

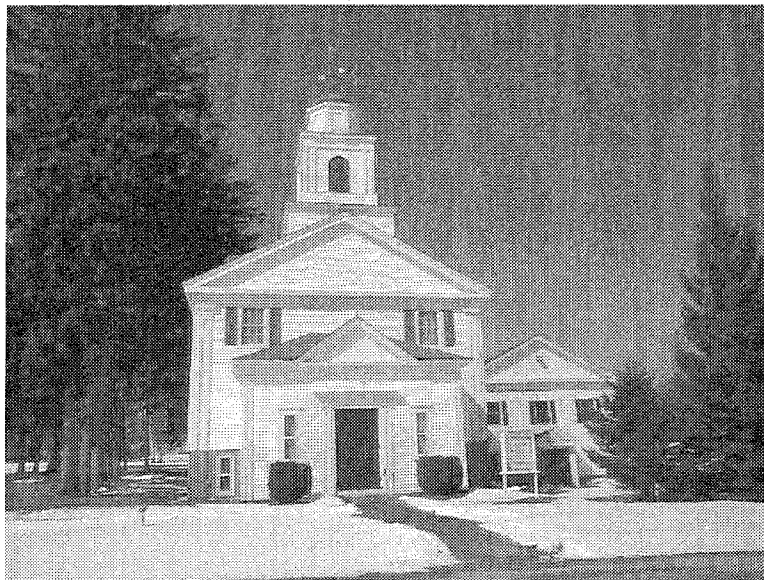
## Chapter 4

# HISTORIC AND ARCHAEOLOGICAL RESOURCES DEVELOPMENT EVALUATION

---

### 4.1 INTRODUCTION

The roadways which compose the Lakes Tour Scenic and Cultural Byway pass by or near many historic structures. The history of some of these structures has been researched and a record has been written and published, but for many of the structures there is no record. What was known has not been passed along or filed with the State or local historical societies. Each of these historic structures has a story to tell, but, sadly, there are few people living who can tell that story.



### 4.2 HISTORIC FEATURES

#### 4.2.1 Nationally Registered Properties

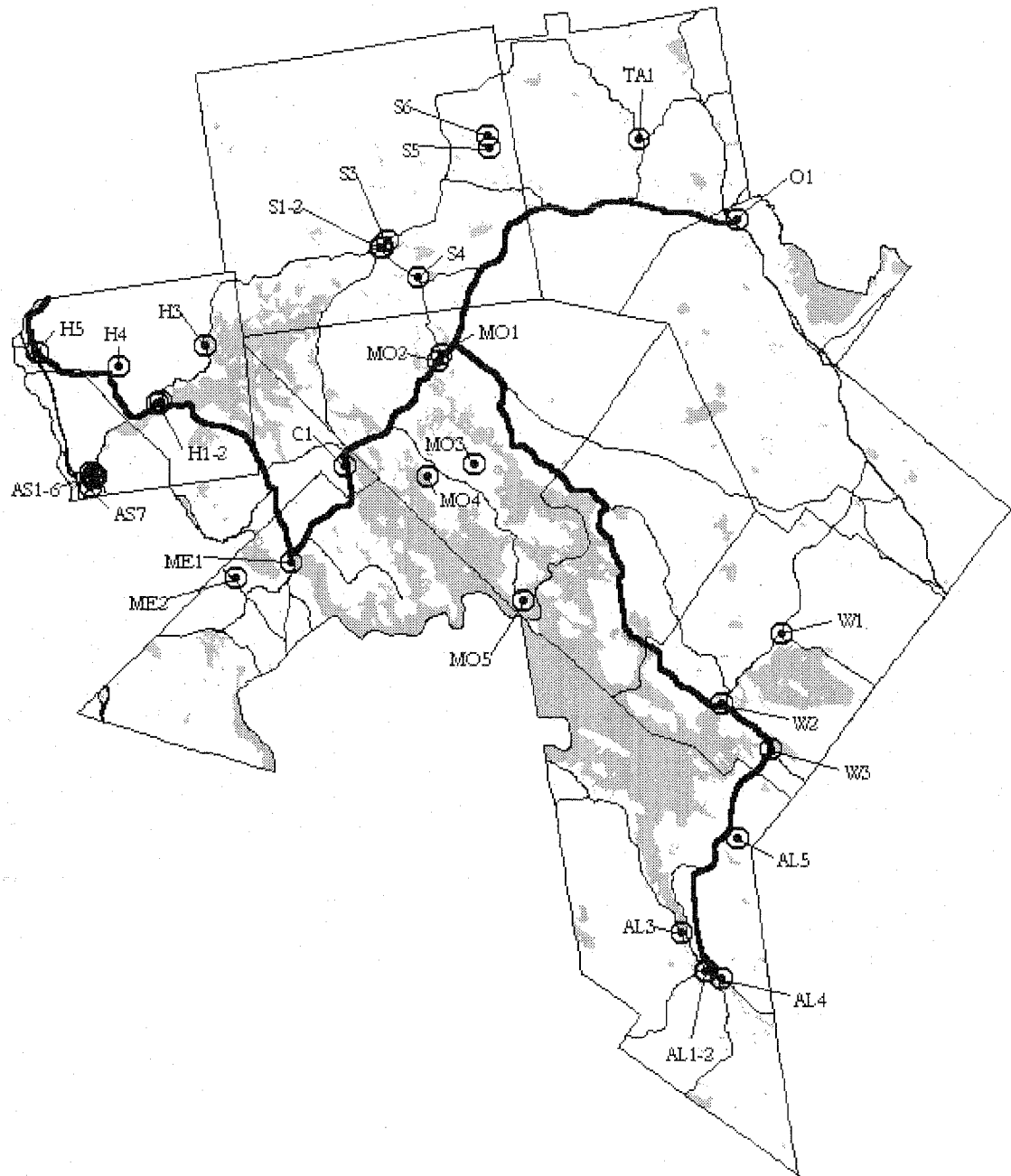
Sites listed on the *National Register of Historic Places* may be either individual buildings or historic districts comprising more than one building. Sites are entered on the Register after being nominated, by individuals or organizations, and approved at the national level. It should be noted that these sites are not necessarily the oldest, or the most historic, in a given locality. These sites represent objects about which there has been sufficient interest to cause nomination. Sites within the purview of the Byway are shown in section 4.4.1, as part of the historical description of each town along the route.

**TABLE 4.1 NATIONAL REGISTER PROPERTIES**

MAP#	TOWN	TYPE
AL1	Alton	First Congregational Church
AL2	Alton	Second Free Baptist Church
AL3	Alton	Alton Bay Railroad Station
AL4	Alton	Monument Square Historic District
W1	Wolfeboro	Wolfeboro Centre Community Church
W2	Wolfeboro	Brewster Memorial Hall
W3	Wolfeboro	Union Church
MO1	Moultonborough	Freese's Tavern
MO2	Moultonborough	Moultonborough Town House
MO3	Moultonborough	Stark Covered Bridge
MO4	Moultonborough	Swallow Boathouse
MO5	Moultonborough	Windermere
S1	Sandwich	Town Hall
S2	Sandwich	Hansen's Annex
S3	Sandwich	Center Sandwich Historic District
S4	Sandwich	Lower Corner Historic District
S5	Sandwich	Durgin Bridge
S6	Sandwich	North Sandwich Meeting House
TA1	Tamworth	Cook Memorial Library
O1	Ossipee	Whittier Bridge
C1	Center Harbor	Centre Harbor Village Historic District
ME1	Meredith	Meredith Public Library
ME2	Meredith	First Free Will Baptist Church in Meredith
H1	Holderness	Holderness Free Library
H2	Holderness	Holderness Inn
H3	Holderness	Webster Estate
H4	Holderness	North Holderness Free Will Baptist Church
H5	Holderness	Trinity Church
AS1	Ashland	First Free Will Baptist Church and Vestry
AS2	Ashland	Ashland Junior High School
AS3	Ashland	Ashland Town Hall
AS4	Ashland	St. Mark's Episcopal Church
AS5	Ashland	Ashland Gristmill and Dam
AS6	Ashland	Whipple House
AS7	Ashland	Ashland Railroad Station

SOURCE: *A GUIDE TO NATIONAL REGISTER PROPERTIES IN THE LAKES REGION*

# MAP 4.1 NATIONAL REGISTER PROPERTIES



#### 4.2.2 Historical Sites and Features with Public Access Potential.

**TABLE 4.2 HISTORICAL SITES**

TOWN	SIGNAGE	PULL-OFF	PUBLIC ACCESS	COMMENT
Alton: Lake Railroad Station, Alton Bay	Yes (town)	Yes	Yes	Point where train passengers met lake steamboats
Wolfeboro:				
1) Brewster Memorial Hall	Yes	?	?	1) Historic Register site
2) Classic rail station	Yes	Yes	Yes	2) Architecture
3) Libby Museum	Yes	Yes	Yes	3) Artifacts
4) Gov. John Wentworth mansion site	Yes	Yes	Yes	4) Foundation Remains
Tuftonboro:				
1) Peter Livius house site	None	Limited	?	1) Historical personage
2) Grave By The Side Of the Road	Yes (town)	No?	?	2) Famed from Whittier poem
Moultonborough:				
1) Freese Village Store	Yes	Yes	Yes	1) 1795 tavern and store
2) Town House, Route 25	?	?	?	2) Early meeting house
Ossipee: Whittier Great Bridge	?	?	?	Covered bridge
Tamworth: Union Hall, South Tamworth	Yes (local)	Yes	No?	Social Center
Center Harbor:				
1) Joseph Senter house site	None	Limited	(exterior?)	1) First settler surveyor of Dartmouth Road
2) Coe House	Yes (local)	Yes	Restaurant	2) Visited by early Presidents
3) Thompson's Corner plaque	Yes	Yes	Yes	3) "College Road"
4) Kona fountain	?	?	?	4) Unique animal drinking fountain
5) Dudley Leavitt house	Yes (nearby)	Limited	No	5) Home of almanac publisher, 18 <sup>th</sup> C
Meredith: Mill Complex	Yes (local)	Yes	Yes	Early 19 <sup>th</sup> C Swasey and other textile mills
Holderness:				
1) Science Center of NH	Yes (local?) No	Yes	Yes	1) Former Inn
2) 1795 Trinity Church		Yes	(exterior?)	2) Built by Samuel Livermore

With the exception of historical society museums, there are relatively few historic structures with established pull-offs and/or public access. Similarly, many lack distinguishing signage.

### 4.3 ARCHAEOLOGICAL FEATURES

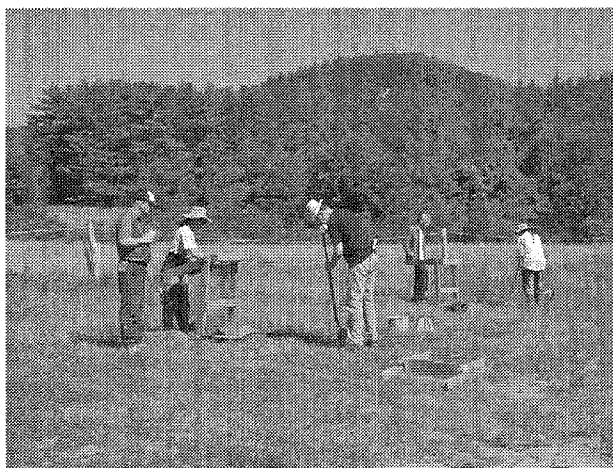
An archaeological feature is one that has the potential of adding valuable information to the written record if it is surveyed. For example, the history of a mill foundation of unknown use and origin could benefit from the trowel and transit of the archaeologist. Native American settlement patterns within the Lakes Region could be better understood after survey excavation. This work is not for the untrained, so it is important that unsurveyed potential sites remain unidentified to prevent loss of fragile data prior to professional excavation. On the other hand, sites that have been surveyed, such as the Governor Wentworth mansion site on Lake Wentworth, should be open to the public with guides and displays to provide visitors with a better understanding of our heritage.

**TABLE 4.3 KNOWN ARCHAEOLOGICAL FEATURES**

TOWN	FEATURE	OWNERSHIP	PULL-OFF	PARKING
Wolfeboro	Site of Governor John Wentworth summer estate and mansion	Public	Yes	Unlimited
Moultonborough NH 25	Mill and dam site	Private	No	
Moultonborough NH 109	House of Three Bridges - dam, College Road, and soapstone mill site	Private	No	
Ossipee NH 16	Site of Bearcamp River House	Private	No	
Tamworth	Mill site	Private	No	

SOURCE: LRPC RESEARCH

**Analysis:** With the exception of the Governor Wentworth summer estate, and the Indian burial site in Center Harbor, there are no archaeological sites, either prehistoric or historic, that are open to the public.



## **4.4 HISTORICAL RESOURCES BY TOWN**

The route of the Lakes Region Scenic Byway embodies an intriguing spectrum of places, events and personalities in New Hampshire history, from the Province period to the late nineteenth century. A major aim of the Byways program is to identify and label these resources, and thereby aid in their enhancement and preservation for the benefit of all who use the route. This chapter provides a summary of historic features within the study area for the Lakes Region Tour, with emphasis on the people who made them noteworthy.

