Old Keene Road" Chamberlain comments (p. 58): "As a matter of historical fact the Old Keene Road, and some of its connecting trails, are the oldest footways on the mountain, for they were cut through primeval forest by the earliest settlers to give access to the lands where they built their cabins. Although they were formally laid out by vote of the town almost immediately after their opening, they were hardly more than wide trails for many years, and some of them never developed beyond that stage, being abandoned in any public sense before horse drawn vehicles came into use in that region."
59. Ann. Rep. 1922, March meeting, 1923, Art. 11.
60. III R, Sept. 1844, Art. 4; Vault .114, notice of discontinuance of road near the Monadnock, 1845.
61. I R 70, April 1779.
62. I R 326, April 1795; T 34.
63. I R 412, March 1800.
64. I R 60, Nov. 24, 1778.
65. I R 451; T 42, Nov. 17, 1802; *Annals*, p. 19.
66. *Annals*, p. 148.
67. T 26, Aug. 30, 1790.
68. I R 473, April 28, 1803, Art. 5.
69. I R 251, Feb. 13, 1792, Art. 11.
70. T 33, Sept. 24, 1794. See also I R 307, May 1794, Art. 5 and Sept., Art. 7.
71. IV R, March 1884, Art. 22; Nov. 1884, Art. 10.
72. I R 226, May 12, 1790, Art. 3.
73. IV R, March 1923, Art. 21; Ann. Rep. 1922.
74. IV R, March 1926, Art. 29.
75. V R, March 14, 1933, Art. 7.
76. I R 246, Aug. 13, 1791.

77. III R 239, March 1855, Art. 19; III R 254, May 1855, Art. 3 (piece of road “from the old turnpike into the road leading to Ira Easting’s house east of the Ross place”).
78. T 34, July 9, 1795.
79. I R 357; T 37, March 1797.
80. II R, Vault .70, p. 134, March 1820, Art. 11: (“road to Mr Fox’s northeast corner”).
81. II R, Vault 170, p. 165, May 1822.
82. Discontinuance “during the town’s pleasure”, which was common in the last century, has been questioned by contemporary judges, one of whom has made the point (in an *obiter dictum*) that he would not permit the reopening of such a road without the same kind of public hearing as was required to establish it.

OLD MILL ROAD

OLD MILL ROAD is a gentle, fairly straight road between the Troy Road at Perkins Pond and Old County Road south of Route 124. Towards the Troy end it passes a picturesque falls on the outlet stream from Perkins Pond, the site of a mill once owned by Moses Perkins, and subsequently by members of the Stanley family who lived nearby.

The present road dates from 1823-27. At the April meeting in 1823 it was voted to choose a committee to examine a proposed route from the foot of (Sargent) Page Hill in Jaffrey to the town line of Troy.¹ (This “Page Hill”, in Lot 1, Range 6, not far from the Kenney farm, is not the same as “Jock Page Hill”, Lot 4, Range 10). An 1824 transcript traces the proposed route from the line between Jaffrey and Troy SE of Moses Perkins’ mill, thence SE to the south line of Josiah Noyes’ pasture, then SE to the road leading from the turnpike by Benjamin Stanley’s (Old County Road).² In 1827 a notice was sent to interested parties to meet with regard to a suggested alteration in the road.³ This appears to have led to an article in the warrant for the May meeting to see if the town would make a road from the foot of Page Hill leading to Hodgkins’ mills in Troy.⁴ It was voted to dismiss this article. Meanwhile the petitioners had gone to court. Aaron Hodgkins, of Troy, whose mill was near East Hill in Troy, was the moving spirit, but he could count on supporters from Jaffrey. His petition to the court read:

“Respectfully represents Aaron Hodgkins and others that the road from the southwesterly part of Jaffrey by Moses S. Perkins to Troy meeting house is circuitous, hilly, rocky and difficult to keep in repair,...that about thirty families living in said southwesterly part of Jaffrey are obliged to travel this road, not only whenever they have occasion to visit the town of Troy, but also for the purpose of transporting grain and lumber to and from the mills of Aaron Hodgkins in Troy, etc.

...that the selectmen of Jaffrey, aware of these facts, and also that there is a much nearer less hilly and less rocky route, have laid out a road in said Jaffrey from the road leading to Fitzwilliam, in a northwesterly direction towards said mills, to the line of said town.

...that a road from the termination of this last mentioned road, at the line between Jaffrey and Troy, and in continuation of the same in a southwesterly direction through a part of the town of Troy to said Hodgkins’ mills would be of great accommodation, etc.

...But the selectmen of Troy have refused, etc. Wherefore etc.”⁵

The court appointed a committee which reported at March term 1827 that they favored a new road, 3 rods wide. They recommended that it be built by November 1, 1827. The court approved and it was so ordered. The selectmen of Jaffrey held a hearing in October and laid out their part of the road “beginning at the Troy line, SE through land of Josiah Noyes, Daniel Cutting, and William

Lawrence to the foot of Page Hill”.⁶

A request for an alteration was submitted in 1838. It was voted that the selectmen view the road from Page Hill and make the alteration should they deem it expedient.⁷

On other evidence Old Mill Road may be so old that its origin was forgotten. The *History* notes that the basis of the earliest system of roads in this part of the country was a trail “pricked out” in a 1736 route running from the southeast corner of the present Jaffrey to its “western border north of Gap Mountain at that part of the original town of New Marlborough now incorporated as Troy.”⁸ This was called the “Great Road”, “County Road”, “Main Road”, “Road to New Marlborough”. When Old County Road was laid out by the court in 1786 the route ran from the Marlborough meeting house to enter Jaffrey “near the northwest corner of Lot 1 in Range 6, north of Gap Mountain.”⁹ Both of these references fit Old Mill Road, not the turnpike (Route 124, which crosses the Troy line in Range 4).

1. II R, April 1823, Art. 4.
2. T 60, March 18, 1824; Vault .114.
3. Vault .114, (1827).
4. II R, p. 225, May 1827, Art. 8.
5. I R & S (1825, 1826), p. 317.
6. T 70, Oct. 13, 1827; T 71, Oct. 13, 1827; T 72, Oct. 20, 1827.
7. II R, March 1828 Vault .70, p. 478, Art. 9.
8. *Hist.*, Vol. I, pp. 320, 321.
9. *Hist.*, Vol. I, pp. 325, 326: “through new cleared land now owned by Capt. Bullard...to the road southwest of a small round hill in the cleared land of Mr. Page.”

OLD PETERBOROUGH ROAD

[Three sections renamed Nutting Road (North Street to Amos Fortune Corner), Dean Farm Road (Amos Fortune Corner to Town Farm Road) and Town Farm Road (to Peterborough line, 1995)]

BY ORIGINAL right the name “Old Peterborough Road” belongs to the highway from the meeting house to the Peterborough line near the Town Farm (present Jacoby), but in the course of time a good part of this road came to be called “Bryant Road”, and “Old Peterborough” was reserved for the road from the bridge at North Street to the town line.

The earliest road west from Peterborough to Middle Monadnock was laid out in the 1760’s, past Peterborough’s Old Town Farm.¹ The first settler in that part of Jaffrey was John Davidson, on the later Town Farm or “Poor Farm”, Lot 21, Range 3. Davidson would have walked or ridden to Peterborough via that segment of Sanders Road (Lot 22, Range 3) which runs across the present Jacoby farm. (This piece was closed in 1973, subject to gates and bars. See below.) Sanders Road connects with the Peterborough road that runs past Peterborough Old Town Farm.

Soon after John Davidson came, other settlers cleared roads to the south and the west, but officially the public road to Peterborough was laid out in 1778. The transcript reads:

“From the Meeting House, then NE across the corner of Lot 12, Range 5, to the road leading to James French’s (Thorndike Pond Road to about the line between Trimble [Brackett] and Chamberlain), then... (across Quinlan land) to the house of John Briant (Charles Royce) [Casagrande],... east to John Davidson’s, to the town line of Peterborough west of Thomas Turner’s barn.”²

In that same year the segment of Old Peterborough between the intersection with Bryant Road and the intersection with Nutting Road is referred to as already established (road “from Baldwin’s to Peterborough line”). A 1778 transcript reads:

“Road beginning at Capt. Stanley’s house in Lot 19, Range 5, then NE through said lot into Lot 19, Range 4, then north on the old path near the east of Mr. Baldwin’s house, unto the road leading from Baldwin’s to the Peterborough line.”³

Captain Jonathan Stanley lived on the present Nutting farm. Lot 19, Range 4 (the Dr. William Dean farm, now Deschenes’) then belonged to John Davis. Jacob Baldwin’s place was a landmark farm, the site of the later Pine Knoll Inn, near the present junction of Amos Fortune, Nutting, and Old Peterborough Roads. In the early days a road was also laid out from near the Baldwin farm south to near Cheshire Pond and beyond, but that road was long ago abandoned.⁴

Both the road from Baldwin’s and the road from Capt. Stanley’s went through John Davis’ land. Davis thought one road sufficed. In the warrant for 1780 an article was included “To see if the town will give Mr. John Davis Liberty to Shut up one of the Roads that leads through his Lot.”⁵

A few years later, in 1793, the opinion was apparently growing that there was a better way to get to Peterborough from John Davidson’s place than by the old Sanders Road segment across his land. In May 1793 it was voted to choose a committee to view the road from the Jaffrey line to Esq. Smith’s in Peterborough.⁶ On the agenda for the September meeting there was an item “To hear the report of the committee regarding the road from John Davidson’s to Peterborough.”⁷ The committee reported that a road from Davidson’s to Lt. Moors and James Richey’s and Esq. Smith’s in Peterborough was better ground than the road then used. The route recommended was pretty much as Old Peterborough Road goes today at the Peterborough line. The committee recommended acceptance of a transcript, with which the town concurred, “provided the road is made and supported through Peterborough.”⁸

If an alternative to the old Sanders Road route to Peterborough were adopted, a question would arise about access for the farm on Sanders Road that lay between John Davidson’s and the town line. This farm was then owned by Charles Davidson (later Wilder place). An article accordingly appeared in the September 1794 warrant “To see what the town will do with regard to opening and repairing the road from John Davidson’s south of Charles Davidson’s barn to the Peterborough line.”⁹ It was voted “to discontinue the road at the foot of the hill at the east end of the plain east of John Davidson’s, South of Charles Davidson’s barn to the new road.”¹⁰ This same piece of Sanders Road, or possibly the portion leading north to the road past Peterborough Town Farm, was discontinued again in 1852.¹¹ The whole stretch of Sanders Road across the Jacoby farm was closed in 1973 subject to gates and bars.¹²

There remained the final segment of Old Peterborough Road, the part between the bridge at North Street and the juncture with Amos Fortune and Nutting Roads near the old Baldwin farm. After discussing the project in 1822 and 1823 the town voted in 1824 to open such a road. At the 1822 meeting the question was broached:

“To see if the town will lay out a road beginning at the south side of the woods at the road leading by Zebediah Pierce’s (Dr. Dean farm), then SW to the road near Jacob Baldwin’s, thence SW to the Cotton Factory and Mills...”¹³

The town voted in favor. The following year an article was included in the warrant “To take the minds of the town... upon a petition for a road from the road SW of Zebediah Pierce’s by Wm. Hodge’s Mills to the Factory Village.”¹⁴ The town voted to choose an agent to confer with the court about the petition of William Hodge and others for “a road from the Cotton and Woolen Factory by said Hodge’s mill to Jacob Baldwin’s.”¹⁵ Hodge’s lead and wooden-ware mill, later dismantled, was off Old Peterborough Road at the confluence of Contoocook River and Tyler Brook.¹⁶ Finally, in 1824, the town voted to open a road laid out by county commissioners from Samuel Foster’s (North Street on south side of the bridge) to Zebediah Pierce’s south line.¹⁷ In 1827 a slight adjustment was made in the road near Foster’s house.¹⁸

Zebediah Pierce had done so well in the preceding years, getting a more convenient road opened up south to town, that he tried again in 1828, to get a new road laid out from Old Peterborough Road diagonally across the country north to Levi Fisk’s (on Route 137 near the intersection with Parker Road). The town voted not to direct the selectmen to lay out such a road.¹⁹ In the present century specific sums of money for the improvement of Old Peterborough Road have been voted four times:

(1) In 1912 a sum of \$500 to widen the bridge and straighten the highway over the Coburn Brook on Old Peterborough Road.²⁰

(2) In 1921 a sum of \$200 “to fix the highway to the old ‘Poor Farm’, as requested by its then owner. Clement R. Lawson.”²¹

(3) In 1962 an expenditure of Town Road Aid construction (State Aid) funds was made on “the road leading from Route 137 (Bonds Corner Road) to the so-called Dean Road”.²² (This stretch is now part of Bryant Road.)

(4) In 1976 a sum of \$6,000 was included for the purpose of widening a portion of Old Peterborough Road, plus an appropriation for a new bridge to be included in the reconstruction.²³

1. *History of Peterborough*, Vol. I, p. 283.

2. T 8, April 16, 1778; Cutter, *Hist.*, p. 52. The Davidson and Turner families had neighboring properties in both Peterborough, on the town line, and Jaffrey.

3. I R 52, April 6, 1778.

4. I R 27, March 29, 1775; Vault .114: transcript of road from Collins Hathorn’s shop (in Lot 18, Range 5) south and SE to the south line of Lots 18 and 19, Range 7.

5. I R 83, warrant for March 1780, Art. 12.

6. I R 286, May 1793, Art. 6.

7. I R 287, Sept. 1793.

8. I R 292, Dec. 1793, Art. 5.

9. I R 307, 309, Sept. 24, 1794.

10. I R 312, Oct. 1794, Art. 4.

11. III R 217, Nov. 1852, Art. 4: “To see if the Town will discontinue the old road from John Wilder’s house (earlier Chas. Davidson’s) to the intersection of roads near the Peterborough line.” Voted Yes.

12. Ann. Rep. 1973, Abstract of Business Transacted March 4, 1973, Art. 21.

13. Vault .70, Sept. 1822, Art. 8.

14. Vault .70, p. 179, March 1823.

15. Vault .70, p. 190, March. 1823.

16. *Hist.*, Vol. I, p. 382; Vol. II, p. 404.

17. Vault .70, p. 198, March 1824, Art. 8.

18. T 64, April 7, 1827; Vault .114: “From west of Samuel Foster’s, then NE to a post about 5½ feet from the NW

- corner of Foster's house.”
19. Vault .70, p. 274, March 1828, Art. 7.
 20. IV R, March 1912, Art. 23.
 21. Ann. Rep. 1920, warrant for March 1921, Art. 13; motion carried at adjourned meeting, April 19, 1921 (IV R, April 1921).
 22. Ann. Rep. 1962, Abstract of Business Transacted.
 23. Ann. Rep. 1975, warrant for March 1976, Art. 10 and Art. 11; Ann. Rep. 1976, Abstract of Business Transacted.

OLD SHARON ROAD

OLD SHARON ROAD extends from the Sharon line NW past Coll's vegetable farm to the Peterborough Road (Route 202) at Pierce's Crossing. It is a narrow, quiet road, one-third of the way dirt, that traverses wood lots for the most part, until it comes to Coll's. Near its exit is the road to the dump. Historically, however, it is one of Jaffrey's thoroughfares with the longest pedigree.

In 1749 Lawrence and Spaulding were employed to survey and lay out a route from Wilton through Temple to Rowley Canada (later Middle Monadnock, Jaffrey). Their route led them past Jarmanay Hill in Sharon, then it forked, the right road leading past West Hill to come out in Jaffrey Lot 22, Range 5 near Hadley Crossing, the left leading past Spring Hill to come out in Jaffrey Lot 22, Range 8.¹ The Range 5 road (Chamberlain Road) was renewed in 1774 when it provided a beginning for a road all the way from the Sharon line to the meeting house in Jaffrey Center.² The Range 8 road apparently carried enough traffic then that it did not need to be relaid; it provided an alternative route toward Pierce's Crossing, but more important it gathered Rindge traffic to Sharon coming up through Squantum over the Witt Hill Road. There is an old farm at the juncture of Witt Hill Road and Old Sharon, near the Sharon line, on land purchased by Benjamin Nutting [from?] James Haywood in 1779. The place was later owned by Josiah Sawyer (1850), Cummings Sawyer (1875), Oren LeMay (1931).

In the period 1836-1840 there was evidently a movement to create a short-cut from Sharon to Dublin, which would probably have begun at the old Range 5 entrance near the Wellman farm at Hadley Crossing. This entrance had been discontinued in 1816.¹³ The proposed route would have approached the Dublin line near the Levi Fisk farm (and tavern) which was located on the present Route 137 just before the junction with Parker Road. Whoever wanted it, Jaffrey voted in 1836 "to oppose the contemplated road from Sharon to the Dublin line by Levi Fisk's..."¹⁴ The proponents succeeded in having a road laid out, but Jaffrey voted in 1840 to concur with the town of Sharon in discontinuance of the new road laid out from Levi Fisk's house to the Sharon line.⁵

The attempt to get a shorter road to Sharon than Old Sharon Road did not die easily. At the same town meeting in which it was voted to discontinue the new route laid out from Fisk's, an article was included to see if the town would make a new road from the Cheshire Factory to the Sharon line. It was voted to take no action. Returning to the charge in 1860 an article appeared:

"To see if the town, acting with Sharon, will lay out a new road from Morse's corner in Sharon to a point on the highway leading from Jaffrey to Peterborough about 4 rods south of the bridge near Cheshire Factory."¹⁶

The town voted that the selectmen should view the proposed route, estimate costs etc., and report at the next meeting, but nothing came of this.

In 1929 an article was included in the warrant to widen and repair the highway leading easterly from the residence of Charles Jurva (Coll's farm) to the residence of Oren O. LeMay, as petitioned

for by Oren LeMay and others.⁷ The sum of \$150 was voted for the purpose.

In connection with improvements made at his vegetable stand, Archie Coll Jr. in 1975 submitted a proposal to buy an acre of abutting land from the town, including a portion of Old Sharon Road to be discontinued.⁸ The article failed in view of pending negotiations with the selectmen. A revised article, omitting the reference to Old Sharon Road, was approved by the town at March meeting 1976.⁹

In 1978 the town voted favorably on an article to appropriate \$4,500 for reconstruction of a piece of Old Sharon Road, beginning at the intersection of the newly constructed portion of the road, thence easterly about 320 ft, to the front of the Coll's stand. It was testified that as many as 234 cars per day had been found to use the portion of road in question in summer.

1. *History of Sharon* by Thorne King Jr., pp. 54, 55, Early Roads and Settlers Map.
2. I R 17, July 6, 1774; T 4, July 6, 1774; road accepted, I R 24.
3. II R, Vault .70, pp. 72, 73, April 1816, Art. 2.
4. II R, Vault .70, p. 440, November 1836, Art. 6; T 105;
5. II R, Vault .70, p. 514, March 1840.
6. III R, 294, 298, March 1860, Art. 18.
7. V R, March 12, 1929, Art. 11; Ann. Rep., 1928, warrant for March 1929.
8. Ann. Rep. 1974, warrant for March 1975, Art. 10; IX R, p. 205.
9. IX R, March 1976, Art. 32.
10. Ann. Rep. 1977, warrant for March 1978, Art. 16.

PARADISE LANE

PARADISE LANE is a short street of Old Peterborough Road not far from the intersection with Amos Fortune Road.

A plan of a subdivision by Arthur G. Paradise, dated November 1967, is recorded in Plan Book 18, page 5, of the Cheshire County Registry. The plan shows eight lots and a road approximately 550 feet in length, 50 feet wide, with a turn around. A return of layout or record of acceptance not identified.

PARENT STREET

PARENT STREET and St. Jean Street are two short residential streets extending west from North Street, which were part of a real estate development in the 1920's known as Mountain View Park. The two streets were first offered to the town in 1925.¹ The article was passed over. An article on Parent Street was submitted in 1933, and again passed over.² Finally, in 1938, dedication of the road to public use was accepted. The article read:

“To see if the town will vote to accept the street known as Parent Street leading in a westerly direction from North Street in East Jaffrey Village, the said Parent Street being 33 ft wide,...as petitioned for by Augustin Avard and others.”³

The town voted to appoint a committee to investigate. The committee recommended that the article be amended to read “40 ft wide and 540 ft long”. The article carried as amended.

1. IV R, March 1925, Art. 15.

2. V R, March 14, 1933; Ann. Rep. 1932, Art. 13 for March 1933.
3. V R, March 8, 1938; Ann. Rep. 1937, Art. 6 for March 1938.

PARKER ROAD

PARKER ROAD extends almost a mile north from its junction with Route 137 at the bend in the road by the old beaver pond. At the Dublin line it continues north and northeast until it meets the Valley Road. Before it comes to the Dublin line it passes a stately farm house, known in the old days as “Esq. Parker’s house”, later E. B. Crowe’s, now Roger and Stella Scott’s [Smith/Zimardo’s]. A short distance beyond the Parker house a dirt road—Turner Road—forks right.

When Abel Parker came to Jaffrey in 1780, after the Revolution in which he had fought, he settled on part of Lot 20, Range 1, and soon became one of the eminent citizens in town. For many years he was probate judge for Cheshire County. His sons and grandson kept up the family position in the style to which, they were accustomed (his son Asa built the present house).¹ His neighbors on the east were the Turners—Joseph, Solomon, William, Thomas—who since the 1760’s had owned most of the northeast corner of the town.² The Turners had access to their land by a road from Peterborough, but Parker required a road too. It was laid out in 1781, from Turner’s (later Leather’s) and Parker’s dwellings to Lincoln Corner where it met the road to the meeting house (Bryant Road) which went past the farms of Daniel Emery and Joseph Bates. The transcript reads:

“a Road from a stake East of Joseph Turner’s dwelling in Lot 21, Range 1, Northwesterly of the house to Abel Parker’s in Lot 20, Range 1...across Lot 19, Range 1, Lot 19, Range 2, Lot 18, Range 2, to the corner between Lt. Joseph Bates and Lt. Daniel Emery...continuing on the line between Bates and Emery to the road leading by their houses, except making a bow against the water into Bates so far as that the water may be secured to Lt. Emery...”³

Progress in constructing the road was evidently slow. In March 1784 an article was included in the warrant “To see if the Town will take into consideration the situation of the road from Joseph Turner’s to Lt. J. Bates’.”⁴ (Bates’ was the later Garfield farm at Lincoln Corner.) The interested parties followed up with an article for the adjourned meeting in April: “To see if the Town will choose a Committee to view the situation of the road laid out from Dea. Emery’s (Lincoln Corner) to Joseph Turner’s.”⁵ At the adjourned meeting on May 6, 1784, a committee was duly chosen.

In contrast with Turner’s part of the road, Parker’s part has been well maintained to the present day. There is a later transcript dated 1818.⁶ In 1832 a petition was submitted for an extension of the road from Calvin Parker’s house to the Dublin line “and from the Dublin line through land of Peter Davis and the Widow Julia Piper.”⁷ At the November meeting an article was included “To see if the Town will cause the road laid out through the land of Asa Parker and Peter Davis to be made...”⁸ The town voted to dismiss this article. An article with an appropriate qualification was approved in 1834, “to open a road from Calvin J. Parker’s to Peter Davis’ in Dublin, provided Dublin opens a road to meet it.”⁹

Thereafter not much is recorded of Parker’s road.

1. See *Hist.*, Vol. I, p. 657, Vol. II, pp.567-569.
2. See *Hist.*, Vol. II, pp. 815, 817; Vol. I, pp. 92, 94.
3. I R, p. 128, May 28, 1781.

4. I R, p. 139, March 8, 1784, Art. 11.
5. I R, p. 143, April 16, 1784, Art. 4.
6. Vault .114.
7. T 82, March 26, 1832; Vault .114.
8. II R, Vault .70, p. 360, November 1832, Art. 6.
9. II R, Vault .70, pp. 377, 385, March 1834; lay out, T 83, April 1, 1833.

PARSON'S LANE *

PARSON'S LANE is a private road in Jaffrey Center leading south past the old post office to the residence of William L. Coleman, who owns the road. It takes its name, not from parsons of the First Church, but from Dr. Edward Parsons, Amherst '83, President of Marietta College, Ohio. Dr. Parsons was father of Talcott Parsons, the distinguished professor of sociology at Harvard. The Coleman house was built for William L. Morse in 1902, and was owned by the Parsons 1930-46.

PEABODY HILL ROAD

COMING from Rindge on Route 202, a little past Pool Pond, a narrow dirt road turns off to the left, which in Rindge is called the "Old Jaffrey Road". In Jaffrey for more than a hundred years it was called "the Rindge Road", though now its name is Peabody Hill Road, which avoids confusion with the main Rindge road.¹ Passing a couple of old houses on the Rindge side, the road ascends to the top of the hill on the Jaffrey side, where the McSkimmon [Bearce] house now is. That is the juncture with Jaquith Road South. From that point to Gilmore Pond Road the road is paved. The hill is Peabody Hill, named after Richard Peabody who bought land and built a house on the site in 1742. That was the oldest house in town.² The heirs of Richard sold the lot to Thomas Mower in 1778.

Meanwhile, in the 1760's, one of the most thickly settled areas was near Jaquith Road.³ The first tavern, Francis Wright's, stood where the Lambert house now is, at the junction of Jaquith and Gilmore Pond Roads. Other early settlers were clearing land along the east side of the pond: Moses Stickney, William Smiley, John Grout. The road from Rindge—the Peabody Hill Road—would have been the main road to this community.

After the incorporation of Jaffrey this old Rindge road was made official, both the fork to Francis Wright's tavern and the fork to the meeting house common. A 1774 transcript reads: Beginning at Francis Wright's tavern, thence SW over the Bridge unto Peabody's house, then west to the road that leads to Rindge.⁴ In 1775 the Gilmore Lane route was confirmed from the common south to the river bridge, thence SE by John Gilmore's to the Rindge line.⁵

By the 1840's the Peabody Hill site was occupied by Josiah Mower Jr.—"Deacon Mower"—and a small farm down the hill near the Rindge line was owned by his brother Gilman. In 1842 Gilman Mower petitioned for a new road from the road then travelled north of his houses thence NW of Josiah Mower's building.⁶ That stretch of road is bad now and must have been worse then. The petition fell on deaf ears. It was submitted again in 1848, when the town voted for the selectmen to view and to report at the next annual meeting.⁷ In March 1849 the town voted Yes.⁸

At the March meeting in 1849 the town also voted that the selectmen view the road south from the Village to Rindge and to make alterations as necessary “until the hill north of Jeremiah Nutting’s”, then lay out a new road across Nutting’s land, striking the old road south of Nutting’s land, thence to the town line. It is not clear just where this alteration was to be; in any event the project died through a motion to reconsider passed at the same meeting.⁹

In the 1870’s most of Deacon Mower’s farm had been acquired by Nathaniel Fogg Stevens, and Gilman Mower’s house near the Rindge line was owned by John Hoar. The new road between those houses that had been laid out in 1849 evidently fell into disfavor. An article in the warrant was submitted in 1873 “to see if the town will discontinue a piece of new road at the intersection of roads NW of Nathaniel F. Steven’s house and ending at the intersection about 10 rods NW of John Hoar’s house”.¹⁰ The article was passed over then, but was resubmitted and passed in 1882.¹¹

Peabody Hill Road, the grandfather of Jaffrey roads, now looks asleep, disturbed only by the Balentines and the Francis Devlins going to work.

1. The name “Peabody Hill Road” now applies only to the stretch from the Rindge line to Gilmore Pond Road near the Lafreniere place.
2. Picture in *Hist.*, Vol. I, p. 62.
3. *Hist.*, Vol. I, p. 65.
4. I R 18, July 6, 1774.
5. Cutter’s *History*, p. 52.
6. T 123, June 7, 1842; T 124, July 4, 1842.
7. III R, March 1848, Art. 16.
8. III R, March 1849.
9. III R, March 1849.
10. III R 429, March 1873, Art. 27.
11. IV R, March 1882, Art. 16. “To see if the town will discontinue about 40 rods of highway, being the upper road from N. F. Steven’s gate to the intersection of roads near John Mann’s (Hoar’s?) house, and lay out and build about 2 rods of new highway.” In the 1870’s John Mann lived just over the town line, on the Rindge side, the next house to Hoar’s.

PETERBOROUGH ROAD (Route 202) and HADLEY ROAD

THE CONTOOCOOK RIVER road from Jaffrey to Peterborough dates only from 1843, but it is the most thoroughly documented highway in town. Historically there have been four stages:

(I) Pre-Peterborough road, from the 1770’s to 1822 (the Cheshire Mill on the site of the present Bean match factory was built in 1823);

(II) From 1822 to 1843, when the river road to Peterborough (in part now called Hadley Road) was being built;

(III) From 1843 to 1958, when there were a number of adjustments in the road, but no major changes except replacement of the roadbed in 1876 from the east side of the river to the west side near the Cheshire Mill, and moving the roadbed off Main Street in 1897-98 from the west side to the east side of some of the White Brothers buildings;

(IV) From 1958 to present, when construction and maintenance of the new four-lane highway were taken over by the State as Route 202 in the interstate system of federal roads.

