

AREA FORM: HISTORIC DISTRICT**AREA NAME: ANTRIM CENTER**

1. Type of Area Form

Town-wide: ☐Historic District: ☒Project Area: ☐

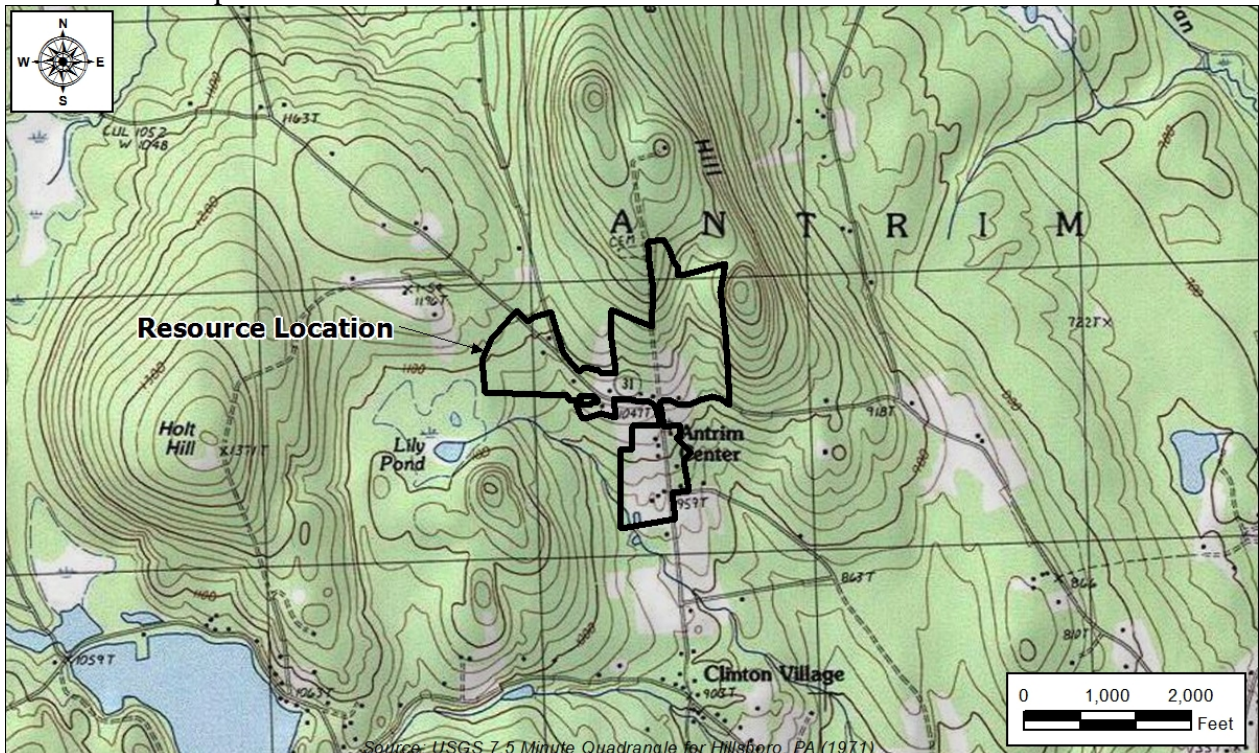
8. UTM reference: _____

9. Inventory numbers in this area:

ANT0005

2. Name of area: Antrim Center3. Location: Residential village located at the foot of Meetinghouse Hill on the intersection of present-day Clinton and Meetinghouse Hill roads10. Setting: Small agrarian residential village at the foot of Meetinghouse Hill that developed in the eighteenth and nineteenth centuries.11. Acreage: Approximately 88 acres4. City or town: Antrim12. Preparer(s): Russell Stevenson, Architectural Historian5. County: Hillsborough6. USGS quadrangle name(s): Hillsboro13. Organization: A.D. Marble & Company7. USGS scale: 1:200014. Date(s) of field survey: November 2011

15. Location map



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16. Sketch map – See the following continuation sheets for the sketch map (Figure 1) and additional figures.