### **4.4.1 History and Inventory of Existing Conditions**

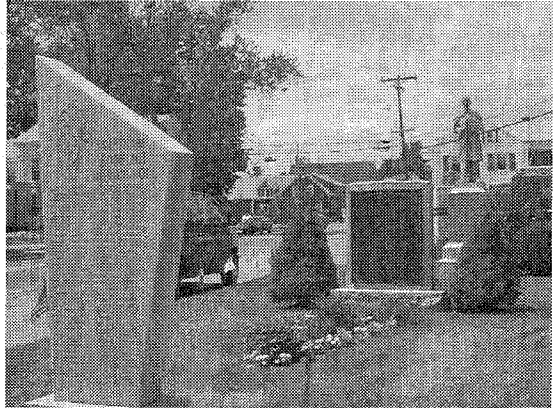
Prior to the time when the first persons of European origin began to enter the Lakes Region for permanent settlement, the territory was occupied by several indigenous peoples, all speaking languages of the Abenaki branch of the Algonquian linguistic family. Over the course of several millennia in the Region, they developed a network of footpath trails between their places of settlement and habitual hunting and fishing locations. It was inevitable that the first Europeans would follow these established paths at first. The routes of the Byway apparently coincide substantially with at least three of these trails, the Quannippi from Alton to Wolfeboro, the Abenaki from Wolfeboro to Moultonborough, and the Jossebi (Ossipee) from Meredith to West Ossipee (according to the designations given by Chester B. Price).

The population of the Lakes Region tribes had become drastically lessened through pestilences in the seventeenth century, and warfare with outside tribes. The survivors became gradually pushed back to the north and west in engagements between them and the English colonists during the first half of the eighteenth century, to the point where only isolated individuals or occasional raiding parties occupied the territory by the midpoint in the century. This population vacuum began to be filled after 1746, when the so-called Masonian Proprietors started to create townships and allot lands to prospective settlers throughout the region around Lake Winnepesaukee. Almost all of the individual town proprietors were merchants and landed gentry from the seacoast towns of Portsmouth, Dover, Durham, Exeter and Hampton. The majority were more likely interested in land speculation than in settling in the new townships themselves.

Most of the territory included in the purview of this study consisted of some of the lands, only crudely surveyed, from "the Crotch of Pemigawassett River & Winnepissiokee River," that is, at present day Franklin, clockwise around the northern shoreline of Lake Winnepesaukee to the present town line of New Durham. The Masonian Proprietors foresaw this to comprise five future towns - Sandborntown, New Salem (or Meredith), Moultonborough, Tuftonborough and Wolfeborough. Of the study area townships which do not border the lake, Holderness was chartered in 1761 (as New Holderness), Ossipee 1770 - 1772 (as Ossipee Gore), and Tamworth beginning in 1766. The other present-day township in the study area, Alton, was not envisioned at all as such in early surveys. Since the Byway may be considered as beginning at the junction of NH Routes 28 and 11 at the traffic circle in Alton, we start our town-by-town description at that point.

## Alton

The territory known as Alton today was a traditional gathering place for Indian tribes, by virtue of its location on the trail from the coast to Alton Bay, the southernmost point on Lake Winnepesaukee (in early times called Merrymeeting Bay). According to legend and documentation, a major fort was planned for the place in the years of the French and Indian Wars, and it is a matter of record that some provincial troops under Col. Theodore Atkinson of Portsmouth spent the winter of 1746 - 1747 at Winnepesaukee. However, no remains exist to prove that such a fortification was built near Alton. The township consists of lands originally included in other planned divisions, such as Coulrairie and Kingswood (which never came into being) and Gilmantown and New Durham. After surveys showed the existence of land not envisioned as parts of the latter towns, the place was laid out by proprietors as "New Durham Gore" in 1764, and the first permanent settlers arrived in the 1770's. The town was chartered as Alton in 1796.



Within the township are three sites listed in the National Register of Historic Places. Most prominent is the Monument Square complex of nineteenth century buildings grouped around a triangle of streets at the very center of Alton village, on NH Route 11. An unusual Historic Register property is the Alton Bay station of the Lake Shore Railroad, which brought passengers by rail to meet the lake steamboats at the foot of Lake Winnepesaukee, from 1851 until 1935. The building, twice burned and rebuilt and used today for residences and a community center, is located on NH Route 11 north of Alton Bay. The oldest of the three Historic Register sites is the ca. 1810 East Alton meeting house. Fitted with pews, it was used also from the beginning (and still is today) for church services. The meeting house is located on Drew Hill Road at Gilman's Corner, off NH Route 28 toward Wolfeboro.

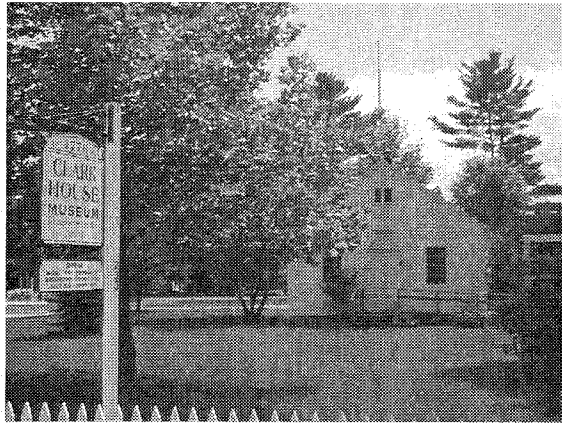
## Wolfeboro

An indication of Native American activity in the territory of Wolfeboro is the portage site at the narrow strip of land connecting Wolfeboro Neck to the mainland. By carrying their canoes across this short distance the Indians were able to lessen travel on Lake Winnepesaukee, bypassing the Neck. A bronze tablet marks the portage site at "The Carry" beach on Forest Road, approximately one half mile south of its intersection with NH Route 109.

In 1765 the town proprietors (almost all from Portsmouth) of the Masonian township tract which would become Wolfeborough (the fifth lakeside township) divided the land into 24 lots, with two reserves, and had the terrain surveyed by Walter Bryant of Newfields. Of the

lots drawn in February 1766 at Capt. Zacharias Foss' tavern in Portsmouth, several came into the possession of John Wentworth, who in the following year became Provincial Governor. Wentworth envisioned this land, comprising most of the northeast shore of Lake Wentworth (then called Smith Pond), as the site of an English style country estate. This interest aided the rapid settlement of the township, especially after the governor forced the building of a road to his property from the coastal towns. Prior to this the only practical route for travelers and goods to the area was via boat across Lake Winnepesaukee from present day Alton Bay. Although John Wentworth's estate and its manor house fell into decay after the Revolution, the site, off NH Route 109 east of Wolfeboro Center toward Brookfield, has been the subject of some archeological investigation and is a tourist attraction billed as the first summer resort in America.

Wolfeboro contains four buildings of note or antiquity presently listed on the National Register of Historic Places. They are: the Wolfeboro Bible Fellowship's 1845 Union Church on South Main Street; the Brewster Memorial town hall on South Main Street, a Romanesque Revival building from 1888; the 1841 Wolfeboro Center Community Church on NH Route 109 in Wolfeboro Center; and the 1852 Cotton Mountain Community Church on Stoneham Road. One of the oldest surviving houses in Wolfeboro is the ca. 1778 Clark House, part



of a three building museum complex owned by the town, on South Main Street in the village. The Clark House contains a reconstruction model of the Wentworth manor. A tourist landmark of note is the Libby Museum on NH Route 109, overlooking Winter Harbor near the Tuftonboro town line. The museum, owned by the Town of Wolfeboro and open to the public, houses a collection of early New England and Indian artifacts. On its grounds are a plaque and a State historical marker, identifying the location as a point on the Dartmouth College Road, which is described in detail elsewhere in this study.

## **Tuftonboro**

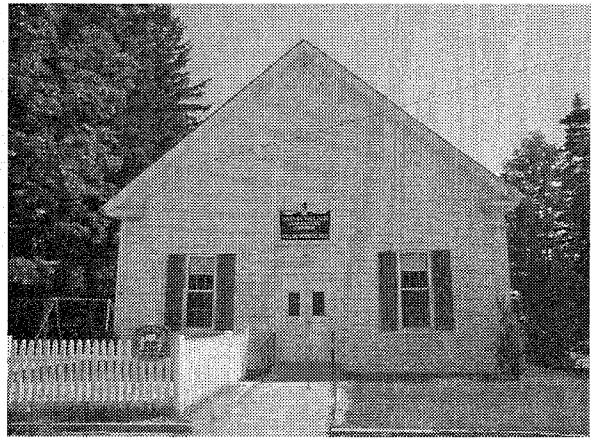
Archeological evidence indicates that there was a sizable Indian community in the Mirror Lake area of Tuftonboro, which was abandoned by the middle 1600's. The name Arcoosabaug has been given to this settlement. Perhaps related to Arcoosabaugh is the site in the Melvin Village section where a grave containing the bones of a giant man was found, presumed to have been an Indian. Marked by a plaque on NH Route 109, the site has been immortalized as the subject of John Greenleaf Whittier's poem "The Grave By The Lake."

Tuftonboro was the first of the Lakes Region townships granted by the Masonian Proprietors, given wholly to John Tufton Mason, the recognized heir to the original Mason grants, in 1750, (probably as an unwritten condition of the deal whereby Mason sold ownership of the entire grant territory to four Portsmouth men and the province agent in 1739). Defined vaguely as the fourth lakeside township, it was not adequately surveyed



until Walter Bryent of Newfields was commissioned to do so in 1764. In a deed dated July 20, 1765, Mason gave the entire township (minus three prior land gifts) equally to his sons-in-law Peter Livius and Samuel Moffatt. A systematic analysis of Livius' role in New Hampshire history after his epic battle with John Wentworth for the governorship has yet to emerge, so a clear picture as to the further ownership of the town is not available. It appears that Colonel Nason himself regained at least some portions after the Revolution, including Livius' house at Mirror Lake. Title to most of the land was subsequently bought by two leading Portsmouth figures, John Moffatt and Woodbury Langdon. After a resurvey by Major Vere Royce in 1767, 22 lots were laid out and assigned primarily to John Moffatt and his various relatives, with a tract of 500 acres at Melvin Bay laid out to John Langdon. Later plans show subdivision into many more lots, with two large tracts owned by John Peirce and Isaac N. Copp. None of the various maps shows holdings by Livius. However, Tuftonboro Neck is labeled "Cape Levis," a corruption of Livius' name, on some early maps. Livius is distinguished not only as one of the earliest settlers or improvers of the land, but as the person who blocked the natural outlet of Mirror Lake at its eastern end, and created a new one further west, obviously to obtain a greater fall of water for a mill site. Since coming to New Hampshire from England around 1763 to look after his father-in-law's interests, Livius had shown himself to be a man of considerable energy, creating tidal dam mill sites and a bridge on Portsmouth's North Mill Pond. The foundation remains of the house he built in Tuftonboro in the 1760's are said to still exist, beneath a house at the intersection of NH Route 109 and the Tuftonboro Neck Road. Prior to receiving its present name, Mirror Lake was known as Livius' or Levis Pond, later Lang Pond, and informally in early times as Dishwater Pond.

There is at present one site in Tuftonboro listed on the National Register of Historic Places, the Tuftonboro United Methodist Church. However, The Lakes Region Heritage Roundtable has designated six Tuftonboro buildings as part of its Heritage Driving Tour Around Lake Winnepesaukee. These are: the central chimney house now known as the Dow Corner Antiques on Route 171, the Grange Hall on Route 109A in Center Tuftonboro, the Center Tuftonboro



Church on Route 109A, the Hardie House on Route 109 at Mirror Lake, the Tuftonboro Historical Society Museum on Route 109 at Melvin Village, and the Melvin Village Community Church and Willing Workers Hall in the same vicinity.

## **Moultonborough**

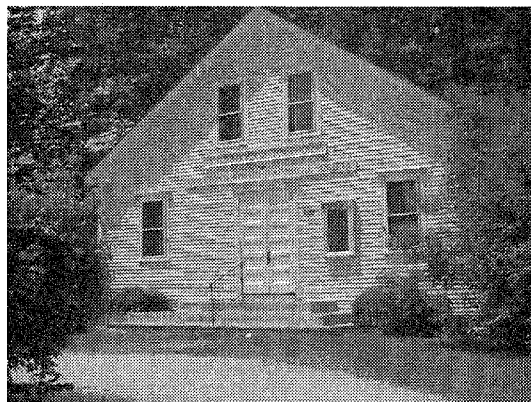
In November of 1748 sixty residents of the coastal town of Hampton, headed by Colonel Jonathan Moulton, petitioned the Masonian proprietors for a grant of land "on reasonable Terms." However, it was not until November 17, 1763 that the proprietors, meeting at the

inn of James Stoodley in Portsmouth, granted to sixty two men, almost all from Hampton, the six mile square tract bounded by Tuftonboro on the east and the still unnamed tract on the west “granted by the said Proprietors to Samuel Palmer Esqr and others on the northerly shore of Winnepisseoky Pond...” (eventually Center Harbor and Meredith). The following June most of this territory was laid out in one-hundred acre lots; subsequently the land consisting of Moultonborough Neck was similarly divided as the Second Division. When surveys revealed ungranted lands between Sanbornton, Holderness and New Salem, this territory was granted to Colonel Moulton and his associates as the “Moultonborough Addition.” Legend has it that Moulton drove a specially fattened ox to Portsmouth as a present to Governor Benning Wentworth, and as an incentive to making that decision. The Addition was split off, as New Hampton and Meredith, in 1765 and a portion became Center Harbor in 1797. Due to discrepancies between the bound lines in early surveys, there was also continual argument for several decades over the northern boundaries of Moultonborough with Sandwich and Ossipee.

Actual settlement of Moultonborough began shortly before 1770, the bulk of settlers consisting of the extended family of Colonel Moulton and some of his Hampton neighbors. An inventory of settlers in 1770 indicates that there were 40 persons in residence, with five others in the process of moving in or improving their property. By then, the energetic Moulton was in possession of 32 lots. (Although Moulton held lots in at least a half dozen early townships, his permanent residence throughout his life was in Hampton. History portrays him as an unscrupulous entrepreneur, but a born leader in both military and political life. Not surprisingly, he has been immortalized in literature as in league with the Devil, and his homestead in Hampton renowned as a haunted house.)