Before the river road was built travellers went to Peterborough either via Old Peterborough Road and Sanders Road (to the road past Peterborough Town Farm, 1760's), or over the present Old Peterborough Road (after 1793), or via Sharon. In the early days there is no mention of a proposed new road from Jaffrey. There was, however, much activity centered at the Davidson sawmill on the river near the eastern edge of town, and at Pierce's Crossing. Near Pierce's Crossing there were not only several farms and another sawmill, but six roads came together.¹ The mill site, according to the *History*, was at the common corner of Lots 19 and 20, Range 6, and Lots 19 and 20, Range 7.² This would be a little downstream from the present match factory and about due east of the red brick farmhouse above Cheshire Pond. The site was near "Simeon Burt's house".³ From the millsite east of the river one of the old roads went "along the present railroad to the bridge below present Cheshire dam".⁴ The road turned south near the Cheshire dam, into what is now called Hillcrest Road, leading to the later turnpike. The transcript of this road reads:

"Beginning at the NE corner of Lot 19, Range 6 on the road from Hugh Dunlap's house, then south etc....to Simeon Burt's, to the river and across the river to the line between Lots 18 and 19, Range 7, then south and east etc....through Lots 19 and 20, Range 8, and through Lots 20 and 21, Range 9 unto Benjamin Prescott's house. 3 rods wide."⁵

In 1822 development was in the air. A petition for a new road to Peterborough was submitted to the selectmen that year.⁶ The following year the Cheshire Mill was constructed, a little below the dam on a piece of land from the then Shedd farm (the red brick farmhouse).⁷ The mill was destroyed by fire in 1829, but was promptly rebuilt. Jaffrey then possessed two important textile mills, the "First Cotton & Woolen Company" in the village, plus the Cheshire Mill. Both had need of access to markets, not only in Peterborough but in Wilton and Nashua.

At town meeting in 1830 it was voted that the selectmen examine the piece of contemplated road near the Peterborough line and lay it out "if they think it necessary".⁸ The town proceeded with due deliberation. At the annual meeting in 1835 it was voted that the selectmen examine the contemplated road from the factory village following the course of the Contoocook river "as near as will make a good road to Peterborough line" and report at the next town meeting.⁹ The selectmen made the following report at the July meeting:

"We examined beginning near the east end of the bridge called the factory dam bridge (in Jaffrey) and proceeded thro' lands of Wm. Emery Jr., Freeman Perkins, Oliver Bacon's heirs and Daniel French (via Hillcrest Road) and have very little doubt where it would best be located and are of an opinion a good road may be had without materially injuring any individual except Mr. French. The road will pass directly thro' his pasture in such a manner as much to depreciate the value to him.

From thence we proceeded to the river northeasterly of the Factory and crossing the river on the land of Jonas Pierce (now Archie Coll Sr.) and land formerly owned by Timothy R. Robinson and David Chamberlain's east buildings (former Wellman farm) and found a good route for a road with little hill where a road may be easily made after the bridge over the river is completed not very expensive or damage very high.

We then examined the route near the river and from Peterborough line towards Baldwin's mill (near Hadley Crossing) a little way is pretty good making a road then commences a very rocky route which continues nearly one half of a mile which must be hard to make should it be thought best to several times cross the stream, a level road may be had but in any case a road on the river from the Cheshire Factory to Peterborough line must be attended with much labor and taste pretty strong of the cash."¹⁰

In view of the selectmen's report, the town voted "to take the minds of the town concerning a road petitioned from the village near the First Cotton & Woolen Factory to Peterboro line".¹¹ The decision was:

"to recommit the subject to the selectmen to confer with the selectmen of Peterboro and Sharon and if they or the selectmen of either town concur to examine and survey the route or routes for a new road to Peterboro and to report the probable expense and the utility of making said road to the next town meeting."

In the warrant for the autumn town meeting, 1835, an article was included that would have authorized the selectmen to build part of the road:

"To see If the town will order the selectmen to raise money to pay the damages and build the road as surveyed or laid out by the selectmen from the Cotton & Woolen Factory to Cheshire Factory so called..."¹²

The response was "not to raise any money to pay the damages or make the road." Then it was voted to reconsider. Next, voted to recommend the subject to the selectmen and that they report at the next town meeting. At the following meeting, in March 1836, the article read:

"to see whether the town will discontinue the road lately laid out by the selectmen from one factory to the other and lay out a substitute commencing west of Arthur Taylor's..."¹³

Arthur Taylor Jr. lived "in a house that formerly stood at the junction of the present Peterborough Road and Main Street, east of Main Street bridge".¹⁴ In effect, this proposal would have shifted the route to Cheshire mill from Hillcrest Road to the present Peterborough Road. The town voted, however, that "the road as now laid out from one factory to the other remain as at present and that no other road be substituted for it."

At March meeting 1837 it was voted to pass over so much of an article as related to a petition of William Wilder and others for a road from Cheshire Factory to Peterborough line.¹⁵ Advocates of the road reached the end of their patience. In August 1837 they went to court upon a petition of Oliver Prescott and others. A hearing was held by the court-appointed committee in April 1838. The committee were "unanimously of the opinion that the public good requires and that it is expedient that a road be laid out and made."¹⁶ Court-appointed commissioners thereupon laid out the road, beginning at the east end of the old factory dam in Jaffrey, thence to the Contoocook near the new factory (Cheshire Mill), thence crossing the river twice more "to a great pine stump on the bank of the river, thence etc....to the county line between said Jaffrey and Peterborough,...thence to the road leading from Cogswell's Woolen Factory to Smith's village in Peterborough."¹⁷ The cost of the road was reckoned at \$629.10 for damages plus \$1,900 for construction in Jaffrey; \$310 for damages plus \$1,300 for construction in Peterborough.

During the next four years, from 1839 to 1843, there was a good deal of slippage about the new road to Peterborough. The selectmen of Jaffrey did not comply with the court order to lay out and build the road, and on at least two occasions the town voted to discontinue it, although pieces of the road were in the process of construction. At the March meeting in 1839 the town voted:

"that so much of the Peterborough road lies between its termini near the old Factory and the new Factory be made the present year, and that the selectmen be hereby authorized to assess the inhabitants to raise money to defray the expenses of the same."¹⁸

In March 1840 “No action” was voted on a request to lay out a road from Augustus A. Chamberlain’s house (present Archie Coll Jr.) to the Peterborough Road.¹⁹ The response on an article to discontinue the new laid out road (by county commissioners) from Cheshire Factory to Peterborough line, was to refer to a committee.²⁰ At an adjourned meeting in April 1840 it was voted “to reconsider so much of the doings of the Town at the adjourned March meeting as relates to the new laid out road from the Cheshire Factory to Peterborough line.”²¹ It was thereupon voted:

“that the subject of the road from Jaffrey lower Factory to Peterborough be referred to a Committee of three who shall be authorized to confer with the petitioners and make the best terms they can for the town and for the benefit of the road, and after due consideration if they think the terms are such that they believe it advisable to have it made so to report to the Selectmen who shall cause a portion to be laid out and made this year and any money for the same. If not the Committee to take such measures as they think proper to get rid of it.”²²

The portion laid, out by the town in 1840 was from the bridge east of the Cheshire mill to the town line,²³ plus a short stretch from “the South end of Cheshire Factory to the Factory dam”.²⁴

In the court records reference is made to a Jaffrey vote in 1842 to discontinue the road accepted by the Court of Common Pleas in Amherst, August 1839, “but not having been laid out and established by the selectmen, cannot be discontinued without consent of the Court”. In any event a petition to discontinue the road was submitted to the court (described as the new road from Hillsborough County—Nashua—to Cheshire County— Keene). With much understanding the court committee reported at the hearing in 1843 that although it was premature to discontinue the road (since the portion through Jaffrey would have to be built if the Hillsborough portion were built), it was unreasonable that Jaffrey should be compelled to build the road under existing circumstances. The committee said:

“That the public mind seems to have changed and is in an unsettled state respecting the direction which the public travel is to take from the section of the country to market, there being several railroads in contemplation and their termination not being permanently fixed.”²⁵

The court accepted the committee’s report and discontinued the road for the time being. Evidently the time was not long. The river road from South Peterborough to Jaffrey was completed in 1843,²⁶ and the Jaffrey portions must have been completed shortly thereafter.

In the period from 1843 to about 1958 there were a number of minor adjustments in the Peterborough Road, especially widening it, but only two major developments: shifting of the roadbed from the east side of the Contocook near Cheshire mill to the west side in 1876 when the railroad was put through, and shifting of the roadbed off Main Street in 1897-99 from the west side to the east side of the White Brothers Co. buildings.

Among the minor adjustments, an access road and bridge were built in 1845 from the Wellman farm to the William Upton mill (the old Davidson mill in Lot 22, Range 5, at Hadley Crossing).²⁷ In 1848 a request was made for a new access from “the old road near the house of Sidney Morton...to the new Peterborough Road east of Hiram Harden’s”. The article was passed over. In 1852 an article was included “to see if the Town will alter the road between Cheshire Factory and the Peterborough line.”²⁸ It was voted to repair the existing road.

By 1850 the present portion of road from town to the Cheshire Pond dam certainly existed, though it may not yet have become the main road in place of the Hillcrest Road route. It is marked

on the Gibbs map (1850). The only buildings on it are the Bascom drying house at the corner of Main Street, plus a boarding house (present Perry Apts.) and a machinist shop. By 1858 three dwelling houses had been added: Alonzo Bascom's (behind the present Thunderbird station), Dorothy Robbin's (near the later Cross Street corner), and Harvey Sawyer's (present Village Flower Shop). On the Fagan map (1858) the town portion of Peterborough Road is called "Cheshire Street". By 1892 (Hurd map) a half dozen more dwelling houses had been added.

In 1852 an article was included in the warrant "To see if the Town will discontinue a piece of highway below the dam near the Cheshire Factory, 20 rods in length."²⁹ The vote was *not* to discontinue.

In March 1860 an article was included in the warrant "to see if the town will widen the highway where the travel turns at the east end of the dam to go to Peterborough near Bascom's Dry House."³⁰ It was voted that the selectmen make the necessary alterations. In 1869 a new portion of road was authorized for the Upton farm near Hadley Crossing (later Hadley farm subsequently owned by Elwin Sweatt).³¹ In 1870 an article was included "To see if the Town will authorize the Selectmen to change or lay out and build any new road between East Jaffrey and Peterborough line that public safety may require."³² The article was passed over.

The portion of road in the town appears to have been completed in the years 1870-74, about the time that the railroad came to Jaffrey. An article in the warrant for March 1871 sought to have the road laid out "from Charles Cutter's house (near Hayes Motors) [Pelletiers Sport Shop] to some point on Peterborough Road near William Lenhart's house".³³ An article to the same effect was presented in 1873. It was voted "to instruct the selectmen to lay out a road beginning near the Robb house on the road from East Jaffrey to Cheshire Factory to a point near Charles Cutter's house."³⁴ "Charles Cutter's road" was completed in 1874.

When the railroad was built as far as the Cheshire mill it was found that it would be more convenient to shift part of the old road from the east bank of the river to the west bank. This was a portion between Cheshire mill and Pierce's Crossing. The project was completed and the former road discontinued in 1876.³⁵

In 1884, when White Brothers acquired the Cheshire Mill, they sought to have the town take over Cheshire Street as the main thoroughfare and to discontinue a piece of narrow road from the south end of Cheshire Mill dam thence east on Peterborough Road past the bridge near the mill.³⁶ Both articles were passed over.

A final major alteration was made on Peterborough Road at its beginning on Main Street, where there was a sharp turn alongside the red brick boiler room, as can still be seen. The mill owners, White Brothers, also owned a building on the other side of the road, formerly called Bascom's Dry House, where the Dillon block (Godin store) [Seaver & McLellan, et al] now is. At the rear was a boarding house owned by the company (now Perry's Apts.) and a machinist shop. The proposal was to transfer the road from the west side of the Dry House and boarding house to the east side as it now runs. At the March meeting in 1890 an article was presented for some such new highway "as petitioned for by John Martin and others". It was disclosed at the meeting that White Brothers intended to build a road in the same locality, therefore it was voted to leave with the selectmen to confer with White Brothers "and do what is best for the town." In 1897 it was voted at the autumn meeting:

"that the present highway leading from Main Street toward Peterborough through premises of White Brothers (36 rods and 6 links) near land of M. M. Bascom be discontinued whenever the White Brothers build and convey to the town a road in place thereof. 3 rods wide."³⁷

The new portion was completed not long thereafter.

In the present century the main developments have been the widening and straightening of the highway near Pierce's Crossing ("the big Maloney Cut"), and the improvement with State Aid funds to bring the road to its present condition as part of interstate highway 202. Appropriations of \$1,000 were made in 1912 and 1913 to "regrade, widen and straighten the Peterborough Road near the Big Maloney Cut (so called)".³⁸ A special town meeting was held in August 1913 to ratify a contract with the B & M railroad whereby the railroad company agreed to pay \$3,500 on condition that the highway near Pierce's Crossing were so altered as to eliminate two grade crossings"at or near the Maloney Bridge.³⁹ A new bridge would be built to carry the highway across the Contoocook, and a portion of the old road would be discontinued. These proposals were approved. At a special meeting in May 1912 the town also voted to lay out a highway to the factory proposed to be built by the East Jaffrey Mfg. Co. or Bean & Symonds Co. (near the present tack factory) "provided it does not exceed 800 ft."

In 1955 the town voted \$54,000 for improvement of Peterborough Street beginning near Ridgecrest Road and running SE toward Main Street.⁴⁰ The Commissioners' Return of Highway Layout, Jaffrey-Peterborough, was submitted in October 1956.⁴¹ The Annual Report for 1958 reported that the widening, repair, and surfacing of Peterborough Street had finally been completed. At that time the new four-lane highway became part of Route 202 in the interstate system.

Although the river road to Peterborough is not one of the early highways, it has a long history because of its importance. As the main thoroughfare in Jaffrey it was not only important to get the road placed right, but, as the selectmen's original report said, building it would "taste pretty strong of the cash". In comparison with the four-lane highway built by the State in 1958, the river road to Peterborough built by the town in 1843 would now be described as a "pretty little road". From Pierce's Crossing to the Peterborough line it is actually one of Jaffrey's most scenic highways. The old road would be a picnickers' and fishermen's delight as it follows the rushing stream were it not for a past reputation of pollution. The most recent report (1980) grades the water as B—fit for swimming and fishing.

The old road is now named Hadley Road, after Samuel Hadley, a papermaker, who came to Jaffrey in 1882 and lived on the William Upton place, giving his name to Hadley Crossing.⁴² ("Hadley Station Road", running north to Route 202, formerly continued on to Old Peterborough Road. The continuation is now "Lehtinen Road". The station road and Hadley Road meet at the river.)

1. Old Sharon Road; Chamberlain Road (1774, present Archie Coll Jr.); a road from Thos. Davidson to Jonas Pierce's, T 53, June 3, 1813, now abandoned; Pierce Crossing Road (1774); a road, now abandoned, from Hugh Dunlap's to Simeon Burt's, I R 71, Jan. 5, 1779; and a road, now abandoned, from Benjamin Jaquith's to Simeon Burt's, I R 71, Jan. 7, 1779.
2. *Hist.*, Vol. I, p. 364.
3. *Hist.*, Vol. I, p. 364: "On June 21, 1782, Simeon Burt, owner of the homestead on the hillside of tragic memory (site of the later pest house),...sold to Spofford the north half of lot 19, in range 7, which it appears adjoined a mill lot already improved by Deacon Spofford."
4. *Hist.*, Vol. I, p. 364.
5. I R 71, Jan. 5, 1779.
6. Vault .114, petition dated 1822.
7. *Hist.*, Vol. I, p. 390.
8. Vault .70, p. 327, March 1830, Art. 11.
9. Vault .70, p. 406, March 1835, Art. 14; vault .114, petition.

10. Vault .70, p. 412, July 1835, Art. 2.
11. Vault .70, pp. 410, 412, July 1835, Art. 3.
12. Vault .70, p.414, Sept. 1835, Art. 2.
13. Vault .70, pp. 416, 425, March 1836, Art. 12.
14. *Hist.*, Vol. II, p. 793.
15. Vault .70, p. 456, March 1837, Art. 13.
16. II R & S, p. 147.
17. Jaffrey proprietors who received damages were: Bigelow & Richardson, \$85; Wm. Emery, \$45; Harvey Robbins, \$45; Widow Chloe Robbins, \$2; Oliver Bacon's Heirs, \$125; Daniel French, \$47; Abel Shedd, \$38; Cheshire Mfg. Co., \$.10 [sic]; Chas. Witt, \$10; Jonas Pierce, \$60; David Chamberlain, \$50; John A. Prescott, \$30; Moses Burpee, \$50; Jacob Baldwin, \$2; Simeon Davidson, \$40. II R & S, p. 149; Vault .114.
18. Vault .70, pp. 486, 504, Art. 14.
19. Vault .70, p. 514, March 1840, Art. 13.
20. Vault .70, p. 515, March 1840, Art. 18.
21. Vault .70, p. 528, April 1840, Art. 2.
22. Vault .70, p. 528, April 1840, Art. 3.
23. T 117, T 118, Aug. 1840; Vault .114.
24. Vault 170, pp. 532, 534, Oct. 1840, Art. 3.
25. II R & S, p. 264, 1843. The committee added that much of the present traffic was being directed to the new railroad in Nashua. Also, that "a free road" about to be established over the old Keene turnpike through Troy, Fitzwilliam, Rindge, would take away a portion of the travel that formerly passed through Jaffrey and Sharon.
26. Morrison's *Hist. of Peterborough*, Vol. I, p. 284.
27. T 134, 135, June 1845.
28. III R, May 1852, Art. 4.
29. III R, May 1852, Art. 2.
30. III R, p. 294, March 1860, Art. 17.
31. III R, p. 385, March 1869, Art. 20; T 169, Oct 24, 1870: "new road laid out 16 rods in length, commencing on Peterborough Road near the SE corner of Oliver Bacon's front yard and running SW to the driveway south of Wm. Upton's house."
32. III R, p. 394, March 1870, Art. 24
33. III R, pp. 410, 437, May 1871, Art. 7.
34. III R, p. 429, March 1873, Art. 29; T 177, T 178: "from east of Robb's house, NW, through land of Joseph Crombie to a point 1½ rods west of the corner of Chas. Cutter's land."
35. III R, 456, January 1876; T 195, 196; III R 466, Oct. 1876, Art. 4.
36. IV R, November 1884, Arts. 6 and 9.
37. Town meeting, Sept. 1897, Art. 2.
38. IV R, March 1912, Art. 20, and IV R, March 1913, Art. 14.
39. IV R, Aug. 16, 1913.
40. Ann. Rep. 1954, warrant for March 1955, Art. 15; VI R, March 1955, pp. 137, 142-144.
41. VI R, Oct. 19, 1956, pp. 195, 202.
42. *Hist.*, Vol. II, p. 359. The Hadley house was later owned by Elwin L. Sweatt, now by William Avard.

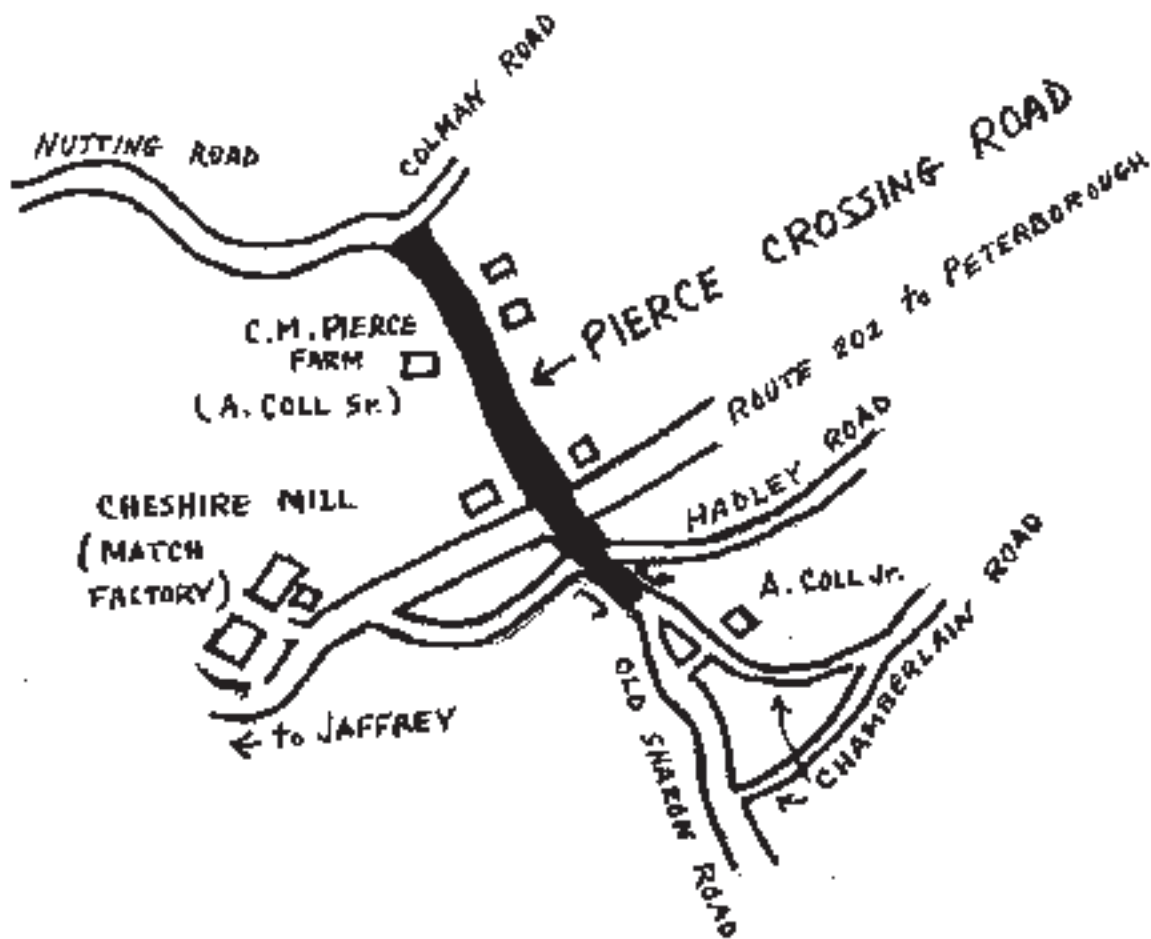
PIERCE CROSSING ROAD [Combined with Nutting Road, 1985]

PIERCE CROSSING ROAD is the portion of highway from Chamberlain Road and Old Sharon Roads crossing the Contoocook and Route 202, thence leading up the hill past the poultry farm toward the junction with Nutting Road. This piece of road is the second segment of one of the oldest highways in Jaffrey, laid out in 1774 from the "Sharon line to the meeting house common—in fact surveyed in 1749 from Wilton to Rowley-Canada (Jaffrey), an earlier route that had fallen into disuse. The 1774 transcript reads:

“Beginning at the town line about 40 rods Northerly of the SE corner of Lot 22, Range 5, thence SW through the corner of Lot 22, Range 5 (Chamberlain Road), *thence Westerly by Matthew Wallace’s (later Pierce farm) to Capt. Jonathan Stanley’s (later Joshua Nutting farm), then SW to Eleazer Hathorn’s (near Baldwin Corner at intersection of Nutting and Old Peterborough Roads), then on the line to near Wm. Hogg’s (Dean Hill, Amos Fortune Road), then north of the line over the bridge through Lot 14, Range 5 (Proctor and Harkness Roads), then Westerly about 50 rods, then SW to Roger Gilmore’s (Cutter Hill), then NW to the Common.” 3 rods wide.¹*

If the meeting house was “as near as the Center of Town as may be with convenience”,² and the business center was destined to be where the water power for the mills was, Pierce Crossing was the traffic center of the town in the old days. Five roads came together here: Chamberlain Road, Old Sharon Road, the river road to Peterborough (1843), the road past the Cheshire mill to Jaffrey (1823), and Pierce Crossing Road leading up the hill toward Jaffrey Center. There was also once a road from Thomas Davidson’s (Lehtinen farm) to Jonas Pierce’s.³ Jonas Pierce was not the first settler on the farm that dominates the hill (Matthew Wallace was there earlier), but the Pierces lived there over a hundred years—Jonas, son Addison, and grandson Clark M.—sufficient for their name to be given to bridge and road. Since 1930 the old Pierce farm has been owned by Archie Coll Sr. For many years he developed and operated the largest poultry business in the history of Jaffrey.⁵

Beyond routine maintenance Pierce Crossing Road has not cost the town very much. In 1929 an article was included in the warrant “To see if the town will raise...the sum of \$200 for improvement



of the highway leading westerly from the Peterborough Road at Pierce Crossing.”⁶ The money was granted.

1. I R 17, July 6, 1774; T 4; road accepted, I R 24.
2. Conveyance of Masonian Proprietors, *Hist.*, Vol. I, p, 181.
3. T 53, June 3, 1813.
4. *Hist.*, Vol. II, pp. 588, 589.
5. *Hist.*, Vol. III, p. 369
6. V R, March 12, 1929, Art. 10.

PINE COURT *

PINE COURT is a private road in the Village of Jaffrey Apartments near Webster Street. The apartment complex and roads were built by Berkshire Builders Inc. in 1975. See Alder Court.

PINE STREET

PINE STREET is one of the residential streets in K. K. Village, dedicated to the public by the Jaffrey Development Company and accepted at town meeting, March 1921.¹ See Oak Street.

“K. K. Village”, a section of Jaffrey between Main Street and Webster Street, was a post World War I real estate development providing conveniently located housing near the Tack Factory (“Kleen Kutt Tacks”). It included eight roads as shown in Plan Book 2, pages 17, 30 and 40, on file in the Cheshire County Registry of Deeds.

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting 1921.

PINECREST ROAD

IN SEPTEMBER 1958 two petitions were submitted to the selectmen for Pinecrest Road. One:

“for a road to be called Pine Ridge Street...running from in front of the residence of Norman and Mary Lou Letourneau to Ridgecrest Road, 40 feet wide (33 feet donated by Lucy Gentsch, and 3½ feet on each side donated by Hazelton, Gentsch, O’Neil, Letourneau, Duval).”¹

Redrafted for the hearing the petition (for “Pinecrest Road”) read:

“for a new highway from a point between the residence of Arthur DeGrandpre and the residence of William J. Desrosiers at the western boundary of Ridgecrest Road and extending in a westerly direction about 500 feet and said road to be 40 feet wide.”

A layout was made in October 1958,² but was apparently not made official until a return dated August 11, 1961, which read:

“(a new highway) beginning at a point between the residence of Arthur DeGrandpre and William J. Desrosiers at the westerly boundary of Ridgecrest Road and extending in a westerly direction about 500 feet. Two rods wide.”³

(See Ridgecrest Road)

1. V R, Sept. 25, 1958.
2. V R, Oct. 30, 1958, pp. 271 and 271-A.
3. Misc. Rec. Bk (1961), p. 597.

PLANTATION DRIVE

PLANTATION DRIVE with Fitzgerald Drive were constructed as part of the Drumlin Corporation industrial development (Hjalmar Aho). See Fitzgerald Drive. Plantation Drive has to date remained a private road. The selectmen's return approving Fitzgerald Drive is dated December 3, 1979, after a public hearing on November 5, 1979.

POINT ROAD *

"POINT ROAD" is listed in the 1979 invoice of taxes as the residence of Bernard G. Holmes. It is not a public road.

POOLE MEMORIAL ROAD (STATE PARK ROAD)

ALLEN CHAMBERLAIN writes:

"To afford easier public access to the reservation from the southeast Mr Poole of The Ark, at his own expense built an automobile road across his property in 1921 and '22 and deeded it to the State as a memorial to his son, Arthur Eugene Poole, who died in 1912. This road connects the Jaffrey-Dublin highway with the parking place and public camp site at the Town of Jaffrey's reservoir, and follows the lines of an abandoned road laid out in 1803 to the Meads farm"¹

The Meads' farm was the highest on the mountain side. Remnants of the orchard, it is said, can still be found. Three nearby cellar holes are marked on Chamberlain's map of "Historic Landmarks of the Grand Monadnock": one, the old Ephraim Adams camp, later acquired by the Meads, at the south end of Lot 7, Range 3, and the other two, north and west of the Poole Reservoir, in Lot 7, Range 4. The deed of Joseph Mead and Joseph Mead Jr. is dated 1799, but they may have been living on the farm earlier. They were taxed from 1794. By 1819 the farm was no longer occupied, and in 1826 it was sold at public auction to Daniel Cutter.²

Before 1803 the Meads reached their property by the Joseph Brooks road (toward the Parker trail) which lay west of the Cutter (The Ark) farm; but this was a round-about way. In 1802 they obtained a portion of new road to Brooks' place:

"Beginning at Joseph Meads' (Lot 7, Range 4) to the line between Mead and Esq. Cutter's house, then SE to the corner of Cutter's and Joseph Brooks' land to a stake SW of the old road. In exchange for the old road."³

In 1803 the Meads did better still for themselves with a new road laid out approximately along the route of the present Poole Memorial Road, north of The Ark. The Transcript reads:

“From the road south of Joseph Cutter’s old house (pre-Ark), NW about 20 or 30 rods, north 15 rods to a bush 15 rods west of the old house, then west to a tree on the next hill near the north line of Lot 10, Range 4, then west on the north line of Lots 10, 9, 8 in Range 4, ‘till the road meets a line drawn south from the east end of the barn on Lot 9, Range 3. 2 rods wide.”⁴

As long as Daniel Cutter’s house in Lot 9, Range 3, was occupied, a portion of the 1803 road may have remained in use. After Cutter’s house was moved to Jaffrey village in 1830 the road would have been used merely as a farm road or have been abandoned until rebuilt and offered to the State in 1921-22. The status of the road now is that of a Class III recreational road leading to a state reservation.⁵ It is maintained by the state. In connection therewith the state in summer also maintains Dublin Road from the intersection with Route 124 at Shattuck corner to the Memorial Road. In winter the state keeps the Memorial Road open.