Figure I
Antrim Center Sketch Map

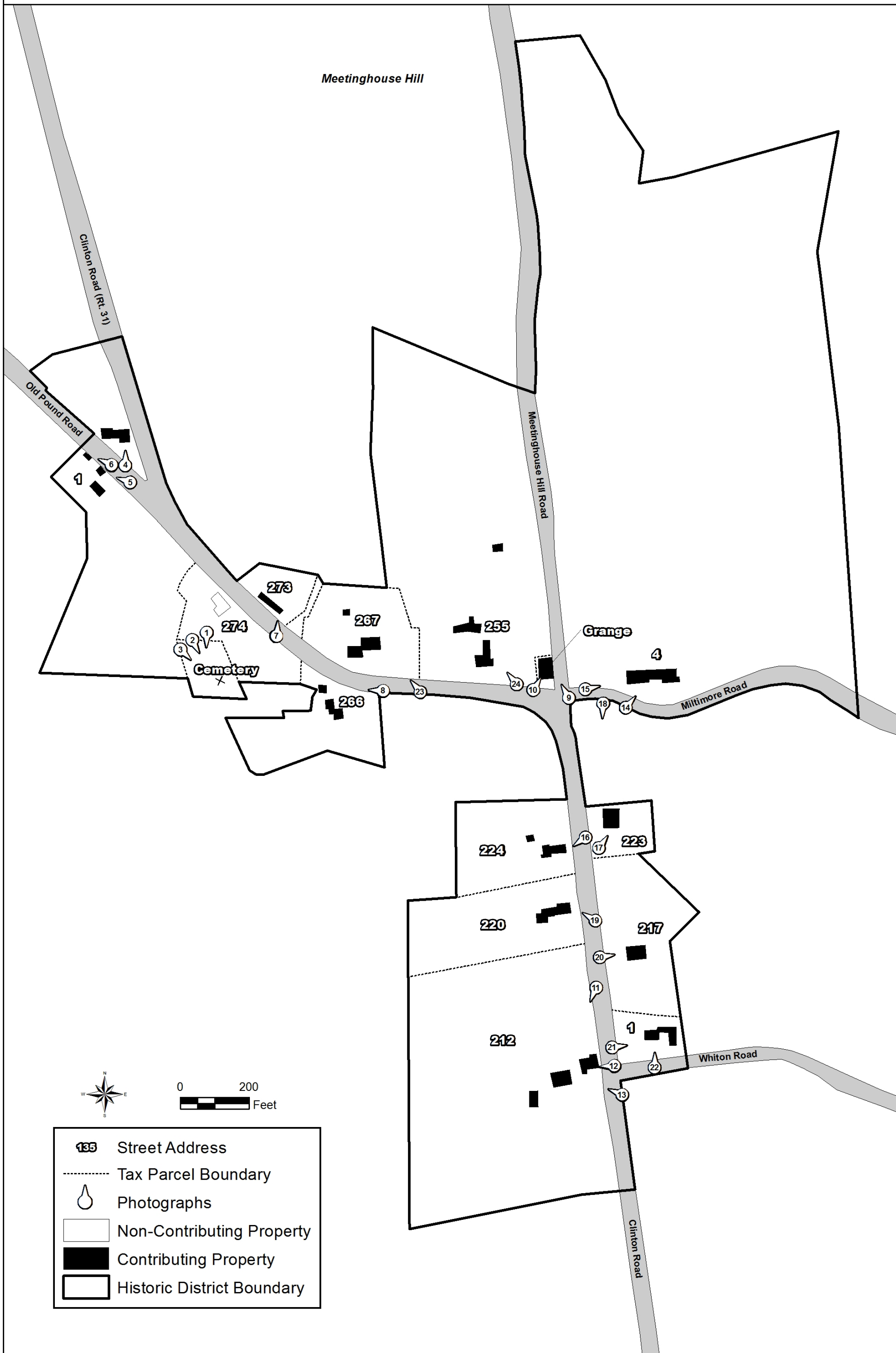


Figure 2

1858 Chace Map

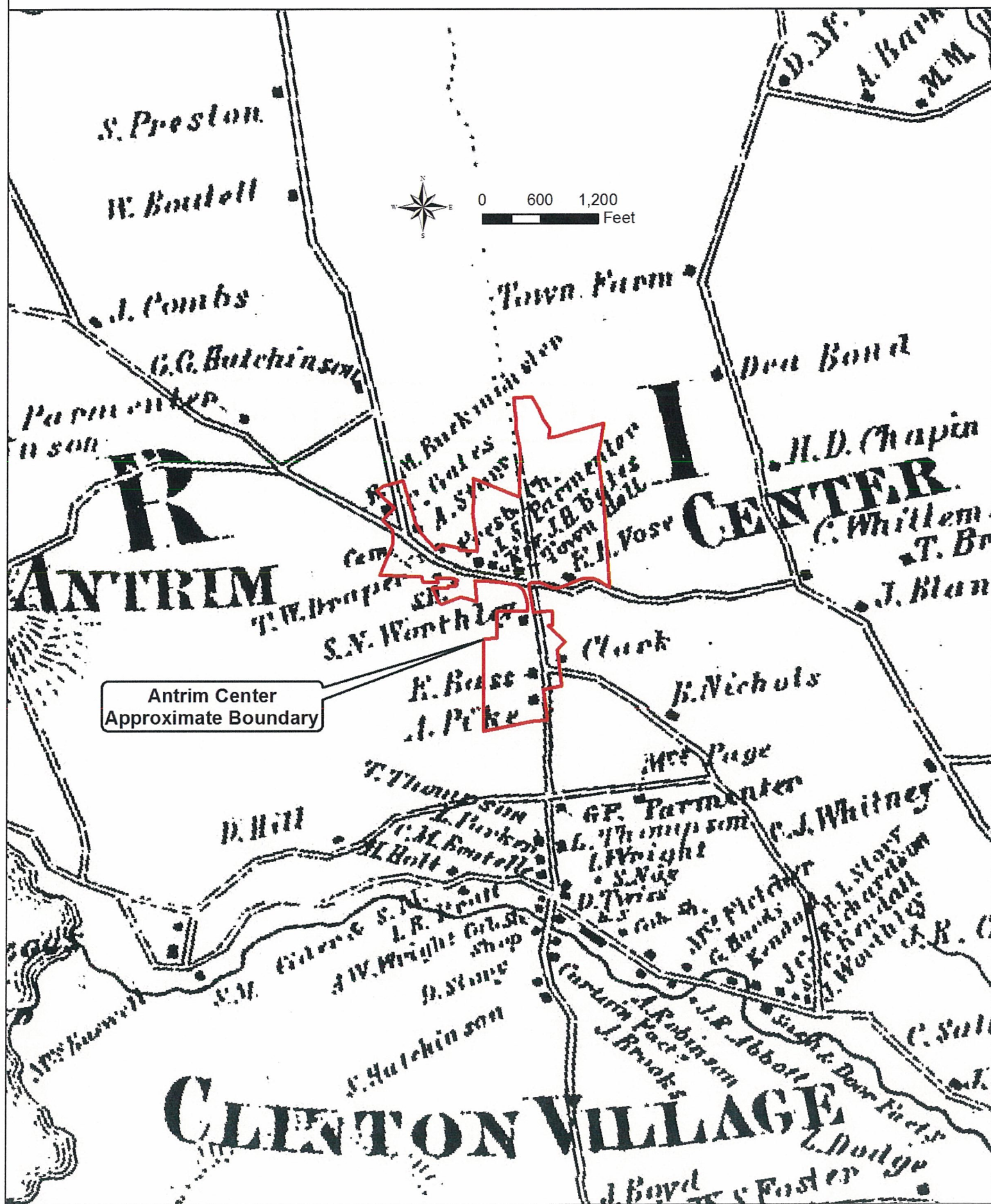


Figure 3
1892 Hurd Map

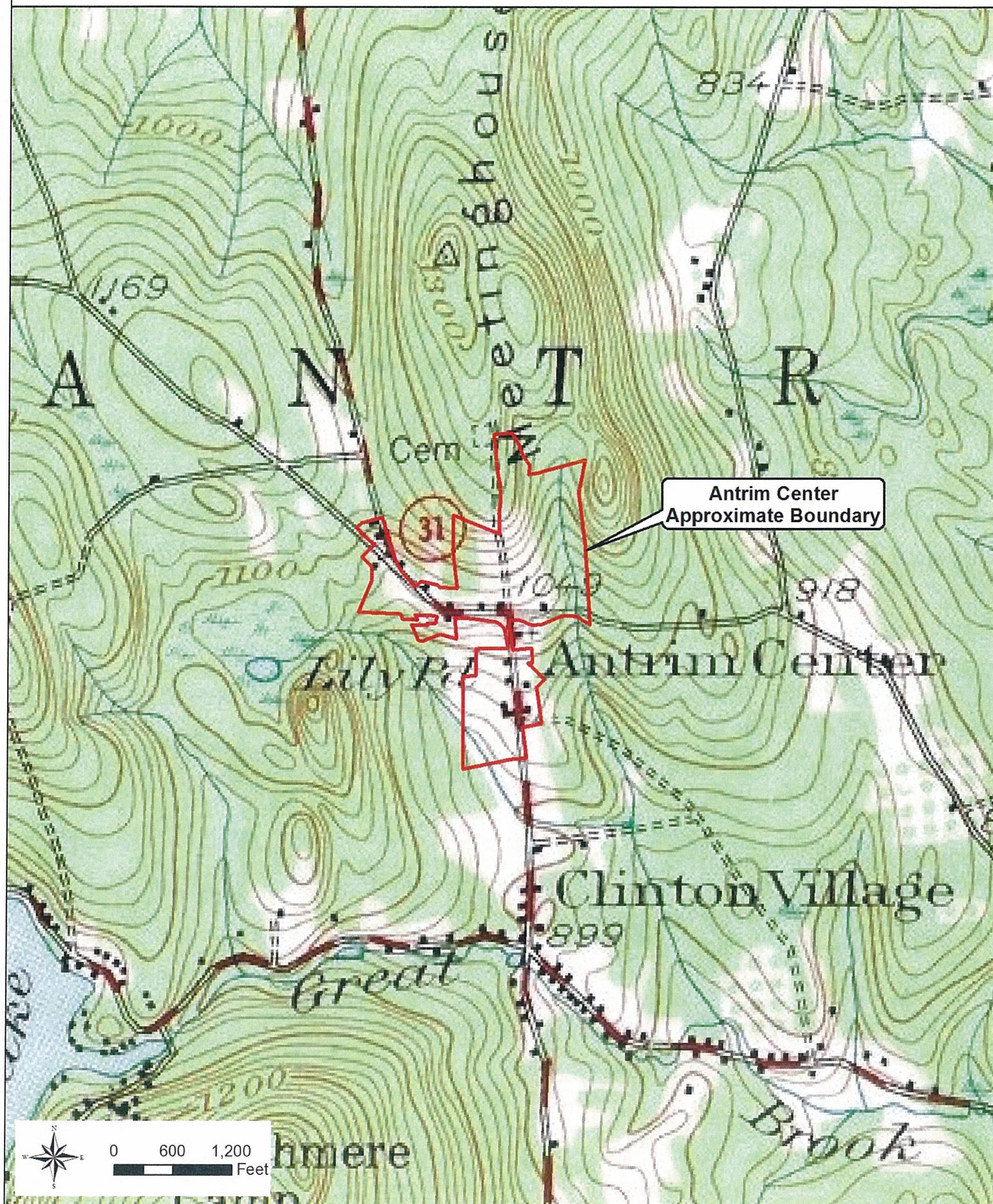


This topographic map shows the Antrim Center area in New Hampshire. A red outline indicates the 'Antrim Center Approximate Boundary'. The map features contour lines, roads, and labels for 'Antrim Center', 'Clinton Village', and 'Geggmere Camp'. A scale bar and north arrow are in the bottom left.



0 600 1,200
Feet

Figure 5
1957 USGS Topographic Map (Hillsboro Quadrangle)



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17. Methods and Purpose

The purpose of this historic district area form is to document the development of Antrim Center in order to assess its eligibility for the National Register of Historic Places. Antrim Center is located within the 3-mile viewshed (Area of Potential Effect [APE]) of the proposed Antrim Wind Energy Project (MLT-ANTW). Antrim Wind Energy LLC proposes to develop a utility scale wind energy generation facility in the Town of Antrim, Hillsborough County, New Hampshire. The project will consist of the erection of ten wind turbine generators, the construction of an access road, and the construction of an electrical substation along with collector lines. Collectively, the turbine foundations, construction pads, access roads, and electrical upgrades are anticipated to directly impact an area of less than 65 acres. The results of the initial field investigation identified Antrim Center as a potential historic district.