Among the first settlers of Moultonborough from other parts of New Hampshire were two brothers, Joseph and Moses Senter from Londonderry, both veterans of service in the French and Indian Wars. Although Joseph Senter owned a lot in the first division, both he and Moses Senter actually resided in the Addition and subsequently became leading citizens of Center Harbor when that town was formed. As described elsewhere in this study, Joseph was one of the three men who laid out the eastern leg of the route from Governor John Wentworth’s estate in Wolfeboro to Dartmouth College in Hanover.

Moultonborough contains four sites listed on the National Register of Historic Places. One of the most readily seen is the Old Country Store, situated at the intersection of NH Routes 25 and 109. The building was erected by George Freese about 1780 on a lot which earlier belonged to Col. Moulton, and was used as a tavern from 1793 and as the site for town meetings until the Town House was built in 1834. Open throughout the year, the Old Country Store also houses Abbott & Downing Coach #22, the oldest known surviving Concord Coach.



The Town House itself, owned by the Moultonborough Historical Society, is listed on the Register as an example of a pre-Civil War town hall. It is located on NH Route 25 in the village center. Windemere, a late 19th century estate complex with Victorian mansion and outbuildings may be seen on Long Island off the Moultonborough Neck Road. The other National Register property is the unique Swallow Boathouse, once part of the Kona Mansion complex of fourteen buildings on Lake Winnepesaukee, located on the Kona Farm Road, off the Moultonborough Neck Road, approximately three miles from the junction of the latter and NH Route 25. The building is presently in private hands.

### **Center Harbor**

The presence of Native Americans in Center Harbor before the advent of European settlers is attested by an Indian burial ground near the center of town. Indian remains were found interred in tiers, with covering field stones. The site, on the Old Meredith Road, is marked by a stone enclosure and a bronze plaque, placed in 1978 during a dedication ceremony attended by the son of the St Francis Abenaki chief.

It is difficult to name definitively the first settlers in Center Harbor, inasmuch as the lands they settled were originally either in Moultonborough or unclaimed territory. Tradition cites the Senter brothers, Joseph and Moses, and John Bean, all born in the vicinity of Londonderry, as the first to live in what is Center Harbor today. However, although inventories of Moultonborough settlers in both 1770 and 1771 list Joseph Senter and the 1771 list shows John Bean, there is no such evidence of the presence of Moses Senter until a 1778 inventory. All these documents also name an Israel Glines. Joseph Senter is also noteworthy as being chairman of the three-man committee appointed in 1771 to lay out the eastern leg of the Dartmouth College Road, described elsewhere in this study. His home was cited in the committee's survey as a reference point on the route. Town histories locate Joseph's house as having been the third house south of the Congregational Church on the Old Meredith Road, just off NH Route 25. The present owner believes that her research defines this as the original Senter house; exterior examination of the foundation indicates this is possible. The site is distinguished by a trio of ancient locust trees in front of the house. It should be mentioned that Center Harbor is referred to in a Portsmouth newspaper in March 1771 as "Squam Cove." Other early sources such as Dr. Jeremy Belknap name it "Senter's Harbor."

Although the Senter brothers and perhaps other early arrivals established themselves near the lake, most of the subsequent settlers built homes on higher ground, on the hill over which NH Route 25B climbs today (part of the 1771 Dartmouth College Road). Survivals of that community may be seen still, directly on the highway, including the town pound, an early cemetery, and the Sturtevant House. The Sturtevant farms included much of the area known as Center Harbor Neck, with frontage on Squam Lake. As described elsewhere in this study, the Sturtevant House was a vacation headquarters for poet John Greenleaf Whittier and other literary figures of the nineteenth century. An ancient pine tree, known as "the Whittier Pine," stood on the property until struck by lightning in 1950. It was the inspiration for Whittier's poem "The Forest Giant."

There are no sites in Center Harbor which have been entered in the National Register of Historic Places; however, in the present village center still stands the Coe Mansion, visited by many dignitaries, including U.S. Presidents Pierce, Grant and Cleveland, and the wife of President Abraham Lincoln. On NH Route 25 close to the Meredith town line heading south is a small late 18th century cape house once owned by mathematician/educator/almanac publisher Dudley Leavitt. The site is marked by a State of New Hampshire historical plaque nearby. The house originally stood about a half mile away on Quarry Road in Meredith, and was moved to the present site in the 19<sup>th</sup> century.

As the natural beauty of the region became widely known to Americans in the first half of the nineteenth century, large hostleries were built to accommodate the growing numbers of summer visitors who came by lake steamer and stage coach. One of the first of these in Center Harbor was the Senter House, built about 1830 by Samuel Senter, son of original settler Moses Senter. The large, white-painted wooden structure topped by a cupola stood approximately on the site occupied today by the Town's new bandstand, overlooking the head of Lake Winnepesaukee. In its heyday, it boasted a livery stable, billiard room, and bowling alley. The building was destroyed by fire in 1887.



Close by, on land adjacent to the site of the Nichols Library today at the beginning of NH Route 25B, stood the Moulton Hotel. Also of wood painted white, it was built by John Carroll Moulton in the 1830's on the site of his father's old Moulton Tavern. As remodeled and enlarged in 1868, the hotel could accommodate up to 75 guests. In operation well into this century, the building was finally razed as structurally unsound about 1950.

It has been estimated that two thirds of the visitors to the White Mountains and other tourist attractions to the north in the nineteenth century passed through Center Harbor, coming either by lake steamer or by stagecoach. For many of those approaching the town by water, their first impression of the place with its great white-painted lakeside hotels may have been similar to that expressed by Whittier in his poem "A Legend of the Lake:"

Should you go to Centre Harbor,  
As haply you some time may,  
Sailing up the Winnepesaukee  
From the hills of Alton Bay, - ...

To the little hamlet lying  
White in its mountain fold,  
Asleep by the lake and dreaming  
A dream that is never told....

## **Meredith**

The western leg of the Byway includes a five mile stretch of NH Route 25 from Center Harbor to its intersection with US Route 3 in Meredith Village, and the seven mile portion of these combined routes from Meredith north and west to Holderness at the Squam Lakes. Meredith, lying on a bay of Lake Winnepesaukee, was one of the original Masonian lakeside townships, granted under the name Palmerstown (after Samuel Palmer of Hampton). Since some of the first settlers came from Salem, Massachusetts, the place became named for that town, and subsequently New Salem. Known as Meredith from 1768, the township included much of the present-day territory of Laconia, and part of Center Harbor. Prior to settlement by the whites, the area was inhabited by Indians of the Sokoki tribe, as evidenced by artifacts found at several sites, principally on Lakes Winnepesaukee and Waukegan. Much of the research on these people has been done by Solon Colby, once a resident of Meredith and recognized authority on New Hampshire's Indians.

The first settlers in Meredith built on high ridge ground on Parade Road which connects Meredith with present-day Laconia, now part of NH Route 106. Beginning in 1795, mills were constructed in the village, using the forty foot fall of water between Lakes Waukegan and Winnepesaukee. The cotton fulling mill built in 1820 by John Bond Swasey still stands as the central part of the Mill Falls complex of commercial buildings and hotel, at the intersection of US Route 3 and NH Route 25 overlooking Meredith Bay. Swasey's home, built in 1828, is a prominent and attractive feature of Meredith's Main Street.

Two sites in Meredith have been entered on the National Register of Historic Places. On Main Street in the village is the 1900 Meredith Public Library, a substantial brick building in Classical style, endowed by Benjamin Smith and owned by the Town of Meredith. The other site is the Oak Hill Meetinghouse, built about 1802 by a Free Will Baptist congregation and owned today by the Meredith Historical Society. It stands on Winona Road (a portion of the 1760's Province Road from Canterbury to Holderness), a short distance north of NH Route 104.

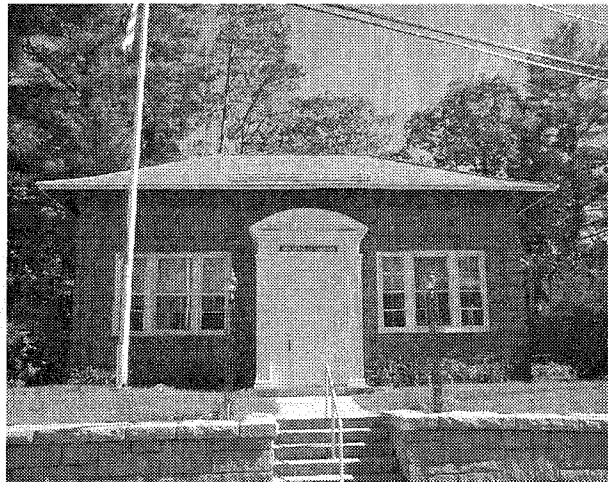
## **Holderness**

There is evidence of occupation by Native Americans in the territory of present-day Holderness, but no concentration of their activities has been studied, and the place was not the scene of particular engagements between the colonists and the French and Indians. It first became of interest to prospective settlers in 1751, when Thomas Shepard and Samuel Lane (a surveyor) from the Durham area visited the region and applied to the Governor's Council for a grant of land "six miles square on Pemigewasset River, on the east side thereof...." Although this request was approved in that year by the Council as a future town called Holderness (after the fourth Earl of Holderness), it was not until after the decisive defeat of the French in Quebec in 1759 that the applicants made serious moves to settle there. The tract was regranted as New Holderness in October 1761, after which the proprietors drew lots for small three-acre plots. Hundred-acre lots in the first division, between Little Squam Lake and the Pemigewasset River, were drawn in 1765, and in the second division around Big Squam Lake in 1774. As was customary under Governor

Benning Wentworth, lots were reserved for a school, a pastor, the Society for Propagation of the Gospel, and for the governor himself. Wentworth's holdings in Holderness consisted of eight hundred choice acres in the Pemigewasset intervale. After his death these came into the possession of Judge Samuel Livermore, augmenting his own drawn lots. Livermore moved from Portsmouth to Holderness during the Revolution, building a manor house there which eventually became the first building of the Holderness School in 1879.

Holderness was relatively accessible to settlers in the 1770's, by virtue of its location adjoining the Pemigewasset River, and overland as the terminus of an early (1760's) Province Road from Canterbury which passed through the territory of present-day Northfield, Sanbornton, Meredith and Ashland. The creation of the Dartmouth College Road in 1771 gave it at least some measure of connection with Moultonborough and Wolfeboro and thereby with coastal New Hampshire. These two routes met in today's Ashland at the intersection of Highland Avenue and Owl Brook Road, and continued as one as far as Livermore's house.

Five sites in Holderness have been placed on the National Register of Historic Places. Of these, only one is of some antiquity and relation to the early history of the town - the tiny Trinity Church and its accompanying graveyard on NH Route 175 near the present campus of the Holderness School. It was built by and on the lands of Samuel Livermore, who was Attorney General of the Province of New Hampshire in the last days before the Revolution. His part in the settling of Holderness is described elsewhere in this report.



Other Historic Register properties in the township are the 1810 Holderness Free Library on NH Route 25/US 3; the 1896 Holderness Inn on Routes 25/3, near their junction with NH Route 113 and the channel which connects Squam and Little Squam Lakes; and the Webster Estate on Route 113. Another site once in Holderness is the 1860 North Holderness Free Will Baptist Church on Owl Brook Road, off Routes 25/3, now in territory of the Town of Ashland.

## **Tamworth**

The northern leg of the Byway begins at the intersection of NH Routes 109 and 25 in Moultonborough and runs north and east thirteen miles to the junction of Route 25 and NH Route 16 in West Ossipee. En route it crosses a small corner of the township of Sandwich before entering the territory of Tamworth. After passing through the hamlet of South Tamworth, the present route continues to its terminus at Route 16. The center of picturesque Tamworth village lies about two miles north of Route 25, on NH Route 113.

Tamworth was granted to sixty-three proprietors from the seacoast area on October 14, 1766, during the Governorship of Benning Wentworth. Settlement began in 1771 by six families from southern New Hampshire. Since the controlling agent for the allotments of land in this new town (and in neighboring ones) was Colonel Jonathan Moulton, it is not surprising that he exerted great influence over the course and location of early settlement, and created many of the subsequent disputes over boundary jurisdictions and titles between Tamworth, Ossipee, Moultonborough and other towns.

Naturally, life on the frontier in the first years was distinguished by subsistence farming, but by the early 19th century, the several streams flowing through Tamworth gave rise to an astonishing number of water-powered enterprises - saw mills and shingle, clapboard, planing, and spool mills, grist mills, and fulling mills for cloth. The Bartlett Rake Factory on the Bearcamp River in South Tamworth, begun in 1845, was the largest manufacturer of wooden rakes in the world. All these enterprises have vanished in this century, and only traces of some of the foundations remain.

Although only one site in Tamworth, the Victorian Cook Memorial Library in the village center, has been entered in the National Register of Historic Places, the town is distinguished as the recreational locale of some internationally famous persons. In 1904 U. S. President Grover Cleveland purchased a house in the western part of the town, on what is now known as Cleveland Hill Road, and vacationed there for the next four years. For Cleveland, an avid fisherman, one of the area's chief attractions was the bass fishing at Duncan Lake in nearby Ossipee, where he maintained a cottage for that purpose. Of similar fame was the Chinook Kennels operation founded by Arthur Walden in the Wonalancet section in the northwesternmost part of the town. Walden, who had been a sled dog freighter in Alaska in the days of the Gold Rush, bred and trained sled dogs in Tamworth for a number of years. Most noteworthy of these were teams for the Antarctic expeditions of Admiral Richard Byrd. The kennel site is marked by a plaque on NH Route 113A, which in that stretch bears the official title of Chinook Trail, named for the most famous of Walden's dogs. The James family of philosophers and writers also found the Tamworth region appealing. The first William James bought a farmhouse in the northeast tip of the township close to Chocorua Lake about 1886. He, his brother novelist Henry James, the second William James, an artist, and several renowned guests summered there for years. The house stands just off NH Route 16, north of the lake. More recently, Tamworth has become famous as the site of the Barnstormers Summer Theatre, termed the oldest summer stock theater in New England. It has operated since about 1935 in a remodeled 1810 building in the center of the village.