1. Chamberlain, *Annals of the Grand Monadnock*, p. 96.
2. (Adams) *Hist.*, Vol. II, p. 1; (Mead), Vol. II, p. 529; Chamberlain, *Annals*, pp. 157, 158.
3. T 42, May 17, 1802.
4. I R 488, Dec. 17, 1803.
5. See RSA 230:4.

PRESCOTT ROAD

THE EARLIEST ROAD from Squantum village to the north was evidently one which runs from near the lumber company’s dam, then NE behind the present Jones-Gould house around the east side of Garfield Hill, exiting near the Sharon line.¹ That road, long since abandoned, was replaced at an early date by the more practical route approximating the present Prescott Road.

Prescott Road comes into the turnpike (route 124) at the present Millipore corner, formerly the site of Schoolhouse No. 1. There it also connected with Witt Hill Road across the way. From the corner it ran half a mile south “to a crotch of the road” leading on the right down along the Squantum mills and woodworking shops, and on the left to the old road past Hubbard’s Pond to New Ipswich (present “Annett Road”). In the old days the road past Hubbard’s Pond was much travelled, whereas the nearby road past the Cathedral of the Pines site was not. These days it is the reverse. Also, since 1964 the portion through the mill yard has been discontinued; in its place a short cut-off road was constructed from Prescott Road to Squantum Road at the east end of the lumber yard (see Annett Road).

There is no record of the original lay out of Prescott Road—any such document may have been lost with the other pre-incorporation records. The road will have been used since the 1760’s, when the Haywoods built their farm (present Sawyer dairy farm) and when Jonathan Hopkinson, who owned the first saw mill in Squantum, cleared and built a house that was later acquired by Benjamin Prescott. Col. Benjamin Prescott was the imposing patriarch who with his four sons dominated the southeast part of Jaffrey throughout the early history of the town. The Prescott homestead (1772) was the site of the later Wilson (1875), Vannevar Bush, Shepherd Place, now (1979) owned by James Devlin [Benjamin Prescott Inn]. Col. Prescott lived to see his son Oliver as proprietor of Prescott’s Tavern nearby on the turnpike, Oliver and Eldad part owners of the new starch mill in Squantum, son Benjamin owner of the saw mill in Squantum, and son John Adams owner of the

finest house in Squantum Village (the “Prescott House”).² The half mile of road from the mills in Squantum to the turnpike was in effect the road from the Prescotts to the Prescotts. If it was not called Prescott Road in the beginning, a better name could not have been found for it.³

In the report of the committee appointed in 1793 to determine the route of a second county road through Jaffrey, Prescott Road is recommended as a constituent part thereof:

“...we have examined the ground for a Road from Col. Prescott’s toward Mr Mansfield’s and also the old north road—and in our opinions neither of them will accommodate the publick or our Constituents so well as the old Road which is now trod from Dⁿ Spofford’s mills by Col. Prescotts and Lt. Sharwins...”⁴

In 1805 the town appointed a committee to survey both the turnpike and the town road routes. The committee reported that the old road ran

“along the turnpike route to Benjamin Hayward’s (now Sawyer farm), then SE to the fence by Esq Prescott’s malt house, then SE across the old road to the Rindge Road south of Prescott’s house, then SE to crotch of the road leading to New Ipswich through Marritt’s pasture (the road past Hubbard Pond) and the other road leading to Rindge by Deacon Kingsburie’s mill (through the lumber yard to the Sherwin Hill Road).”⁵

In 1834 a new road was laid out in place of “the other road leading to Rindge by Deacon Kingsburie’s mill”. The new road—“from the dam northwest of Prescott’s saw and grist mill, thence SW to the road leading from the starch mill to Nathan Hunt’s”—was favorably voted at town meeting in 1834.⁶ This road in turn was discontinued in 1963. The proposal in 1963 was warmly contested, and finally carried by only a 3 vote margin (79 to 76).⁷ In place of the road discontinued in 1963 the short cut-off road east of the lumber yard was built in 1964.⁸

In 1960 an article was included in the warrant “to see if the town will...discontinue that portion of highway (now re-located) leading from the Turnpike near the residence of Dr. Vannevar Bush southerly past the former No. 1 Schoolhouse to Squantum Road.”⁹ The article carried.

In 1969, after improvement of the Cathedral of the Pines Road on the Rindge side, Prescott Road was reclassified by the State, from Class V to Class II:

“After Aug. 19, 1969, the 0.77 miles of Class V highway in Jaffrey beginning at the end of Cathedral of the Pines Road at the Rindge town line and running northerly to N. H. Route 124 is classified as Class II highway by 1969, No. 259:l, eff. Aug. 19, 1969.”¹⁰

The State evidently thought twice about the matter. An addition reads:

“After May 8, 1973, the 0.77 miles of Class II highway in the town of Jaffrey known as the Prescott Road, beginning at the Rindge town line and running northerly to the junction of N. H. Route 124, is classified as Class V highway by 1973, 105:l, eff. May 8, 1973.”

At town meeting in March 1970 it was voted to appropriate the “sum of \$20,000.00 provided the State will appropriate an equal amount of matching funds to rebuild the present bridge and approach on Prescott Road at the Annett Mfg. Co.”¹¹

A substantial adjustment was made in 1974-75, to remove the road from the door step of the Jones-Gould house [Burt]. Article 34 adopted at town meeting in March 1974 reads:

“To see if the town will discontinue a portion of Prescott Road as originally laid out, a distance of 1,300 ft more or less, from land of Anita M. Jones and Sarah W. Gould northeasterly to the property line of Jones-Gould and land of Gehrung...and to deed the discontinued piece to Anita Jones and Sarah W. Gould. Discontinuance to be effective when the new section of road is completed and open to the public.”¹²

The new section of road was completed and opened to the public in 1975.

1. *Hist.*, Vol. I, p. 323. Whether this road was part of the 1749 road from Wilton to Rowley Canada (Middle Monadnock, Jaffrey), laid out by Lawrence & Spaulding, as the *History* suggests, is not clear. The *History of Sharon* by Thorne King Jr. (pp. 54, 55) places the two branches of the old Wilton-Jaffrey route further north, at the points of entrance of Old Sharon Road and Chamberlain Road respectively.

2. See *Hist.*, Vol. I, p. 103, Vol. II, pp. 614-617.

3. It may have been called simply “the road from Rindge to Peterborough”, as the *History* does (Vol. I, p. 281), or “the old road to the Rindge Road south of Prescott’s house” (I R 513-521, Aug. 27, 1805; T 47).

Another road, properly called “Prescott’s”, was built in 1797 by Col. Prescott at his own expense from the road near his house southeast to Saddle Hill, where it connected with the road from Squantum to New Ipswich via Hubbard Pond. (I R 361, March 25, 1797; T 37: “From the old road SE of ESQ Prescott’s house, thence SE across Prescott’s corner, then through Adam Marritt’s pasture about 100 rods through a corner of widow Mary Gould’s land, about 50 rods to the town line between Jaffrey and Sharon between the upland and the meadow land.”) This was done in order to intercept County Road traffic through Rindge which by-passed Col. Prescott’s tavern. Two years later, when the turnpike route was decided upon, this “Prescott’s road” was discontinued (I R 395, March 1799).

Still another road called “Prescott’s” was that past the present Edwin Cutter farm on North Street when it was owned by a branch of the Prescott family (John A. Prescott), about 1830.

4. *Hist.*, Vol. I, p. 333.

5. I R 513-521, Aug. 27, 1805; T 47.

6. T 84, Nov. 18, 1833; T 85, Dec. 17, 1833; II R, Vault .70, pp. 377, 384, March 1834, Art. 9.

7. Ann. Rep. 1962, Art. 29 for March meeting 1963; VII R 104, 121, 133-134, March 12, 1963, May 20, 1963. (See Annett Road)

8. Sel. Misc. Rec., p. 614, with map; VII R 151, Aug. 25, 1964.

9. Ann. Rep., 1959, warrant for March meeting 1960, Art. 10.

10. RSA 230:4, Notes.

11. IX R, March 1970, pp. 3, 16.

12. IX R, March 1974, Art. 34.

PROCTOR ROAD

PROCTOR ROAD, as it is today, is a short east-west stretch, less than half a mile, between Route 137 on the east and Harkness Road on the west, plus a longer north-south portion (or NE-SW) at right angles, which leads up to Bryant Road. The east-west and north-south parts were originally segments of Old Dublin Road. They received the name “Proctor” after the Proctor farm and Peter Proctor, who was road agent for several years. Proctor came to Jaffrey from Massachusetts in 1894, living first on the old Ebenezer Thompson farm (“Ardsley Cottage”), which the Yeatmans added to their estate about 1905. The Proctors then moved to the former Stearns & Spaulding farm on Old Dublin Road.

The east-west portion of Proctor Road is the fifth segment of the early highway from the Sharon line to the meeting-house common (Chamberlain Rd., Pierce Crossing Rd., Nutting Rd., Amos Fortune Rd., *Proctor Rd.*, Harkness Rd.). The 1774 transcript reads:

“Beginning at the town line about 40 rods North of the SE corner of Lot 22, Range 5, thence SW through the corner of Lot 22, Range 5 (Chamberlain Rd.), thence Westerly by Matthew Wallace’s (Pierce Crossing Rd.) to Capt. Jonathan Stanley’s (Joshua Nutting farm), then SW to Eleazer Hathorn’s (near Baldwin Corner), then on the line to near Wm. Hogg’s (Dean Hill, Amos Fortune Rd.), *then North of the line over the bridge through Lot 14, Range 5* (Proctor Rd.), then Westerly about 50 rods, then SW to Roger Gilmore’s (Harkness Rd.), then NW to the Common. 3 rods wide.”¹

Since early times there have been two farms on the short east-west portion. The farm at the corner near the bridge, now owned by R. A. Roy [Phyllis Roy], was formerly known as the “Walter Carr farm” (1820’s), later as the “Will T. Nutting farm” (1850) or “A. D. Pierce farm” (1875). The farm at the Harkness Road end was early owned by Nathan Hall, later by Oliver Jewett Jr., T. A. Stearns, Phinehas and Lyman Spaulding (1875), A. P. Clark (1900), and in most of this century by Peter Proctor, his son Warren Proctor, and by Mrs. Mary N. Proctor [Bryant]. In the wetland across the way from the Proctor house was a clay pit which is said to have provided the bricks for the first brick houses in Jaffrey.

The original road was improved or at least re-laid several times. It was recorded in 1781 that “The Committee chosen to lay out the road by Jonathan Dean’s (SE corner of the intersection at Route 137) reports: that the road shall turn in by the house occupied by Jonathan Dean and thence a Strate Corse to the place called the Clay Mire.”²

There is an 1816 transcript of an adjustment in the short portion of road from Jonas Nutting’s land (Roy farm) to Dean Hill (now E. Cutter’s).³ There is also an 1834 transcript of Proctor Road.⁴

The north-south part of Proctor Road that leads from Bryant Road to connect with Harkness Road was laid out in 1844, apparently as an alternative to two much older roads. One of the old roads led from the George Brown farm (Davis, Vaillancourt) [Sargent] over the hill where Mrs. Proctor’s new house is (1979), to the main road that led to Lt. William Turner’s (at the east end of Amos Fortune Road). The other old road led from the Brown farm (owned by Simpson Stewart in the 1780’s) SW to Nehemiah Greene’s (Schulze or E. Chamberlain farm [Ramey]). The present Proctor Road would lie between these two older roads. An article in the warrant in 1783 reads:

“To see if the town will discontinue the road that leads from Simson Steward’s land by Ezra Stiles’ land to Nehemiah Greene, and to substitute therefor the road formerly laid out from Steward’s to Lt Wm. Turner’s.”⁵

The article carried. The rationale for such a road is that the north-south Lincoln Corner Road was not yet built (until the 1820’s).

In 1844 the town voted— “if the Selectmen think proper”—to lay out and build a new highway from a few rods west of Phinehas Spaulding’s house, thence North around the hill to the old road near Thos. French’s”.⁶ This is Proctor Road between Bryant and Harkness Roads as it is today. The transcript reads:

“Pursuant to town vote, a new highway beginning 18 rods West of Phinehas and Lyman Spaulding’s house (later Proctor) on the old highway, then NW etc, then NE etc, to the old highway leading to Thomas French’s (Bryant Road).”⁷

The construction contract for this road is in the town records.⁸ With the construction of the new road the town voted in 1845 “to discontinue the old road from Lyman Spaulding’s house over the hill north to where the new road comes out toward Thos. French’s.”⁹

1. I R 17, July 6, 1774; T 4, July 6, 1774; accepted I R 24.
2. I R 107, Dec. 7, 1781.
3. Vault .114, 1816; T 54, Dec. 28, 1816: "At the line between Oliver Jewett's and Jonas Nutting's land on the south side of the old road around the south side of the hill past Converse P. Nutting, coming into the old road near the brook at the foot of Dean Hill. 3 rods wide."
4. Vault .114, 1834.
5. I R 131, 132, July 26, 1783, Art. 3.
6. III R, March 1844, Art. 14.
7. T 129, April 20, 1844.
8. Vault .114, 1844.
9. III R, March 1845, Art. 12.

PROSPECT STREET

PROSPECT STREET extends about two-fifths of a mile from Main Street opposite the Letourneau [Thurston] apartment building to the farmhouse on top of the hill, lately owned by R. H. Schulze. This is an old road, dating from the 1770's, with a couple of interesting variants: one, a portion of the road east, exiting near the present Edwin Cutter farm; two, a portion of the road north, exiting on Harkness Road.

The Letourneau building was generally referred to in the last century as the "Lt. Joseph Joslin" or "Deacon J. Joslin" building, in this century as the "Martin place". The original house stood on the opposite side of Main Street. It was later moved across the road or was rebuilt by Joslin,¹ who lived there from about 1800 to his death in 1852. Joslin was a deacon in the Baptist church. For a few years the Baptist parson succeeded him (the Rev. E. K. Bailey), then for over half a century the Martins, father and son (G. K. Martin and Byron E. Martin). After various owners before World War II, the property was acquired by Charles Letourneau. Practically all the records relating to Prospect Street date from the period when the farm at the beginning of the road belonged to Joslin.

The farm at the top of the hill, to which the road ran, has had more than a dozen owners since it was settled by William Fisher in the 1770's. In 1777 Fisher sold the place to Nehemiah Green, whose name appears in the earliest references (in the period predating 1800). Robert Ames owned the farm in 1800, and George Wellington in 1801. Thereafter the place was owned longest by John Stearns (1810-1840), and the Pierces, father and son (S. Willard, d. 1888, and J. Plumer, d. 1910). In modern times the poultry farm has been known as the Fred Moore place (1930's), Emerson Chamberlain (1945-63), R. H. Schulze (1963-78) [Korpi; Ramey].

The earliest transcript of Prospect Street dates from 1778 when a road was laid out from David Gilmore's (later Bean homestead) to Spofford mills. This road must have run diagonally toward the farm on the hill (Nehemiah Green's), much as the old stone wall from the Boutwell drive runs today. The transcript reads:

From the East side of Lot 14, Range 6, then East across Lots 15 and 16, Range 6, "unto Nehemiah Green's, then SE across part of Lot 17, Range 6 to a tree...near the road from Capt. Stanley's to Spofford's mills. 2 rods wide."²

A few years later a road was extended south from Harkness Road to the farmhouse. The transcript reads:

“From Nathan Hall (who lived in Lot 16, Range 5) Southerly to Danforth, Southeasterly to Nehemiah Green (Lot 16, Range 6)”³

An article to close this portion by gates and bars was approved by the town in 1800. The article read:

“To see if the town will give liberty for gates and bars to be erected across the road between Thomas French’s house (now Lindquist’s, on Harkness Road) [Thoron] and the crotch of the road in Robert Ames’ land (Green’s successor) at the owner’s expense.”⁴

In September 1800 the path of the present Prospect Street was laid out in exchange for the old 1778 road, which proved to be a “hard case” for Joslin, since the new road went across his land. The transcript reads:

“Northerly of Lt. Joseph Joslin’s on the North side of the county road (present Main Street), then Northeasterly to about 12 rods West of George Wellington’s (Schulze place), in exchange for the old road between Wellington and the county road on the East side of David Gilmore’s land (Bean homestead).”

Joslin was not reconciled to this road, and in September 1827 sought to have it changed.⁶ A vote was taken at town meeting the following March. The decision was that the selectmen “view the Stearnes road...and report at the next town meeting.”⁷ The report in March 1828 was:

“Report of Committee to view the road from Joseph Joslin’s to John Stearns: the first transcript was dated 1778 beginning at the east side of David Gilmore’s lands on the old road (Bean homestead), thence by the place where Joseph Joslin formerly lived (on north side of Main St.), by John Stearns to the road near or at the Hodge house (Ed. Cutter farm), and it appears that in...1800... the selectmen laid out a road from J. Joslin’s to Stearns in exchange for the road laid out in 1778. Although it is a ‘hard case’ for Mr. Joslin, the Committee feels they should not be authorized to do differently from the selectmen in 1800.”⁸

The land from “John Stearns (Schulze) to the road near or at the Hodge house (Cutter)” is now open field, plowed and replowed so many seasons that there is no longer any trace of a road, although there are bar ways in the stone walls. The road near or at the Hodge farm (the road “from Capt. Stanley’s to Spofford’s mills”) is the present North Street.

Little more has been heard of Prospect Street until 1975 when residents banded together to oppose the building of 200 condominium units at the end of the road, on the grounds, among others, that the old 2-rod wide road on a dead-end street was not up to the increase in traffic which would result from the condominium project.

1. *Hist.*, Vol. II, p. 455.
2. I R 57, Sept. 1, 1778. Green bought his land from Hogg, who lived on the road from Capt. Stanley’s.
3. T 16, March 28, 1783.
4. I R 411, warrant for March 1800, Art. 14.
5. I R 424; T 40, Sept. 24, 1800; Vault .114.
6. T 64-67, Sept. 24, 1827; Vault .114.
7. Vault .70, p. 275, March 1828.
8. Vault .70, p. 292, Sept. meeting 1828.

RED GATE ROAD (“PRIEST CORNER”)

THE SO-CALLED “Red Gate Road” runs from Priest Corner, off Old Fitzwilliam Road [Great Road], to a fork in the road where Brigham Road branches off from Old County Road. The distance from Old Fitzwilliam to the fork is less than half a mile. There are a couple of residences on the road, which was laid out as part of Old County Road. Schoolhouse No. 4 stood at the fork of the road (1795-1898).¹

Priest Corner is a landmark as the point where the highways to Rindge, to Fitzwilliam, to Jaffrey, and to Troy and Marlborough (via Milliken Road) all came together. The corner was named after Daniel Priest, who with his descendants owned the land there for over a century.²

Old County Road was re-laid by court commissioners in 1786. “The point of entrance to Jaffrey”, the *History* says,

“was near the NW corner of Lot 1 in Range 6, north of Gap Mountain and thence...along the foot of Gap Mountain to the road by the so-called Daniel Adams farm (DeLiso), then as the road is now travelled by the brick house owned by Chester Champney (Ames) and by the house formerly owned by Jonathan Jewett (Shattuck)...onward to the so-called Priest Corners, then the farm of Daniel Priest...” “From the Priest Corner, so far as known, this road followed its present course to the town line and crossed into Rindge at the so-called Ingall’s Corner.”³

The portion of Old County Road from the fork where the schoolhouse stood to the intersection with Ingall’s Road was closed subject to gates and bars in 1934.⁴

1. *Hist.*, Vol. I, p. 290.
2. *Hist.*, Vol. II, pp. 625, 626.
3. *Hist.*, Vol. I, p. 326. For the portion from the Shattuck farm to the town line the transcript of the commissioners reads: “...then as the road is now travelled east of the house owned by Jonathan Jewett late of Jaffrey deceased to a pair of bars on the right hand of the road on the top of the hill then turning to the right through said bars into the cleared land of said Jewett and through land of Simon Whitcomb to the road south of said Whitcomb’s house...then across said-road south of Simon Warren’s house, and along the valley to the road again at the bridge near Mr. Wilder’s house...then as the road is now travelled to Jaffrey line”. (I R & S (1786), p. 13)
4. V R, March 13, 1934, Art. 18; Ann. Rep. 1933, warrant for March 1934, Art. 18.

RIDGECREST ROAD

RIDGECREST ROAD skirts the western shore of Cheshire Pond, leading to the Emerald Acres camp ground. It was dedicated as a public way and accepted by the town at the annual town meeting in 1941. The article read:

“To see if the Town will vote to accept as a public highway, the right of way thirty-three feet wide, extending one thousand feet northerly from the Peterborough Road, on the westerly side of Cheshire Pond, said public highway to be known as Ridgecrest Road, as petitioned for by Lucy C. Gentsch and others.”¹

The motion carried.

1. V R, March 1941, Art. 5.

RINDGE ROAD (Route 202)

IN THEIR TIME there were seven roads that led to Rindge. Four of them called themselves “Rindge Road” (Old County Road, Peabody Hill Road, the Contoocook Valley Road, and the Contoocook Lake Road). Three of them, out of Squantum, generally used a local name (“Sherwin Hill Road”, “Road to the Plain”) or one of the names used instead of “Old Boston Road”, viz. the road “past Hubbard’s Pond” or road “to New Ipswich”. From about the Civil War period on, the “Rindge Road” was generally taken to be the one now entitled Route 202. This Rindge Road was one of the first batch accepted by the town as public roads, laid out in 1773. The transcript reads:

“from the West line of Lot 17 (Range 7) at the road that leads to Borland’s mills, then South to the edge of meddow land at the river, then Southwest to where the bridge goes over the river in Lot 15, Range 9, then South past Daniel Priest’s land to the town line. 2 rods wide.”¹

As one may still see, the old Rindge Road wound back and forth, up and down, a good deal more than the road does today. Two hundred years ago it was a good deal worse. Cutter’s *History* (p. 506) says that the Rindge Road was “outrageously crooked and leading over such eminences as Tyler, Carter, and Davis hills”. It was not until the State Aid construction 1916-22 and the Route 202 improvement in the 1960’s that the highway was made as straight and wide as it is today.

In the 1773 transcript “the road that leads to Borland’s mills” was the portion into town from the junction with Tyler Hill Road. “South to the meddow land at the river” would be over the Tyler Hill Road to Oliver Proctor’s house (present Wilfred Blais) [Hautanen] near Lacy Road.² The “bridge over the river in Lot 15, Range 9” would have been about a quarter of a mile west of the present Bean Reservoir bridge over the Mountain Brook, somewhere north of the Agnes Field place. “Daniel Priests’ land” was along the town line; it included Carter Hill and the later Fenerty and Fred Bass farms (subsequent Pomponio, now under development by Seppala and Hakala) [Monadnock View Drive].

In 1778 Borland sold his mills to Eleazer Spofford. A 1779 transcript of a road off the Rindge Road reads:

“Beginning at the old bridge in Lot 15, Range 9 on the road leading from Spofford’s mills to Rindge, then NW as the road is now trod unto Oliver Hale’s house, then West to the house now occupied by Amos Kendal at the road that leads by Francis Wright’s. 2 rods wide.”³

Hale owned 80 acres in Lot 15, Range 9, where the Agnes Field [John D. Field] place is now. Amos Kendal must have lived somewhere on Lacy or Jaquith Roads. Francis Wright’s tavern was at the junction of Jaquith and Gilmore Pond Roads (present Lambert house).

In 1795 the town got wind of a proposed new Rindge Road (from “Hale’s bridge to Boston”) and, ever ready to resist outside interference, voted “to choose an agent to prevent the report of the State’s Committee taking place on a road from Hale’s bridge to Boston”.⁴

In the period 1835-38 the town made a determined effort to improve the Rindge Road by eliminating some of the hills and curves. Cutter says that banker Peter Upton was instrumental in changing the road.⁵ It began with a vote in March 1835: “that the Selectmen examine the road over Tyler Hill...and should they think that it will be for the benefit of the town to make any amendment to cause the same to be made.”⁶ Keeping up the pressure, the petitioners at the July meeting submitted an article “to take the mind of said voters respecting altering the road from the Factory Village to the Rindge line.”⁷

It was voted to “dispense with this article”, but in 1838 the new road was laid out and damages were paid to abutters. The new road did not get rid of all the curves, but at least it by-passed Tyler Hill. The transcript reads:

“beginning south of Charles Gilmore’s barn (present River Street) on the road from Jaffrey Village to Rindge, then SW 14 rods, SW 20 rods, SW 13 rods, SW etc.,...then SE 16 rods through land of William Moors (farm where present Gilmore Pond Road begins), then SW through land of Wm. Moors, Caleb Searles and Richard Frye, then South 33 rods to the road to Rindge, then from the Rindge line NW 19 rods to the house of Charles Carter (later Finerty). 3 rods wide. Damages: Wm. Moors, \$140; Caleb Searle, \$5; Richard Frye, \$75; Charles Carter, \$28.”⁸

‘In 1840 the petitioners followed up with an article “to see if town will build a new road around the Carter hill near the Rindge line.”⁹ It was voted “that the Selectmen let out the road round Carter hill to make.”

In the years 1845-48 a progressive group of citizens, led by banker Jonas Melville, tried hard to get approval for a through highway from Dublin to Rindge.¹⁰ This would have been a new County road pretty much as Routes 137 and 202 South run today. A petition for the road was submitted to the court by Melville and others in 1846.¹¹ A route was laid out by county commissioners in 1847. There was too much resistance. At the May meeting in 1848 an article was submitted: “To see if the Town will...build any part of the highway recently laid out by Commissioners on the petition of Jonas Melville and others...”. It was passed over. The town’s committee reported that “owing to the unsettled state of the railroads project in the vicinity, it was inexpedient to do anything about it this year.”¹² A committee minority recommended that the road south of the village at least be repaired and widened. “After full debate, no action was taken”.

The following year, in March 1849, the town petitioned the court to discontinue the commissioners’ road, but agreed at the May meeting to undertake the widening and straightening of the road between Jaffrey Village and the Rindge line.¹³ The town’s lay out was as follows:

“Beginning at Rindge line South of Charles Carter’s (Lot 15, Range 10, Fenerty farm) thence NE making road straighter. Then on land owned by Lyman Hale (Lot 15, Range 9, Fred Bass farm) NE etc....to the old road near David Lacy’s land (Agnes Field). Then NE south of the bridge, then East on road leading to Joseph Hartwell’s (Lacy Road) near Moors’ land, then NE to the old road leading over Tyler Hill, then on the new road laid out in 1838, then NE, North, East, etc....on the road to Charles Nutting’s house (near Roy’s Market). Then beginning at the old turnpike in Jaffrey Village near, Atherton-Capron’s blacksmith shop (corner of Main and River Streets) SW etc....to the lot line near Charles Nutting’s house, making the road at the commencement at the turnpike 3 rods, 10 links wide, and opposite J. Joslin’s shop 2 rods, 20 links wide, and widening also on south side of road owned by Rufus Hayward.”¹⁴

A court hearing was held in September 1849.¹⁵ The commissioners were instructed to view the work being done and to report. They reported (August 1850) that:

“the old road between East Jaffrey Village and the North line of Rindge...has been improved by said town of Jaffrey by grading the hills and by widening and repairing the same, so that in the opinion of the Commissioners, the public now have all reasonable accommodation by means of said highway.”

The commissioners accordingly recommended that all of the road between Rindge and Jaffrey not already built, which was petitioned for by Melville *et al.*, be discontinued.

With the improvement of the Rindge Road there was occasion to do something about the access road from Lyman Hale's house (Fred Bass farm). Upon petition the old road was discontinued as of June 1850 and a new road was accepted in its place.¹⁶

In the present century the subject of the Rindge Road has come before the town on several occasions.

(1) The low piece of road this side of the Public Works shop and parking lot was a problem in 1910. In that year an article was included in the warrant:

“To see if the town will vote to raise the grade and widen that portion of the road leading from East Jaffrey to West Rindge where it crosses the swamp by land of A. E. Knight (proprietor of former Moors farm at beginning of Gilmore Pond Road), F. W. Lynch (former Stebbins place on Lacy Road), and M. L. Cutler (Tyler Hill farm).”¹⁷

The article carried, and \$350 was appropriated.

(2) At the annual town meetings in 1916, 1917, 1918, 1920, 1921, and 1922, articles were included in the warrant “to take from the road agent's district a section of the Contoocook Valley Road, and arrange with the State Highway Department to maintain the same.”¹⁸ Sums of \$275 or \$300 were appropriated for the purpose. In the last three years the article made reference to authorizing provisions of Ch. 117, Laws of 1917. The 1922 warrant explained that the road in question was “the Contoocook Valley Road so-called from Concord to Rindge.”

(3) In December 1963 a petition was submitted for an alteration in Route 202 “beginning about 1.5 miles south of the Jaffrey-Rindge town line, Northerly with the existing highway and partly on relocation a distance of 2.1 miles”. A hearing was held on January 29, 1964, and the Commissioners made a return, with an amendment, in June.¹⁹

In 1945 the Contoocook Valley Road to Rindge was designated part of Route 202, the primary interstate system of highways, relieving the town of much of its former responsibilities in respect of the road. In 1979-80 reconstruction of the road was completed between West Rindge and the Massachusetts line at Winchendon. Studies are still in progress whether there should be a new connecting route between the Peterborough and the Rindge portions of Route 202 at Jaffrey.