To complete the historic district area form, A.D. Marble & Company completed a file search at the New Hampshire Division of Historical Resources (NHDHR) to gather information on established contexts, previously surveyed properties, and properties within Antrim Center that have been listed in or determined eligible for listing in the National Register of Historic Places (National Register). Additional research was conducted at the New Hampshire State Library and the New Hampshire Historical Society. Population and agricultural census returns were collected. The catalogs of Dartmouth College and Plymouth State College were searched. The James A. Tuttle Library in Antrim was also visited. A member of the Antrim Historical Society was contacted for information on relevant resources and repositories. Beyond census data and historic mapping, the historic district area form relies heavily on secondary research and source materials to develop a historic narrative for the village.

During the course of field investigations, properties within Antrim Center were examined from the public right-of-way to develop an understanding of the evolution of the landscape. Properties only accessible by private drives that were posted or gated were not documented. Unless visible in a date stone or marker or identified in an area history, the dates of construction provided in this document are solely based on field observations from the public right-of-way.

18. Geographical Context

Antrim Center is located in the town of Antrim, Hillsborough County, New Hampshire. Antrim Center is located at the foot of Meetinghouse Hill, northeast of Gregg Lake and north of both Clinton and Antrim South. The village lies within the Merrimack Valley area of the New England Upland physiographic province of the Appalachian Highlands. The Eastern New England Upland physiographic province runs from northern Maine south to eastern Connecticut, covering most of southern New Hampshire west of the Seaboard Lowland Province (Aylesworth and Aylesworth 1988:31). The physiographic province contains elevation ranges between 500 and 2,000 feet above sea level, with a central spine that runs north-south. This spine separates streams that flow southwest into the Connecticut River and east into the Merrimack River (Bond and Handler 1981:1). Antrim Center is situated entirely west of this spine within the Contoocook River Valley. The North Branch River and the Great Brook serve as the Antrim Center's most prominent waterways (New Hampshire Department of Environmental Services 1991).

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The Contoocook River flows through the towns of Hancock, Antrim, and Hillsborough, east of Antrim Center, and then continues west. The North Branch River flows for 16 miles from Hancock to Stoddard through Antrim and on to Hillsborough, where it meets the Contoocook River. The North Branch River, located north of Antrim Center, is free-flowing and natural in character, with predominantly undeveloped shores buffered by natural woodland along most of the waterway. The North River and its banks provided many resources for early inhabitants, including timber, fish, migratory birds, and an important route for communication and transportation. The Great Brook begins in the western hills of the area, flows into Gregg Lake, and continues east through the Village of Clinton until it joins the Contoocook River in Antrim (New Hampshire Department of Environmental Services 1991:n.p.).

The topography of the area surrounding Antrim Center is predominantly hilly, with various mountains dotting the landscape. The hilly topography dotted by various waterways and ponds lends to the area being largely undeveloped. Gregg Lake is surrounded by several of the highest elevation points in Antrim. Bald Mountain (2,030 feet above sea level), Willard Mountain (1,920 feet above sea level), Robb Mountain (1,820 feet above sea level), and Tuttle Hill (1,760 feet above sea level) are all located approximately 1 mile west of Gregg Lake. The slightly small Holt Hill (1,379 feet above sea level) is located immediately to the north of Gregg Lake, while Patten Hill (1,390 feet above sea level) forms the eastern boundary. Goodhue Hill (1,620 feet above sea level) is located just east of Bald Mountain and southwest of Gregg Lake. Goodhue Hill and Bald Mountain form the eastern and western boundaries, respectively, of Willard Pond, a smaller body of water southwest of Gregg Lake. Antrim Center is located to the northeast of Gregg Lake.

Wetlands or marshes of various sizes characterize the land and have prevented permanent occupation, constituting about 11 percent of Antrim's total acreage. The rugged terrain and surrounding lakes and ponds contributed to the use of the landscape for summer recreation beginning in the late nineteenth century, and the area continues to host various recreation activities throughout the seasons (Town of Antrim website, "Natural Resources," accessed October 26, 2011).

The soils in the vicinity range from productive and easy to cultivate loamy sand (which indicates portions of the area's traditional agricultural settlement) to rocky and uneven gravelly soils (Bond and Handler 1981:2). Antrim Center is located on a rise at the base of Meetinghouse Hill. This location affords a nice view of the surrounding hills and densely wooded terrain, which is what historically attracted summer tourists. Unlike the villages of North Branch, located north of Antrim Center, and Clinton, located south of Antrim Center, Antrim Center is not located along a stream or river. Because of this location, Antrim Center does not have the industrial past that Clinton does, but instead developed as an agricultural community that attracted numerous summer boarders.

19. Historical Background

The historical narrative that follows uses the same period headings as the larger project area form for the Antrim Wind Energy project (MLT-ANTW; Frederick, et al., 2011). A brief overall summary of the period regarding Hillsborough County and the Town of Antrim is provided under each new heading, after which information related specifically to the history of Antrim Center is discussed.