## **Ossipee**

As noted, the northern leg of the Byway has its terminus at the intersection of NH Routes 25 and 16 in West Ossipee, at the base of Mt. Whittier. It passes through only a small corner of that town; the rest of the township of Ossipee therefore lies outside the purview of the Byway study

The beginnings of Ossipee were not marked by noteworthy events or personalities, except perhaps for the land speculations of the ubiquitous Colonel Moulton. Conflicting early

surveys of the townships granted as Wolfeboro, Tuftonboro, Wakefield and Effingham in the 1770's resulted in an ungranted tract of land which was given the name Ossipee Gore. Most of the early settlement occurred in today's Ossipee Village, in Center Ossipee, and the hamlet of Granite; activity in the Bearcamp River valley portion of the township began only in the early 1800's in connection with lumbering. From those days on, West Ossipee was a stage junction stop for travelers from the Lakes Region to Conway and the White Mountains, coming from Middleton, Wolfeboro or Center Harbor. Ephraim Knight's 1803 tavern was at that junction, situated not far from the Bearcamp River. The building continued to fulfill that function under various owners, becoming the Banks Hotel in 1866, and the Bearcamp River House about 1873. John Greenleaf Whittier began to pay extended visits to the hotel beginning in 1867, coming first by stage and after 1870 by train when rail service reached West Ossipee. Several of his poems were written there, or at the farm of Ephraim Knight Knox nearby.

At a point where old NH Route 25 crosses the Bearcamp River stands the Whittier Bridge, a covered bridge dating from the 1870's and restored in 1982-1983. It is listed on the National Register of Historic Places, and bears the designations New Hampshire # 46, and World Guide Number 29-02-08.

## **4.5 THE DARTMOUTH COLLEGE/GOVERNOR WENTWORTH HIGHWAY**

### **4.5.1 Background**

Among the nearly forgotten relics of early New Hampshire history are some still used portions of the State's road and highway system which were once part of a grand scheme to link the seacoast with the Connecticut Valley. It is the purpose of this writing to trace and describe the entire sixty seven mile route of what was once called by various names - "The Dartmouth College Road," "Governor Wentworth's Road," "The College Road," "The Wolfeborough Road," etc., depending on the location or the viewpoint of the speaker.

Throughout the Province Period in New Hampshire's history (1670 - 1775), the capital was at Portsmouth. As the interior began to be settled - in spite of the natural obstacles and the danger to life from attack by Indians and French - trade and governmental communication of these areas with the capital and its port became an increasing problem. East-west roads did not exist, in part since the traditional Indian trails which the settlers followed at first were not based on such requirements. Even the first provincial governors recognized the importance of linking the coast with the western parts of the Province as towns began to be created in the interior. For example, as early as May 11, 1722 the General Assembly authorized a committee headed by Lt. Col. James Davis, Major Jn. Gilman and Capt. Timothy Gerrish to "survey & find out The most commodious way to Great Winnipishoky pond and report the same with an Estimate of the Charge That will attend the opening or clearing Thereof..." Pioneer settlers in the far northern New Hampshire region known then in general as Cohas (or Coos, Cowas, etc.) had no reasonable alternative to conducting trade from North to South via the Connecticut River. This tended to enrich Massachusetts and Connecticut, and increase those rival provinces' strategic importance at the expense of New Hampshire.



By the time John Wentworth became governor in 1767, this trend had grown more acute as settlers moved into the fertile Connecticut Valley (and beyond into what would one day be Vermont - then under control of New York). Wentworth pushed in the legislature for a road to be built from his new, Summer home on Smith's Pond (now Lake Wentworth) near Winnepesaukee, westward to Hanover on the Connecticut River. Although the governor's predecessor, his uncle Benning Wentworth, had been under pressure for decades to forge some kind of east-west route for military purposes, the immediate justification was to provide a route to the new college opened there by Dr. Eleazar Wheelock primarily for the education of Indian youth.

Settlers in the Hanover area, also aware of the need for connection to the capital, acted as early as July 1770 to name a committee under John House to lay out the line of a road "from near the southwest corner of Hanover to the Great Pond [Winnepesaukee], or Governor's seat, at Wolfborough..." House's team spent ten days surveying the terrain; however, the town voted no funds for the project in 1770. In this situation the Governor exerted his influence with the legislature, which passed in April, 1771, "an Act for establishing & making passable a road from the Governour's House in Wolfborough, to Dartmouth College, in Hannover." The Act called for a road three rods wide from Wentworth's lakeside house "through part of Wolfborough, Tuftonborough, Moultenborough, New Holderness, Plimouth, and from thence on the straightest & best course to Dartmouth College, in Hannover." Joseph Senter (of Moultonborough and present-day Centre Harbor), Samuel Shepard of Holderness, and David Copp were appointed "to lay out and mark said road, and make a plan thereof, from the Governour's house aforesaid, to Pemigewasset river, near the mouth of Baker's river, at the Charge of the Province, not exceeding twenty five dollars." John House, Jonathan Freeman and David Hobart of Hanover were authorized to do the same for the western leg, from the Pemigewasset to the College, likewise for a fee not exceeding twenty five dollars. (According to the Provincial Papers, John House and his survey team were not paid for their work on this stretch until February 10, 1773, "10 L in full.") The western segment posed the greater challenge, since it would have to traverse largely uninhabited, trackless wilderness and mountainous terrain.

Authorizing and laying out the route was one thing; financing and actually building the road was quite another. The Act of April 1771 specified that the proprietors and other landowners in the respective towns along the route must make the road passable "forthwith," being taxed to pay for it by "an equal rate on all the land therein." If any proprietors or towns should be delinquent in taking action within six months, the Governor was empowered to name a committee which would see that construction was carried out. If the tax money was not then forthcoming, the lands would be sold for non-payment. Such actions placed an enormous burden on the local landowners, so it was inevitable that many segments of the road remained impassable for vehicles for months or even years after being authorized. This situation was typical of the beginnings of New Hampshire's road system in the Province period.

Partly as a means of gaining popular support for the road, Governor John Wentworth made it a point to attend Dartmouth's first commencement at which four students (none of them Indians) received the degree in arts. The ceremony took place on Wednesday, August

28, 1771. About sixty dignitaries from Portsmouth and other coastal towns made the trip with Wentworth. It is obvious that major portions of the route were still non-existent at that time, since the party was compelled to travel northwest from Wolfeboro to Haverhill, and from there down the Connecticut to the new hamlet of Hanover.

Provincial records show that the Governor attended the second and third commencements also, on those occasions apparently following the entire route of the "Dartmouth College Road." Frederick Chase's *History of Dartmouth College and the Town of Hanover, New Hampshire* quotes a letter from Wentworth to President Wheelock dated August 17, 1772 which states: "I propose to set out from this place [Portsmouth] the first fair day after the 20<sup>th</sup> instant... At Plymouth we shall make due inquiry, & if tolerably practicable prefer the College road lately laid out by authority." This and other data indicates that, as early as August 1772, with a group of over twenty including his father, Mark Hunking Wentworth, the Governor stopped overnight at some place of lodging in the brand-new town of Cockermouth (now Hebron), and then proceeded through the wilderness of Groton, Dorchester and Canaan to Hanover. It is of interest that he did not return by this route, but instead, in his dual capacity as royal surveyor of the forests, Wentworth traveled North to the 45<sup>th</sup> parallel of latitude (about at present-day West Stewartstown) and thence in a generally southeasterly direction through virgin wilderness to the seacoast.

The 1773 ceremony would prove to be his last opportunity to see degrees presented at a Dartmouth commencement. He was unable to make the trip in 1774, as his presence was required at the time in Portsmouth. Then, in one of the greatest surprises in early New England history, on August 23, 1775 Governor John Wentworth and his family embarked hastily on the British man of war *Scarborough* at Newcastle, arriving in time in Boston, then to England, never to return, as the mood for revolution seized the Province.

New Hampshire's most celebrated early historian, Jeremy Belknap, was one of those who did make the trip from the seacoast to Dartmouth to attend the 1774 commencement, on horseback. Dr. Belknap traveled from his home in Dover to Concord, via Nottingham and Deerfield, then up the Merrimack/Pemigewasset Rivers via Boscawen and Bristol (then New Chester) to Plymouth. It may be indicative of the poor state of portions of the new route west of Plymouth to note that from that town Belknap chose to travel northwest, up the Baker River valley to Wentworth, then westward across the mountains to the Connecticut Valley town of Orford, and thence downstream via Lyme to Hanover. In other words, he did not traverse any portion of the Dartmouth College Highway. His diary does not mention whether or not he inquired into the status of the new route west of Plymouth. The trip took him nearly six days, with some stops en route.

It is doubtful that the Dartmouth College Road was actually used as intended - that is, as New Hampshire's first cross-state highway - for more than a few years, if indeed it ever was. By the time some of its remote stretches became improved other local routes had been constructed which better matched the short-haul needs of the settlers. Even before the end of the Revolutionary War it had become obvious that the central part of the State on the Merrimack River would have in future much greater economic importance than Provincial Governor John Wentworth's beloved Lake Winnepesaukee area. This meant that a road linking the coast to the river town of Concord, and thence westward to the Connecticut River, made more sense than expending human effort and money on the Dartmouth College Road.

#### 4.5.2 Status of The Road Today

As noted earlier, the 18<sup>th</sup> century route was known by various names, probably from its beginnings, and certainly in some places today. In three short, still used segments in the townships of Wolfeboro, Center Harbor and Holderness the name was (and after more than 200 years still is) “The College Road.” A street sign with that name can be seen at a



point on NH 25/US 3 near White Oak Lake in Holderness. The town of Center Harbor marks its existence with a bronze plaque at its intersection with NH Route 25B, and with street signs “College Road.” NH Route 109 from Moultonborough east to the Tuftonboro town line is shown on highway signs and town maps as “Governor Wentworth Highway.” A pair of plaques commemorating the Road stand near the parking lot of the Libby Museum on Route 109 in Wolfeboro at the intersection with Lang Pond Road.

Near the western end in the town of Hanover there are still usable (but largely unpaved) stretches known as “the Wolfeboro Road.” And in the heavily forested border area between Groton and Dorchester is a segment, accessible basically to four-wheel drive vehicles, called on some maps “the Province Road.”

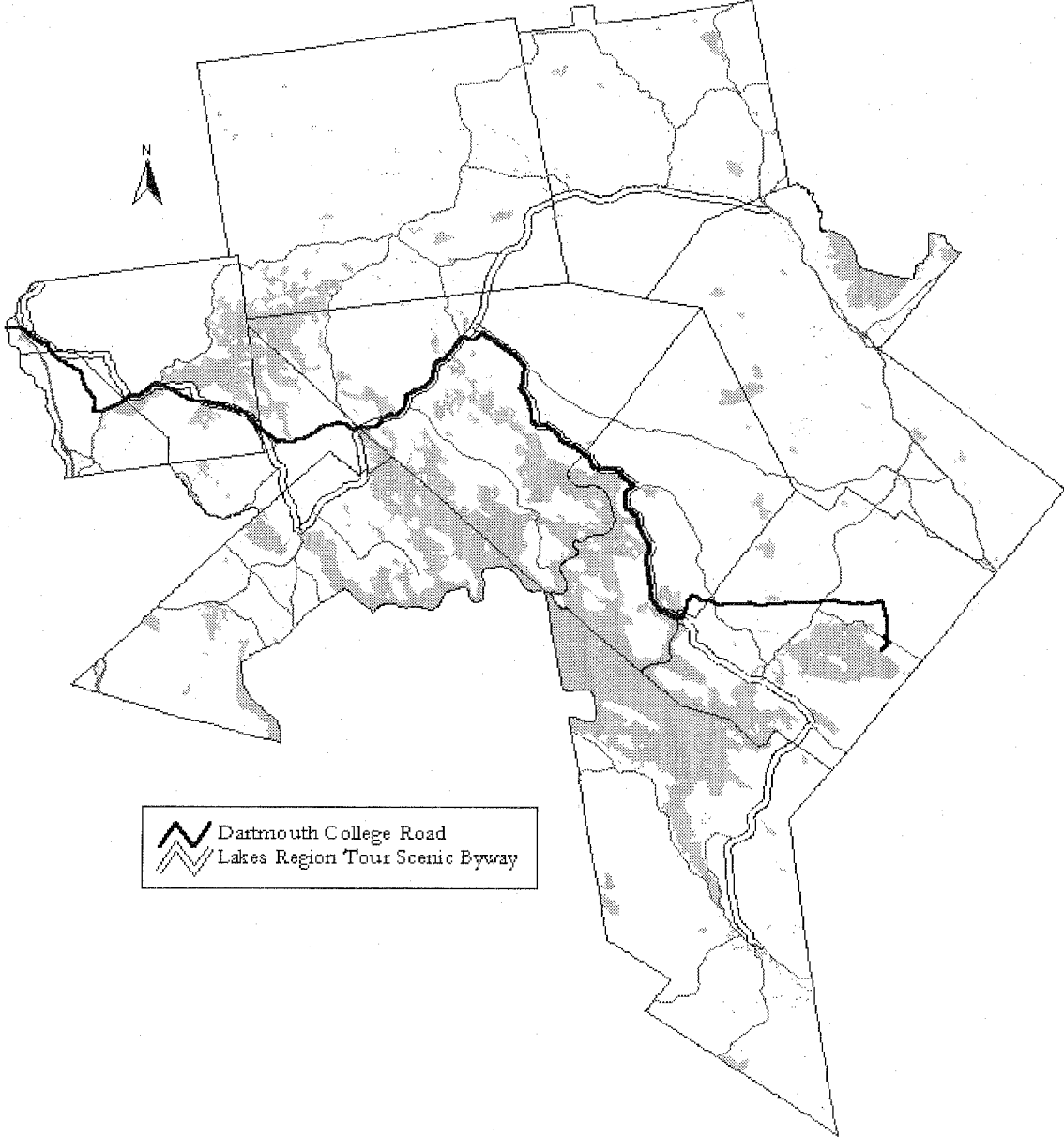
As much as three quarters of the original route of the Dartmouth College Road is still in use today, but in segments whose quality varies greatly. In the eastern leg from Lake Wentworth to Plymouth, much of it is well-paved state highway today and, for a few miles in Holderness, it coincides with a federal highway, US 3. In other stretches the route is occupied now by Class V and VI town roads, less well maintained dirt roads, or in some cases little more than snowmobile trails. As will be shown, in a few other places the original track of Governor Wentworth’s Road no longer exists and at some points cannot be traced with certainty.