1. I R 11, Nov. 15, 1773; T 2, Nov. 15, 1773.
2. The road from Borland's mills over Tyler Hill to Oliver Proctor's was laid out April 20, 1778 (T 10). Proctor's house was where the later Bunker (Blais) house is, at the Carey Road bridge site. Proctor moved in 1778 to Old Fitzwilliam Road (Goff place, Andrews).
3. I R 76, Aug. 19, 1779.
4. I R 322, March 1795, Art. 11.
5. Cutter's *History*, p. 506.
6. Vault .70, pp. 395, 406, March 1835.
7. Vault .70, p. 410, July 1835; Vault .114.
8. Vault .70, p. 479, March 1838; T 112 and 113, April 6, 1838.
9. Vault .70, pp. 527, 529, April 1840, Art. 4.
10. Vault .114, petitions for new Rindge-Jaffrey-Dublin road, 1845 and 1846.
11. II R & S (1846), pp. 312, 386.
12. III R, May 1848, Art. 3.
13. T 144, May 8, 1849.

14. T 145, June 28, 1849.
15. II R & S (1849), 456; (Aug. 1850).
16. III R, March 1850, Art. 15; T 147, May 1, 1850; transcript, Vault .114,
17. Ann. Rep. 1909, warrant for March 1910, Art. 13.
18. IV-R, March 1916, Art. 8; March 1917, Art. 7; March 1918, Art. 8; March 1920, Art. 12; March 1921, Art. 14; March 1922, Art. 13.
19. IV R, pp. 168, 216, 219, 225.

RIVER STREET

IN THE EARLY days what is now River Street was merely part of the road to Rindge. (See Rindge Road) If the street had any separate identity it would be as “the road to Borland’s mills”. Such a road is referred to in a 1773 transcript.¹ The location of Borland’s mills and dam was near the site of the present Texaco station [Jaffrey War Memorial Park]. Borland built them in 1769-70, and owned them until 1778, when he wold out to Deacon Eleazer Spofford. The road to Rindge ran south over Tyler Hill “to the edge of meddow land at the river”.

Travellers had so much vexation with Tyler and Carter Hills that Rindge Road was laid out anew in 1838, “Beginning south of Charles Gilmore’s barn (on River Street), thence SW to the farm of William Moors (near beginning of Gilmore Pond Road), then SE, South, SW etc....to the Rindge line”.² The road was relaid in 1849, to straighten and widen it. The transcript reads:

“Beginning at Rindge line South of Charles Carter’s (old Fenerty farm) etc....(to Hartwell’s house on Lacy Road and through Moors’ land)...then on the new road laid out in 1838, then NE, North, East, etc....on the road to Charles Nutting’s house (near Roy’s Market). Then beginning at the old Turnpike in Jaffrey Village near Atherton-Capron’s blacksmith shop (corner of Main and River Streets) SW, etc.,...to the lot line near Charles Nutting’s house, making the road at the commencement at the turnpike 3 rods, 10 links wide, and opposite J. Joslin’s shop 2 rods, 20 links wide, and widening also on south side of road owned by Rufus Hayward.”³

Off River Street School Street was laid out in 1853, and Charlonne Street (“West Street”) in 1914. In 1877 a petition was submitted to the selectmen for a new highway “beginning on the highway from East Jaffrey to Rindge near Riverside Hotel” (an old building moved from the Town Square to a site on the river side of the highway to Rindge). The new road requested would have crossed the river “Easterly through land of Joseph Crombie Estate to a spotted stake on Depot land.”⁴ The selectmen inspected the site and recommended that the proposed road not be built.

Next to the turnpike, River Street probably saw more traffic than any other road in town, but the growth in residents was gradual. On the Gibbs map (1850) five houses are shown on the west side of the street, three on the river side. In the Fagan Survey map (1858) there are ten houses on the west side, still three on the east. In the Hurd & Co. Atlas (1892), ten on the west side, eight on the east. By 1947, eighteen on the west side, fifteen on the east. It was difficult not to call the road “the Rindge Road”, as the name appears on the Gibbs map. In the Fagan Survey (1858) the portion up to Tyler Hill Road is called “South Street”. Until almost World War I warrant articles still referred to it as “the road to Rindge”. Thereafter it is generally “River Street”.

1. I R 11, Nov. 15, 1773; T 2, Nov. 15, 1773.
2. Vault .70, p. 479, March 1838; T 112 and 113, April 6, 1838. The Carter Hill part was remedied in 1840: Vault .70, pp. 527, 529, April 1840, Art. 4.
3. T 145, June 28, 1849. Rindge Road beyond River Street has been greatly straightened and widened in the 1920’s

- and 1960's as part of State Aid and Interstate Highway construction projects. See Rindge Road.
4. T 198, May 10, 1877; T 199, July 10, 1877.

ST. JEAN STREET

ST. JEAN STREET, with Parent Street, was offered to the town, but not accepted, in 1925.¹ These are short streets west of North Street, originally laid out as part of the development of Mountain View Park. Parent Street having been accepted in the meantime, St. Jean Street was again offered and was accepted in 1942. The article of dedication read:

“To see if the town will vote to accept as a public highway the right of way 35 ft wide extending 650 ft westerly from North Street in Mountain View Park, so called, said public highway to be known as St. Jean Street, . . . as petitioned for by Charles Blanchette and others.”²

The article was amended to read: “40 ft wide and extending about 554 ft, as shown in Plan Book 2, page 120, of the Cheshire Registry.” As amended the article carried.

In 1976 a portion of St. Jean Street was discontinued. The article read:

“That the town discontinue a portion of St. Jean Street, beginning at a point north from the existing boundary line and extending south along a line separating the Philip C. Tremblay and the Homer Christian properties, along an extended line now defining a sewer easement, west to a stone wall bordering land of Stephen Krook, . . . 150 ft in length and 40 ft in width.”³

The article carried.

1. IV R, March 1925, Art. 15.
2. V R, March 10, 1942, p. 384, Art. 12.
3. IX R, March 1976, p. 245, Art. 26.

SANDERS ROAD

THE INNER road-ring in the northeast corner of town is constituted by Sanders Road and Turner Road. Sanders Road is in two segments. The south part, from near the old Jaffrey Town Farm on Old Peterborough Road to the road past Peterborough Town Farm, bends out so as to avoid a hill. The north parts from the road past Peterborough Town Farm, bends in so as to avoid swamp. In the first part (Lot 22, Range 3) there was a farm in the last century that belonged to John Wilder (1819-1854), previously to Joseph Snow and others.¹ In the second part was a modest place that belonged to Andrew Holmes, a one-armed peddler (Lot 22, Range 2).² Both houses have long since disappeared. At the end of Sanders Road, where it joins Turner Road, was the farm of Samuel Sanders (Lots 21 and 22, Range 1). See also Turner Road.

The records are silent about the origin of Sanders Road. The first settlers in the northeast corner of Jaffrey—Middle Monadnock as it was then—were Turner brothers and Davidsons, who came from Peterborough before 1760.³ The road from Peterborough, past Peterborough Town Farm, was laid out in the 1760's.⁴ Samuel Sanders, for whom Sanders Road was named, succeeded to the farm of Joseph Turner, his father in law, after the latter's death in 1789.

Although Sanders Road goes through beautiful woods and past a pond that would attract wild ducks, as a road its northern segment is bad, and its southern segment worse. In 1814 an article was included in the warrant:

“to raise money to repair the road from Joseph Snow’s South of the hill to Peterborough.”⁵

Ten dollars were voted for the purpose.

Andrew Holme’s farm was further along, in the northern segment, where there may have been a problem, as there is today, of getting across a stream. An article was submitted in 1839:

“to see if the town will lay out a new highway from near Andre Holme’s to the Peterborough Road near the Poor house.”⁶

The town voted first to leave discretionary with the selectmen, then voted upon reconsideration to dispense with this part of the article.

In 1840 the town voted to discontinue that piece of the road over the long hill beyond John Wilder’s (earlier Snow’s) to the foot of the northeast side of the hill.⁷ The same question was raised again in 1973 by Mary R. Jacoby, the present proprietor of Jaffrey’s Old Town Farm and also the former Wilder place. The town voted:

“to discontinue as an open highway subject to gates and bars (RSA 238:2) that portion of Sanders Road from the Old Peterborough Road north to the northern boundary of the property owned by Mary R. Jacoby, . . . the so-called Richmond Hill Farm.”⁸

Mrs. Jacoby’s attorney explained to the town meeting that the public could still make use of a road subject to gates and bars; it would remain a public road; but it would not be kept in repair suitably for general traffic. In its present condition this segment of Sanders Road is a pleasant path for walkers or horseback riders, but impassable for automobiles. The rest of Sanders Road, north to Turner Roads has been a Class VI road for several years, owing to want of maintenance and repair. At a meeting with the selectmen in 1978 Mr. Tim Foley enquired about the possibility of making Sanders Road passable. The selectmen explained that since it was a Class VI road there was nothing they could do. They suggested that Mr. Foley consider presenting a petition at next town meeting.⁹

1. *Hist.*, Vol. II, p. 861.
2. *Hist.*, Vol. II, p. 408.
3. *Hist.*, Vol. II, pp. 815-817; Vol. I, p. 80.
4. *History of Peterborough*, Vol. I, p. 283.
5. II R, Vault .70, pp. 51, 52, Oct. 1, 1814, Art. 3.
6. II R, Vault .70, pp. 486, 504, March 1839, Art. 14. This or the preceding reference may have had some connection with the lay out of a piece of road described as follows in a 1793 transcript: “from the NE corner of Samuel Patrick’s land (John Davidson’s, later “Poor Farm”), thence East across the North end of land improved by Manassah Divel to the West end of the causeway 30 rods. 2 rods wide.” (I R 291, Sept. 30, 1793).
7. II R Vault .70, p. 514, March 1840, Art. 10. A part of Sanders Road, immediately adjoining Old Peterborough Road, was discontinued in 1794 (I R 312, Oct. 1794, Art. 4), and a part was discontinued in 1852 (III R 217, Nov. 1852, Art. 4).
8. Ann. Rep. 1972, Warrant for March 1973, Art. 21; IX R, p. 142.
9. Selectmen’s Minutes, June 26, 1978; also Feb. 13, 1978.

SAWTELLE ROAD

BY THE 1870's Harvey Gilmore owned the principal cluster of mills in Slab City, near the bridge over the Mountain Brook north of Gilmore Pond. These were the mills previously owned by Daggett, Mitchell, Perkins, Bowers, Belknap (1813). After Harvey Gilmore they were owned by George Gilmore and Eleazer Heath (1874), later by Henry H. Sawtelle (1885).¹ At least from Harvey Gilmore's time the mill owners and their neighbors near Gilmore Pond persistently pressed for a cut-off road to East Jaffrey, so that they could avoid South Hill and the right-angle turn at the Common in the Center. Sawtelle Road is proof of what persistence can accomplish. After twenty years of effort, authorization for the road was finally pushed through town meeting by Henry H. Sawtelle in March 1892, a few months before his mill burned down in December 1892.

"Slab City Road" (as it was generally called before the town settled on "Sawtelle Road") was first proposed at town meeting in 1871. The article read:

"To see if the town will lay out a new road from near Harvey Gilmore's house, thence to the intersection of roads near George A. Towne's house."²

Towne's house was at the juncture of Main Street and Highland Avenue, rather far away. The article was defeated, but was presented again at the adjourned meeting in May, with the substitution of Wilder Joslin's house for George A. Towne's.³ Joslin lived on the north side of Main Street, about where the entrance to the Jaffwood Apartments now is. The vote in May was 72 against the road, 44 in favor. A similarly negative vote ensued at town meetings the two following years.⁴

Ten years later the town rejected the proposal at least in a less off-hand manner. The article in the warrant now read:

"To see if the town will instruct the Selectmen to lay out and cause to be built a new highway from the road near George F. Gilmore's house east to the highway near Wilder Joslin's."⁵

The town voted to appoint a committee to investigate the feasibility of making a new road "from some point on the highway between L. K. Farnum's and Willie Heath's to East Jaffrey village." The committee presented a majority report and a minority report. After hearing both, the town voted to postpone a decision until the next annual meeting. At the March meeting in 1882 the vote was to accept the majority report, revised to take care of comments of the minority. It was also voted to employ a surveyor to study a road from some point between the house of Willie Heath and the foot of old South Hill to some point on the turnpike between Cutter's Hotel and George A. Towne's.⁶ These instructions gave the surveyor wide leeway. The selectmen were instructed to report at the adjourned meeting in June.

The 1882 project somewhere bogged down. At the March meeting in 1888 an article was included "To see if the town will lay out and build the new highway petitioned for by Lyman K. Sawtelle and others."⁷ It was again voted to employ an engineer to make a survey, with a report to be given at a special meeting. At the meeting in June 1888, confronted with the same article, the town voted 62 to 42 against building the road.⁸ Again in November the town voted not to build the road.

The Sawtelles did not lightly give up. They raised the question again on petition at the March meeting in 1891.⁹ Again the decision was to make a survey. The following year at March meeting

the town heard the report of a committee favorable to the project, and voted by ballot to accept the same.¹⁰ Some kind of road was indeed constructed, along its existing course, seven-tenths of a mile in length. By 1895 the form taken by the article was:

“To see if the town...will lay out a sufficient sum of money to widen and repair the new highway from H. H. Sawtelle’s Mill to the highway from Jaffrey Center.”¹¹

The motion was lost.

In the records is a copy of a 1920 survey of a proposed relocation of “part of the highway leading from Slab City to Main Street west of D. D. Bean’s, for the purpose of eliminating the old wooden bridge at Slab City.”¹²

In 1957 an article was included “To see if the town will...appropriate \$5,000...for improving Sawtelle Road to make it passable all year round.”¹³ It was voted to postpone indefinitely. The road was improved with State Aid construction funds in 1960. In 1977 a substantial sum (\$40,000) was voted for the reconstruction of Sawtelle Road,¹⁴ which is now (1980) in excellent condition. The road materially shortens the trip to town for residents of Old Fitzwilliam and Gilmore Pond Roads.

1. *Hist.*, Vol. I, pp. 365, 374.
2. III R, 403, March 1871, Art. 23.
3. III R, 410, May 1871, Art. 3; Vault .114, petition and warrant article.
4. III R 417, March 1872, Art. 18; III R, 429, March 1873, Art. 30.
5. IV R, March 1881, Art. 16.
6. IV R, March 1882, Art. 19.
7. IV R, March 1888, Art. 18; Vault .114, report of survey.
8. IV R, June 5, 1888, Art. 3.
9. Ann. Rep. 1890, warrant for March 1891, Art. 16.
10. Ann. Rep. 1891, warrant for March 1892, Art. 18.
11. Ann. Rep. 1894, warrant for March 1895, Art. 13.
12. Misc. Rec. Bk (1920), p. 208.
13. Ann. Rep. 1956, warrant for March 1957, Art. 13.
14. Ann. Rep. 1976, warrant for March 1977, Art. 18.

SCENIC DRIVE *

SCENIC DRIVE is a road in the Forest Park mobile homes park, privately owned [Forest Park Tenants Association Cooperative].

SCHOOL STREET

THERE MAY well have been a road somewhere near the present School Street in the early days. At any rate in August 1779 the town voted to discontinue the road beginning at the SW corner of Deacon Spofford’s lot (Lot 17, Range 7), which would have been near the south end of School Street, thence north, to the road leading from the meeting house to Spofford’s mill.¹ The *History* says that the original school house for District No. 2, built about 1790, probably stood in the vicinity of Tyler Hill. Its successor was built in 1818 on a lot near the river. In 1842 a new building was constructed on land near the south end of the present School Street, and in 1853-54 a brick school house was

constructed on the site of the present Elementary School [now Jaffrey Grade School].²

With a fine new school the town needed a road to get to it, and a petition was duly presented in February 1853 to that end. It appeared as Article 16 in the warrant for the town meeting in March.³ The proposal was approved. The lay out as approved at the May meeting was “through lands belonging to the Union Meeting House, Almira Blodgett, Rebecca Bacon, the new school, and Isaac Nutting and the land of school district No. 2, to the Rindge road near Isaac Nutting’s house”.⁴ This is School Street as it is today.⁵

In 1854 an article appeared in the warrant “To see if the town will allow proprietors of the Union Meeting House additional damages for the road laid out through their land in the preceding year”.⁶ The article was passed over.

1. I R 77, Aug. 19, 1779.
2. *Hist.*, Vol. I, pp. 284-285.
3. T 162, Feb. 16, 1853; III R 220, March 1853, Art. 16.
4. III R 228, May 1853, Art. 3; T 163, May 7, 1853.
5. After what is now called Goodnow Street was laid out in 1874 it too was called School Street (North). The Goodnow store was erected in 1897.
6. III R 230, March 1854, Art. 17.

SCOTT POND ROAD

THE MAIN ROAD to Fitzwilliam, laid out in 1773, runs to the town line about as it does today. The last farm on the road belonged to the Marshalls (present Cipolla [Santangelo]), the next to last belonged to the Perkins. The path of this road went out of the way for travellers whose destination was Rindge. To favor them what is now called Scott Pond Road was laid out at the same time as Gap Mountain Road, in 1797. The transcript reads:

“On the west side of the County Road to Rindge in widow Lois Standley’s land (Lot 19 Range 7), south, then SW crossing the brook into Lt. Moses Worster’s land, then south, crossing the road that leads to Worster’s (Cobleigh Hill Road) a little east of the ledge in Dudley Griffin’s land...continuing through Robinson Perkins’ land near the west end of his barn to the old road near the south end of Perkins’ land...then south on the old road by Capt. Perkins’ house to Fitzwilliam Road...*then south through William Marshall’s land to the town line between Jaffrey and Fitzwilliam in Lot 2, Range 10*”.¹

The main road to Fitzwilliam crossed the town line in Lot 1, Range 10.

After passing the town line in Lot 2, Range 10, Scott Pond Road ran across the isthmus dividing the two parts of the pond, and on past a farm belonging to Eliphalet Johnson, whence it was called “Johnson’s road” in earlier times. On the south side of Scott’s Pond there was a fork in Johnson’s road, the other branch leading toward Jock Page Hill to become “Brigham Road” in Jaffrey.

Petitions were submitted to the selectmen in 1800 for straightening the Scott Pond roads and an article was submitted at town meeting for an alterations as follows:

“(In exchange for old road) To see if the town will accept a new road from south of Capt. Perkins’ through Wm. Marshall’s land in Lot 2, Range 10, on the east side of the old roads then south, then about a rod east of the new road, then south 8 rods, then joining the new road.”²

In 1834 the road was relaid:

“From the road leading from Eliphalet Johnson’s to Capt. Perkins east of Marshall’s house, thence north, then NW to the road leading from Fitzwilliam to Jaffrey. Damages to Abel Marshall for the road passing through his land.”³

A hundred years later the town voted “to close with gates and bars the road leading from the Fitzwilliam line at Scott Pond to the so-called Marshall place...”⁴

1. T 35, April 8, 1797.
2. T R 419-421; T 40, May 30, 1800.
3. T 87, Jan 2, 1834.
4. Ann. Rep. 1933, warrant for March 1934, Art. 17.

SEBASTIAN DRIVE *

SEBASTIAN DRIVE is a private right of way and access off River Street toward the river (between Main Street and School Street). The drive leads to a house built by Raymond W. Sebastian Jr. in the 1940’s where he conducted a cut-flower business (“Riverside Gardens”).

SHAKER ROAD

SHAKER ROAD in the northwest corner of Jaffrey (Lot 1, Ranges 1 and 2) is an anomaly. It can be entered only from the Marlborough or Dublin side. It is in fact a loop road from Marlborough. It is a very old road. Thomas Barnes settled on Lot 1, Range 2, prior to 1778, and sold a portion of his lot to Richard Davis. Davis’ deed is dated 1795, but he had been a neighbor of Barnes since 1778. Barnes moved away and the Davises acquired his place too in 1795. The Davises lived in their homestead north of Barnes’ until 1846. In 1848 the property was sold to Beriah Oakes and his son Appleton. The Oakes owned it until 1853-55. The last occupant of the Davis house was Antoine LaRock, 1873-85.¹

The only time Shaker Road was accessible from Jaffrey was a brief period from 1778 to 1795. A road was laid out in April 1778:

“Beginning at the end of the road laid out by New Marlborough in the middle of Lot 1, Range 1,” thence SE to Richard Davis’ houses to Thomas Barnes’ house, . . . unto Benjamin Whitmor’s house, then south to the east end of Isaac Thompson’s house (near present Hamlen place) “at the end of the road that leads to the meeting house.”²

Although this road was laid out three rods wide, Chamberlain doubts that it was ever more than bushed out as a trail.³ In any event, it was discontinued in 1795 for two-thirds of the way (from Davis’ house to Jonathan Priest’s).⁴ In March 1800 an article to discontinue the remaining third (from Priest’s to Asa Thompson’s) was passed over.⁵

When the path from the Davis’ house past Jonathan Priest’s to the mountain was discontinued in 1795, the more modest loop road that exists today was laid out:

“From the Jaffrey-Marlborough line, Lot 19 Range 2, thence NE, then north to Richard Davis’, then on the road as now trod to the line between Lots 1 and 2, Range 1, thence to the Dublin line. Two rods wide.”⁶

Until the present day the problem with this remote road has been upkeep—it is apt to be forgotten. In 1816 an article was included in the warrant: “To see if the town will repair the road by Capt. James Davis’ to the Marlborough line.”⁷ It was voted to leave discretionary with the selectmen. Complaints were again made in 1841 for not keeping the road open.⁸ At town meeting in 1979 an article was included to discontinue and make subject to gates and bars:

“Shaker Road—From the residence of Mr. William Jack in a northerly direction, a distance of approximately eight-tenths of a mile to the Marlborough Town line.”⁹

The article did not carry.

At the selectmen’s meeting on October 2, 1978, the Superintendent of Public Works explained to a complainant that during the winter Marlborough plows to the town line on Shaker Road and Jaffrey sands to the town line, but does not maintain the rest of the road since it is a Class VI road.¹⁰

The name “Shaker Road” comes from the principal farmers in the area throughout the greater part of the last century. In 1810 the Society of Shakers, Shirley, Massachusetts, bought farm land in Lot 1, Range 1. Four years later they bought the Benjamin Spaulding farm over the line in Dublin, and in 1839 they bought the large farm of William Goodenough in Marlborough. The Goodenough place was practically on the town line, the barns were in Jaffrey. Altogether the Shakers acquired some 600 acres in the corner where Jaffrey, Dublin, and Marlborough come together. The Shaker Society disposed of its properties for \$8,000 in 1883.¹¹

1. Allen Chamberlain, *Annals of the Grand Monadnock*, pp. 155-157; *Hist.*, Vol. II, pp. 226, 227. The *History* says: “The place, now uninhabited, . . . is remembered because of the tragic death from diphtheria of four children of the LaRock family within eight days in 1875.”
2. I R 53, April 20, 1778.
3. *Annals*, p. 19.
4. I R 326, April 1795, Art. 11; T 34, May 79 1795.
5. I R 412, March 1800, Art. 18.
6. I R 409; T 39, May 7, 1795.
7. Vault .70, pp. 66 and 70, March 1816, Art. 8.
8. Vault .114.
9. Ann. Rep. 1978, warrant for March 1979, Art. 33.
10. Selectmen’s Minutes, Oct. 2, 1978.
11. Chamberlain, *Annals*, pp. 139, 165.

SHERWIN HILL ROAD

SHERWIN HILL in Rindge overlooks Lake Contoocook from the east. It is named after Jonathan Sherwin who bought two 100-acre lots in the north part of Rindge, along the Jaffrey line near Squantum.¹ One of his sons, David, came to Jaffrey in 1790-91, when he bought the mill and house on the site of the later Annett homestead. The road that ran a short distance southwest from

this property to the Rindge line, continuing onward through Sherwin land until it met a road past Bullet Pond, was called the Sherwin Hill Road. The Jaffrey piece was laid out in August 1791. The transcript reads:

“beginning at a hemlock on the south side of the road from Lt. David Sherwin’s to John Baton’s (Squantum Road) at the bow of the road west of the tree, thence straight to the Rindge line to meet the road laid out by the town of Rindge from Jonathan Sharwin’s to Jaffrey.”²

With minor modification the road was accepted at town meeting the following March.³

Lt. David Sherwin sold his Jaffrey property in 1795 and moved away about the time that his road achieved a brief importance as part of the Second County Road bearing the New Ipswich and Townsend traffic to Keene. The transcript of the County Road approved by the Court in 1794 is given in the *History*.⁴ The route laid out over Sherwin Hill was not satisfactory. A shorter, more direct route, following the course of the “Old Boston Road”, was accepted by the court in 1800.⁵ The new route was an extension of Squantum Road east over Saddle Hill to the SE corner of Jaffrey. This was “the road from Ingall’s mills”, now called “Annett Road”. (See Annett Road and Second County Road)

After acceptance of the new piece as part of the County Road, and establishment of the turnpike within a year or so, Sherwin Hill Road ceased to have much importance. It is still shown on maps as an “unimproved dirt road”, but has been closed or abandoned on both the Jaffrey and the Rindge sides.⁶

1. *Hist.*, Vol. II, pp. 698, 699.
2. I R 245, Aug. 23, 1791; T 26.
3. I R 269, March 1792, Art. 5; T 28: “From the SW corner of Sharwin’s Mill yard on a straight line to Nathan Hunt’s field, there to meet the old road. Also from the south side of the Mill Brook to the Rindge line, to meet the road laid out by Rindge selectmen from Rindge to Sharwin’s mills by Jonathan Sharwin’s.” David Sherwin certified that he would give the land.
4. *Hist.*, Vol. I, pp. 333, 334; I R & S 39.
5. *Hist.*, Vol. I, pp. 336, 337; I R & S 78.
6. In 1881 there was an article in the warrant “To see if the Town will grade the hill on the road from Squantum to Rindge in cooperation with the town of Rindge” (IV R, March 1881, Art. 17). This appears to refer to Sherwin Hill Road, but may mean what is now called Cathedral of the Pines Road.

SHORT STREET

SHORT STREET is one of the residential streets in K. K. Village, dedicated to the public by the Jaffrey Development Company and accepted at town meeting, March 1921. See Oak Street.

“K. K. Village”, a section of Jaffrey between Main Street and Webster Street, was a post World War I real estate development providing conveniently located housing near the Tack Factory (“Kleen Kutt Tacks”). It included eight roads as shown in Plan Book 2, pages 17, 30, and 40, on file in the Cheshire County Registry of Deeds.

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting 1921.

SKYLINE DRIVE

SKYLINE DRIVE is a short road on the north side of Route 202 to Peterborough, leading to a group of five residences of a 1974 subdivision development. The road is reported to have been accepted in 1978 by the selectmen. On April 11, 1978, the selectmen and the Superintendent of Public Works reviewed a request by Mr. David Whitney to accept the road. They found that there was erosion on the turning bank and the travelled way needed another seal before the road could be accepted. In November Mr. Whitney came to the Town Office and paid the outstanding bill for work done to Skyline Drive. At the selectmen's meeting on November 27, 1978, they noted that "Acceptance of this road will not be considered until confirming with Superintendent of Public Works, and all the details are worked out, such as the deed, etc."

1. Selectmen's Minutes, April 17, 1978.
2. Selectmen's Minutes, Nov. 27, 1978.

SLADE ROAD [Now a portion of Thorndike Pond Road]

THE ORIGIN of Slade Road is recounted on p. 535, Vol. I, of the town *History*. Fred J. Slade was a successful engineer-industrialist from Trenton, New Jersey, who already had a summer home on Gilmore Pond. "Recognizing the superlative sites on the easterly shore of Thorndike Lake," the *History* says, he "purchased several hundred acres formerly belonging to Loren Woodbury, and prepared plans for extensive development, including a large hotel and an adjacent colony of cottages." Mr. Slade explained his project at town meeting in March 1891. He proposed the construction of a new road which would run about two miles from the Richard Spaulding farm (Wesselhoeft) [Russell] to a juncture with the old Woodbury Hill Road to Dublin (near Merrill Hill's [Stuart's] present house).

The subject had already been broached at an adjourned town meeting in November 1890. At that time it was voted to appoint the selectmen as a committee to examine the route for the new highway proposed by Slade, and to report the following March.¹ At the 1891 March meeting Slade said that if the town would construct the road over his land, he would make no charge for the right of way and would offer to pay 4% interest on the construction bonds through 1897 or until the value of increased taxable improvements abutting the road should cover the actual cost of construction. He stipulated that his successors should retain the right to make the so-called Loop Road private. The town voted to accept the offer and that the selectmen be authorized to lay out, contract, and build a good road, of not less than 3 rods wide.²

Unfortunately Mr. Slade died in October 1891. Slade Road was promptly built, at a cost of \$3,545. Together with Loop Road it already appears on 1892 maps. Loop Road was eventually made private, and has by now (1970's) given way to individual access roads.