Antrim Center is an early nineteenth-century village that served as the town center for Antrim from approximately 1830 to 1894. The collection of dwellings along the roadway predominantly dates from ca. 1820 to ca. 1900 and also incorporates additions and alterations occurring during the late-nineteenth-

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early twentieth centuries. The village includes a variety of resource types such as a church, several farms, numerous dwellings, a grange hall, at least two summer homes, and a cemetery. The village started as an agricultural community, served as the town center for Antrim, and was also a popular spot for tourists who visited the village's summer boarding houses.

Early Settlement and Agricultural and Industrial Development, 1740-1830

Antrim Center lies within the town of Antrim in Hillsborough County. Antrim (granted 1749) was part of a tract of land owned by the Masonian Proprietors, a group of private landowners based in Portsmouth. The area remained relatively unpopulated until after the French and Indian War in 1763 (Windsor History Committee 1978:7).

The falls of the North Branch River in Antrim beckoned settlers back after the French and Indian War had ended. By 1767, the population of the Town of Antrim was 12 (Antrim History Committee 1977:7). According to nineteenth-century historian Reverend Warren Robert Cochrane, about a dozen families, totaling some 60 residents, lived in Antrim on Robb Mountain in the eighteenth century, farming the land and occupying log cabins. Families moved off the mountain one by one, likely due to the difficulty of farming on the hilly terrain, and by the early nineteenth century, all traces of the community were gone. Today, access to this area is limited to hiking trails (Antrim History Committee 1977:21).

In 1776, in the midst of America's independence, the settlers of Antrim petitioned the Legislature at Exeter for incorporation. On March 22, 1777, the town was officially incorporated as "Antrim," named after the town in Ireland from which most of the settlers originated. It was not long afterward that the first meetinghouse and school were constructed in the 1780s on what is today known as Meetinghouse Hill, just north of the present-day Grange Hall in the village that came to be known as Antrim Center. A cemetery was created adjacent to the meetinghouse in 1777, and it was used until it nearly reached capacity in the 1820s. Subsequently, the Center Cemetery was established in Antrim Center on the south side of Clinton Road, opposite the Presbyterian Church and parsonage (Antrim Bennington Lions Club 2009:405).

Between 1623 and 1780, the primary mode of transportation was via the waterways throughout the area. The Contoocook and North Branch rivers provided access to the Merrimack River, and thus allowed travel to the coastal towns. "Roadways" consisted of Native American footpaths that wound throughout the heavily forested terrain. As settlement began to move beyond the bounds of the original coastal towns, travelers faced a terrain alternately composed of brooks and marshes or of hillsides strewn with rocky glacial debris (Garvin and Garvin 1988:39). What would become the first roadway through Antrim was laid out in September 1777, the year of incorporation, and ran more or less north-south through Antrim from a point near the Bennington line, through Antrim Center, over Meetinghouse Hill, and then on to the North Branch. This road, known as the "Leading Road," served as the axis of the settlement, channeling much of the town's economy toward the mills and settlements along the North Branch River until a new roadway was constructed around the base of Meetinghouse Hill in the 1820s. Given the difficulty of topography, by 1858 the road over Meetinghouse Hill is shown as a dotted line on the county map (Figure 2; Antrim History Committee 1977: 268-271; Tenney 2006; Author unknown n.d.).

The 1790 population census counted 528 people living in Antrim, indicating the area was heavily settled between 1767 and 1790 (Whiton 1852:25-28). By 1800, there was sufficient population to divide the town into four school districts, each with its own one-room school. Schools were located at North

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Branch, Antrim Center, and Antrim South. The fourth district served villages to the east of the area (Antrim Historical Society 1997:80).

By 1810, the population of Antrim had increased from the 528 residents reported in 1790 to 1,277 persons. Other towns in Hillsborough County experienced similar increases. Hancock's population rose from 634 to 1,184. Hillsborough's population more than doubled from the 798 reported in 1790 to 1,592 in 1810. Windsor's population almost doubled from 120 residents in 1790 to 238 reported in 1810 (Farmer and Moore 1823:272-275). Antrim, Hancock, and Hillsborough each included a meetinghouse. Antrim also boasted eight schoolhouses, two taverns, two stores, seven sawmills, six gristmills, three tanneries, two clothing mills, carding machines, and bark mills (Farmer and Moore 1823:55).

Antrim was primarily an agrarian settlement, especially at the beginning of this period. In 1820, Hillsborough County reported the most persons engaged in agriculture of any of the six counties in New Hampshire (13,197 persons). Although the area was hilly, the gravelly loam soil was favorable for grass and pasturing of livestock, as well as the production of corn, flax, and other crops. In addition, apple and sugar maple trees thrived, and logging was used to supplement farm income (Farmer and Moore 1823:73). After the trees were removed and the stone was cleared from the land, the settlers erected stone walls to separate their fields and enclose animals. A town pound was erected in Antrim during this period to hold animals who had become a problem or that were illegally wandering loose. The town pound in Antrim was located west of the community that formed on Meetinghouse Hill and Antrim Center, where it remains today.

Manufacturing data illustrates that industrial facilities in Hillsborough County was largely linked to agricultural processing during this period. In 1823, Hillsborough County boasted the highest number of persons engaged in manufacturing, with 2,400 persons; most of these were in industries that supported agriculture, such as blacksmithing and running sawmills and gristmills. The county also included 11 cotton factories, seven woolen mills, and two paper mills (Farmer and Moore 1823:64).