#### 4.5.3 Scenic Aspects

Along Routes 109, 25, 25B and 175, the road follows stretches already designated by the State as Scenic and Cultural Byways. These highways offer vistas of lakes and mountains, picturesque villages and historic sites. Beginning at the Governor Wentworth State Farm in Wolfeboro, the traveler heading west may glimpse the bays and coves of Lakes Wentworth, Winnepesaukee, Mirror, Kanasatka, White Oak, Squam, and Little Squam; the massifs of the Ossipee and Squam Mountains and the Red Hill; and finally the meandering course of the Pemigewasset River. West of Groton the trail passes within a few feet of the unique gorge in the Cockermonth River known as the Sculptured Rocks. Thereafter, most of the Dartmouth College Road’s track may be followed best by four-wheel drive vehicle and in places by trail bike or on foot. This means that almost all portions of the original route accessible today to the ordinary tourist lie within Lakes Region towns. Of the remainder, only a short stretch in Groton and the last six or eight miles in Hanover are paved.

West of Groton, the more venturesome will find mountains between 2,000 and 3,000 feet high; about three miles west of Goose Pond in Hanover the road crosses the Appalachian Trail, nearly midway between the North and South Peaks of Moose Mountain. Altitude was obviously not a daunting obstacle to the planners of the College Road. Especially on horseback, scaling ridges was no more troublesome than following lowland watercourses.

**MAP 4.2 THE DARTMOUTH COLLEGE ROAD/GOVERNOR WENTWORTH HIGHWAY**



#### 4.5.4 The Route in Detail, East to West

There are differing opinions as to the exact line of the original road beginning at the site of Governor John Wentworth's mansion at Lake Wentworth. Some believe that the road led north for about a mile along today's "College Road" (also known in modern times as Bryant Road and Whitton Road) to the Cotton Valley Road, thence west approximately one and one half miles to junction with today's NH Routes 28 and 109. If correct, this somewhat roundabout section was probably necessitated by marshy terrain west of the Governor's lands. This view is supported by the report of the Senter/Copp/Shepard survey committee, which describes this stretch as "Running North 27 East 1 ½ miles to Mr. Rindges." Others see the remains of a corduroy road as evidence of a more direct line west. This may have been the so-called Chamberlain Road, built in 1825.

From the junction with Route 28/109 at Wolfeboro Center the road probably ran nearly West, crossing Fernald Brook and the North Line Road and passing South of the outlet of Sargent's Pond. Thence it crossed Beech Pond Road, possibly at the short spur of today's Bennett Road and coinciding with the discontinued Browning Road at Route 109A, near the Hersey cemetery. From that point West it probably is represented by the short piece called Sandstrom Road, and then apparently continued in the same general line to meet the Lang [Pond] Road just North of its junction with Route 109 (known originally as the Miles Road). As noted earlier, this intersection is marked by two bronze plaques in the parking lot of the Libby Museum. One is a State of New Hampshire historical marker, entitled "The College Road." The other was placed in 1963 by the Daughters of Colonial Wars; it reads "The Dartmouth College Road Wolfeboro to Hanover 1771 From the Estate of Governor John Wentworth Through Cotton Valley To Join The Miles Road At This Corner."

Just West of the Libby Museum, the road (today's NH Route 109) enters the town of Tuftonboro. In the narrow strip of land which separates Lake Winnepesaukee's Winter Harbor from Mirror Lake it originally passed by the estate established by Squire Peter Livius of Portsmouth, a member of the King's Council. (Livius filled in the original outlet of Mirror Lake and created the present one, obviously as a source of water power). Provincial records indicate that Livius protested the passage of the route through or past his property. In Tuftonboro the road was subsequently called South Road. Three rods wide and seven miles 285 rods long from the Wolfeboro to the Moultonborough town lines, it was the first road cut in the town.

As stated in the surveyors' report, the route proceeded from Livius' site Northwest "7 miles to Melvin River," and thence "3 ½ miles to Col. Moultons." This would place that early settler's house about at the junction of today's Routes 109 and 171. According to local wisdom, the site is today's Lot # 19 on Moultonborough Town Tax Map #85 [this has not yet been verified by deed research]. It should be noted in connection with this segment of the route that survey member Joseph Senter complained in a petition to Governor John Wentworth dated February 1, 1774:

In Obedience to His Excellencys Command, your Petitioner proceeded upon said Business, but was so impeded & Obstructed for Want of Hands to Labour, that he could not carry it through, The People in Moultonborough being all employed by

Collo J: Moulton, who greatly disapproved of said Road, which has since been enclosed by some Person or Persons unknown to yr petitioner....

The next surveyors' direction, "From Thence N-34 W--1 Mile to Ebenezer Blakes," would place that location on NH Route 109 at its junction with the eastern end of the Lee Road, and is most likely represented today by Lot #10 on Moultonborough Town Tax Map #78 [not yet verified by deed research]. From this point the route, as portrayed in the survey, becomes problematical. It reads: "From Thence W-20 S--6 Miles & 1/4 To Senters." It is possible that this direction refers to compass bearing rather than actual track on the ground, since any practical route between these sites requires closer to eight miles travel, given the realities of Lake Winnepesaukee and other terrain features. The 1805 (Carrigain) map of Moultonborough shows no other pertinent roads then existing but today's NH Routes 109 and 25. Senter's house site seems securely established. A town history names Senter's lot as Lot 1 in Range 1 of the Moultonborough Addition, which would include most of the present day business district of Center Harbor. A history of that town identifies Senter's as the third house south of the Congregational Church on the Old Meredith Road in Center Harbor. The present owner has reportedly determined this by private deed research, and the crude stone foundations seem to bear this out. The place, now known as "Watch Hill Bed & Breakfast," is distinctive for its three ancient locust trees in front.

The succeeding segment, "From Thence W-40 N--8 Miles & 1/2 To Shepards," appears to present few problems in tracking, closely following roads still in use substantially as in the time of the Dartmouth College Road layout (and indeed probably little different from the original Indian routes). From Joseph Senter's house it climbed the very steep incline of Sunset Hill as NH Route 25B and descended to Thompson's Corner (marked by a bronze plaque) and turned right on "College Road" for about a quarter mile until that street ends on NH Route 25/US 3 near the Center Harbor/Holderness town line.

It follows those numbered routes in Holderness to the outlet of White Oak Lake, where it continues straight up Shepard's Hill (as "College Road") instead of curving right on the newer routes NH 25 and US 3. After descending to meet that main road again near the channel connecting Squam and Little Squam Lakes, it follows it along the north side of Little Squam toward Ashland, but then bears right on the eastern spur of Owl Brook Road. The segment ends at the intersection of Owl Brook Road and Highland Avenue in Ashland, where stood the tavern of Samuel Shepard. Although there is still some dispute, it seems clear that Highland Avenue was a part of the original Province Road, laid out from Canterbury to Haverhill in the Coos under the direction of Hercules Mooney of Durham. This means that, from this point on to the Pemigewasset, the routes of the Dartmouth College Road and the Province Road coincide. The 1805 map of Holderness, drawn by Shepard himself, shows the tavern on the south side of today's Owl Brook Road, but no building stands there now. (A house on the opposite corner bears the date "1760," but it appears to rest in part on granite slabs of a later era.) This discrepancy is probably explained by the fact that the original track passed between the house and the adjacent barn, which is an original structure, restored in recent years with guidance from the State Architectural Historian.

The final leg of the Senter/Copp/Shepard survey route continues north from the above intersection on Owl Brook Road, then branches off to the northwest on the Hicks Hill Road. Based on research and actual terrain coverage by a town official and LRPC, the track passes by a small cemetery containing the remains of at least two original settlers of Holderness, Capt. Joseph Shepard and Charles Cox. This road is passable for street vehicles for only about one half mile, so that the track of the Dartmouth



College Road can only be traversed on foot or by off-road vehicle for the last mile or so before it comes onto the North Ashland Road in Ashland. From that point on it may be considered to follow NH Route 175 past the Trinity Church, built by Samuel Livermore, then enter the campus of the Holderness School. The School's original building was Livermore's mansion, but burned in 1882. From there the road would logically descend to a feasible ford or ferry point on the Pemigewasset, as is borne out by the so-called 1805 Map of Holderness, which shows a ferry almost precisely where the Pemigewasset bridge stands today.

#### **4.5.5 DARTMOUTH COLLEGE ROAD BIBLIOGRAPHY**

##### **Town Histories**

- Lord, John King. *A History of the Town of Hanover, N.H. With an Appendix on Hanover Roads* by Professor J.W. Goldthwait. (for the Town of Hanover) The Dartmouth Press, 1928.
- Chase, Frederick. *A History of Dartmouth College and the Town of Hanover*. In 2 vols. Cambridge, John Wilson, 1891.
- Hazelton, Philip A., editor. *History of Hebron, NH*. Hebron Bi-centennial Committee, April 1976.
- Hodges, George. *Holderness. An Account of the Beginnings of a New Hampshire Town*. Boston. Houghton Mifflin, 1907.
- Bickford, Gladys S. *Brief History of Centre Harbor*. (In Centre Harbor Town Plan, 1983)
- Parker, B.F. *History of Wolfeboro*, 1901.
- Bowers, Q. David. *The History of Wolfeboro, NH 1770 - 1994*. Wolfeboro Historical Society, 1996. In three volumes.
- Centre Harbor New Hampshire: Centre Harbor Historical Society 15<sup>th</sup> Anniversary 1971 - 1986.
- Wallace, William A. *The History of Canaan, NH*. Concord, The Rumford Press, 1910.
- The Mountain People of Moultonborough 1790 - 1914*.
- Stearn. *History of Plymouth NH*. In 2 vols. Cambridge, The University Press, 1906.
- Winters, Catherine Norwood, and Eva Augusta Speare. *The Saga of the Dartmouth College Road. The First East West Highway Commissioned by John Wentworth*

Governor of New Hampshire. Published 23 October 1974. Booklet, issued to commemorate the Bicentennial of the American Revolution in New Hampshire.

## **Other References**

- Lathem, Edward C. Jeremy Belknap's Journey to Dartmouth in 1774. Hanover, Dartmouth Publications, nd.
- Metcalf, Henry Harrison, editor. Laws of New Hampshire. Vol. 3, The Province Period 1745-1775. Bristol, NH, Musgrove Printing House, 1915.
- New Hampshire State Papers (General Court). Vol. VI 1749-1763; Vol. VII 1763-1776.
- Gallup, Ronald W. Lake Winnepesaukee. The Smile of the Great Spirit. Privately printed, 1969.
- Cobb, David A. New Hampshire Maps to 1900. An Annotated Checklist. NH Historical Society, 1981.
- Garvin & Garvin. On the Road North of Boston. New Hampshire Taverns and Turnpikes 1700-1900. NH Historical Society, 1988.

## **4.6 BYWAY NOTABLES**

### **4.6.1 Introduction**

The Lakes Region Scenic Byway offers not only visual treasures, but the richness of its many historic associations. This is especially true of the varied personalities whose presence and activities in the region from earliest times to the late nineteenth century left their stamp on its character. Some were pioneers, first settlers or speculators, attracted by the opportunity to exploit the virgin territory of interior New Hampshire once the threat of Indian attack had been lessened in the mid-1700's. In the following century, writers and painters discovered the scenic beauties of the lakes and mountains and made them famous throughout the world.

### **4.6.2 The Prime Movers**

#### **John Wentworth**

John Wentworth was Provincial Governor of New Hampshire (1767 - 1775). He was the son of Portsmouth's wealthiest merchant, Mark Hunking Wentworth, and nephew of Benning Wentworth, who was governor from 1741 until succeeded by John in 1767. In February 1766 John drew Lot # 7, of 642 acres [probably by proxy, since he was then in England], in sale of the Masonian proprietors' holdings in the Wolfeboro area known at first as Kingswood. A Wolfeboro town plan made by Henry Rust shows that the governor subsequently acquired also Lots 1 through 4. (He was a Kingswood proprietor himself, since October 1759). Most of his land was on the north shore of today's Lake Wentworth, then called Smith Pond.