An article was included in the warrant in 1911 "To see if the Town will take any action regarding paying the Slade Road Bonds payable in 1911."³ It was moved and carried:

"that the Selectmen be instructed to refund the Slade Road Bonds by issuing 10-20 year bonds or renewing the present bonds, or by bonds redeemable at pleasure, provided that if said bonds be held in Jaffrey they be exempt from taxation when bearing a rate of interest of 3½ or less."

In 1920 the town voted to instruct the selectmen to release a part of the Slade Road land from mortgage.⁴

In 1922 there was an article in the warrant “To see if the town will vote to raise...\$2,500.00 to pay the Slade Road note due in 1922...”⁵ It was voted to renew the note for three years. The History says that the debt was finally discharged in 1931.⁶

In recent times Slade Road has been designated a Scenic Road; a short alteration has been made in the traveled path at one point; and a special appropriation was voted to correct certain hazardous situations. The article in the warrant for March 1972 reads:

“To see if the Town will designate Slade Road in its entirety (from the present Russell farm to the Woodbury Hill Road) and Woodbury Hill Road from the juncture with Slade Road north to the Dublin line as a Scenic Road under RSA 253: 17-18.”⁷

The article carried.

In November 1976 the selectmen, after a hearing, granted the petition of Henry Wheeler Jr. for a change in the travelled path of the road opposite his house without altering the course of the right of way.

At town meeting in March 1977 an appropriation of \$3,000.00 was voted to correct five hazardous situations on the road owing to the narrow path at certain points.⁸

This dirt road through the woods, with its views across Thorndike Pond toward Monadnock, is one of the most beautiful in Jaffrey for walkers, joggers, and horseback riders. It will remain a special memory for the generations of boys who came to Camp Monadnock in the years from 1917 to 1976.

Addendum

Many years before Slade Road was built the desirability of a road east of Thorndike Pond was recurrently raised. In the first place, there must have been logging paths through this area from the earliest days. The *History* notes:

“The great timbers of the (meeting) house, it is said by tradition, were cut in the highlands near the old Stickney place east of Thorndike Pond. They were undoubtedly drawn to the Common by oxen on snow in the winter of 1774-75.”⁹

The Moses Stickney place was on Blueberry Hill, on Woodbury Hill Road to Dublin, east of Merrill Hill’s residence. A 1783 transcript refers to “a great rock on the trod way to Dublin line” “south of Moses Stickney’s barn”.¹⁰ In 1810 an article appeared in the warrant:

“To take the minds of the town whether they will direct the Selectmen to lay out a road from the foot of the hill near Moses Stickney’s house by Thomas French’s house (later Wesselhoeft) and so on toward the meeting house or act anything relative to the same.”¹¹

The article was passed over, but reappeared five years later with a variation, apparently meaning to join up with Stony Brook Road or Dublin Road into the Center rather than via Thorndike Pond Road. The Transcript reads:

“From the west side of the old road between Mr Cozzen’s and Moses Stickney’s south through Stickney’s land by the east side of the wall between Freeborn Raymond’s house and field, then through the woods between Thomas French’s house and cider house, then through a corner of John Cutter’s pasture (now Haven State Forest) and a corner of Jonathan Gage’s orchard (Charles Taylor) to the old road south of Daniel Emory’s house. Damages: Stickney, \$90; Raymond, \$200; French, \$50; Cutter, \$20.”¹²

In 1817 an article was included:

“To see if the town will open the new laid out roads from Thomas French’s and from Azael Gowing’s to Benjamin Lawrence’s (Woodbury Hill Road) and act thereon as they shall think best.”¹³

The town voted to open the road from Gowing’s to Lawrence’s, but hesitated about the road from French’s to Stickney’s. Instead it chose an agent “to take the case of the petition of Dublin to make a road from Dublin to Jaffrey.” The following year the town back-tracked. It was voted “to discontinue the road laid out past Thomas French’s, west of Freeborn Raymond’s to Joseph Cozzen’s.”¹⁴

In 1836 a final attempt was made to put through a connection between Stony Brook Road on the Gage farm (Hillsmith/Taylor) and the Spaulding farm (French/Wesselhoeft) with an extension north to Woodbury Hill Road leading to Dublin. About that time there was much discussion of a better road to Dublin, but the proposed route along the east side of Thorndike Pond evidently met the least favor. The 1836 petition reads as follows:

“Petition for a road from the road leading to Richard Spaulding’s north toward Dublin: to begin on east side of the road leading to Spaulding’s a few rods south of the SW corner of Jonathan Gage’s mowing, then north 10 or 15 rods east of Spaulding’s land (Wesselhoeft) till it intersects the road leading west to Dublin from Lt. Moses Stickney.”¹⁵

The town voted at the winter meeting to authorize the lay out and construction of the part of the road that led from Gage’s to Spaulding.¹⁶ Portions of this piece can still be traced on the Sanderson property (former Blaine) [MacFarquhar]. No action was taken on the extension north from Spaulding’s house to the road leading to Dublin. Portions of the road across the Gage farm were discontinued at the instance of Mr. Hillsmith in 1922.¹⁷

A little east of the houses on the east side of Thorndike Pond there is the path of an old road which the residents generally refer to merely as “the old logging road”. It fits pretty well the description of the road laid out in 1815 from Thomas French’s cider house past Freeborn Raymond’s to Mr. Cozzen’s south of Moses Stickney’s.

1. IV R, Nov. 1890, Art. 5.
2. IV R, March 10, 1891, Art. 15. In the Abstract of Business Transacted at the March meeting the note for Art. 15 reads: “Business in regard to Slade Road omitted here as being too long for a place in the Reports.”
3. IV R, March 1911, Art. 22.
4. Ann. Rep. 1919, Warrant Article 10 for Town Meeting, March 1920.
5. Ann. Rep. 1921, Warrant Article 20 for Town Meeting, March 1922.
6. *Hist.*, Vol. I, p. 535.
7. Ann. Rep. 1971, Warrant Article 22 for Town Meeting, March 1972; IX R, p. 83.
8. Ann. Rep. 1976, Warrant Article 19 for Town Meeting, March 1977.

9. *Hist.*, Vol. I, p. 183.
10. I R 126, April 29, 1783.
11. Vault .70, p. 5, Aug. 10, 1810; Aug. 17, 1810.
12. T 53, Sept. 23, 1815.
13. Vault .70, p. 81, March 1817, Art. 11.
14. Vault .70, p. 104, March 1818, Art. 10.
15. T 102, May 28, 1836.
16. Vault .70, p. 440, Nov. 1836, Art. 6: "Voted that the selectmen be authorized to lay out and cause to be made the road petitioned for by Richard Spaulding and others on the ground they think best as far as Spaulding's house."
The layout was (T 103, Dec. 1, 1836): "Beginning at a stake east of Richard Spaulding's house, then SW through lands of Spaulding and Laban Rice (former John Cutter pasture) 54 rods, then SW through land of Laban Rice and Jonathan Gage 26 rods, then SW through land of Gage 19 rods to the highway. 3 rods wide."
17. Ann. Rep. 1921, warrant for March 1922, Art. 11.

SOUTH HILL ROAD [Now a portion of Gilmore Pond Road]

SOUTH HILL ROAD is the portion of road, about a half mile in length, between the yellow light at the Jaffrey Center common and the bridge over the Mountain Brook in Slab City. With Gilmore Lane it was part of the early road to Rindge laid out in 1775,¹ and was called the Rindge Road until into the present century. Although the South Hill name seems to have been given to it in comparatively recent times, the difficulty occasioned by the hill was always a distinct problem. The hill was that south of Parson Ainsworth's manse and farm. At the bottom of the hill, where the Maki and Pinkham residences are today, there was a causeway across marshy ground. A tenth of a mile further along was a small farm once owned by Gardner Bowers, who had a mill in Slab City; later the farm was owned by Elias Smiley, Alvah Parker, Carrie Whitney, now George Hart II. In 1835, in the 1870's and again in 1911 attempts were made to get a new road that would by-pass South Hill one way or another, but they came to nought. With the advent of hard surfacing and post-Model T automobiles the problem has disappeared.

An early transcript, laying out Gilmore Pond Road to Old Fitzwilliam Road, begins "From near the South end of the causeway South of Mr Ainsworth's."²

In 1835 a petition was submitted to the selectmen requesting a new road from Bower's mill so as to avoid "Clark hill".³ The problem was brought before the town more pressingly in March 1871 with alternative articles, one proposing the "Gibbs' route", the other the "Fox route". The Gibbs route beginning near the red brick house on Main Street, was set forth in an article:

"To see if the Town will lay out about 70 rods of new highway from Old Cheshire Turnpike Road directly opposite the road that comes down from Melville Academy, Southerly and Southwesterly to a small ash tree in the fence on the East side of the road leading from Mary M. Green's house (Parson Ainsworth's granddaughter) to the mills of Heath & Gilmore."⁴

The "Fox route", beginning near the Parsonage (Fox) or Marean house (Elbridge Baldwin) [Sanderson], read:

"Art. 25. To see of the Town will lay out a new highway from near Elbridge Baldwin's house, then Southerly on the best route to the highway near Alvah Parker's house."

At the adjourned meeting in May 1871 the town voted to pass over both of the above articles.⁵ At an August meeting the Gibbs route was again proposed; the town voted to dismiss.⁶ The proponents of the Gibbs route offered it again in March 1872.⁷ It was again rejected. One more attempt with the Fox route was made in 1873, for a “new road from near Elbridge Baldwin’s house Southerly until it intersects the highway near Alvah Parker’s.”⁸ The article was passed over.

Much of the agitation for an alteration of South Hill Road must have come from Cutter’s Hotel, which was located where the flag pole is now, at the junction of South Hill Road and the turnpike. South Hill was a tough climb for horse and buggy. (See description of the Chadwick barn move in *Hist.*, Vol. III, p. 201.) In 1882 an article appeared:

“To see if the Town will grade the hill South of Theodore P. Greene’s house as a substitute for the new Gilmore road (so-called) with sufficient amount of Concorde surface to prevent the highway from washing down the hill south and east of Cutter’s Hotel.”⁹

The article was passed over. The hotel was destroyed by fire in 1901. In 1910 Mortimer Cutter built a new hotel, the “Cutter House”, diagonally across. At town meeting in 1911, he finally received a sympathetic response. The following proposal was submitted for a new road around the hill on the west side:

“To see if the Town will...lay out a road from the bar way in the stone wall on the South side of the Turnpike near the foot of the hill opposite the stable of Mortimer E. Cutter, thence Southerly and Easterly along the base of the hill on land of F. W. Greene to the highway to Rindge at a bar way in the stone wall on land of Greene...3 rods wide.”¹⁰

F. W. Greene offered to pay the interest on the cost of the new road at a rate not exceeding 4% until the taxes upon houses of permanent improvements along the road amounted to the interest “on said expenditures”. The record notes that Joel H. Poole moved to amend the original petition by adding “the Selectmen being authorized to deduct from said interest such income in taxes as may arise from increased valuation along said proposed highway.” The motion carried as amended. For some reason this road was never completed, or was subsequently drowned by the beaver pond on the Greene property. The road would have started a little below the present Burgoyne house on the Mountain Road, where there is a path leading to a summer cottage, and, circling the hill, would have come out near the old Alvah Parker farm.

Not much else is recorded of South Hill Road. At town meeting in March 1930 an article was submitted to see if the town would raise the sum of \$800 “to repair the highway leading from Jaffrey Center to Slab City...as petitioned for by Charles T. Johnson and others.”¹¹ It was voted to have a committee investigate and report at next town meeting.

1. I R 26, April 13, 1775: “beginning at the Common, then Southerly over the river bridge, then SE by John Gilmore’s (north of pond, now cellar hole), to the line between Lots 12 and 13, Range 7, thence 80 rods, then SW about 40 rods to where the road crosses a spring...then Southerly to Solomon Grout’s (east of pond), then Southerly to Rindge line.”
2. I R 310, Sept. 20, 1794.
3. Vault .114.
4. III R, p. 403, March 1871, Arts. 24 and 25.
5. III R 410, May 1871, Arts. 4 and 5.
6. III R 415, Aug. 1871, Art. 2.

7. III R 417, March 1872, Art. 20: "To see if the Town will lay out a new highway beginning at the Turnpike opposite the road from Melville Academy, thence SW to the road between Mary Greene's and Lyman K. Farnum's house or grade the hill between John A. Cutter's house (Walter Greene) and Alvah Parker's."
8. III R 429, March 1873, Art. 31.
9. IV R, March 1882, Art. 18.
10. IV R, March 1911, Art. 15.
11. V R, Ann. Rep. 1929, warrant for March 1930, Art. 13.

SPAULDING ROAD

IN THE OLD DAYS the principal landowners on Fitzwilliam Road, from about Gap Mountain Road to John Heil's [Hinman's] residence, were the Spauldings. From the 1770's until his death in 1809 Phineas Spaulding, the patriarch, lived in a house in the mowing opposite the stone house (built by his son Edward).¹ West of the homestead Phineas Jr. settled a farm, to which Spaulding Road provides access. The road runs from the bottom of the hill south of the stone house to the present residence of Frederick S. Richardson, about a quarter of a mile. By the 1830's John Worcester had succeeded Phineas Jr. in the ownership of the farm (later owned by Willoughby, Syrjamaki, J. S. Richardson (1933)).

The road to the house of Phineas Jr. must have been built by the Spauldings themselves before 1802 when Phineas Jr. got married. No sure record of its origin has been found. An article that came before town meeting in 1835 appears to refer to a second road that originated at the bottom of the hill, close to Spaulding Road. It was voted at that time

"that the selectmen examine the road over the hill West from where the roads intersect east of where John Worcester now resides and make such alteration in said road as the public good requires."²

This other road, long since disused and abandoned, ran diagonally through the woods to come out on the Gap Mountain Road not far from where Cobleigh Hill Road turns off (not far from the old Degare house).³

1. *Hist.*, Vol. II, pp. 711, 712. The stone house is now owned by the Morgans.
2. Vault .70, pp. 395, 406, March 1835.
3. The petition for this road read: "from the four corners at foot of the hill east of John Worcester through land of Daniel Spaulding and John Worcester to road leading from said four corners to Troy by said Worcester's." (T 96, Oct. 1, 1835; T 99, Oct. 1835; Vault .114) The layout was "Beginning at tree in SE corner of Daniel Spaulding's land, NW 16 rods, then south 20 rods to the west line of Spaulding, then through John Worcester's land until it intersects with road from Worcester's to Jaffrey. Damages to Spaulding, Worcester requested none." (T 97, Nov. 23, 1835; T 101, Nov. 23, 1835; Vault .114)

SPRUCE STREET

SPRUCE STREET is one of the residential streets in K. K. Village, dedicated to the public by the Jaffrey Development Company (D. D. Bean, Sr., George H. Duncan, and others). "K. K. Village", between Main Street and Webster Street (earlier "K. K. Road"), was a post-World War I real estate development providing conveniently located housing near the Tack Factory ("Kleen Kutt Tacks").

See Oak Street. Although “Fir Street” and “Spruce Street” were not included in the warrant article listing the roads offered to the town,¹ nor indicated on the plats in the Registry of Deeds,² they were evidently constructed at the time of the other roads in K. K. Village, and lots off the street were platted and sold. On the principle stated by the New Hampshire Supreme Court in a 1912 case there is no question about their dedication to public use. The court said:

“In addition to conveying these private rights in the proposed streets, the company by thus platting and selling the lots manifested an unequivocal intention to dedicate the streets to public use, and they are therefore to be regarded as dedicated to such use”. (*Harrington v. Manchester*, 76 N. H. 347, 349.)

1. IV R, March 1921; Ann. Rep. 1920, Art. 20 for town meeting March 1921.
2. Plan Book 2, pp. 17, 30 and 40, Cheshire County Registry of Deeds.

SQUANTUM ROAD

IN THE TOWN records the lay out of Squantum Road is dated March 30 1775,¹ but there is no doubt that the road was in existence many years earlier. In 1734 the town of Keene (Upper Ashuelot) was platted for settlers, and in the following year (1735-36) a route was laid out between Townsend, Massachusetts, and Ashuelot. This route, variously called the “Old Boston Road”, “Great Road”, “Main Road”, “County Road”, passed through New Ipswich, crossed the northeast corner of Rindge past Hubbard Pond, entered present Jaffrey at its southeast corner, and exited north of Gap Mountain at the present Troy line near Perkins Pond. It may not have been much of a road, but at least it was a marked way for a traveller on horseback or with a yoke of oxen. An account of the Old Boston Road is given in the *History*, Vol. I, pp. 320, 321, which notes that it was the basis of the earliest system of town roads in Jaffrey, previous to incorporation of the town by about forty years.

The Old Boston Road would have led through Squantum Village, where there was a saw mill and grist mill in the 1740’s. Settlers as far away as the later Jaquith Road area used these mills in 1743-46, and in the 1760’s Francis Wright’s tavern at the head of Jaquith Road (present Lambert house) was the main tavern in the town. The most direct route from Squantum to Wright’s tavern would have passed Contoocook Lake (“Long Pond”), thence over Howard Hill, then gone more or less along the later Carey and Lacy Roads. The present Old Fitzwilliam Road is referred to in early documents as “the Great Road”, “Main Road”, “County Road”. From Wright’s tavern to Old Fitzwilliam the Great Road would have gone around the north side of Gilmore Pond, although there is no identifiable path today except Gilmore Lane. The Old Fitzwilliam Road to the Troy (“New Marlborough”) line “north of Gap Mountain” the most probable route would have been that of the later Old County Road and Old Mill Road.²

In any event, after Jaffrey received its charter, what is now Squantum Road was officially laid out in 1775 from “Borland’s Mills” (at the river near the Texaco station) [Jaffrey War Memorial Park] through Lot 17, Range 7, then Lot 17, Range 8, to Ephraim Whitcomb’s house (near Howard Hill), then South to the Pond (Contoocook Lake), then East by the Pond and by Ephraim Hunt’s house (Grummon) to Eaton’s Mills (Annett yard), thence to the town line”.

In the 1780’s and 90’s there were minor adjustments made in the road, at both ends and in the middle, but basically the route was fixed until the 1880’s when a determined stand was taken

by Thomas Annett and others to avoid the steep slope of Howard Hill. The adjustments in Old Squantum Road were as follows:

At town meeting in March 1780 an article was included “To see if the Town will allow any money to widen the highway over the brook by James Cutter’s mills”.³ In 1771 James Cutter had moved to Jaffrey from his farm near Hubbard Pond, and had bought of John Eaton a house and mill in Squantum. The town voted to leave the matter discretionary with the selectmen. In 1783 the layout of the road from Long Pond (Contoocook) to Cutter’s was adjusted as follows:

“Beginning at the crook of the roads by the East end of Long Pond and running as the road is now trod to a marked tree, thence Southerly to a hemlock marked H, thence Southerly to a dead hemlock marked H, and thence Southerly to the Bridge in the road as now trod to James Cutter’s house.”⁴

The following year an article was included in the warrant “To see if the Town will discontinue the road that leads from Mr John Baton’s Mill to Mr James Cutter’s”.⁵ The town “Rested and then dismisit” this article, but voted “to except” the transcript of the road from Long Pond to Cutter’s.⁶

At the other end of Squantum Road, at the river, Deacon Spofford in 1785 proposed an article to see if the Town would permit him “to set off the highway tax on the road through his house lot and part of Lot 18, Range 8, by work he does on it.”⁷ The town voted to allow the set-off “as long as the said Dea. Spofford maintain and repair the Same to the Excipitance of the town”.

At the town end of Squantum Road there was also an adjustment made in 1792 between Lemuel Stickney’s property (in Lot 17, Range 8, near present post office) and his brother Amos’ (near Hamilton Court apartments), thence to the top of Howard Hill (where Lieutenant E. Whitcomb and Lieutenant J. Pierce lived on neighboring farms). The transcript reads:

“Beginning 30 rods West of Lemuel Stickney’s house, SE to West of Amos Stickney’s barn, thence in a straight line to East of Lt. Whitcomb’s house to the road leading to Lt. Pierce’s. Sd road to be in exchange for the road from Lemuel Stickney’s to Lt. A. Stickney’s house and so to Lt. Whitcomb’s.”⁸

In 1794, after much legal pulling and hauling, the Second County Road was laid out through Jaffrey from the Rindge line in the southeast to Perkins Pond in the west. As laid out by County Commissioners in 1794 the entrance from Rindge was via Sherwin Hill Road (old road south of Annett lumber yard); in 1800, after the town had relaid a portion of the Old Boston Road from Ingalls mills (Squantum) over Saddle Hill to Hubbard Pond, this segment also was made part of the County Road. With a little variation the projected route of the County Road followed old Squantum Road from Squantum Village past Contoocook Lake to Howard Hill, thence around the hill as new Squantum Road runs now, and on toward the river via the present Stratton Road. The Commissioners’ transcript reads:

“beginning at the east side line of the county of Cheshire etc... then northerly on said road (Sherwin Hill Road) to the south line of Jaffrey and to said Sherwin’s house; then leaving the old road and running westerly by the potash to the old road by a new rail fence in Mr Hunt’s land (Grummon); then on the old road (Squantum Road) to the pond (Contoocook) and to a green white pine tree near the south end of Lt. Jacob Pierce’s land (Howard Hill); then leaving the old road and running northerly a little east of a dry white pine tree in said Pierce’s pasture and along near the east side of said Pierce’s mowing ground and by the east end of the hill as the best ground will admit into Deacon Spofford’s logging path, so-called (more or less the path of new Squantum Road); then on

and near said path to the old road (present Stratton); then on said road by Lt. Amos Stickney's house (present "Hamilton Court") and to the bridge near Deacon Spofford's old mill dam" (near present Texaco) [Jaffrey War Memorial Park].⁹

As things turned out, the stretch around Lt. Pierce's hill (Howard Hill) did not materialize until nearly a hundred years later. Instead, the town voted in December 1794 to keep the road over Howard Hill:

"Voted that the County Road be made from Lt. Amos Stickney's barn, thence East of Lt. Whitcomb's hop yard to Lt. Whitcomb's house and South of Lt. Jacob Pierce's house".¹⁰

By 1798 the Squantum mills formerly owned by Lt. Sherwin were owned by Nathaniel Ingalls, who lived in the house of his father in law, Ephraim Hunt (now Grummon). In that year the town relaid a segment of the road from Ingalls' mills along the route of the Old Boston Road over Saddle Hill toward Hubbard Pond.¹¹ The road was 3 rods wide. Upon the petition of Rindge and Jaffrey citizens in 1798 and 1800 this segment was made part of the County Road by order of the Court in 1800.¹² Benjamin Prescott and the Widow Gould, through whose land the road passed, received respectively \$10 and \$5 damages.

All was quiet on Squantum Road for many years thereafter—probably because most of the traffic was diverted to the turnpike a half mile north—until a short piece of road was built from the dam past a starch mill in what is now the lumber yard. The date of this adjustment was 1833.¹³

The Contoocook Lake Road, along the east side of the pond, is a very old road. A new road of Squantum Road was laid out in 1866, converging with it. The transcript reads:

"beginning near Oliver Hunt's house (in Lot 19, Range 10) on the south side of the road leading from Long Pond to the house of Oliver Hunt 9 rods and 8 links, then east from the stone bridge, then SW etc....to the intersection with the old Rindge Road near the Goff place."¹⁴

The Goff place was on the eastern shore of Lake Contoocook, which the road to Rindge skirted more closely than at present.¹⁵

There is a note in the records for 1874 that Squantum Road is 3 rods wide and that the fence of Joseph Crombie's garden in town (present Bean block) on the south side of Squantum Road is nearly four feet into the right of way.¹⁶

In 1886, almost 100 years after the County Commissioners suggested it, the town decided to build new Squantum Road, the stretch from Humiston Field to the juncture with the old road near the bathing beach, so as to avoid Howard Hill. The article in the warrant was petitioned for by Thomas Annett and others. W. L. Goodnow moved "that the road be built and the necessary appropriations be made to construct the same", and the town so voted.¹⁷ In 1930 an article was included in the warrant on the petition of Frederick A. Stratton and others to see if the town would appropriate a sum of money "to build a State Aid road on the Squantum Road, beginning at Humiston Field and extending to Lake Contoocook."¹⁸ It was voted to have a committee investigate and report at next town meeting. In previous years the road had been straightened and widened at the head of Contoocook Lake.¹⁹ In 1926 an article to gravel the new road to Squantum was passed over.²⁰

The last substantial adjustment in the road was in the years 1955-57, when Hunt Road was constructed to by-pass the Lake Contoocook bathing beach. An article was submitted in 1955 "To

see if the Town will...appropriate a sum of money not exceeding \$6,500 to relocate a portion of Squantum Road parallel to the Bathing Beach.”²¹ The vote was favorable. The following year the town voted to investigate the need for further action with regard to relocating the road.²² At an adjourned meeting on May 22, 1956, it was voted:

“to appropriate \$6,000 plus for laying out a new road, leaving new Squantum Road about 400 feet North of its intersection with the present Squantum Road about 300 feet East from the junction of Squantum Road with (the road to) Rindge.”

A 1957 description of the lay out reads:

“Beginning at a point on the travelled way of the Squantum Road...950’ Northerly from the junction of the Howard Hill Road & Squantum Road...thence curving to the left—to the right—etc, to the center of the Squantum Road, being shown as Station 35/78.4 of this layout, at a point 470’ East of the junction of the Squantum Road & the road to Rindge. Taking on the left and right all the land that comes within a distance of 50’.”²³

The names associated with Squantum Road include the following:

(1) From Saddle Hill in the southeast corner to the lumber-yard mills the road was originally merely part of the Old Boston Road. In 1798 it was relaid out as “the road from Ingalls mills”. It now appears on the maps as “Annett Road”.

(2) The entire stretch from the mills in Squantum Village (or “Prescottville” as it appears on some old maps) to the bridge over the Contoocook in town was earlier called Squantum Road. The road went over Howard Hill (named after William Oscar Howard; it was previously called “Sawyer Hill”, after Leonard F. Sawyer). Howard Hill, where the road runs, is a little north of Whitcomb Hill, the higher elevation. See Howard Hill Road.

(3) “Hunt Road”, the by-pass road around Contoocook bathing beach, was named after the prominent family who lived on the road in the early days.²⁴

(4) “Stratton Road”, the portion of Squantum Road between Main Street and Humiston Field, was named by resolution of the town for George L. Stratton, one of the Jaffrey men who lost their lives in World War I.²⁵

1. I R 27, March 30, 1775; Vault .114.
2. *Hist.*, Vol. I, p. 326.
3. I R 83, March 1780.
4. I R 142, Oct. 18, 1783.
5. I R 139, March 1784, Art. 12.
6. I R 142, March 1784.
7. I R 150, 153, March 1785, Art. 13.
8. I R 265, Sept. 4, 1792.
9. *Hist.*, Vol. I, pp. 333, 334.
10. I R 314, December 1794.
11. I R 383; T 37, March 22, 1798; *Hist.*, Vol. II, p. 433.
12. *Hist.*, Vol. I, p. 337.
13. See Annett Road. T 84, Nov. 18, 1833; T 85, Dec. 17, 1833; II R, March 1934, Vault .70, pp. 377, 384, Art. 9.
14. T 168, Aug. 18, 1866. When the new road was laid out, the description read: “Beginning on the road between the

guide post and Oliver Hunt's house running SW on the clay road leading from East Jaffrey to Rindge. 46 rods, 9 links."

15. *Hist.*, Vol. II, p. 337.
16. T 185, Nov. 13, 1874.
17. IV R, Nov. 2, 1886, Art. 6; petition and lay out, Vault .114.
18. Ann. Rep. 1929, warrant for March 1930, Art. 11.
19. Ann. Rep. 1911, Abstract of Business Transacted.
20. Ann. Rep. 1925, warrant for March 1926, Art. 23.
21. Ann. Rep. 1954, warrant for March 1955, Art. 14. The bathing beach had been purchased by the town in 1924. See *Hist.*, Vol. I, p. 532.
22. Ann. Rep. 1955, warrant for March 1956, Art. 16.
23. Sel. Misc. Rec. Bk, p. 569, Nov. 29, 1957.
24. *Hist.*, Vol. II, pp. 422-424.
25. IV R, March 1919, Art. 16.

STRATTON COURT [Renamed Conant Way, 1995]

STRATTON COURT is a short spur of road on the north side of Stratton Road near the Middle School. A petition for the road, "on land of Charles S. Stratton", was submitted to the selectmen in 1952. A hearing was held and layout made on January 2, 1954.

1. Misc. Rec. Bk (1954), pp. 498, 499.

STRATTON ROAD

STRATTON ROAD is the town end of Squantum Road, one of the oldest roads in Jaffrey. Officially laid out in 1775,¹ Squantum Road probably antedates that by several years. The Stratton Road section extends from the junction with the turnpike (route 124) at the railroad tracks to Humiston Field. It was named Stratton Road by vote of the town in 1919, after George L. Stratton, one of the Jaffrey men who lost their lives in World War I.²

An article was included in the warrant in 1923 to see if the town would vote to improve Stratton Road from the railroad crossing in East Jaffrey Village to Humiston Field, and appropriate money to pay for the same. A sum of \$4,000 was voted.³

In 1959 the town appropriated \$1,200 to widen and improve Stratton Road from the B & M Railroad tracks to Ellison Street. The road was widened 7 feet.⁴

In 1953 a petition was submitted for a new piece of highway from the SW corner of the Conant High School lot, along the east side of Stratton Road, along the land of Leonard Merrill to the land of Charles Stratton, thence etc.⁵ This piece was laid out January 2, 1954.