Saw- and gristmills, which processed raw materials into products for local consumption, were the first mills developed in the area. Power for the first mill along Great Brook was created by Samuel Gregg, who constructed a small dam along present-day Gregg Lake Road in 1793. The dam was built to impound water to power his combination saw- and gristmill. The dam created Gregg Pond (future site of Gregg Lake) and gave him flowage rights to the water that powered many mills and factories constructed along Great Brook in the next period. Roadways (present-day Holt's Hill and Gregg Lake roads) were constructed in the 1790s to connect the surrounding agricultural community to the industries along Great Brook. The Gregg mill continued in operation until 1876, providing the farms of Antrim Center with a close facility to process their agricultural products (Cochrane 1880:246; Hurlin n.d.:2). Samuel Gregg built his house around 1777 at the base of Meetinghouse Hill in what would become the future site of Antrim Center.

Antrim Center

The first community in Antrim was centered on Meetinghouse Hill, the geographical center of the town that also served as a focus of political and religious activity. Due to difficulty accessing the hill, the community was largely abandoned by the second quarter of the nineteenth century, largely due to the shift in local population to a level area immediately to the south. As part of a move for the separation of church and state, in 1826 the townspeople voted to discontinue preaching in the meetinghouse, thus assigning the new building the name Town Hall. Consequently, a new brick church was constructed in

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Antrim Center to the south. Around the same time, the first floor of the old meetinghouse was relocated to the south at the foot of the hill in Antrim Center and was reconstructed for use as the town hall (Antrim History Committee 1977:vii, 18-19, 32). During this time period, the majority of Antrim was still heavily wooded, rugged terrain.

Agricultural and Industrial Production, 1830-1870

Agricultural and industrial manufacturing continued during this period, much as it had since the time of settlement. By 1870, the town of Antrim included 228 houses, 242 farms, and various manufacturing facilities, including a sash, door, and blind maker; cast steel and concrete hoe manufacturer; window shade factory; looking glass frame maker; various furniture manufacturers; shoe peg manufacturer; and silk factory; as well as three gristmills, nine sawmills, two tanneries, and six blacksmiths (Dodge 1853:29-31).

Agricultural production appeared to have reached its peak during this period. Of the 126 farms in Antrim in 1850, the average farm included 107 acres of improved land and 26 acres of unimproved land. Not every farm reported sheep, bringing the town average to 11 sheep and 30 pounds of wool per farm (United States Census Bureau 1850a). In his 1880 history, Reverend Cochrane indicates that the western portion of Antrim was largely devoted to pasture, with sheep being the primary livestock (Cochrane 1880:300-301). Given the growth of textile mills in this period, farmers within the hillier portions of the county raised large flocks of sheep for wool sales between 1820 and 1860.

With regard to crop cultivation, Antrim reported much higher returns in the categories of bushels of corn, rye, and oats in comparison to Stoddard, which grew greater amounts of wheat, barley, and potatoes. The significantly higher amounts of corn raised in Antrim correspond to higher rates of return for dairy products; the totals reported in 1850 included 318 pounds of butter and 96 pounds of cheese per farm (United States Census Bureau 1850a).

Antrim Center

Antrim Center remained largely agricultural as it was not located adjacent to Great Brook or other bodies of water that were needed to provide power for mills and factories. Instead, Antrim Center contained the Presbyterian Church; Center Cemetery; Town Hall, which was moved to this location in 1832 from Meetinghouse Hill; and a school for the local residents. The majority of buildings in the village during this period were located on the north side of present-day Clinton Road and west of Meetinghouse Hill Road, as indicated on the 1858 map (Figure 2). The Vose place was located east of Meetinghouse Hill Road; while the Bass Farm, Worthley Farm, and Clark place were located south of the village center. While the population of Antrim Center during this time period was small, the village served as the political and cultural center of Antrim. Town business was regularly conducted at the Town Hall, and the Presbyterian Church was well attended; however, by the end of this period, the population and cultural center shifted to Antrim South.

A few new roadways were constructed in this period to connect villages as well as link prominent roadways. A portion of present-day Route 31 (Clinton Road) was laid out in 1844 to connect the Village of Antrim South, through Clinton and Antrim Center, to the Keene Concord Road (present-day Route 9).

While Antrim Center served as the town center for Antrim during this period, it was still largely an agricultural community. Several farms were located in Antrim Center during this period and included

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the Eben Bass Farm (212 Clinton Road), the Charles Gates Farm (1 Old Pound Road), the Ambrose Story Farm (273 Clinton Road), the Timothy Draper Farm (266 Clinton Road), the E.L. Vose Farm (4 Miltimore Road), and the S.N. Worthley Farm (224 Clinton Road).

Impact of the Railroad, 1870-1900

The commencement of operations along the Peterborough & Hillsborough Railroad in 1878 transformed the town of Antrim from a primarily agrarian way of life to one that opened many new markets to its residents. The population of the rural towns experienced different shifts during this time, as indicated by their proximity to transportation. Antrim grew from the 1,172 persons reported in 1880 to 1,248 persons reported in 1890 (New Hampshire Data Library website, 1880-1890, accessed November 3, 2011). While the town of Antrim as a whole saw the population grow, the population of Antrim Center remained stagnant and in fact began to decline during the end of this period. This change was due to the town center being relocated to the Village of Antrim South in the 1890s.

Antrim's rural economy underwent drastic changes during the last half of the nineteenth century. After the Civil War, farm production began a steady decline, as the Industrial Revolution expanded. Many Civil War veterans ventured west, abandoning the rocky and hilly terrain of New Hampshire for the promise of rich and fertile lands in the Midwest. In addition, the great manufacturing cities of Concord, Manchester, and Nashua offered assured wages, specified working hours, and the fellowship of other workers in an urban environment. By 1870, New Hampshire included a workforce of 120,000, of whom 46,500 were engaged in manufacturing, a number that equaled those working in agriculture. The distance from railroads and the natural degradation of the soil due to frosts, heat, and water led to the depreciation of many farmlands during this period.