"Governor Wentworth commenced operations on his farm in 1768. In a letter written by him April 25, 1768, to Col. Thomas M. Waldron of Dover, NH, he states that it was not



alone his desire to form an English country-seat here that caused him to obtain and develop the land of which he was then in possession, but that his chief object was to rapidly develop the resources of the province, and that he looked for others to follow his example in this field." [Parker, B.F., History of Wolfeborough, 1901.]

John Wentworth, and his wife Frances, apparently spent the summers of 1770 - 1774 in the mansion which he had built on the Smith Pond holdings, (giving rise to the claim that Wolfeboro was America's first summer resort). Only traces of the original foundations exist today (located a few hundred yards south of present NH Route 109), but archaeological research by Robert Meader and G.A. Rollins for the Wolfeboro Historical Society has provided a fair representation of the building and its two-story floor plans. The external dimensions were determined to have been 99 by 38 feet. In addition to the mansion, there were several barns, one of 100 feet in length. Among other outbuildings were a smoke house, blacksmith's and woodworking shops, sawmills, and a grist mill. Parker's History of Wolfeborough notes that Wentworth established a fenced park stocked with deer and moose and supervised by a herdsman.

Wentworth and wife Frances fled Portsmouth in August 1775 as the spirit of revolution gripped the province. The new State of New Hampshire confiscated the Wolfeboro property, and eventually sold it to private owners. The mansion was destroyed by fire in September 1820. A subsequent owner, Massachusetts securities broker and historian Lawrence Mayo, deeded the site to the State of New Hampshire in 1933. The foundation walls were excavated and restored in 1935 by the Public Works Administration, and further exploratory work was done by the State in the 1980's.

### **Peter Livius**

Livius was the son of an English mother and a German father who worked for an English enterprise in Lisbon, Portugal. Educated in England, he augmented his status and connections at the Court of George II by early marriage, about 1758, to Anna Elizabeth, daughter of John Tufton Mason, who held title (much disputed) to most of the territory of inland New Hampshire. Moving to Portsmouth about 1763 to look after his father-in-law's interests, he became active in commerce in the port town, building tidal dams and mills on the creek entering the North Mill Pond. He acquired the large mansion nearby built by shipbuilder Nathaniel Meserve and subsequently built another Portsmouth home.

Livius was on good terms with then provincial governor Benning Wentworth, becoming a member of the Governor's Council in 1765 and justice of the Court of Common Pleas in 1768. Rights to the Mason grant lands were purchased by a group of Portsmouth investors in 1763, and the township of today's Tuftonboro was re-granted to John Tufton Mason. Livius acquired a tract at the present-day Mirror Lake in Tuftonboro, and in 1765 sent a force of workmen there to clear land and change the lake's outlet into Lake Winnepesaukee to its present location further west. He built a sawmill on this stream and a substantial house, and also apparently had farm land at the eastern end of Mirror Lake. For some years thereafter, the lake was known as Livius Pond, corrupted in time to Levis Pond. Mirror Lake was also known locally as "Dishwater Pond," so named from the facetious early comment that its outlet stream was so meager that the nearby housewives needed to

add their waste water to augment the flow to the sawmill. In the latter part of the nineteenth century it was called Lang Pond, a name perpetuated in the road which runs north from NH Route 109 near the Libby Museum.

Livius became a bitter opponent of John Wentworth (who, as noted, succeeded his uncle Benning as governor in 1767), making strong efforts at the Court to have him deposed in favor of Livius. Failing in this, he was eventually named Chief Justice in Quebec. After the Revolution his property in Tuftonboro was acquired by his father-in-law, but his house there burned, possibly by action of over-zealous patriots. Livius must be considered as one of the first residents of Tuftonboro. The foundation remains of his house are said to still exist, in a house at Mirror Lake, at the intersection of NH Route 109 and the Tuftonboro Neck road. It is said that sawdust from his mill still lines the bottom of Lake Winnepesaukee in Winter Harbor below the Mirror Lake outlet.

### **Jonathan Moulton**

As noted in the Historic Resources section, the original proprietors of the township of Moultonborough were headed by Colonel Jonathan Moulton of Hampton. However, this dynamic individual had an impact on the origin, development, and histories of other New Hampshire towns besides the one named for him. In addition to the large number of settlement lots he controlled in Moultonborough, he had holdings in what is now New Hampton, and was a prime mover in opening to settlement the disputed regions of Ossipee Gore and Tamworth, inadequately surveyed until after the Revolution. For example, he sold to willing settlers the territory of the Bearcamp River valley, despite the fact that others claimed the region as well.

Although his permanent residence was always in Hampton, Moulton managed to be at various times town clerk, treasurer, selectman, and collector of taxes in Moultonborough. His character was described by a later governor of the State as follows: "He was suspected, and not without cause, of various kinds of unfair and dishonest management to acquire property." This reputation still lives in the memories of local residents, including descendants, and over time has been reflected in folklore and literature. Moulton, who gained the rank of brigadier general in the Revolution, is regarded as the Faustian figure in "The Devil and Daniel Webster," and a subject of Whittier's poem "The New Wife and the Old." The ghost of Moulton's first wife was said to haunt the Moulton mansion in Hampton. Whittier saw Moulton thus:

On the mirror's antique mould,  
High-backed chair, and wainscot old,  
And, through faded curtains stealing,  
His dark sleeping face revealing.

Listless lies the strong man there,  
Silver-streaked his careless hair;  
Lips of love have left no trace  
On that hard and haughty face....

## **Samuel Livermore**

The original proprietors of Holderness who divided its territory into lots were some of the most influential men in Portsmouth and Durham and other towns in the Seacoast Region, including relatives of then Governor Benning Wentworth. Among them was Samuel Livermore, judge advocate of the admiralty court, King's attorney from 1767 under Governor John Wentworth, and son-in-law of the Reverend Arthur Browne, rector of Queen's Chapel in Portsmouth. Not wishing to take sides during the Revolution, he found it advisable after 1775 to leave Portsmouth and take up residence on his holdings in Holderness, where he had a large interval tract on the Pemigewasset. Livermore was able to acquire (for fifty pounds!) the adjoining choice 800 acres of former Governor Benning Wentworth after the latter's title to such town tracts was declared null and void by his nephew, John Wentworth, as a sort of retaliation when Benning left his entire estate to his widow upon his death in 1770.

Squire Livermore built an imposing manor house on the property, where today stand the buildings of the Holderness School [NH Route 175]. Although perhaps a royalist by nature, he was able to accept the independence of the United States from England well enough to become a member of the Convention of 1788 which produced the Constitution of 1789, and to serve with distinction in the U.S. Senate until 1801. His outspoken wife, Jane Browne Livermore, has been immortalized in a painting by John Copley. She is distinguished also for her tongue-in-cheek prediction that Holderness would one day eclipse Boston as a New England metropolis!

It may be noted that a Livermore daughter, Harriet, has been memorialized also, in John Greenleaf Whittier's classic work "Snowbound," in which she is said to have been the model for the "not unfeared, half-invited guest." Although she was once the head of schools in Haverhill, Massachusetts, her last years appear to have been spent as a profoundly eccentric, self-appointed missionary in Lebanon and other Arab countries, where she was regarded as some sort of prophetess.

Squire Livermore died in 1803; his grave is in the cemetery of Trinity Church in Holderness, directly on Route 175. A subsequent owner of the Livermore holdings sold 115 acres and the manor house to the trustees of The Holderness School prior to its founding in 1879. The building itself was destroyed by fire in March 1882.

## **Samuel Shepard**

As noted, one of the members of a committee appointed by Governor John Wentworth in 1771 to mark out a road from the governor's estate in Wolfeboro to the Pemigewasset River at Plymouth was Samuel Shepard, town clerk of Holderness and keeper of a tavern there. Earlier, he was clerk of the group of Holderness proprietors who met in Durham in 1762 to draw eight-acre lots and in 1765 to assign 100-acre lots from Squam Lake west to the Pemigewasset. Shepard's tavern was situated just west of Owl Brook at the intersection of Highland Street and a spur of the old highway which parts from the present NH Route 25/US Route 3 line in what is now part of Ashland. The house and barn still stand at that location. Since Shepard was a member of the survey party which laid out the eastern leg of

the Dartmouth College road, it is not surprising that the route passed by his tavern door; from there it turned north on today's Owl Brook Road, then northwest on Hick's Hill Road. The latter is no longer continued for vehicular traffic to intersect with Route 175, and the original track may only be inferred from a cemetery and foundation remains which mark the original center of New Holderness. The road apparently touched today's North Ashland Road just south of its intersection with NH Route 175.

### **Joseph Senter**

Along with Samuel Shepard of Holderness and David Copp of Wolfeboro, Joseph Senter of Moultonborough was appointed in 1771 to survey and mark out the most suitable route for the eastern leg of the proposed highway to Dartmouth College. Senter and his brother Moses Senter, an early settler in Center Harbor, were both veterans of the French and Indian wars from Londonderry. Joseph is shown in a July 1770 inventory of settlers as having acreage and cattle in the original grant of territory of Moultonborough, but was apparently living on another tract in the so-called Moultonborough Addition, where he had a house and a family of nine, possibly including his brother Moses. Part of the Addition subsequently became Center Harbor (shown on a map by early historian Jeremy Belknap as Senter's Harbour).

### **4.6.3 Portrayers - With Pen and Brush**

#### **John Greenleaf Whittier (1807 - 1892)**

Whittier, New England's "Quaker" poet, may be regarded justly as the cultural patron saint of the Byway region. His deep affection for and close association with Byway towns helped make the region famous in the latter half of the nineteenth century.

At least a dozen of his verses were inspired by the scenic atmosphere of this part of New Hampshire, so it is fitting that a major portion of the Byway, NH Route 25 from Meredith to West Ossipee, is officially named "The John Greenleaf Whittier Highway."

"By the time [1870's] the railroad arrived at West Ossipee, the Bearcamp River House was well established as a resort hotel, and it soon became a favorite summering place for Whittier and other literary figures. On a more modest scale, many Ossipee farmers participated in the practice of taking in summer boarders." ["A Brief History of Settlement in Ossipee," by Dr. Edward M. Cook, Jr., in the Ossipee Master Plan, 1983].

The Bearcamp River House, originally Ephraim Knight's tavern, later known as Ames' tavern and then as Banks Hotel, was described by Whittier in August 1875: "We have been here for the last three weeks. It is a quiet, old-fashioned inn, beautifully located, neat as possible, large rooms, nice beds, and good, wholesome table...."

Whittier's love of the region is reflected in many of his poems, as in "The Voyage of the Jettie," which describes the perhaps imagined trip of a Cape Ann dory downstream from the mountains to the sea, as in the opening stanza.

A shallow stream, from fountains  
Deep in the Sandwich mountains,  
Ran lakeward Bearcamp River;  
And between its flood-torn shores,  
Sped by sail or urged by oars,  
No keel had vexed it ever....

Whittier's fondness for the Bearcamp is evident in two other poems, one a romantic narrative of some length entitled "Among the Hills." Its prelude is uncharacteristically in blank verse, but the main body of the work is rhymed in quatrains which testify to the poet's deep appreciation for the landscape.

The sunset smouldered as we drove  
Beneath the deep hill-shadows.  
Below us wreaths of white fog walked  
Like ghosts the haunted meadows...  
Until, at last, beneath its bridge,  
We heard the Bearcamp flowing,  
And saw across the mapled lawn  
The welcome home-lights glowing.

Stanzas from "Sunset on the Bearcamp" show the depth of his feeling for the locale:

A gold fringe on the purpling hem  
Of hills the river runs,  
As down its long, green valley falls  
The last of summer's suns.  
Along its tawny gravel-bed  
Broad-flowing, swift and still,  
As if its meadows level felt  
The hurry of the hill.  
Noiseless between its banks of green  
From curve to curve it slips;  
The drowsy maple-shadows rest  
Like fingers on its lips....

Farewell! these smiling hills must  
wear  
Too soon their wintry frown,  
And snow-cold winds from off them  
shake  
The maple's red leaves down.  
But I shall see a summer sun  
Still setting broad and low;  
The mountain slopes shall blush and  
bloom,  
The golden water flow.

A lover's claim is mine on all  
I see to have and hold, -  
The rose-light of perpetual hills,  
And sunsets never cold!

Whittier's scenic imagery is all the more remarkable when it is considered that he was profoundly red-green color-blind. The Bearcamp River so admired by Whittier and other nineteenth century writers is a small stream which arises in the Sandwich Range east of Mount Israel in the town of Sandwich. It flows generally eastward into Bearcamp Pond, and then, after merging with the Cold River, to South Tamworth, along NH Routes 25 and Old 25 through Tamworth to West Ossipee, where it is joined from the north by the Chocorua River. It empties into Ossipee Lake in the Bearcamp Memorial Forest.

Whittier spent some summers at the newly built Asquam House on Shepard's Hill in Holderness overlooking Squam Lake. The view from this spot inspired his poems "The Hill-Top," and "Storm on Lake Asquam." In a July 1883 letter to a friend he wrote: "The place was, I think, never more beautiful as it seemed in the afternoon and evening after you left. Such a sunset the Lord never before painted." However, he also found the place crowded: "Our house is now very full - packed, I should call it." For this reason and to avoid the tourist attention which his fame was attracting, he also stayed at the Henry Sturtevant farm in nearby Center Harbor, and in the old Senter House hotel there. From this experience came an early poem, "A Legend of the Lake," not included in the main body of his work. Its opening verses, picturesquely descriptive of that part of Lake Winnepesaukee, are quoted in the segment on Center Harbor of the Historic Resources chapter of this study. The poet made an ancient pine tree on the Sturtevant farm overlooking Squam Lake the subject of his poem "The Wood Giant."

Dark Titan on the Sunset Hill,  
Of time and change defiant;  
How dwarfed the common woodland seemed  
Before the old-time giant!