1. I R 27, March 30, 1775; Vault .114.
2. Ann. Rep. 1919, Abstract of Business Transacted, Art. 16.
3. V R, March 1928; March meeting 1928, Art. 10 in Ann. Rep. 1927.
4. Ann. Rep. 1958, March meeting 1959, Art. 6; Ann. Rep. 1959, p. 9.
5. VI R, March 10, 1953, p. 95, p. 110-A.

SUNNYFIELD DRIVE

SUNNYFIELD DRIVE is a short street off Coolidge Street, parallel to Old Peterborough Road. The original petition, dated October 24, 1958, included what is now both Sunnyfield Drive and Coolidge Street, together to be known as Sunnyfield Drive.¹ A hearing was first held on September 8, 1961, and the road was laid out on September 23, 1961, but the September 23 transcript covers only the Coolidge Street portion. The Sunnyfield portion, however, appears to have been equally treated as a public way from that date: houses were listed as on Sunnyfield Drive (e.g. the Hannan house), and the lay out of Harling Street in 1963 refers to Sunnyfield Drive. The petition reads:

“Beginning at a point between the residence of Joseph A. and Hazel A. Bois and the residence of Henry C. Buckwold at the easterly boundary of Old Peterborough Road, and extending in an easterly direction 340 feet to a point between the residence of Lewis S. Record Jr and Maxwell M. Hannan, thence in a southerly direction about 250 feet to land of Paul I. Devlin. 33 ft wide. Said street to be known as Sunnyfield Drive.”

1. Sel. Misc. Rec. p. 591, Oct. 24, 1958; VII R 149, Sept. 3, 1963; VII R 33, Sept. 1961.

SUNSET DRIVE *

SUNSET DRIVE is a short access driveway leading to the R. J. Gauthier [Driscoll] residence north of Peterborough Road (Route 202) between Belletete's Market [Belletete's True Value Hardware] and Ridgecrest Road. It is a right of way from the Peterborough Road to the Gauthier property line, then a private way.

THORNDIKE POND ROAD

THORNDIKE POND ROAD begins at the stone watering trough on Main Street in Jaffrey Center, running north a little over a mile to the Wesselhoeft farm (now Renouf Russell) at a junction with Slade Road and Gilson Road. The oldest description of the road, in a transcript dated 1778, refers to the portion of Thorndike Pond Road between Blackberry Lane and the Chamberlain/Gilchrist line (present Trimble) [Brackett]. In 1783 the portion of road north as far as the later Wesselhoeft farm was laid out, although it was probably in existence, since Nathan Boynton had been living on the farm site for three or four years. Finally, in 1803-05, the short stretch of road from Blackberry Lane south to Main Street was laid out.

No highway in town is less assuming than Blackberry Lane, the dirt lane from the Meeting House to Melville Academy. Once, however, it was the first segment of the main road to Peterborough. The transcript read:

“Beginning at the Meeting House, then NE across the SE corner of Lot 12, Range 5 (Blackberry Lane) to the road leading to James French's house (present Thorndike Pond Road), then on the road as it now goes (from Chamberlain's across the Quinlan property) to John Briant's house, then, etc.... to a bridge at John Davidson's meadow (later Town Farm, now Jacoby), then NE of Davidson's house over the great hill to the town line near Thomas Turner's (in Peterborough).”¹

James French in 1778, when the road past his house was laid out, was the only resident living on Thorndike Pond Road. He is believed to have lived on the lot across from the Trimble house.² The following year Boynton bought what is now the Wesselhoeft farm, a much sought after piece of land (originally owned by Thomas Packer, Masonian proprietor, it was purchased by Benjamin Nutting in 1779, by Nathan Boynton later in the same year, by Simeon Green in 1786, and by Thomas and John French in 1788). Two transcripts in 1783 mention Boynton's road. The first:

“Beginning at the line on the road between James French's and Capt. Pope's, then north on the line to about 20 rods from the corner, then NE to a fenced lane from Nathan Boynton's house. 2 rods wide.”³

The road between James French's and Capt. Pope's was Thorndike Pond Road. The other transcript reads:

“Beginning at the north end of Nathan Boynton's road, running by Boynton's house north to James Holden's land, thence by the west side of his fence by his cornfield to marked trees over the causeway through the swamp, thence to Widow Davis at the south end of her stone wall. 2 rods wide.”⁴

Boynton's house was in Lot 14, Range 4; Widow (Matthew) Davis lived on the south end of Lot 13, Range 3, near Thorndike Pond.⁵

By 1808 Thomas French was the proprietor of the Wesselhoeft farm; John Cutter, of the land east of Thorndike Pond Road. In that year French and Cutter were requested by the town to build stone walls along the road, French on the west side, Cutter on the east.⁶ The road must have fallen into disrepair by 1844, when Richard Spaulding owned the farm. At town meeting in March 1844 it was “Voted that the road from the Academy to Richard Spaulding's house be left discretionary with the selectmen.”⁷

The origin of the portion of Thorndike Pond Road between Blackberry Lane and Main Street may be pinned down to the years 1803-05, though the descriptions in the transcripts are puzzling. In 1803 Abel Parker built a barn on the site where he later built the house now owned by Mrs. Lois Keating [Pedott]. About the same time Samuel Dakin built the house now owned by the MacCreadys. Captain Samuel Adams occupied a house on the corner, Joseph Thorndike owned a neighboring lot. Daniel Adams and a Carey owned houses in the neighborhood, which long ago disappeared. In any event, a road was laid out in 1803 in front of Parker's barn and Dakin's house. This would be the modern Thorndike Pond Road or Academy Street. The transcript reads:

“From the road near the Carey house to the road south of Daniel Adams' house, along the east line of Abel Parker's land, then north by the Carey house, then south to the south line of Samuel Dakin's house, thence SE by Daniel Adams' house to the old road (Meeting House Road). 215 rods wide. For the benefit of Parker and Dakin. Damages to Daniel Adams and to Joseph Thorndike.”⁸

Two years later the selectmen were requested to straighten the old road from Dakin's to the county road (Meeting House Road). The transcript reads:

“From the north side of the county road, east of the house occupied by Capt. Samuel Adams, upon land owned by Joseph Thorndike...from the west end of Adams' barn NW to the west end of Abel Parker's barn to the road leading from the Meeting House to Peterborough (Blackberry Lane).”⁹

In the present century there have periodically been petitions to repair or improve Thorndike Pond Road:

- 1902: “To see if the town will widen the highway from the foot of the hill below B. L. Robinson’s cottage (now Kidd) to the corner of Michael O’Brien’s” (Wesselhoeft farm).¹⁰ It was voted to do so. (The original road had been only 2 rods wide.)
- 1916: “To see if the town will...repair the highway between Jaffrey Center and the Wesselhoeft corner...”¹¹ The town voted \$500 for the purpose.
- 1930: “To see if the town will raise...\$750 for the improvement of the highway from Jaffrey Centre to Dublin, starting at the watering tub and going north on the road to Dr. Wesselhoeft’s, and the Gilson Road, on the west side of Thorndike Pond.”¹² Petition by Ernest McCoy and others. Voted that a committee should report at next meeting.

A petition for repairs was also submitted to the selectmen in 1939.¹³

1. I R 52, April 6, 1778; I R 59, Oct. 25, 1778.
2. James French, who came to Jaffrey previously to 1775, bought land “on the present road to Thorndike Pond and was near Jaffrey Center Village, probably the Newton place opposite the present Gilchrist [Brackett] residence.” *Hist.*, Vol. II, p. 316.
3. I R 126, April 29, 1783; T 17.
4. I R 130, Aug. 13, 1783.
5. *Hist.*, Vol. II, p. 234.
6. I R 581, 582 (1808).
7. III R 41, March 12, 1844.
8. T 44, Oct. 11, 1803. “Capt. Daniel Adams came to Jaffrey Center in 1797...lived in Jaffrey Center until 1805, when he removed to Keene”...He dealt in real estate. *Hist.*, Vol. II, pp. 6, 7. Samuel Carey lived in Jaffrey pre-1793 to 1813. *Cutter’s History*, p. 247.
9. T 45 and 46, Nov. 30, 1805.
10. Ann. Rep. 1901, warrant for March 1902, Art. 15.
11. Ann. Rep. 1915, warrant for March 1916, Art. 9.
12. Ann. Rep. 1929, warrant for March 1930, Art. 12.
13. Vault .114 (1939).

TROTting PARK ROAD *

IN THE SPIRIT of the times, an ambitious project was undertaken in 1872 for the development of the Lake Contoocook area as a recreation and vacation park.¹ Thirty acres of land on the northwest shore were obtained from Leonard F. Sawyer, who himself began a development of vacation cottages in “Sawyer’s Grove”. The name “Contoocook Park” was taken for the thirty acres, and about that time the organizers began to popularize the name “Contoocook Lake” instead of “Long Pond”, the earlier name.² Land was cleared for picnic sites, a couple of small steamships were operated, athletic contests were organized, a trotting park was laid out for races, there was much traffic to and fro with a church camp at the Rindge end of the pond, and by the 1930’s some 150 vacation cottages had been built. There is no doubt that the project brought a great deal of summer activity to Jaffrey. Picnic celebrations for as many as 3,000 persons were organized in 1902 and

1903. But the financing was never firm. There were new owners in 1872, 1873, 1875, 1877, and 1893 (M. M. Bascom and L. W. Davis).

In 1936 the trotting track and the road to it, off Michigan Road, were offered to the town. The Trotting Park Road and the track had fallen into disuse except as access to summer houses. The article in the warrant read:

“To see if the Town will vote to accept a road two rods wide leading from the Town Road to Contoocook Park, also the road around said Park...as petitioned for by L. W. Davis and others.”³

The article was passed over. Two years later a similar article was passed over.⁴ The “Town Road” referred to is Michigan Road, which was given to the town by Mrs. Amedee Deschenes in 1956.

1. *Hist.*, Vol. I, pp. 527-532.
2. “Contoocook Lake” was made official by the N. H. legislature in 1911, when C. L. Rich was State Senator.
3. Ann. Rep. 1935, warrant for March 1936, Art. 11.
4. Ann. Rep. 1937, warrant for March 1938, Art. 15.

TROY - FITZWILLIAM - JAFFREY - RINDGE ROAD

IN THE 1830's an effort was made, mainly by Troy and Fitzwilliam citizens, to obtain a new highway between Troy and Rindge. The route planned would run through Fitzwilliam and through Jaffrey for about a half mile, near the town line north of Fitzwilliam. Jaffrey was always opposed and uncooperative. In March 1834 the town voted “to choose an agent to confer with an agent from Fitzwilliam to oppose a contemplated road from Troy to the Colburn tavern (so called) in Rindge.”¹

Two years later, in 1836, an article was included in the Jaffrey warrant “To take the minds of the voters of said town concerning the altering of the road from Troy to the state line thro' Rindge”.² The town voted that an agent (Capt. Edward Spaulding) be chosen to defend their interests at court. Meanwhile, on the petition of Timothy Cragin and others, a committee appointed by the court had laid out a new road from the Massachusetts line to Troy. It was estimated that the expense would be \$4,681.50 for Rindge, \$4,211.00 for Fitzwilliam, \$932.00 for Jaffrey, and \$893.00 for Troy. The Jaffrey portion, skirting Scott Pond, would run through Elias Page's land (damages \$6) and Abel Marshall's (damages \$256).³

At town meeting in March 1839 the town voted unanimously that the new highway laid out against its will should be discontinued.⁴

The following month, April 1839, Jaffrey petitioned the court to “discontinue” the Jaffrey part of the road, “which highway not having been laid out by the Selectmen of Jaffrey.”⁵ The court was willing to oblige, “provided that said town of Fitzwilliam on or before the first day of September 1840 make or cause to be made...a new road within the town of Fitzwilliam,” etc.

A final attempt to route the road through Jaffrey land was made in 1842 by petitions submitted to the Jaffrey selectmen and to the court in Keene.⁶ The decision of the court was “Adverse for the Prayer of Petitioners”. Capt. Spaulding had done a good job in defending the interests of the town. He was well qualified—school teacher, captain in the state militia, town agent, deputy sheriff, selectman, representative, and justice of the peace.⁷

1. Vault .70, p. 385, March 1834.
2. Vault .70, p. 432, March 1836, Art. 3 or adjourned meeting.
3. II R & S (1837), pp. 131, 135.
4. Vault .70, p. 486, March 1839, Art. 13.
5. II R & S (1839), p. 200.
6. Vault .114; II R & S (1842), p. 246.
7. *Hist.*, Vol. II, p. 712.

TURNER ROAD

THE TURNER BROTHERS—Solomon, Joseph, Thomas, and William—were an Ulster family who came to Middle Monadnock via Peterborough in the 1760's or earlier. They had the good fortune to buy their land from the original developer, Col. Joseph Blanchard, the surveyor of the Monadnocks. Solomon acquired part of Lot 20, Range 1; Joseph, Lot 21, Range 1; Thomas, Lots 22, Ranges 2 and 5; William, Lot 21, Range 5 and Lots 18 in Ranges 3 and 5.¹ Other members of the family also bought land in the area (Samuel and Thomas, Lot 22, Range 3). This was in effect most of the northeast corner of Jaffrey. The Turners had access to their land by a road laid out via Peterborough Town Farm in the 1760's,² which connects with Sanders Road. Sanders Road ran north-south from near Jaffrey's Old Town Farm to Joseph Turner's house (which Samuel Sanders eventually acquired, having married Turner's daughter). At Turner's house the road runs west a little short of a mile to an intersection with Parker Road. This east-west portion is Turner Road. An offshoot used to connect with the Valley Road at the Dublin line; a bridge is out now.

The lay out of the road from Turner's house west (to Parker Road on to Lincoln Corner) is as follows:

“a Road from a stake East of Joseph Turner's dwelling on Lot 21, Range 1, Northwesterly of his house to Abel Parker's in Lot 20, Range 1...across Lot 19, Range 1, Lot 19, Range 2, and Lot 18, Range 2, to the corner between Lt. Joseph Bates and Lt. Daniel Emmerly (Lincoln Corner)... continuing on the line between Bates and Emery to the road leading by their houses (Bryant Road), except making a bow against the water into Bates so far as that the water may be secured to Lt. Emery.”³

There were apparently problems about the new road from Turner's house. An article in the warrant for the March meeting 1784 requested the town to take into consideration “the situation of the road from Joseph Turner's to Lt. J. Bates.”⁴ At the adjourned meeting in April an article was included “To see if the Town will choose a committee to view the situation of the road laid out from Dea. Emery's to Joseph Turner's.”⁵ The committee was duly chosen on May 6, 1784.

Joseph Turner died in 1789, and Samuel Sanders, who had married Turner's daughter Rachel, came to Jaffrey about that time to live on the homestead. In 1819 a petition was submitted to the selectmen for the offshoot road to the Dublin line. The transcript read:

“From the Dublin line Southeasterly of Jonas Bond's and Easterly of the Northwest corner of William Davis' land, thence Southeasterly and Southerly by the West side of widow Mary Turner's orchard to the road leading from Samuel Sanders to Asa Parker's.”⁶

A couple of years later it occurred to Sanders to ask “if the town will give Mr Samuel Sanders damages for a road lately made through his land.”⁷ The town voted to pass over. Samuel Sanders

died in 1841. His son Joseph was his heir. At the March meeting in 1842 the town voted to “discontinue a road from Joseph Sander’s dry bridge to the south line of Dublin”,⁸ thereby closing the offshoot. It was reopened in 1863 when a favorable vote was given to an article “to open and repair the piece of road running from Jonathan Leather’s cattle path to Dublin south line.”⁹

Little more is heard of Turner Road. Although there are now residents living on it and there is a small saw mill operation near “Joseph Sander’s dry bridge”, the road is in bad conditions not having been maintained or repaired by the town for so many years that it is considered a Class VI road. The house occupied first by Turner (until 1789), then by Sanders (1790-1845), was owned by Sumner Chamberlain, then his brother Henry, from 1846-1856.¹⁰ The place is shown as occupied by J. Leathers in 1858, thereafter it disappears from the maps. Perhaps the road fell into disrepair during the long period from the 1860’s to World War I when Lots 21 and 22, Ranges 1 and 29 were owned by non-residents, of the name of Robb or Robbe.¹¹

1. *Hist.*, Vol. II, pp. 815-817; Vol. I, pp. 80, 92, 94.
2. *History of Peterborough*, Vol. I, p. 283.
3. I R 128, May 28, 1781.
4. I R 139, March 8, 1784, Art. 1.
5. I R 143, April 16, 1784, Art. 4.
6. T 57, Feb. 22, 1819; Vault .114.
7. II R, Vault .70, p. 147, March 1822, Art. 14.
8. III R, March 1842, Art. 9.
9. III R, pp. 319, 322, March 1863.
10. *Hist.*, Vol. II, pp. 815, 151.
11. By coincidence another of Joseph Turner’s daughters, Sarah (sister of Rachel who married Samuel Sanders), married a William Robbe; the couple moved to New York. *Hist.*, Vol. II, p. 815.

TURNPIKE (Route 124)

THE TURNPIKE was an example of a super-highway revolutionizing in its beneficial effects, but opposed by half the town, and within a short time bankrupt. All the same, life was not the same thereafter. The twenty-four years during which the turnpike existed witnessed the introduction of horse-drawn carriages; travel time was reduced to two days between Walpole and Boston—reduced to thirteen hours if relays of 4-horse teams were used; Jaffrey’s first postoffice was opened in the Center; the first textile mills were established in town. From Vermont to Townsend the turnpike gathered a major part of the traffic converging toward the Boston market. It extended the old “straight road to Boston” that ran from Townsend through Groton, Concord, Lexington, and Cambridge. It was part of the new post road that ran from Boston through New Ipswich, Keene, Rutland, Burlington, on to Montreal.

The history of the New Hampshire portion—the Third New Hampshire Turnpike—is recounted in the town *History*,¹ and in the histories of New Ipswich and Keene. A founding meeting of incorporators was held in Keene on December 27, 1799. The company was incorporated by the legislature. The resistance the new road would encounter appeared at a Special Town Meeting in Jaffrey in November 1799. There, in response to a petition for a right of way through the town, the vote was to pass over. In September 1800, when the corporation asked for the use of so much

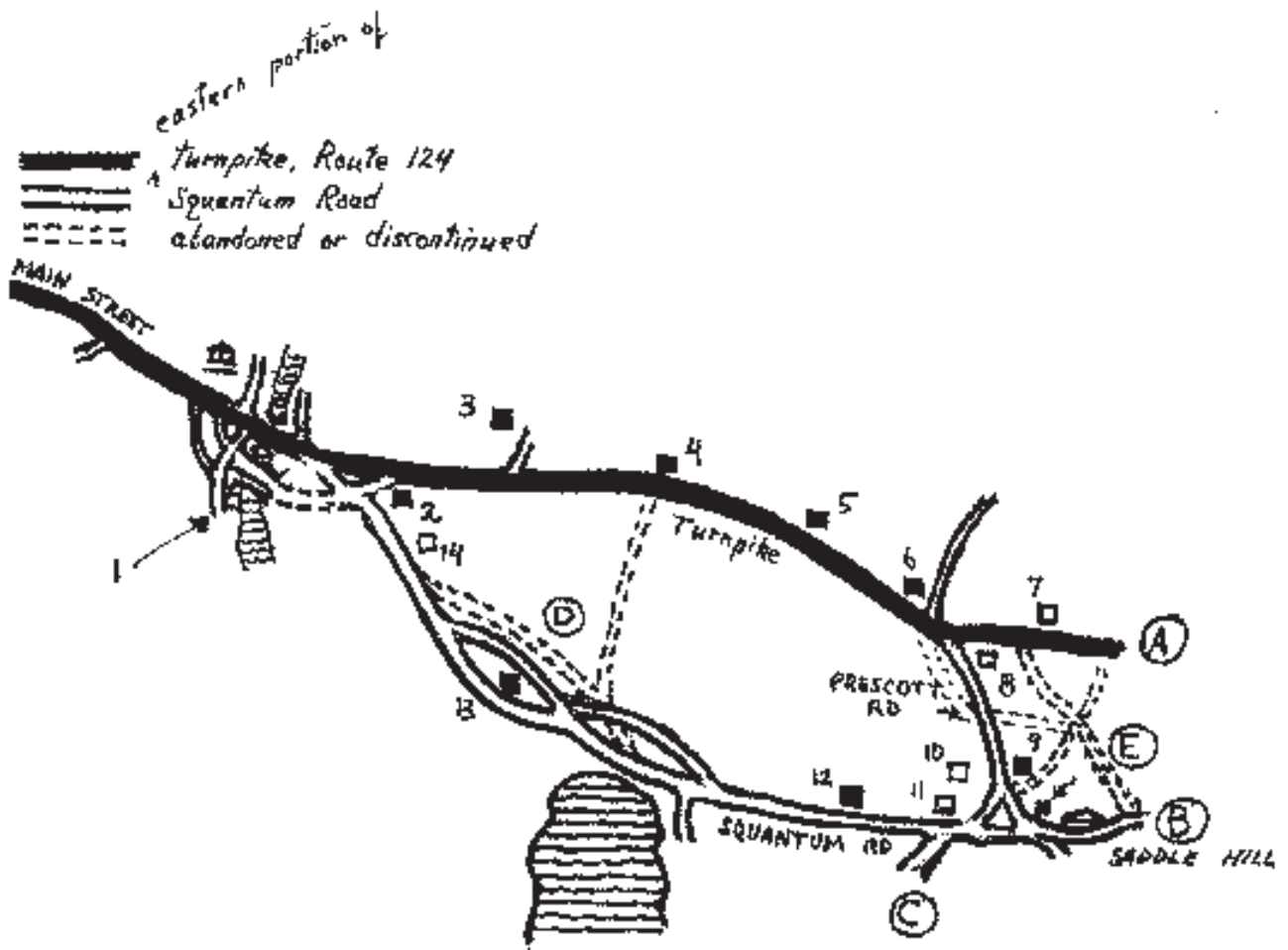
of the old road through the town as might be necessary for its purpose, it was again voted to pass over.² Some arrangement was made, but it was clear that having spent ten years' time and effort on putting through the Second County Road, many Jaffrey citizens felt that the town possessed all that it needed. At a meeting in September 1800, the directors at first decided to follow the County Road route along Squantum Road. Colonel Benjamin Prescott, a stockholder in the corporation, was as little pleased with this decision as he had been with that county road route when it was chosen by Court commissioners in 1794. Thanks to him the directors reversed their decision at a meeting the following month, choosing instead the route as it exists today. The latter not only went past Col. Prescott's house, where he kept tavern, but past the site (across from Millipore) of the fine brick tavern which he and his son Oliver built a couple of years later (1802-03).³

In 1803 the town ordered a survey to be made of the old road between the Marlborough line and Prescott's place, "particularly noting the several places in said road covered by the turnpike & likewise those places which are shut up or despoiled in consequence of making said turnpike road."⁴ The survey committee made its report in August 1804.⁵ At a town meeting in November the town was asked if it would quitclaim to the corporation as much ft of the old road as was covered by the turnpike.⁶ The turnpike right of way was four rods wide.

What irked Jaffrey townspeople was in having to pay a toll to a private corporation for the privilege of using roads which they had themselves built. The special target of their indignation was a toll booth erected at the Main Street bridge over the dam south of Deacon Spofford's mills. At a special town meeting in 1802 the corporation was given 30 days to remove the booth. The time was then extended to January 10, 1803. No action having been taken by town meeting in March 1, 1803, the old board of selectmen was reprimanded and dismissed, and a new board was elected with the mandate to remove the booth within twenty-four hours. That night the toll gate was torn down "by persons unknown", and thrown into the river.⁷

After the toll gate on Main Street was removed a new booth was erected by the company near the Sharon line. Drovers and travellers are said to have made a fine art of evading the toll, either by using the county road past Hubbard Pond to Ipswich or by detours through the woods. Within a few years the corporation was financially on the rocks. A meeting of stockholders in May 1813 requested the proprietors to petition the legislature to see whether the whole or any part of the road could be discontinued. In 1820 the corporation proposed that the town keep the road in repair for two years.⁸ In March 1822 the town temporarily took under consideration a return to the old county road (Squantum Road route), and passed over a resolution to keep the turnpike in repair.⁹ The following year the corporation advertised that there were no more tolls between Bellows Falls and Boston. In 1824 the town agreed to take over the turnpike and "to keep the same in repair as a free road."¹⁰ A survey was made, and the turnpike from Troy line to Sharon was laid out anew as a town road.¹¹ The name stuck.

After 1824—or at least since 1850 when Gibbs' map was published—there appears to have been no substantial change in the turnpike route until 1906. At that time Mrs. Pope Yeatman, who had bought the old Milliken tavern property, requested permission to build a new piece of highway in front of her house and to discontinue the old.¹² The town agreed. A hearing was held on July 3, 1907, and in October 1907 the Superior Court entered a decree consenting to discontinuance of the old piece.¹³ Reconstruction and alteration of another piece of road near the Yeatman place was authorized in 1932 as an emergency measure to relieve unemployment.¹⁴



- (A) Turnpike
- (B) Road from Ingalls mills to Hubbard Pond and New Ipswich
- (C) Sherwin Hill Road to Rindge
- (D) Deacon Spofford's logging path
- (E) Road through Marritt's pasture to Saddle Hill
- 1. Spofford's mill (earlier Borland's) in Jaffrey
- 2. Byam (Towne, Duval)
- 3. Lt. Oliver Bacon
- 4. Arthur Taylor (Bacon, Roscoe Sawyer)
- 5. Haywood (Jason Sawyer)
- 6. Benjamin Prescott (B. G. Wilson, Bush, Shepherd)
- 7. Prescott's tavern
- 8. Schoolhouse No. 1
- 9. Gould (Garfield)
- 10. Marritt
- 11. Lt. Sherwin (earlier Eaton, later Ingalls, Annett)
- 12. N. Hunt (F. A. Stratton, Grummon)
- 13. J. Pierce (Cragin, L. Sawyer, Howard)
- 14. Lt. Amos Stickney (Red Mill Inn)

Old Roads off the Turnpike

In the eastern part of town there are many short residential or farm roads off the turnpike and Squantum Road, but no network of abandoned roads such as those near the mountain or those between the Mountain Road and Old Fitzwilliam Road. (See Mountain Road and Old Keene Road.) shop...south and SE...to the south end of Lots 18 and 19, Range 7 (near Hillcrest Road)...to the south end of Lots 18 and 19, Range 9.”¹⁵

There are vestiges of a very early road leading south from near the former Newell place on the turnpike, not far from the Sharon line, curving around the east side of Garfield Hill (Gould farm), leading in the direction of the old sawmill and gristmill in Squantum. This would have been the early road from Rindge to Peterborough.¹⁶ Its path would have been crossed, in the area south of Millipore, by the road Col. Prescott built in 1797 from his place to the road past Hubbard’s Pond on the east side of Saddle Hill. Prescott’s road was in use for a couple of years.¹⁷

The existing Prescott Road comes north from Squantum, and with a jog continues north as Witt Hill Road. The turnpike crosses it east-west. The Prescott/B. G. Wilson house site is in the NW corner of the crossroads, Millipore in the SE. Formerly Schoolhouse No. 1 stood on the Millipore site. House, school, and road were all moved around, or were rebuilt, more than once, so that it would take patience and ingenuity to pin down where exactly they were in a given year. The earliest transcript of a road along the later turnpike route speaks of coming out on “the road about 30 rods north of Benjamin Prescott’s barn on Lot 21, Range 9”.¹⁸ There are a number of references to the road “south and southeast of Col. Prescott’s malt house” (this must have been leading to Squantum, as Prescott Road does today). References to the Haywood farm speak of the route “on the south side of the old road”, or “south against Benjamin Haywood’s shop”. In any event, by the time of the Gibbs map in 1850, the turnpike route had become fixed pretty much as it is today.

In 1960 a portion of road leading south from Dr. Vannevar Bush’s place (old Prescott/Wilson) [Benjamin Prescott Inn] past Schoolhouse No. 1 was relocated. The old road was discontinued, and the new piece was conveyed to the town by Dr. Bush.¹⁹

The old turnpike/Mountain Road was included as a Class II road in the State highway system in the 1920’s. It received the number 124 in the 1930’s. Improvements were made with State Aid construction funds in the period 1937-41.

1. *Hist.*, Vol. I, pp. 338-341.
2. I R 423, Aug.-Sept. 1800.
3. *Hist.*, Vol. I, p. 346.
4. *Hist.*, Vol. I, p. 342.
5. I R 477, pp. 513-517; T 47.
6. I R 493, Nov. 1804, Art. 5.
7. *Hist.*, Vol. I, p. 341.
8. II R, Vault .70, p. 127, March 1820.
9. II R, Vault .70, March 1822; Art. 6, May 1822.
10. II R, Vault .70, p. 198, May 1824, Art. 15.
11. Vault .114.
12. V R, March 1906, Art. 8; Vault .66, p. 89.
13. Vault .66, p. 90; Misc. Rec. Bks p. 27, June 1907.
14. Special Town Meeting, Sept. 13, 1932.
15. T 5, March 29, 1775; I R 27, March 29, 1775.
16. *Hist.*, Vol. I, pp. 281, 323.
17. I R 383, March 25, 1797; discontinued I R 395, March 1799.