Upon its completion in 1878, the Peterborough & Hillsborough Railroad connected Peterborough with the Contoocook River Railroad (renamed as such in 1856) in Hillsborough (Brown 1921:399-400). The 18-mile line passed through the villages of Hillsborough, Antrim (called Antrim Station but actually in Bennington), and Hancock (New Hampshire Railroad Commissioners 1887:57). Eventually the two railroads, located south and east of Antrim Center, were acquired by the Boston & Maine Railroad, which controlled all but 52 miles of New Hampshire's 1,174 miles of commercial track by 1905 (Wallace and Mausolf 2001:12). In the 1890s, the Boston & Maine Railroad had four trains stopping at Antrim Station. The railroad opened up new markets for farmers who could haul their goods to the station in Bennington. This was aided by the invention of the refrigerated railroad car, which allowed the transportation of perishable goods such as milk; however, the numerous summer boarders and tourists that the trains brought were likely more impactful to the farms of Antrim Center. Several farms in Antrim Center began taking in summer boarders during this period as a way to supplement their income. In addition, the influx of tourists to the summer boarding houses in Antrim benefited all of the local farmers, as the demand for produce, fruit, and other agricultural goods increased.

Due to statewide declines in agricultural production during this period, the Board of Agriculture and the Grange were established in the 1870s to address the loss of farm income. New initiatives were spawned from these formations, such as the organization of creameries to efficiently produce butter and cheese and the upsurge of raising poultry for meat and egg production. The hilly terrain of the area also contributed to the rise in dairy farming during this period. In 1881, the development of the refrigerated railroad car resulted in the swifter transport of milk to the Boston market. To supplement leveling and declining farm income, New Hampshire farmers opened up their properties to summer boarders that

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traveled from the city, thereby contributing to a new market for milk, eggs, vegetables, and fruits, which was augmented by the expanding hotel and summer resort trade (Wallace n.d.:2).

Summer boarding in Antrim started in the mid-nineteenth century and continued until the early twentieth century. Many of the farms in Antrim Center opened their doors to summer boarders. In 1852, Eben Bass began taking in summer boarders on his farm on Clinton Road, and constructed a large addition to accommodate visitors in 1878. Documentation from the late-nineteenth century shows Antrim's summer lodging options increasing from four boarding houses and one hotel in 1880 to six houses and one hotel in 1885, then increasing to 17 boarding houses and one hotel in 1892 (State Board of Agriculture 1892). In addition to Eden Bass, Mrs. Sarah Perry and her mother entertained summer boarders upon completion of the enlargements to the Ambrose Story house in Antrim Center (Cochrane 1880:262-263).

Specifically, Gregg Lake, located just southwest of Antrim Center, was promoted as a summer tourist destination in the 1892 *Lakes and Summer Resorts in New Hampshire*, a publication issued by the State Board of Agriculture. Therein called Gregg's Pond, the publication noted it could be reached by the Concord Division of the Boston & Maine Railroad via the Village of Antrim. The publication promoted black bass fishing as well as the view from Holt's Hill overlooking the lake. Within the Town of Antrim, the publication noted four properties serving as hotel or boarding houses with a post office box in North Branch, and 12 with a post office box of Antrim. The names of the establishments (Lake House, Tip-Top House, Mountainside Farm, etc.) alluded to a beautiful setting (State Board of Agriculture 1892:10). Gregg Lake was only a short distance from Antrim Center and was a frequent destination for the village's summer boarders.

Antrim Center

During the beginning of this period, Antrim Center remained the political and cultural center of Antrim, drawing residents from the nearby industrial villages of Clinton and Antrim South. The village included a church, store, harness shop, school, and the town hall (Metcalf 1902:345; Nichols 2000:1,3; Hurlin n.d.:5-7; Antrim Historical Society 1997:6).

Beginning in the 1890s, towards the end of this period, as new mills began opening along Great Brook in Antrim South, townspeople began leaving Antrim Center so they could live closer to their workplaces. After relocating to the southern village, members of the Presbyterian congregation did not want to travel up the hill to Antrim Center. Disagreement over the construction of a second church in Antrim South ensued, as there was not sufficient population in Antrim to support two churches of the same denomination. As a result, the brick church in Antrim Center was demolished in 1896. The church members who fought the move continued meeting for services in the former Town Hall, or present-day Grange. Eventually, they were ordered to cease these meetings, so they constructed a stone and frame church in 1897 called the Antrim Congregational Church (223 Clinton Road; ANT0005). The church was the social center of the community from 1910 to 1940, and it remained in service until lack of membership resulted in its decommissioning in the early 1970s (MacLachlin 2002; Antrim Historical Society 1997:24; Antrim History Committee 1977:45-46). The individual inventory form for the Antrim Congregational Church (ANT0005) provides more detail surrounding the above events.