Vacationing in Center Harbor in 1884 with Whittier, the Rev. Julius Atwood described a typical day with the poet:

After breakfast...we would meet again in social groups, or wend our way through the lovely woodland path to the majestic pine, beneath whose shadow, and with the wide prospect of lake and mountain stretching before us, we spent many happy hours with books and papers and talk, or, as Mr. Whittier expressed it, "in listless quietude of mind," often lingering to witness the glorious sunset reflections upon lake and cloud, and the afterglow upon the mountains.

The spot where the Whittier tree stood until the 1950's is marked by a plaque. The Sturtevant farmhouse itself still stands on NH Route 25B, about a mile west of the village of Center Harbor.

**TABLE 4.4 WHITTIER POEMS INSPIRED BY THE TOWNS OF THE BYWAY**

POEM	TOWN
<i>Summer by the Lakeside - Winnepesaukee, Noon; Evening A Legend of the Lake</i>	Center Harbor
<i>The Grave by the Lake</i>	Tuftonboro, NH Route 109 at Melvin River
<i>The Wood Giant</i>	Center Harbor Neck Road, Center Harbor
<i>Storm on Lake Asquam</i>	From the Asquam House, Holderness
<i>The Hill-Top</i>	From the Asquam House, Holderness
<i>Among the Hills</i>	Ossipee, Tamworth
<i>Sunset on the Bearcamp</i>	Ossipee, Tamworth, Sandwich
<i>Seeking the Waterfall</i>	Tamworth, Chocorua
<i>The Voyage of the Jettie</i>	Sandwich, Tamworth, Ossipee
<i>The New Wife and the Old</i>	On the life of Jonathan Moulton
<i>Snoutbound</i>	Mentions a daughter of Samuel Livermore, Holderness

### Henry David Thoreau

In July of 1858 the reclusive Massachusetts writer Henry David Thoreau reached the territory of the Byway on a trip from his home to the White Mountains. In his Journal for that year he provides a detailed description of the route from Meredith to Ossipee, via "Center Harbor," with a side trip on foot to the top of the Red Hill in Moultonborough. As a naturalist, he noted - with Latin names - the flora and fauna along the route, including an anthill seven feet in diameter. He lamented that travel on horseback in New Hampshire caused him to miss some of the most scenic views, which could only be reached on foot, "New Hampshire being a more hilly and newer State than Massachusetts...." Describing what is today's north leg of the Byway, Thoreau wrote:

Descended [from the Red Hill], and rode along the west and northwest side of Ossipee Mountain. Sandwich, in a large level space surrounded by mountains, lay on our left. Here first, in Moultonborough, I heard the *tea-lee* of the white-throated sparrow. We were all the afternoon riding along under Ossipee Mountain, which would not be left behind, unexpectedly large still, looming over your path. Crossed Bearcamp River, a shallow but unexpectedly sluggish stream, which empties into Ossipee Lake. Have new and memorable views of Chocorua, as we get round it eastward. Stop at Tamworth village for the night.

### Nathaniel Peabody Rogers

Plymouth, at the northwest terminus of the Byway, was the birthplace of one of America's fieriest abolitionists, Nathaniel Peabody Rogers. Although known in his day for his

extreme political writings, he was obviously also a gifted portrayer of his surroundings. After travelling widely in this country and Europe in the anti-slavery cause, Rogers came home in the Summer of 1844 on what he terms an "Anti-slavery Jaunt to the Mountains," in the company of William Lloyd Garrison, America's premier abolitionist of the day. After one of Garrison's lectures in Holderness, the two climbed North Hill, from which Rogers provides the following description:

Following around the Panorama, you come to the Ossipees and the Sandwich mountains, peaks innumerable and nameless, and of every variety of fantastic shape. Down their vast sides are displayed melancholy looking slides, contrasting with the fathomless woods.

But the lakes - you see lakes, as well as woods and mountains....Ponds show their small, blue mirrors from various quarters of the great picture...

White Oak Pond and Long Pond [Winona Lake], and the Little Squam, a beautiful dark sheet of deep, blue water, about two miles long, stretched amid the green hills and woods, with a charming little beach at its eastern end, and without an island. And then the Great Squam, connected with it on the east by a short, narrow stream, the very queen of ponds, with its fleet of islands, surpassing in beauty all the foreign waters we have seen, in Scotland or elsewhere - the islands, covered with evergreens, which impart their hue to the mass of the lake as it stretches seven miles on east from its smaller sister, towards the peerless Winnipisaukee.

### **William James/Henry James**

The noted American philosopher William James (1842 - 1910) bought an old farm on which he maintained a country home in Tamworth on Route 16, just north of Lake Chocorua, which was also a favorite vacation place for other members of the gifted James family. "William James is generally conceded to be, with Emerson, the greatest philosophic mind which has yet emerged in America." [American Authors 1600 - 1900, p. 414]. "In 1910, when his brother Henry [famed American novelist] was ill, William James and his wife went to him in England; they returned together, but the older brother was barely able to reach his beloved country home in Chocorua, New Hampshire before another heart attack proved fatal." [op. cit., p. 413].

### **The White Mountain School**

The mountains and lakes of New Hampshire began to inspire American landscape painters in the 1840's, as word of their beauty spread and means of access to them was opened. In the next few decades an entire genre of naturalistic landscape painting developed, given the name "White Mountain School." Foremost among them were native artists Benjamin Champney and Frank Shapleigh, the English-born brothers Thomas and Edward Hill, William Paskell, and Samuel L. Gerry. Other accomplished American painters began to visit the region and paint its outstanding attractions. Chief among these were figures from the



so-called Hudson River School - men of the stature of Thomas Cole, Asher B. Durand, Edmund C. Coates, J.F. Kensett, Thomas Doughty, and Jasper Cropsey. Even Albert Bierstadt, famed for monumental paintings of scenes in the American West, came to New Hampshire to paint. In this period also, world traveler/artist William H. Bartlett of England spent time here during his American tour, painting in Meredith and Center Harbor and elsewhere in the Byway area. Engravings from his works are much sought after by admirers of New Hampshire scenery.

## 4.7 TRAVEL IN THE BYWAY IN THE NINETEENTH CENTURY

### 4.7.1 Byway Stage Lines and Stops

As the beauty of the White Mountains and the Lakes Region became known to Americans and foreigners in the middle of the nineteenth century, tourism blossomed along the existing travel routes. Prior to 1870, travel north of Lake Winnepesaukee was entirely by road, via a network of stage lines using coaches pulled by teams of four, six, or eight horses. The following selections give some idea of the growth of this industry in portions of the Byway.

[Ca 1815] "Inns or taverns in the thickest settlements were found in every four to eight miles. Feed for travelers' teams was: half-baiting of hay, four cents; whole baiting, eight cents; two quarts of oats, six cents. The bar-room fireplace was furnished with a *loggerhead*, hot at all times, for making 'flip.' The 'flip' was made of beer made from pumpkin dried on the crane in the kitchen fireplace, and a few dried apple-skins and a little bran. Half-mug 'flip' or half-gill 'sling,' six cents. On the table was to be found a 'shortcake' and the ever-present decanter or bottle of rum. (from Sanborn's *History of New Hampshire*, cited in Merrill, *History of Carroll County*, p. 52).

"Among the popular stage-drivers of the New Hampshire mountains before the advent of frequent railroads, [was] Charles Sanborn of Pittsfield, who drove between Centre Harbor and West Ossipee.... In 1861, Mr. Sanborn drove between Centre Harbor and North Conway, a distance of thirty-five miles. He drove over that route eleven years, at first requiring but forty horses, while in 1872 no less than one hundred and twenty were in constant use, besides a large number of coaches, wagons, and sleighs. On one of his round trips, Mr. Sanborn took three hundred and fifty dollars in passenger fares alone, while the express business was proportionately large." (Alice Morse Earl, *Stage-Coach & Tavern Days*, p. 334-335).

"For many years before the construction of the Boston, Concord and Montreal Railroad, Centre Harbor was an important point of travel, being the half-way station of the well-known Concord to Fryeburg stage route. The trip of 84 miles made in one day was considered remarkably good time...." [1870]. Sagward-Durgin and Ford Stage Company ran what was known as the 'Long Line' Stage route between Meredith and Conway. The following has often been repeated: "Cyrus Edison Ainger, familiar to all as 'Ed,' was the stage driver. Passengers getting on at Meredith would inquire as to what the fare would be. Mr. Ainger replied, '\$.50, \$.75 and \$1.00'...Coming out of Meredith there was a long steep

hill. With the poor road conditions, it was all the four horses could do to reach the top. It is related that Mr. Ainger would say, 'All those who paid \$.50 get out and push; those who paid \$.75 get out and walk; those who paid \$1.00 may keep their seats.' " (*Centre Harbor, New Hampshire*. Centre Harbor Historical Society, 15th Anniversary, 1971 - 1986, p. 25-26).

"When stagecoaches took the field ...the River Road by the boiling Bearcamp, now our Route 25...became as it still is in the motor age today, the direct route from Centre Harbor to Conway. It was also the mail route; the stage would pluck the bag hanging from the post and throw out another as it passed by. Boston passengers came up by train to the Weirs or Meredith; thence by steamboat over Lake Winnepesaukee. The wharf at Centre Harbor in summer was packed with spectators to see the boat come in, all the native population plus the summer boarders greeting the big event of the day with cheers and singing as the "Lady of the Lake," and after her time the "Mount Washington," made her moorings...." A trunk was a necessary adjunct of the early traveler. On a truck at Center Harbor wharf William Dearborn of Sandwich once counted sixteen trunks tagged for one family alone.... In *The Vittum Folks* by Edmund Vittum of Sandwich it is told how four or five of these large coaches in succession would pass the Vittum schoolhouse still standing by Route 25, loaded with tourists for the Glen House.... "

"Stages had to change horses every ten miles or so; hence the 'taverns' along the route. The animals would be stripped and off again in ten minutes. In South Tamworth Ray Larrabee's house (formerly Frank Whiting's) was a tavern, the house next it its annex. Another inn was Mabel Evans' house. But the most famous was the Bearcamp River House that burned to the ground in 1880, at the junction where White's Garage now is. Justin Mason says that by local tacit agreement stagecoach travelers were always told that the neighboring mountain was 'Mount Whittier named for the poet Longfellow.' " (Marjory Gane Harkness, *The Tamworth Narrative*, p. 172-174)

The Doctor Edwin Remick house on Great Hill Road in Tamworth "...dates back to the 1780's. For many years it was a tavern and horses were changed here between Meredith and Conway...The front entrance and a bedroom have original painted walls and when paper was removed from another room more painted scenes were found - these a stage coach and horses." (L. McGrew, ed., *If Walls Could Speak*, 1976, p. 5)

In addition to the scheduled stage traffic, there was a great deal of transport of vacation travelers in coaches belonging to the many large hotels which came into being in the Lakes Region in the nineteenth century. These were used to pick up and deliver guests arriving in the Region via the Winnepesaukee lake steamers at The Weirs, Meredith, Center Harbor and Wolfeboro; over the Great Falls & Conway Railroad to Milton; or by stage from Concord and other points to the south. The coach now displayed in the building of the Concord Group insurance firm in Concord is a prime example. Built in Concord in 1850 by Lewis Downing as "Coach No. 80," it began its long service career at Ames Tavern in West Ossipee under successive owners, as that inn became in turn the Banks Hotel and the Bearcamp River House. Among the passengers it ferried to and from the rail station before the inn burned in 1880 was John Greenleaf Whittier. Such vehicles were generally maintained and stabled at the hotels.

The main road corridor involved in the above descriptions was today's New Hampshire Route 25, in its stretch from Meredith north and east to its junction with NH Route 16 in West Ossipee. The route probably coincided in most places with an Indian trail designated as "Jossebi" (Ossipee) by Chester Price. Its use by the settlers probably began in 1771. A newspaper account in March of that year states: "We hear from Moultonborough, that a Road has lately been cut from the CO'OS Road [Route 16] through said township and well cleared down to that part of Winnipiseoke Pond called Sqam Cove [Center Harbor], in said Moultonborough, where there is a Wharfe and Store House erected..."