18. I R 51, March 26, 1778.

19. VI R 288, 289, March 1960, Art. 10.

TWIN PONDS ROAD *

“Twin Ponds Road” is listed in the 1979 invoice of taxes as the resident of Brian E. Rohde. It is not a public road.

TYLER HILL ROAD

THE ROAD over Tyler Hill originally descended to a point near the present Blais house on the Rindge Road, forming a connection with Carey Road and Lacy Road. It was in fact the “road to Borlands mills” (or “Spoffords mills”) to which those roads were laid out. Tyler Hill Road has long since ceased to be a through way; it is paved and maintained as a town road only from the town side to the old Cutler homestead now owned by Arthur Coll.¹ On the far side, people remember a red barn-like structure, a slaughterhouse, near the river.

The original transcript, dated 1778, reads: “From the causey North of Oliver Proctor’s house between Lots 16 and 17, Range 8, thence along the path to Borland’s Mills. 2 rods wide.”² Why Phinehas Tyler deserved to have the hill and road named after him is not quite clear.³ Others lived there before he died; he resided in Jaffrey briefly from 1793 to about 1800. By the 1840’s the lower road between the Jaffrey mills and Rindge was being used (present River Street), and the town voted in 1843 to discontinue the old road over Tyler Hill.⁴

In 1887 the farm at the top of the hill came into the hands of the Reverend M. L. Cutler. Cutler was an honorable and truly remarkable figure in Jaffrey history; carpenter, farmer, selectman, superintendent of highway construction, member of the state legislature, for forty-three years pastor of the Universalist Church, and for twenty-five years cavalryman in Troop A of the National Guard.⁵ Cutler died in 1930. The homestead was acquired by Arthur Coll in 1953.⁶

1. In reply to an enquiry by Kenneth and Arthur Coll the selectmen at their meeting on June 12, 1978, said that the status of Tyler Hill Road past Arthur Coll’s was that of a Class VI road, which would need to be brought up to specifications as a Class V road before they could undertake to maintain it. (Selectmen’s Minutes, June 12, 1978).
2. I R 53, April 20, 1778. Oliver Proctor lived on or near the site of the Cyrus Bunker or present Wilfred Blais house (*Hist.*, Vol. II, p. 629; Vol. III, p. 338).
3. Perhaps he named it himself. Tyler was a highway surveyor.
4. III R, March 1843, Art. 7.
5. *Hist.*, Vol. II, p. 194.
6. *Hist.*, Vol. III, p. 370.

UNION STREET

UNION STREET is a short street off Stratton Road to the south, which used to lead to the freight depot. Now one branch turns left to the Fibre Glass Manufacturing Company [ballfield], the other turns right past a residence to the railway tracks, then comes out again on Stratton Road.

Although there is no documentation on this road—none that was identified—it may have had an early existence as part of the highway leading from Borland’s mills and bridge toward the farms on the turnpike and Hillcrest Road. In that case the later Ellison Street would have been an extension of it. Borland’s mills (pre-1778) were succeeded by Spofford’s, but in 1792 Spofford built a new dam and bridge a little downstream, about where they are at present, leaving the old path from the river superfluous until the advent of the railway stations. The railway came to Jaffrey in 1870. The freight depot on the east side of the tracks was sufficient reason to restore the street. An additional ground was supplied in 1923 by the construction of the New Hampshire Match Co. plant. The building is now the site of the Bean Fibre Glass Corporation.

Union Street does not appear on the maps prior to Hurd & Co.’s New Hampshire Town Atlas of 1892, and the U. S. Geological Survey map of 1894, based on an 1888 survey. Thereafter the road is marked as it is today. Ellison Street, the continuation of Union Street, is also said to have been called Union Street from about the time of the Civil War until 1919.

VINCENTE DRIVE [Now Monadnock View Drive]

VINCENTE DRIVE leads west off Route 202 from Rindge at the old Pomponio place (Fred Bass farm) to an area under development by Seppala & Hakala. The subdivision for residential purposes was approved in August 1977, but the road is not finished and has not yet been accepted by the town (1979). Questions arose with respect to Conservation Commission requirements. From the road there is a spectacular view overlooking the Reservoir toward the mountain.

WEBSTER STREET (K. K. ROAD)

FROM BELLETETE’S MARKET [Belletete’s True Value Hardware Store] Webster Street runs about three tenths of a mile SE from Peterborough Streets and has now been extended by an uncompleted dirt road to create a corner with Knight Street near the town garage. Until 1942 Webster Street was called “K. K. Road” after “Kleen Kutt” products, a popular brand manufactured by the Granite State Tack Company.

On July 20, 1915, a fire badly damaged the original Granite State tack factory, which was located on the river near Old Peterborough Road. A new site was found and a plant constructed where the present tack factory is located. The new plant, then owned by the United Shoe Machinery Corporation, was completed in 1916. A petition for a road from Peterborough Street to the Company’s property on the other side of the railway tracks was submitted already in 1915,¹ and a hearing was held, but the proposal was considered premature. The tack factory was willing to bear the cost of construction. When the new factory was approaching completion, the company submitted the following article to be voted upon at a special town meeting, August 3, 1916:

“To see if the town will lay out and build a new highway from the Peterborough Road to the land of the B & M R. R. across land of Clara Dame, Elina Larkin, and Myrtle J. Farrin. 2 rods wide.”²

Counted and recounted, the article was declared “Carried” by a vote of 18 to 17.

The petition and layout were then resubmitted to the selectmen, for a road from land of Clara Dame and Selina Larkin to the line between Dame and Myrtle J. Farrin north of the right of way of

the railroad, 2 rods wide.³ This portion was built, and was named “K. K. Road.”

In 1922 the United Shoe Machinery Company had the road extended to its present official length. The article in the warrant, petitioned for by Louis J. Duval and others, was in the form of a dedication, reading as follows:

“That the town accept as a public highway the right of way known as K. K. Road, leading easterly from the tracks of the Boston & Maine Railroad in East Jaffrey Village, as laid out and shown on a plan filed with the Selectmen on Feb. 9, 1922, and recorded in Plan Book 2, Page 163, of the Cheshire Registry, and that the highway be called K. K. Road and properly marked.”⁴

The motion carried.

The “Grand Old Man” of the tack works was Wilbur Elmer Webster, whose father founded the works in 1897. The *History* says that the son, who succeeded his father in 1902, “had no superior as a business executive in the industrial history of the town.”⁵ Upon the death of W. E. Webster, November 2, 1942, K. K. Road was renamed “Webster Street” in his honor.

In 1948 the town appropriated \$1,000 for hard-surfacing Webster Street and Aetna Street.⁶

1. Petition: Vault .66, p. 258, Oct. 26, 1915; Misc. Rec. Bk, p. 117; Hearing, Nov. 10, 1915.
2. IV R, July-Aug. 1916, Ann. Rep. 1916, Spec. Town Meeting, Art. 3.
3. Vault .66, pp. 277, 282, Oct. 14, 1916; Misc. Rec. Bk, pp. 136, 137, August 28, 1916.
4. IV R, March 14, 1922, Art. 12; Ann. Rep. 1921, warrant for March 1922.
5. *Hist.*, Vol. I, p. 392.
6. Ann. Rep. 1947, warrant for March 1948, Art. 22. The vote was Yes.

WHEELER STREET

AFTER LAWRENCE STREET had been built in 1910-1911 a petition was submitted by John E. Wheeler in 1920 for a new road off Lawrence Street and parallel to (Squantum) Stratton Road. Wheeler Street is the short road now connecting Lawrence and Aetna Streets in the neighborhood southwest of the high schools.

Wheeler’s petition was for a new highway to be laid out and built:

“beginning on Lawrence Street 591 ft from the West side of Squantum Road, thence north through land of John E. Wheeler 270 ft distant from said Lawrence Street.”¹ Same width as Lawrence Street (50 ft).

Hearings were held on October 7, 1920, and January 6, 1921, after which the petition was granted.²

1. Vault .66, p. 395, Sept. 9, 1920; Sel. Misc. Rec., p. 182, Sept. 21, 1920.
2. Sel. Misc. Rec., p. 182, Oct. 7, 1920; Vault .66, p. 406, January 6, 1921.

WHITE ROAD

IN THE HOUSES above Cheshire Pond there is an historic old Cape half way up the hill between Cheshire Street and the red brick farmhouse (Deschenes) [Caswell] at the top. The Cape belonged

to B. L. Baldwin in 1850; afterwards, in this century, to Ari T. Burpee, who worked for White Brothers; it is now owned by Frederick and Amanda Smith [Yost]. Between this house and the entrance to Cheshire mill White Brothers built several houses for employees in the period when they owned the property (1884-1938). When White Brothers sold the mill to D. D. Bean & Co. the houses were disposed of to individual owners. The short street on which the houses faced, between Fitch Road and Cheshire Street, is named White Street (or “Road”). It was made a public road in 1952. The petition reads:

“(For a new road) from the east side of the road leading to Horace Deschenes’ farm...easterly on the road now being used to the right of way near the entrance of the mill of D. D. Bean & Sons, through or bordering land of Amanda Smith, Bruno, Deschenes, Griswold, and Fish. 416 feet, 40 feet wide.”¹

A hearing was held and the petition was granted on September 29, 1952. (See also Cheshire Street and Fitch Road)

1. IV R 90, Sept. 26, 1952; Misc. Rec. Bk (1952), p. 486.

WITT HILL ROAD

WITT HILL was named after Zacheus Witt, who came to Jaffrey in the early days and had a farm north of Col. Benjamin Prescott’s place (Wilson, Vannevar Bush, Shepherd place, now James Devlin’s) [Benjamin Prescott Inn].¹ The old dirt road runs from the turnpike (Route 124) north past Witt Hill, then down the hill to a juncture with Old Sharon Road near an ancient farm property (Benj. Nutting 1779, Josiah Sawyer 1836, Oren LeMay 1931). On the Gibbs map (1850) Witt Hill Road is called the “Sharon Road”. This road and Old Sharon Road continue into Sharon as the Spring Hill fork of Jarmanay Hill Roads an early route laid out in 1749.²

The original records of Witt Hill Road have not been found; they would have predated the incorporation of Jaffrey. A 1778 transcript of the pre-turnpike road east from town speaks of a course easterly and southeasterly “till it takes the road about 30 rods North of Benjamin Prescott’s barn”³—this would have been the Witt Hill Road. The road is shown on the *History’s* 1828 school district map, as indeed it was entirely within school district No. 1.⁴

In 1856 Josiah Sawyer had an article in the warrant “To see if the town will lay out a winter road from Josiah Sawyer’s to Old Turnpike Road”.⁵ No luck; it was passed over.

1. *Hist.*, Vol. II, p. 865. The Witt house, now a cellar hole, was occupied past 1850.
2. “Wilton to Rowley-Canada” road, *History of Sharon* by Thorne King Jr., pp. 54, 55, Early Roads and Settlers Map.
3. I R 51, March 26, 1778; T 8.
4. *Hist.*, Vol. I, p. 272.
5. III R, March 1856, p. 260, Art. 16.

WOODBURY HILL ROAD

WOODBURY HILL ROAD is the extension of Old Dublin Road from the latter’s intersection with Frost Road to a junction with Slade Road, thence to the Dublin line. If it were improved it would be the

most scenic road in town, with a wonderful view across Thorndike Pond to Monadnock. Beginning near the Lawrence farm, the cellar hole on the left, to the west was that of Peter Hogan's house, who lived there from the 1860's to 1888 when house and barn were destroyed by fire. The road north ascends steeply up Woodbury Hill, at the top of which, on the left, Loren Woodbury had a house from 1821 to 1862. Hogan bought Woodbury's house and moved it down to the site near the Lawrence farm. From Woodbury Hill the road makes a sharp descent to a "causeway"—the highest and one of the best built causeways in town—then steeply up a second hill, known locally as Blueberry Hill, thence past two cellar holes on the right. The first belonged to James Gowing, the second to Moses Stickney. Both pioneers came to Jaffrey in 1777. Gowing settled on Lot 16, Range 2; Stickney, on Lot 15, Range 2. Gowing "fell dead on the road near his house" in 1805.¹ Stickney lived an idyllic life until 1852, when he died at the age of 101.² There are still lilac bushes around the cellar hole of his house. Through generous gifts most of the land traversed by Woodbury Hill Road has now come into the ownership of the Society for Protection of New Hampshire Forests. There will have been some kind of path to Gowing's and Stickney's houses from the time they settled their homesteads, and the path probably ran to the Dublin line, either past their places or along the eastern shore of Thorndike Pond more or less as Slade Road goes at present. In any event, there was a road that way to Dublin in 1781. A transcript reads: "Beginning at an oak etc....to the road that leads from Dublin to Kendal Briant's"³ (present Charles Royce) [Casagrande]. A 1783 transcript reads:

"Beginning at John Briant's corner on the road that goes to Gowing's Lains then turn South of Moses Stickney's barn to a great rock on the road way to Dublin line."⁴

For over twenty years, from 1810 to 1832, Azael Gowing made repeated attempts to get something done about the road where his father fell dead, but Azael moved away in 1832 and the road remained as it was. An article in the warrant for 1810 requested that a road be laid out from Mr. Azael Gowing's to Lt. Benjamin Lawrence's "so as to avoid the hill."⁵ The article was passed over. At the March meeting, 1815, it was voted:

"that the Selectmen go and view the ground from Benjamin Lawrence's to Moses Stickney's and lay out a new or alter said road as in their judgment they shall think best."⁶

At the August meeting in 1815 the town appointed the selectmen to confer with the selectmen of Dublin on the expediency of altering the roads as authorized by a resolution reading:

"To consider the expediency of altering the road from Benjamin Lawrence's to Moses Stickney's or of laying out a new road from Jaffrey Meeting House to Dublin line, and taking such measure as may continue said road the most direct practicable way to the middle of Dublin and act thereon and relative to any other road as may be thought proper."⁷

The following year Gowing submitted a request for an alternative route "Southerly of Azael Gowing's house to a log house between Gowing's and Benjamin Lawrence's, then across Lawrence's land"⁸. At the November meeting the committee appointed to confer with the committee from Dublin recommended:

"to bar the road at the foot of the hill north of Capt. Joseph Gowing's and to be laid in the best direction to a pair of bars east of James Gowing's buildings which was all the alteration that was

agreed to be made in Dublin. It is further agreed to leave the old road at an Ash tree south of Azael Gowing's house in Jaffrey and to come into the old road between Benjamin Lawrence's house and barn".⁹

In 1817 the town voted to open and make the road laid out from Azael Gowing's to Benjamin Lawrence's,¹⁰ but the next year it voted to discontinue "the road laid out from Benjamin Lawrence's to Azael Gowing's round the hill east of the road as now travelled."¹¹ In 1829 an article was presented to see whether the town would widen the road near Azael Gowing's.¹² It was voted that the selectmen should view the road and make such alterations as they saw fit. Evidently the selectmen did nothing much. A similar article was presented in 1830.¹³ In 1832 a last attempt was made "to see if the town...will make any alterations in the road near Azael Gowing's."¹⁴ The town voted to dismiss the article. Azael moved to New York the following year.

In 1875 the short piece of road from the main road to the site of Woodbury's (later Hogan's) house on top of Woodbury Hill was discontinued.¹⁵ Thereafter, though shown on the maps, not much was heard of Woodbury Hill Road until 1972 when the town voted to designate part of it a Scenic Road under RSA 253: 17-18 "from the juncture with Slade Road north to the Dublin line."¹⁶ In the warrant for March 1979 the selectmen submitted a request to discontinue Woodbury Hill Road, subject to gates and bars, from the point where Frost Road intersects with Old Dublin Road to the intersection of Slade Road.¹⁷ Although the article did not carry, that stretch of road is a Class VI highway. It has not been repaired by the town in suitable condition for travel for five successive years. It can be travelled by vehicles with 4-wheel drives but is deeply rutted and torn up by firewood cutters.

For a brief period an alternative route to the later Slade Road was provided by a road off Woodbury Hill Road from Blueberry Hill near Merrill Hill's residence to the Wesselhoeft farm and on toward the Center. The route is a little further east than the present road. Still a pretty good road and generally called an "old logging road", it was a public highway from 1815 to 1818. The transcript reads:

"From the West side of the old road between Mr Cozzen's and Moses Stickney's Southerly through Stickney's land by the East side of the wall between Freeborn Raymond's house and field, then through the woods between Thomas French's house and cider house (later Wesselhoeft), then through a corner of John Cutter's pasture and a corner of Jonathan Gages's orchard (later Hillsmith, Taylor place) to the old road South of Daniel Emory's house."¹⁸

Damages awarded were: Stickney \$90, Raymond \$200, French \$50, and Cutter \$20. The town was dilatory in building the road. An article was included in 1817 to see if the town would open the newly laid out road by Thomas French's.¹⁹ It was so voted. But in the following year it was voted to discontinue "the road laid out past Thomas French's, west of Freeborn Raymond's to Mr. Cozzen's."²⁰

Slade Road now serves the purpose of the old road "past Thomas French's".

1. *Hist.*, Vol. II, p. 346.
2. *Hist.*, Vol. II, pp. 770, 771.
3. I R 127, Aug. 16, 1781.
4. I R 126, April 29, 1783; Cutter's *History*, p. 52.
5. II R, Vault .70, p. 5, Aug. 10, 1810, Art. 5.
6. II R, Vault .70, March 17, 1815, Art. 13; petition and transcript in Vault .114.

7. II R, Vault .70, August 15, 1815, Art. 3, and p. 63.
8. T 54, Sept. 9, 1816.
9. II R, Vault .70, November 1816, Art. 5.
10. II R, Vault .70, p. 81, Feb. 22, 1817, Art. 11.
11. II R, Vault .70, p. 104, March 1818, Art. 10.
12. II R, Vault .70, p. 311, Oct. 1829, Art. 8.
13. II R, Vault .70, p. 320, March 1830, Art. 11.
14. II R, Vault .70, p. 360, November 1832, Art. 8.
15. III R, p. 449, March 1875, Art. 19.
16. Ann. Rep. 1972, Abstract of Town Meeting, March 1972, Art. 20,
17. Ann. Rep. 1978, warrant for March 1979, Art. 33.
18. T 53, Sept. 23, 1815.
19. II R, Vault .70, pp. 81, 89, February 22, 1817.
20. II R, Vault .70, p. 104, March 1818.



APPENDICES

- A. Jaffrey Hills
- B. New Public Roads & Street since 1982
- C. Town Meeting Articles relating to Roads & Streets since 1980
- D. Jaffrey Roads & Streets by Classification

APPENDIX A JAFFREY HILLS

SOME of the old road documents refer to hills the names of which have long since been forgotten, though most of them are mentioned in biographical entries in Vol. II of the town *History*. Five of them are so named on the U. S. Geological Survey map (1949 ed.), those below marked with an asterisk.

Bigelow Hill

Named after Nathaniel Bigelow (1789-1876), who lived on the old farm on the hill at the end of Coleman Road, now (1980) owned by the Badertschers [George]. (*Hist.*, II, 77)

Blueberry Hill

Name used by residents in the vicinity for the hill beyond Woodbury Hill on the way toward the Dublin lines a little before the junction of Slade Road and Woodbury Hill Road. On top of the hill, cellar hole of the farm house that belonged to Moses Stickney Jr. (1751-1852). (*Hist.*, II, 819)

Carter Hill *

Named after Capt. Jonah Carter (1772-1837), who owned the hill site on the town line where it is crossed by the main road to Rindge (Rte 202). Coming to Jaffrey in 17929 Carter lived first on the Jaffrey side (place known as the Fenerty farm, 1930), then built a house on the Rindge side to which he moved. (*Hist.*, II, 142)

Clark Hill (?)

In 1835 a petition was submitted to the selectmen for a new road from Bower's mill, in Slab City, so as "to avoid Clark hill." This looks as though what was meant was what was later called South Hill, toward the Common in the Center, but it may have been something else. [Located where the present Chamberlain driveway is. —H. Charles Royce]

Cobleigh Hill *

A hill in the SW part of town, over which an early road led to Fitzwilliam (Bowkerville) and Troy. The hill and road acquired their name after John Rice Cobleigh (1819-1863), who in 1854 bought the Jonas Ross farm there and lived on it until 1863. (*Hist.*, II, 167).

Cutter Hill

The hill off Harkness Road as the road leads out of Jaffrey Center. Named after Nathaniel Cutter

(1800-1883), who with his descendents lived on the old Roger Gilmore homestead. (*Hist.*, II, 213). The house is now the residence of General Wheeler Merriam [Thurber]. Harkness Road was formerly sometimes called “Cutter Hill Road”, and for a time, “Henchman’s Road.”

Dean Hill

The hill on the SE corner of the crossroads where Amos Fortune Road meets Route 137. Named after Jonathan Dean (distinguish from Dr. Wm. Dean, who was murdered), who came to Jaffrey previously to 1779 and settled on the Hogg homestead in Lot 7, Range 6. (*Hist.*, II, 237.) The place is now part of Mr. Edwin Cutter’s farm.

Garfield Hill

A hill east of the Gould house on Prescott Road, named after John Garfield (1812-1908), who came to Jaffrey in 1828 and married Emily Gould. Sometime after 1836 he lived on the Gould farm until his death in 1908. (*Hist.*, II, 326)

Howard Hill

Howard Hill Road passes between a high point, Whitcomb Hill, on the south (now within the mobile home park grounds) and a lesser elevation on the north, which was called Sawyer Hill until into the 1930’s. The old farm house now owned by Mrs. Eunice Schmaltz was the property of Leonard F. Sawyer from 1864 until his death in 1903. The site was an early farm owned by Orlando Cragin at mid-century, by Jacob Pierce in 1773. After Sawyer’s death the family most associated with the neighborhood was that of Wm. Oscar Howard, who lived there for many years on the homestead of his grandfather, John Hecker, near where Carey Road turns off to the Forest Park mobile home park. The Howard residence is now owned by John H. Moore Jr. (*Hist.*, II, 391, 415)

Jock Page Hill *

Hill in the SW part of Jaffrey, off Brigham Road near the Fitzwilliam line, named after Jonathan Page (1816-1904). Page lived in Lot 4, Range 10, on the old Alpheus Brigham farm, later owned by Daniel Lynch. (*Hist.*, II, 564)

Sargent Page Hill.

A small round hill between Old Mill Road and Route 124 not far from Perkins Pond. Named after Sargent Page who came to Jaffrey in 1778 and moved from town in 1792. He bought of Thomas Barnes the north part of Lot 1, Range 6. (*Hist.*, II, 564)

Peabody Hill *

Hill near the Rindge line on Peabody Hill Road. Named after Richard Peabody (1731-1820), the earliest settler in Jaffrey, who came to Rowley Canada in 1742. Peabody sold his real estate to Thomas Mower in 1778. (*Hist.*, I, 62, 80, 82-83, Vol. II, 578.) The place is now owned by McSkimmon [Bearce].

Pierce Hill

Hill about midway on Frost Road leading from old Lawrence farm (Blick, Peter Davis) to Dublin line. Named after John Pierce, who lived on the farm at the top of the hill in Lot 16, Range 2, previously owned by Silas Adams (now cellar hole). (*Hist.*, II 592)

Saddle Hill

Hill in the SE corner of the town on the old county road (Second County Road) past Hubbard Pond to New Ipswich (present "Annett Road").

Sawyer Hill

Named after Leonard F. Sawyer (1839-1903), who in 1864 bought from Orlando Cragin the early Jacob Pierce farm on Howard Hill Road northwest of Lake Contoocook. (*Hist.*, II, 185, 596, 684.) During the almost forty years Sawyer lived on the place, the hill behind his farm, on the flank of which his house stood, acquired the name "Sawyer Hill". The old Sawyer place is now owned by Mrs. Eunice Schmaltz. The name "Sawyer Hill" stuck until into the 1930's (e.g. as in the town *History*). Hill and road are now called "Howard". See Howard Hill and Whitcomb Hill.

Sheep Wash Hill (?)

There are a few road documents in the latter half of the last century which refer to "Sheep Wash Hill". It looks as though what was meant was a hill between the Frost Brook Farm (present Liebman) and the Davis farm (present Vaillancourt) [Sargent] on Bryant Road.

South Hill

Hill south of the meeting house common in Jaffrey Center on the road to Gilmore Pond Road at the Mountain Stream. The hill was crowned by Parson Ainsworth's manse and his farm across the road. (The farm was later owned for many years by John Abbot Cutter, who sold it to Rear Adm. Theodore Greene in 1875.) (*Hist.*, II, 206)

Tyler Hill

Hill at top of road off River Street opposite Roy's Market, named after Phinehas Tyler who came to Jaffrey about 1793, returning to Leominster before 1800. (*Hist.*, II, 819.) Later site of residence of Rev. M. L. Cutler, now of Arthur Coll [James Coll].

Whitcomb Hill *

A hill south of Howard Hill Road, now on the property of the Forest Park mobile home park. Named after Ephraim Whitcomb, who came to Jaffrey in 1774 and had a farm near the hill. (*Hist.*, II, 849.) Whitcomb was the brother in law of Jacob Pierce, who owned the farm a little toward the east, the later Leonard Sawyer place now owned by Mrs. Eunice Schmaltz. See Sawyer Hill and Howard Hill.

Witt Hill

The hill north of the old Benjamin Prescott homestead (B. G. Wilson, Bush), crossed by Witt Hill Road between the turnpike (Rte. 124) and Old Sharon Road. Named after Zacheus Witt (1749-1833), who came to Jaffrey before 1782 and settled on land in Lot 22, Range 8. (*Hist.*, II, 865)

Woodbury Hill

The hill NW of the Lawrence farm (Blick, Peter Davis), named after Loren Woodbury (1788-1862), a sea captain who came to Jaffrey in 1821 and lived east of Thorndike Pond. His home burned in 1873. (*Hist.*, II, 870)



APPENDIX B
NEW PUBLIC ROADS & STREETS SINCE 1982

- Amboy Circle.** Accepted at Town Meeting, 1982.
- Beth Circle.** Accepted at Town Meeting, 1988.
- Carmella Drive.** Accepted at Town Meeting, 1986.
- Carriage Hill Drive.** Accepted at Town Meeting, 2002.
- Colls Farm Road.** Accepted at Town Meeting, 2003.
- Crestview Drive.** Accepted at Town Meeting, 1983 (although included above).
- Darcie Drive.** Accepted at Town Meeting, 1982.
- Eastwood Drive.** Accepted at Town Meeting, 1983 (although included above).
- Evergreen Lane.** Accepted at Town Meeting, 1987.
- Heath Road.** Extended, 1990. Not included above.
- Jennifer Lane.** Accepted at Town Meeting, 1981 (although included above).
- Lakewood Drive.** Accepted at Town Meeting under the name **Oak Hill Drive**, 1986.
- Lord View Drive.** Accepted at Town Meeting, 2007.
- Monadnock View Drive.** Accepted at Town Meeting under the name **Vincente Road**, 1987 (although included above as Vincente Drive). Changed to **Mountain View Drive**, then later to Monadnock View Drive.
- Perry Road.** Accepted at Town Meeting, 2008.
- Sara Drive.** Accepted at Town Meeting, 1988.
- Sherwood Lane.** Accepted at Town Meeting, 1987 and 1998.
- South Shore Drive.** Accepted at Town Meeting, 1986.
- Winding Brook Road.** Accepted at Town Meeting, 1998.



APPENDIX C

TOWN MEETING ARTICLES RELATING TO ROADS & STREETS SINCE 1980

Date is date that Town Meeting was held not the date of the Annual Town Report.

Source: Annual Town Reports

Compiled by: Robert B. Stephenson

STREET	TOWN MEETING YEAR & ARTICLE		STREET	TOWN MEETING YEAR & ARTICLE	
Amboy Circle	1982	24	Ingalls Road	2006	24
Beth Circle	1988	5	Jennifer Lane	1981	21
Carey Road	1993	19	Lord View Drive	2007	26
Carmella Drive	1986	28	Main Street	1985	29
Carriage Hill Drive	2002	28	McCoy Road	1997	25
Chamberlain Road	1991	20	Mountain View Drive**	1990	15
Charlonne Street	1986	23	Oak Hill Drive	1986	28
Coll's Farm Road	2002	18	Old Route 202 South	1989	21
“	2003	23	“	1990	15
Coll's Farm Stand Road	2003	24	Old Sharon Road	2002	18
Crestview Drive	1983	32	“	2003	23
“	1989	29	“	2003	24
Dublin Road	1985	30	Perry Road	2008	20
“	1986	20	Pierce Crossing Road	2003	24
“	1987	11	Plantation Drive	1989	14
Darcie Drive	1982	24	Road to Heil Cemetery	1989	20
Dunshee Road	1994	25	Road to Public Waters	1994	24
East Main Street	1983	20	Sara Drive	1988	5
“	1984	23	Shaker Road	1993	18
Eastwood Drive	1983	33	Sherwood Lane	1987	7
Emery Road	1991	19	“	1998	21
Evergreen Lane	1987	8	South Shore Drive	1986	28
Fitch Road	2007	25	Squantum Road	1981	11
Fitzgerald Drive	1989	14	“	1985	25
Gibbs Road	1990	18	“	1999	29
“	1997	25	Stratton Road	1985	26
Gilson Road	1996	28	Thorndike Pond Road	2002	27
Hadley Road	2002	18	Tyler Brook Lane	1986	29
Harkness Road	1995*	4	Unnamed road	1989	21
Heath Road Extension	1990	28	Vincente Road	1987	6
Highland Avenue	1993	20	Winding Brook Road	1998	20
Hillcrest Road	1984	25			
Hunt Road	1986	25			
Ingalls Road	2004	28			

*Special Town Meeting

**Later changed to Monadnock View Drive

Index

DATE ARTICLE

TEXT AND OUTCOME

1980 No road-related articles.

1981 11 “To see if the Town will authorize the Board of Selectmen to close a portion of **Squantum Road** subject to gates and bars, closed to through traffic, from a point by the Public Beach running 770+/- feet to a point near Contoocook Lake Road, on a year-round basis; and to appropriate \$2,500.00 in order to construct wider turning areas where Hunt Road intersects Squantum Road and where Howard Hill Road intersects Squantum Road, and to install gates and barriers, or act in any way thereto.”

21 Moved; ‘That the Town of Jaffrey accept as a public highway, a road to be known as **Jennifer Lane**, 817 feet in length and 50 feet in width, running from Brendan Lane to Letourneau Drive as shown on a plat in Plan Book 41, Page 69 of the Cheshire County Registry of Deeds.’

1982 24 To see if the Town will accept as public highways two roads in the Partridge Point subdivision known as **Darcie Drive**, 50’ in width and 1,570’ in length, and **Amboy Circle**, 50’ in width and 500’ in length; as shown in a plat in Plan Book 3, Page 95 at the Cheshire County Registry of Deeds, Keene, N.H. (By petition) *Motion carried*.

1983 20 To see if the Town will raise and appropriate an amount not to exceed Sixteen Thousand Six Hundred Sixty-seven (\$16,667.00) Dollars to construct a sidewalk and widen the existing travelled way on **East Main Street** from a point 250 feet east of Grove Street to Oak Street, a distance of 1,050 feet; or act in any way relating thereto. *Motion carried*.

32 To see if the Town will accept as a public highway a road in the Crestview subdivision known as **Crestview Drive**, 50’ in width and 6,100’ in length, bounded on one end by Route 137 and bounded on the other end by Bryant Road, as shown in a plat entitled “Crestview in Jaffrey, N.H.” dated September 12, 1978, recorded at the Cheshire County Registry of Deeds as Plan Rolls 284, 285, 286, and 287. (By petition) *Motion carried*.

33 To see if the Town will accept as a public highway **Eastwood Road** 50’ wide x 600+/- as shown on Plat, recorded in Cheshire County Registry of Deeds. (By petition) *Motion carried*.

- 1984 23 To see if the Town will raise and appropriate an amount not to exceed \$12,000.00 to construct a 10 foot paved shoulder, curb and sidewalk on the north side of **East Main Street** and a 4 foot paved shoulder on the south side of East Main Street starting at Oak Street and running westerly about 750 feet or act in any way relating thereto. *Motion carried.*
25. To see if the Town will appropriate the sum of \$20,000.00 to contract for the reconstruction of 1,100 feet of **Hillcrest Road** by asphalt pavement reclamation, or act in any way relating thereto. *Motion carried.*
-

- 1985 25. To see if the Town will authorize the Board of Selectmen to close a portion of **Squantum Road** subject to gates and bars, closed to through traffic, from a point at the public beach by the Schmaltz property line running easterly about 375 linear feet to a point near the Kenyon property line on a year round basis and to install gates and barriers or act in any way relating thereto. *Motion defeated.*
26. To see if the Town will vote to raise and appropriate an amount not to exceed Eighty Thousand (\$80,000) dollars for the reconstruction and widening of about 2,900 linear feet of **Stratton Road** including sidewalks and hot top curbing, or act in anyway relating thereto. *Motion carried.*
27. To see if the Town will furnish and place granite curbing in place of hot top curbing on **Stratton Road** as included in Article 26 and raise and appropriate an additional Twenty Seven Thousand (\$27,000) dollars to accomplish the same or act in any way relating thereto. *Motion carried.*
29. To see if the Town will vote to raise and appropriate an amount not to exceed Twelve Thousand (\$12,000) dollars to construct a ten (10) foot wide shoulder and a five (5) foot wide sidewalk on the north side of **Main Street** from the Bryant Road to Thorndike Pond Road, a distance of 1,050 linear feet or act in any way relating thereto. *Motion defeated.*
30. To see if the Town will vote to raise and appropriate Fifty Thousand (\$50,000) dollars to reconstruct about 3,300 linear feet of **Dublin Road** to state standards for Class II roads beginning at the Dublin-Jaffrey line or act in any way relating thereto. *Motion carried.*
-

- 1986 20. To see if the Town will vote to raise and appropriate the sum of fifty thousand dollars (\$50,000) to continue the reconstruction of **Dublin Road** to state standards for Class II roads beginning at the end of last year's construction and continuing southerly for about 4,000 +/- lineal feet or act in any way relating

- thereto. *Motion carried.*
23. To see if the Town will vote to raise and appropriate the sum of forty nine thousand dollars (\$49,000) to reconstruct **Charlonne Street** including sidewalks and curbing, a distance of about 1,425 lineal feet, or act in any way relating thereto. *Motion not carried.*
25. To see if the Town will vote to raise and appropriate the sum of one hundred twenty thousand dollars (\$120,000) to reconstruct **Hunt Road**, a distance of about 3,300 lineal feet or act in any way relating thereto. *Motion not carried.*
28. To see if the Town will accept as public highways three (3) roads in the Waterway Ridge subdivision known as **Carmella Drive**, 50' in width and 600 +/- in length, **Oak Hill Drive**, 50' in width and 1,215 +/- in length, and **South Shore Drive**, 50' in width and 1,235 +/- in length; as shown in a certain plan entitled "Definitive Plan Waterway Ridge, Jaffrey, New Hampshire", Sheet 1 of 5, Scale: 1" = 50', March 28, 1984, prepared by Vorce, Soney and Associates, Inc., and which plan is recorded at the Cheshire County Registry of Deeds in Plat Cabinet 5, Slide 115." (By petition) *Motion carried.*
29. To see if the Town will vote to convey approximately one +/- acres to the abutters on the present turnaround (the northern part of the cul de sac previously known as **Tyler Brook Lane**), the south end of **Crestview Drive** and to raise and appropriate approximately six hundred dollars (\$600) to cover surveying, deed preparation, and registration of this change. *Motion carried.*

- 1987**
6. To see if the Town will accept as a public highway one (1) road in the Monadnock View Park Subdivision known as **Vincente Road**, fifty (50') in width and one thousand two hundred and sixty (1,260') +/- in length as shown in a certain plan entitles "Monadnock View Park, Subdivision of land in Jaffrey, New Hampshire" owned by William H., Jr. and Miran A. Gibbons, Scale 1"=50", dated April 1, 1977 and revised July 29, 1977, and which plan is recorded at the Cheshire County Registry of Deeds, on condition the said road be brought up to the standards as provided in the Town of Jaffrey Rules and Regulations to Control Subdivisions and a surity bond satisfactory to the Town of Jaffrey be provided in order to guarantee satisfaction of upgrading the road as required. *Motion carried.*
7. To see if the Town will accept as a public highway one (1) road in the Sherwood Forest Subdivision known as **Sherwood Lane**, fifty (50') in width and six hundred (600') +/- in length, as shown in a certain plan entitled "Plan of Sherwood, a subdivision in Jaffrey, New Hampshire" Plan 1, Scale 1"=100', March 12, 1985, prepared by Vorce, Soney and Associates, Inc., and which plan is recorded at the Cheshire Registry of Deeds being Plan Roll No. 1168 in

cabinet 6-159. (By Petition) *Motion carried.*

8. To see if the Town will accept as a public highway one (1) road in the Evergreen Subdivision known as **Evergreen Lane**, fifty (50') in width and three hundred and sixty (360') +/- in length, as shown on a certain plan entitled "Plan of Evergreen, a subdivision in Jaffrey" Scale 1"=80', dated January 11, 1984, prepared by Vorce, Soney and Associates, Inc., and which plan is recorded at the Cheshire Registry of Deeds. *Motion carried.*

11. To see if the Town will vote to raise and appropriate the sum of Fifty Thousand Dollars (\$50,000) to continue the last stage of the reconstruction of **Dublin Road** to State standards for Class II roads beginning at the end of last year's construction and continuing southerly for about 3,800 lineal feet to the entrance of the Poole Road, or act in any way relating thereto. *Motion carried.*

-
- 1988**
5. To see if the Town will accept as public highways two (2) roads in the J & R Realty subdivision; one road known as **Sara Drive**, fifty feet (50') in width and about one thousand, forty feet (1,040') in length; and the other road known as **Beth Circle**, fifty feet (50') in width and about seven hundred seventy-five feet (775') in length as shown in a certain plan entitled "Subdivision Plan of Lots 30-3 and 30-4, Jaffrey, New Hampshire prepared for J & R Realty" by W. G. Howard, Inc. dated March 15, 1986, and which plan is recorded at the Cheshire County Registry of Deeds. *Motion carried.*

-
- 1989**
12. To see if the Town will vote to raise and appropriate the sum of Fifty Thousand Dollars (\$50,000.00) to reconstruct existing bituminous walks and curbing, replacing them with new bituminous walks and granite curbing. (By Selectmen) *Motion carried.*

 14. To see if the Town will vote to raise and appropriate the sum of Fifty Nine Thousand Two Hundred Eighty Five Dollars (\$59,285.00) to improve roadways serving the Drumlin Industrial Park known as **Fitzgerald and Plantation Drives** totaling 3,140 linear feet. (By Selectmen) *Motion not carried.*

 20. To see if the Town will vote to authorize its Selectmen to convey to Kenneth E. Saunders, Jr. and Jeanine D. Saunders, upon terms established by the selectmen, a certain **right of way** approximately twelve (12) feet in width that commences at Old County Road and thereafter meanders a distance of three hundred (300) feet, more or less, through land of Saunders to Phillips Cemetery, said right of way having been accepted and reserved in the Warranty Deed from John G. Heil to Kenneth E. Saunders, Jr. and Jeanine D. Saunders dated July 6, 1981 and recorded in Volume 1003, Page 669 of the Cheshire County Registry of Deeds, said right of way being shown on a certain plan entitled, "Subdivision of John G. Heil", dated April, 1981, said plan being on file with said Registry, or to act in any way relating thereto. (By Selectmen)

Motion carried.

21. To see if the Town will vote to discontinue the following sections of roadway thereby returning the rights of way to the abutting property owner(s). (By Selectmen)
1. Approximately 300 linear feet of **Old Route 202 South** beginning at the intersection of Route 202 to its end.
 2. Approximately 1,100 linear feet of an **un-named road** which intersects with Colls Farm Road and runs to Old Sharon Road. *Motion carried.*

Special Town Meeting
October 7, 1989

5. To see if the Town will vote to raise and appropriate the sum of Fifty Thousand dollars (\$50,000.00) to reconstruct existing bituminous walks and granite curbing. Recommended by the Budget Committee. *Motion carried.*

1990 15. To see if the Town will vote to discontinue and relinquish pursuant to RSA 231:43 all interests of the Town in a portion of **old Route 202** beginning at **Mountain View Drive** [should read Monadnock View Drive] and running in a southerly direction for approx. 350 linear feet to its junction with present Route 202. (By Selectmen) *Motion carried.*

18. To see if the Town of Jaffrey will vote to discontinue and relinquish pursuant to RSA 231:43 all interests of the Town in that portion of a Class Six roadway known as **Gibbs Road** beginning at the junction of McCoy Road and running southerly 620' linear feet and then turning southwesterly 580' linear feet. (By Petition) *Motion not carried.*

19. To see if the Town will vote for an ordinance giving the Selectmen the power to impose and enforce a fine on anyone impeding, or denying access to the public the full width of the Town roads which border on lakes, ponds, rivers or streams; the penalty being a \$1,000 fine after a 7-day notice, and a \$100 fine each day thereafter until access is restored. (By petition)
After some discussion Jerry Ouellette moved to amend the article, after which discussion on the amendment proceeded and a vote was taken to amend the article to read as follows:

To authorize the Selectmen to establish a committee of (5) five qualified and interested people to identify and study Jaffrey's class V and VI roads. Said committee to recommend plans to protect these roads for the Town's future enjoyment and to report back at the next annual Town Meeting.

The amendment was passed by voice vote.

The article, as amended, was passed by voice vote.

20. To see if the Town will vote for an ordinance giving the Selectmen the power to impose and enforce a fine on anyone blocking, destroying or diverting a Class VI road; the penalty being a \$1,000 fine after a 7-day notice, and a \$100 fine

- each day thereafter until the road is restored. (By petition) *Passed over.*
28. To see if the Town will vote to authorize the Selectmen to layout as a Class 5 Town Highway, a portion of roadway know as **Heath Road Extension** effective upon completion of the road by the Town of Jaffrey and the Peterborough Savings Bank to Town specifications effective upon the date of subdivision approval creating this roadway with the understanding that no Town funds other than those acquired from the previous owner in the form of a performance bond or other private parties be used to complete this project. (By Selectmen) *Motion carried.*
-
- 1991** 19. To see if the Town will vote to discontinue a Class VI portion of **Emery Road** beginning at a point on Emery Road approximately 1,374 feet in a northerly direction from Route 137 and proceeding northeasterly approximately 653 feet to the Neilson residence. (By selectmen) *Motion carried.*
20. To see if the Town will vote to discontinue a Class VI portion of the west branch of **Chamberlain Road** beginning at Coll's Farm Stand and running easterly and northeast for approximately 1,620 feet to Chamberlain Road. (By Selectmen) *Motion carried.*
-
- 1992** 12. To see if the Town will vote to raise and appropriate the sum not to exceed the sum of Seventy One Thousand Dollars (\$71,000) for the purpose of reconstructing existing bituminous sidewalks using concrete and brick sidewalks in the downtown area including but not limited to portions of Routes 202, 137, 124 and various adjacent local access roadways. This project to be associated with the improvements planned for this area by the State of New Hampshire's Department of Transportation. (By Selectmen & Not Recommended by the Budget Committee)
The vote to pass over the article was passed by voice vote.
-
- 1993** 18. John Smith was recognized. He moved that the Town of Jaffrey reclassify a portion of **Shaker Road** From Class VI to Class V. Said portion is described as follows: Beginning at the end of the existing Class V portion of Shaker Road, which is approximately 200 (two hundred) +/- feet from the Marlborough/ Jaffrey town line, and proceed northeasterly for 130 (one hundred and thirty) +/- feet. Reclassification to Class V to become effective subsequent to upgrade of said portion to the specifications stipulated by the Town of Jaffrey Board of Selectmen and acceptance by the Board of Selectmen. The cost of the upgrade will be borne solely by John F. Smith and all work will be completed within six months of vote of approval for reclassification. *Motion carried.*
19. To see if the Town will vote to change the status of **Carey Road**, a Class VI

road currently not maintained by the Town, to a Class V Town road. Carey Road shall become a Class V road only after it has been repaired at the developers expense and to the satisfaction of the Selectmen for the Town of Jaffrey. (By Petition)

Because there were some concerns about the wording of the article it was moved, by Peter Rivard, to amend the article to read as follows:

“I move that the Town of Jaffrey reclassify a portion of Carey Road from Class VI to Class V. Said portion is described as follows: Beginning at the end of the existing Class V portion of Carey Road, which is where Carey Road intersects with Carey Court approximately 530 (five hundred and thirty) +/- feet from Howard Hill Road, and proceeding westerly approximately 375 (three hundred seventy-five) +/- feet. Reclassification to Class V to be effective subsequent to upgrade of said portion to “Town Road” standards as described in the Town of Jaffrey Subdivision regulations and acceptance by the Town of Jaffrey Board of Selectmen. The cost of the upgrade will be borne solely by Mr. Bradley Jackson and all work will be completed within six months of vote of approval for reclassification.”

After further discussion a vote to amend the article as stated above was passed by voice vote.

Motion not carried.

20. Peter Rivard was recognized. He moved that the Town of Jaffrey reclassify a portion of **Highland Avenue** from a Class VI to Class V Road. Said portion is described as follows: Beginning at the end of the existing Class V portion of Highland Avenue, which is approximately 510 (five hundred and ten) +/- feet south of the inter- section with Highland Court, and preceding southerly approximately 440 (four hundred and forty) +/- feet. Reclassification to Class V to be effective subsequent to upgrade of said portion to “Town Road” standards as described in the Town of Jaffrey Subdivision Regulations and acceptance by the Town of Jaffrey Board of Selectmen. The cost of upgrade will be borne solely by Mr. Bradley Jackson and all work will be completed within one year of vote of approval for reclassification. *Motion not carried.*
30. Are you in favor of Amendment #6 as proposed by the Planning Board for the Jaffrey Land Use Plan as follows: To amend Section X, Definitions, by: (By Official Ballot)
 1. Adding a definition for “street frontage”: The length of a lot bordering on a street.
 2. Adding a definition for “street”: A publicly approved road maintained for vehicular travel; a Class VI road; or a private road, either of which appears on a

subdivision plot approved by the Planning Board.

3. Adding a definition for “buffer area”: A land area used to visibly separate one use from another or to shield or block, noise, lights or other nuisances. The buffer may be landscaped or be open space, or some other type of protective facility.

Motion carried.

1994 24. To see if the Town will change, from Class VI to Class V, the status of the 0.38 mile long “**Road to Public Waters**” that connects the “great waters” of Frost Pond with Route 137 (Lincoln Corners Road). Affirmation of the Class V status will bring the aforementioned “Road to Public Waters” into compliance with the description recorded by, and resultant subsidies currently provided by the State of New Hampshire. *Passed over.*

25. To see if the Town will vote to discontinue a portion of **Dunshee Road**, specifically 116 feet beginning at the property of C. Jerome Underwood, Map 222 Lot 17, and ending at the end of the present right of way. (Recommended by the Selectmen)

Jerry Underwood then moved that the article be amended to read “To see if the Town will vote to discontinue all of Dunshee Road.” *Amendment defeated. Motion not carried.*

1995 No road-related articles.

Special Town Meeting
June 19, 1995

4. It was then moved “ Article 4. To see if the Town will vote, under the authority of NH RSA 231:43 and 231:45-a, to discontinue a portion of **Harkness Road** from its intersection with Bryant Road and running easterly for approximately 300 feet, as of August 1, 1995. A drainage easement running southerly under the road as well as under the property of David and Grace Gourd, and under property of the Village Improvement Society will be maintained by the State of New Hampshire. A description of the portion to be discontinued will be described in a survey to be recorded at the Registry of Deeds.” *Motion not carried.*

1996 28. To see if the Town will vote, under the provisions of RSA 231:157, to designate **Gilson Road** in its entirety from Thorndike Pond Road to Dublin Road as a scenic road. *Motion not carried.*

1997 25. To see if the Town will vote to reclassify approximately 500 feet of **McCoy**

Road and approximately 220 feet of **Gibbs Road** from Class VI to Class V. The location of these portions to be reclassified are: McCoy Road—from the end of the Class V portion of McCoy Road to the end of McCoy and its intersection with Gibbs Road; Gibbs Road—from the intersection of McCoy Road and Gibbs Road running north approximately 220 feet. *Motion not carried.*

- 1998 20. To see if the Town will vote to accept **Winding Brook Road**, located off Amos Fortune Road, and approximately 840 feet in length, as a Class V town road. *Motion carried.*
21. To see if the Town will vote to accept the remaining portion of **Sherwood Lane**, known as Sherwood Lane Extension, and presented as part of Phase II of the Sherwood subdivision, and approximately 1,700 feet in length, as a Class V town road. *Motion not carried.*
-

- 1999 25. To see if the Town will vote to support the following statement to be made to the NH Department of transportation by the Board of Selectmen, “The Town of Jaffrey wishes to make it known to the NH Department of Transportation that we support the proposal of a solution to the dogleg in downtown Jaffrey by either a through-pass or a by-pass of the downtown. The present alignment of US Route 202 through downtown Jaffrey is detrimental to the safety of motor vehicle operators and pedestrians, and it is detrimental to the economy of the Jaffrey downtown.”

Roy Stone moved to amend the article as follows:

“To see if the Town will vote to support the following statement to be made to the NH Department of Transportation by the Board of Selectmen of the Town of Jaffrey:

“The Town of Jaffrey wishes to make it known to the NH Department of Transportation that we support the proposal of a solution to the Route 202 dogleg in downtown Jaffrey by either a through-pass or a by-pass of the downtown. Prior to implementation, any proposed solution must receive approval by the Town of Jaffrey by a vote taken at a regular or a Special Town Meeting. The present alignment of US Route 202 through downtown Jaffrey is detrimental to the safety of motor vehicle operators and to pedestrians and is detrimental to the economy of both the downtown of Jaffrey and to the town as a whole.”

The amendment passed by voice vote.

Motion carried.

29. To see if the Town will vote to permanently close the road in front of the town beach (a portion of **Squantum Road**) as is done each summer. Submitted by Petition. (Selectmen’s note: This would change the classification of this

road from a Class V road to a Class VI road closed subject to gates and bars. This would allow the town to close the road all year long and prevent traffic from using this road. Further, the regular maintenance of the road would be discontinued). *Motion not carried.*

2000 No road-related articles.

2001 No road-related articles.

2002 18. To see if the Town will vote to sell land along Old Sharon Road; and vote to discontinue completely portions of **Coll's Farm Road, Old Sharon Road and Hadley Road**; and vote to acquire new rights of way in order to reposition Coll's Farm Road, Old Sharon Road and Hadley Road, all in connection with the new bridge project which was approved by the 2001 Town Meeting. *Motion carried.*

27. To see if the Town will vote to change that portion of **Thorndike Pond Road**, formerly Slade Road, from a designated scenic Class V road to an undesignated Class V road. Submitted by petition. Mr. Tieger explained, "in order for an article to places on the warrant it has to conform to the legal requirements of the article. This one, through nobody's fault, inadvertently not done that way. Consequently it is not a legal article and cannot be brought forth before the meeting. This was discovered after the warrant had been printed." *It was moved to postpone this article indefinitely, so passed by voice vote.*

28. To see if the Town will vote to accept **Carriage Hill Drive**, as shown on plan entitled "Carriage Hill Drive Subdivision of Land in Jaffrey, NH", approved by the Planning Board on June 11, 1991 and recorded in Volume 1363, Page 29, at the Cheshire County Registry of Deeds, as a Class V public road. Submitted by petition. *Motion carried.*

2003 23. To see if the Town will vote to amend its decision from Article 21 of the 1988 Town Meeting regarding the discontinuance of approximately 1,100 linear feet of an unnamed road which intersects with **Coll's Farm Road and Old Sharon Road**. The decision of the 1988 Town Meeting was to discontinue this entire roadway. This was an inadvertent error, and the intent of the Selectmen at the time was to discontinue approximately 700 feet beginning on Old Sharon Road and running west towards Coll's Farm Stand, ending just before the parking lot for the Farm Stand. The purpose of this article is to clarify the 1988 decision and to vote to discontinue approximately 700 feet of this unnamed road, leaving 400 feet of Coll's Farm Stand Road as a Class V road running from Old Sharon Road eastward to a point just past the Farm Stand parking lot. *Motion*

	24.	<i>carried.</i> To see if the Town will vote to discontinue approximately 300 feet of Old Sharon Road , approximately 75 feet of Coll's Farm Stand Road , and a small segment of Pierce Crossing Road as shown on a plan entitled "Relocation of Portions of Old Sharon Road and Hadley Road, Layout of Coll's Farm Stand Road, and Renaming of Pierce Crossing Road," prepared by Vorce, Soney and Associates dated February 12, 2003. <i>Motion carried.</i>
2004	28.	To see if the Town will vote to exchange interests in land along Ingalls Road as part of the reconstruction of Ingalls Road. <i>Motion carried.</i>
2005		No road-related articles.
2006	24.	To see if the Town will vote to designate Ingalls Road from Gilmore Pond Road to the Rindge Town line as a Scenic Road as provided by NH RSA 231:157. Submitted by petition. Ballot vote. <i>Motion not carried.</i>
2007	25.	To see if the Town will vote to authorize the Board of Selectmen to accept as a town roadway (Class V) the construction and completion of approximately 2,200 feet of Fitch Road once all conditions of the Town, its Boards and Departments have been satisfied. Approved by the Jaffrey Planning Board in June 2005 and as built to Town specifications at no cost to the Town of Jaffrey. Submitted by Petition. <i>Motion carried.</i>
	26.	To see if the Town will vote to authorize the Board of Selectmen to accept as a town roadway (Class V) the construction and completion of approximately 1,750 feet of Lord View Drive once all conditions of the Town, its Boards and Departments have been satisfied. Approved by the Jaffrey Planning Board September 10, 2002, as built to Town specifications at no cost to the Town of Jaffrey. Submitted by Petition. <i>Motion carried.</i>
2008	20.	To see if the Town will vote to authorize the Board of Selectmen to accept as a town roadway (Class V) the construction and completion of approximately 1,300 feet of Perry Road (Clover Farms Subdivision) once all conditions of the Town, its Boards and Departments have been satisfied. Approved by the Planning Board on January 10, 2006, and as built to Town specifications at no cost to the Town of Jaffrey. Submitted by Board of Selectmen.
2009		No road-related articles.

APPENDIX D
JAFFREY ROADS & STREETS BY CLASSIFICATION

Title XX Transportation, Chapter 229 Highway System in the State, Section 229:5 is the portion of the New Hampshire Revised Statutes Annotated (RSA) laying out road classifications. An edited version appears here.

229:5 Classification. – Highways of the state shall be divided into 7 classes as follows:

Class I highways shall consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of the cities and towns listed in RSA 229:5, V, provided that the portions of the turnpikes and the national system of interstate and defense highways within the compact sections of these cities and towns shall be class I highways. [In Jaffrey, the only Class I Highway is Route 202.]

Class II highways shall consist of all existing or proposed highways on the secondary state highway system, excepting all portions of such highways within the compact sections of the cities and towns listed in RSA 229:5, V. [In Jaffrey, the only Class II Highways are Routes 124 and 137 and Dublin and Troy Roads.]

Class III highways shall consist of all recreational roads leading to, and within, state reservations designated by the legislature. [In Jaffrey, the only Class III Highway is Poole Memorial Road.]

Class IV highways shall consist of all highways within the compact sections of cities and towns listed in RSA 229:5, V. The compact section of any such city or town shall be the territory within such city or town where the frontage on any highway, in the opinion of the commissioner of transportation, is mainly occupied by dwellings or buildings in which people live or business is conducted, throughout the year and not for a season only. Whenever the commissioner reclassifies a section of a class I or class II highway as a class IV highway, the commissioner shall prepare a statement of rehabilitation work which shall be performed by the state in connection with the turnback. No highway reclassification from class I or II to class IV shall take effect until all rehabilitation needed to return the highway surface to reputable condition has been completed by the state. Rehabilitation shall be completed during the calendar year preceding the effective date of the reclassification. A copy of the commissioner's statement of work to be performed by the state shall be attached to the notification of reclassification to class IV, and receipt of said statement shall be acknowledged, in writing, by the selectmen of the town, or the mayor of the city, affected by the reclassification. [There are no Class IV Highways in Jaffrey.]

Class V highways shall consist of all other traveled highways which the town has the duty to maintain regularly and shall be known as town roads. Any public highway which at one time lapsed to Class VI status due to 5-years' nonmaintenance, as set forth in RSA 229:5, VII, but which subsequently has been regularly maintained and repaired by the town on more than a seasonal basis

and in suitable condition for year-round travel thereon for at least 5 successive years without being declared an emergency lane pursuant to RSA 231:59-a, shall be deemed a Class V highway. [All Jaffrey roads not listed above or below are Class V Highways.]

Class VI highways shall consist of all other existing public ways, and shall include all highways discontinued as open highways and made subject to gates and bars, except as provided in paragraph III-a, and all highways which have not been maintained and repaired by the town in suitable condition for travel thereon for 5 successive years or more except as restricted by RSA 231:3, II.

Annett Road (portion)	Highland Avenue (portion)	Scott Pond Road
Chadwick Road (portion)	Milliken Road (portion)	Sherwin Hill Road
Coll's Farm Stand Road (portion)	Old Mill Road (portion)	Stoney Brook Road (portion)
Dunshee Road	Old Route 202 South	Turner Road]
Gibbs Road (portion)	Sanders Road	

Private Roads

Alder Court	Lorna Lane	Rue Deschenes
Baldwin Road	Mark Street	Sherwood Lane II
Bixler Way	Match Point Road	Sunset Lane
Coburn Woods:	Meadow Lane	Taft Road
Coburn Way	Memory Lane	Tenacres Road
Dustin Lane	Moore Pike	Trotting Park Road
Melissa Circle	My Way	Forest Park:
Colton Drive	North Lot Road	Carey Court
Cutter Hill Road	Overview Drive	Delta Drive
Driscoll Way	Park View Lane	Sierra Drive
Felch Court	Parson's Lane	Scenic Drive
Fletcher Road	Peace Drive	Summit Drive
Fox Run Lane	Pine Court	Sunset Drive
Half Way House Road	Piper Lane	Wolf's Way
Hamilton Court	Point Road	
Harriet Lane	Poplar Court	



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PLAN OF
TOWN OF JAFFREY, N. H.
HIGHWAYS
Revised October, 1960

Map prepared from National Geographic Society's
1:50,000 Scale Map of New Hampshire, 1958, and
1:25,000 Scale Map of New Hampshire, 1958.
ROADS MAINTAINED BY 1978 U.S. GOVT & GOSSETT COUNTY MAP