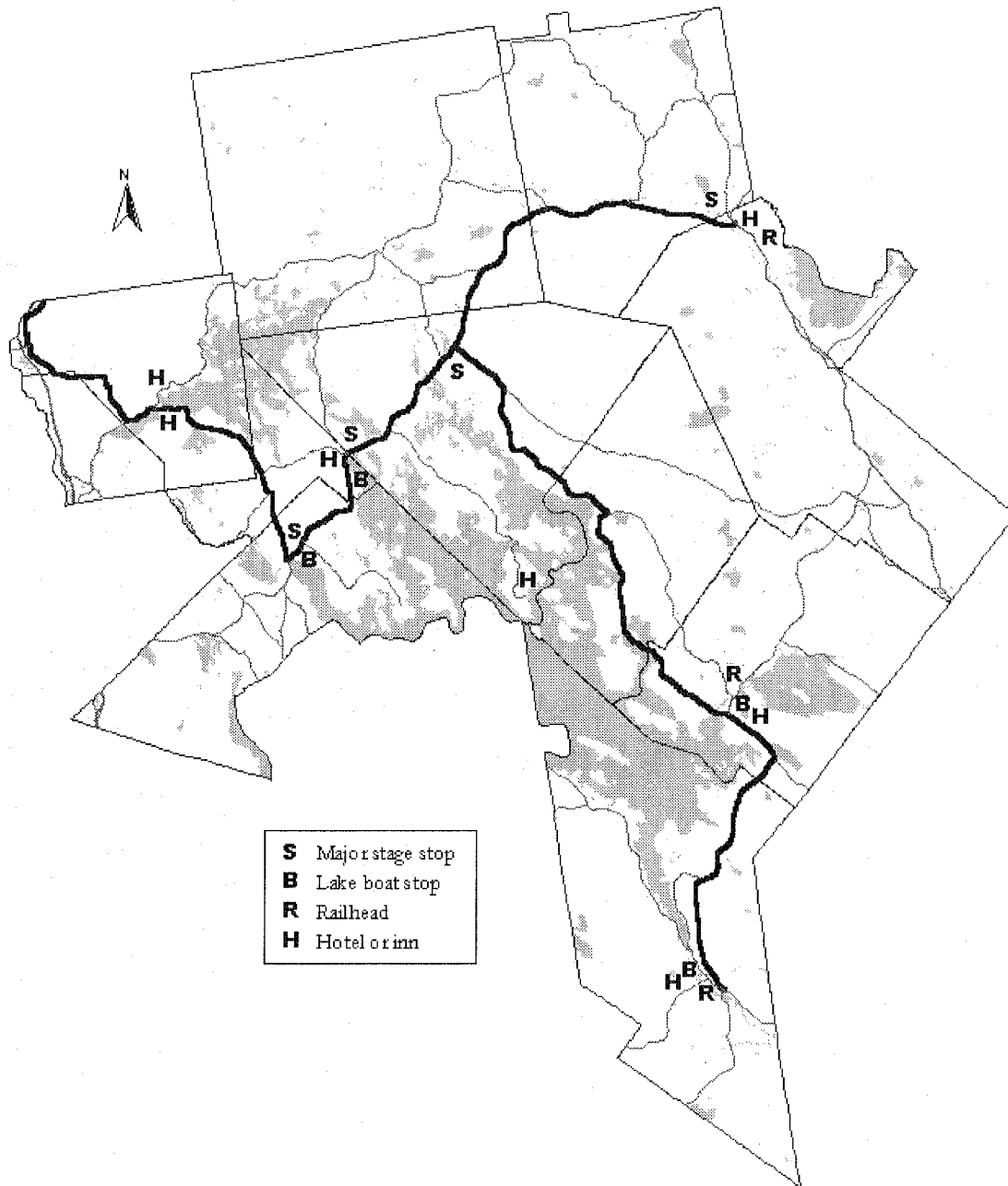
#### 4.7.2 Hotels

As is evident from the foregoing, the nineteenth century was remarkable for the large number of resort hotels built in New England and New York State to accommodate the burgeoning interest in regional scenery. It was the era of the Romantic movement in England and Europe, prompting the landscape painters of the so-called Hudson River and White Mountain Schools to record the natural beauty of this part of North America in glowing colors. Most of these grand hotels are only a memory today, or exist in more modest versions at the old sites. Built of wood, many fell victim to fire, or were torn down in this century as unwanted and unsafe. Among those which once graced the towns

**TABLE 4.5 HOTELS OF THE SCENIC BYWAY**

HOTEL NAME	COMMENTS	CAPACITY
The Bearcamp River House	Earlier the Banks Hotel, Ames Tavern, and Knight's Tavern. Located in West Ossipee and made famous by Whittier.	
The Asquam House	Located atop Shepard's Hill in Holderness; also immortalized by association with Whittier.	100 guests
The Mount Livermore Estates/ The Towers Hotel	Located off present NH Route 113 in Holderness.	200 guests
The Moulton Hotel	Located in the middle of Center Harbor.	60 guests
The Senter House	Later the New Senter House, then Colonial Hotel; also located in the heart of Center Harbor.	200 guests as the Colonial
The Lakeside House	Located at Weirs Beach	200 guests
The Hotel Weirs	Later known as the New Hotel Weirs, with an addition of part of the Hotel moved from Diamond Island.	250 guests
The Winnecotte	Located on the hill overlooking Weirs Beach. In modern times known as Brickyard Inn, then Shangri-La.	100 guests
The Sanborn House	Located at Weirs Beach.	
The Oakbirch Inn	Located at Alton Bay.	50 guests
The Lake Winnipisaukee House	Located at Alton Bay.	100 guests
The Sheridan House	Located in Wolfeboro.	100 guests
Hobbs-Is-Inn	Located in Wolfeboro.	

**MAP 4.3 TRAVEL ON THE BYWAY IN THE NINETEENTH CENTURY**



#### **4.7.3 Travel by Lake Steamer.**

Steam-powered boats began to ply the waters of Lake Winnepesaukee in a remarkably short time after the introduction of the steam engine in America. However, the era of mass transport on the lake may be said to date from the entrance into service of the first boat over one hundred feet in length, the *Lady of the Lake*, built in Lakeport in 1849. Her

original itinerary consisted of regular runs between The Weirs, Center Harbor and Wolfeboro. The success of this four hundred passenger vessel prompted its purchase by the Concord & Montreal Railroad, which had a terminus at The Weirs. Within three years the *Lady* had a significant rival, the *Dover*, built at Alton Bay by the Cocheco Railroad to serve its line to that town. *Dover* had as her ports of call Alton Bay, Wolfeboro, Long Island (Moultonborough), Center Harbor and Meredith. She was rebuilt and lengthened in the 1860's, and renamed *Chocoma*. For a few years these railroad-owned boats had a major competitor in the *James Bell*, another side-wheeler privately operated from Lakeport. She was distinctive in having rock maple cog gears instead of the noisy iron drives used on the rival boats.

By 1872 the Boston & Maine Railroad (successor to the Cocheco) topped the competition with the launch of the first *Mount Washington*, a 110-ton side-wheeler 178 feet long. Her regular ports of call were Alton Bay, Meredith, Center Harbor, Long Island, and Wolfeboro. Her remarkable career extended far beyond the heyday of the lake steamers in the 1880's, ending only when she burned at The Weirs in 1939. The Boston & Maine Railroad retired from the lake steamer business in 1922 as the automobile became increasingly the mode of travel in New Hampshire, but the *Mount Washington* continued regular service under private ownership. Lakes Region historian Paul Blaisdell estimated in 1936 that *The Mount* had by then travelled the equivalent of two hundred fifty trans-Atlantic crossings.

The boat which began the steamship era, *The Lady of the Lake* was retired in 1893; her scuttled hull rests now in 45 feet of water in Glendale Bay, but her beautiful carved figurehead stands proudly today with oar in hand in the New Hampshire Historical Society in Concord.

In the era of steam many lesser boats plied Winnepesaukee's waters, including the mail boats, which stopped at places not visited by the major vessels, such as Diamond Island, Bear Island, and Lee's Mills.

## 4.8 RECOMMENDATIONS

### Historic

1. Encourage placement and funding for interpretive signage at significant historic locations (buildings, markers, cemeteries) along the Byway.
2. Construct pull-offs at significant historic locations along the Byway.
3. Develop a program that will provide public access to historic locations with the permission of the property owner.

### Archaeological Features

1. Identify and enhance archaeological features along the Byway.
2. Place interpretive signage at protected archaeological sites along the Byway.
3. Develop a program that will provide public access to protected archaeological sites.
4. Promote an interpretive center at the Governor Wentworth State Park.
5. Encourage archaeological work along the Byway by colleges.

#### 4.9 SCENIC BYWAY BIBLIOGRAPHY

Blaisdell, Paul H. *Three Centuries on Winnepesaukee*. Rumford Press, Concord, NH, 1936. 77 pp., illustrations, map.

Full of Facts and Sentiment. *The Art of Frank H. Shapleigh*. Publ. by the NH Historical Society on the occasion of a loan exhibition of the artist's works, Oct/Nov. 1982.

Keyes, Donald D. et al. *The White Mountains. Places and Perceptions*. UNH Art Galleries. University Press of New England, 1980.

Untermeyer, Louis (ed.) *The Poems of John Greenleaf Whittier*. Heritage Press, NY, 1945, 333 pp., illustr.

Ruell, David. *Guide to National Register Properties in the Lakes Region*. Lakes Region Planning Commission, Meredith, NH, 1986. 144 pp., illustr.

New Hampshire. *A Guide to the Granite State*. American Guide Series, Federal Writers' Project, WPA,. Houghton Mifflin, Boston. 1938.

*The Old Maps of Belknap County, NH in 1892*. D.H. Hurd & Co., Boston. Reprod. by Saco Valley Printing, Fryeburg, ME, 1983.

Lord, John King. *A History of the Town of Hanover, NH*. With an appendix on Hanover roads by Professor J.W. Goldthwait. Dartmouth Press for the Town, 1928, 319 pp, maps.

New Hampshire Provincial Papers.

Harkness, Marjory Gane. *The Tamworth Narrative*. Bond Wheelwright Co., Freeport, ME, 1958.

Rogers, Mary Cochrane. *Glimpses of An Old Social Capital*. "Printed for the Subscribers," Boston, 1923.

Pickard, Samuel T. *Life and Letters of John Greenleaf Whittier*. In 2 vols. Houghton Mifflin, Boston, 1894.

*Dictionary of Canadian Biography*. Vol. IV. 1771 - 1800. University of Toronto Press, 1979.

*Laws of New Hampshire*. Vol. 3, Province Period 1745 - 1774. Henry H. Metcalf, ed. Musgrave Printing House, Bristol, NH 1915.

*Jeremy Belknap's Journey to Dartmouth in 1774*. Edward C. Lathem, ed., Dartmouth Publications, Hanover, NH.

Garvin, James & Donna Belle Garvin. *On The Road North of Boston. New Hampshire Taverns and Turnpikes 1700 - 1900*. NH Historical Society, Concord, NH, 1988.

- Winters, Catherine N. & Eva A. Speare. The Saga Of the Dartmouth College Road. Privately printed brochure, 1974.
- Cobb, David A. New Hampshire Maps to 1900. An Annotated Checklist. NH Historical Society, 1981. 106 pp.
- Hodges, George. Holderness. An Account of the Beginnings of a New Hampshire Town. Houghton Mifflin, Boston, 1907.
- Hazelton, Philip A., ed. History of Hebron, NH. Hebron Bi-centennial Committee, 1976.
- Wallace, William A. The History of Canaan, NH. Rumford Press, Concord, NH, 1910.
- Bowers, Q. David. The History of Wolfeboro NH 1770 - 1994. In 3 vols. Wolfeboro Historical Society, 1996.
- A Small Gore of Land. A History of New Hampton, NH, founded in 1777. Lauzier, Peter, Pauline S. Merrill, John C. Gowan, et al. New Hampton Bicentennial Committee 1976-1977.
- Colby, Solon. Early Meredith. Bicentennial 1968. Meredith Historical Society.
- Commemorative Booklet. Bicentennial of Tamworth, NH. 1766 - 1966
- Nickerson, Marion L. Bearcamp River House. Privately published, n.d. 40 pp, illustr.
- Cook, Dr. Edward M., Jr. A Brief History of Settlement in Ossipee. In Ossipee Master Plan, LRPC, 1983.
- Griffin, Barton M. The History of Alton 1960. Town of Alton, 1965.
- Chase, Frederick. A History of Dartmouth College and the Town of Hanover, NH. In 2 vols. John Wilson, Cambridge, MA, 1891.
- Speare, Eva A. Twenty Decades in Plymouth, NH 1763 - 1963. New England History Press for the Plymouth Historical Society, 1988.
- Centre Harbor New Hampshire. 15th Anniversary 1971 - 1986. Centre Harbor Historical Society, 1985, 77 pp, illustr.
- Hayley, Rev. John W. Tuftonboro New Hampshire. An Historical Sketch. 1923.
- Tuftonboro New Hampshire. Commemorative Booklet, Bicentennial 1795 - 1995.
- Parker, Benjamin F. History of Wolfeborough (New Hampshire). Published by the Town, 1901.

The Mountain People of Moultonborough. Gilbert M. Hewins, ed., Moultonborough Historical Society, 1980.

Merrill, Georgia D. History of Carroll County . Facsimile of the 1889 edition with foreword by J. Duane Squires. Somersworth, NH, NH Publishing Co., 1971.

Price, Chester B. Indian Trails. (wall map) Libby Museum, Wolfeboro, 1957. by the Kingswood Press.

Historic Indian Trails of New Hampshire. Reprint 1996 from *The New Hampshire Archeologist*, March 1968.

Sweetser, M.F. Chisholm's White-Mountain Guidebook. Chisholm Brothers, Portland, ME, 1907.

Beauty Caught and Kept. Benjamin Champney in the White Mountains. *Historical New Hampshire*, Vol. 51, Nos. 3 & 4., Fall/Winter 1996.

The White Mountains. Places and Perceptions. Donald D. Keyes, Exhibition Curator, et al. UNH Art Galleries. University Press of New England, Hanover, NH, 1980.

*The Meredith News* (Meredith, NH) Special Supplement "Center Harbor 1797 - 1997." On occasion of the town's bicentennial celebration, July 2, 1997.

The Journal of Henry David Thoreau, July 2, 1858 - February 20, 1859. Vol. XI. In Thoreau's Writings XVII. Boston. Houghton Mifflin, 1906.

Lane, Charles S. New Hampshire's First Tourists in the Lakes and Mountains. The Old Print Barn. Meredith, NH, 1993.

The Diary of David McClure, Doctor of Divinity 1748-1820. With notes by Franklin Dexter. NY, Knickerbocker Press, 1899.

Nutting, Wallace. New Hampshire Beautiful. 1923. (Reprint by Bonanza Books)

Hunt, Elmer Munson. New Hampshire Place Names & Whence They Came. Peterborough, NH, Noone House (William Bauhan), 1970.

Meador, Robert F.W. Saga of a Palace. The Story of Wentworth House at Wolfeboro, New Hampshire. Wolfeboro Historical Society, 1962 (paper).