The battle to construct a new town hall outside of Antrim Center began in 1892, when residents of Antrim South argued that approximately 700 people lived and worked in the vicinity of the village, making it the largest village in Antrim. It took two years before the measure was approved, and in 1894, the meetinghouse, which had been moved from the original settlement on the hill, was no longer

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Antrim's town hall; a new one was constructed in Antrim South. After that time, the building was purchased by the Grange and used as a meeting hall. The Grange in New Hampshire was first founded in 1867, with the first Grange being established in Exeter in 1873. The Grange was originally founded to inform people about agriculture and promote the rights of rural citizens. They were the first organization to give equal vote to men and women. The Grange established agricultural stations in New Hampshire, and are credited for initiating rural postal delivery in New Hampshire. Education was also viewed with importance, and they helped established local libraries to provide the public with access to books (New Hampshire State Grange website, accessed June 25, 2012). By the late-nineteenth century, the harness shop and store no longer occupied buildings in Antrim Center. A few of the dwellings in the village were purchased by summer boarders who occupied them in the early twentieth century (Antrim History Committee 1977:38, 43).

By the late-nineteenth century, Antrim South was the cultural, religious, and political center of Antrim with a number of major employers, such as the Silk Mill and Goodell Shops. Churches, stores, and professional services, as well as the homes of the most affluent individuals of the town, were located in this area. Further contributing to its growth, Antrim South gained electricity in 1892 due to the efforts of local resident and then-New Hampshire Governor David H. Goodell. The electricity was generated by a plant in Bennington, which also supplied power to Clinton and Antrim Center. Antrim Center finally received their first electrical street lights in 1894. When demand for electricity increased in the early twentieth century, a new generating plant was constructed at Steel Pond below the village of North Branch in 1909; this facility continues to supply power today (Antrim History Committee 1977:36-45). The growth of Antrim South as the cultural, religious, and political center of Antrim caused the villages of Antrim Center and Clinton to decline in population. While the Grange, Antrim Congregational Church, post office, and schoolhouse in Antrim Center continued to function and operate, the village no longer held the importance of being the town center of Antrim.

Recreation, 1900-1930

Antrim's population suffered a small decline from 1,363 persons reported in 1900, to 1,052 reported in 1920; however, by 1930, the population had risen to 1,254 persons (New Hampshire Data Library website, 1890-1930 and 1900-1920, accessed November 3, 2011).

While the ease of rail travel initially lured many visitors to the lakes and ponds within Antrim, the growth of recreation was greatest during this period, concurrent with the widespread use of the automobile and associated improvements to local roadways. In addition, the summer boarding houses that became so popular during the previous period declined as the automobile granted more freedom to the traveler. Small cottages, specifically ones along Gregg Lake (ANT-GL) and the cottage community of White Birch Point (ANT-WBP), were becoming the preference of summer visitors to Antrim during this period (Antrim History Committee 1977:143). This furthered the decline of farms that were taking in summer boarders to supplement their income, including several farms in Antrim Center. Due to the growth of the automobile and decline of agriculture and agriculture-related tourism, the end of this period saw Antrim Center beginning a transition into a bedroom community whose residents traveled elsewhere to work.

Antrim Center

Present-day Antrim Center looks very similar to how it looked at the end of this period, a small rural village. The village's location on a rise with a commanding view of the surrounding farms and

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mountains contributed to the construction of several summer houses within the village during this period. The dwellings at 255 Clinton Road and 267 Clinton Road are both of sufficient size and architectural detailing to suggest they may have been erected to serve as summer homes. The Center Congregational Church, the Grange, and a schoolhouse were the remaining institutions. The post offices that served Antrim Center and Clinton closed in 1900 (Antrim History Committee 1974:53). While agriculture was limited in the village at this time, summer boarders and tourism were the main attraction.

Between 1915 and 1919, Route 9 was established as a cross-state route and ultimately developed as a multi-state route connecting New York and Maine. The roadway also encouraged the growth of the area's tourism industry, bringing urbanites from nearby and regional cities seeking respite, recreation, and relaxation amidst the rugged and picturesque landscape. In 1930, a new section of the Route 9/Franklin Pierce Highway, then known as the Keene Concord Highway, was constructed in Antrim, shifting the route of the roadway to the south of North Branch village and closer to Antrim Center. The purpose of the new route was to provide the closest and swiftest connection between the cities of Keene and Concord. The new highway provided an efficient way for tourists to drive to Antrim to enjoy the views and recreational opportunities. While the opening of Route 9 increased tourism in Antrim overall, it had a mixed impact to villages like Antrim Center. Much of Antrim Center's tourism came from summer boarders staying at the village's farms; however, the opening of the highway and popularity of the automobile contributed to the rise in popularity of small summer cottages and cabins. Conversely, the increase of tourists staying in small, private cottages and cabins increased the demand for local fruit, vegetables, eggs, chicken, milk, and cheeses, which benefited the farmers in Antrim Center. The rise in popularity of summer cottages and cabins ultimately signaled the end of Antrim Center's summer boarding houses by the end of this period.

Conservation, 1930-Present*Antrim Center*

Despite a slight dip between 1900 and 1910, the population of Antrim continued to grow at a slow and steady pace through the mid-twentieth century. While Antrim's population increased, the population of Antrim Center remained stagnant. The village has sustained little new construction since 1930 and has remained rural in nature. An examination of statistics for Antrim and the surrounding towns shows that over 70 percent of the town residents worked outside of the community in 2010 (Antrim History Committee 1977:176; New Hampshire Economic and Labor Market Bureau website, accessed November 29, 2011).

During the 1940s, the Antrim schools were consolidated into one building in Antrim South, resulting in the abandonment of the remaining district schools. District 2, the schoolhouse in Antrim Center that served its and Clinton's residents, closed in 1940; the former schoolhouse, located at 217 Clinton Road, was converted and enlarged to a dwelling at this time (Antrim History Committee 1977:278; Figure 3).

In 2012, Antrim Center is characterized as a small, rural village. While several farm properties remain, none of them appears to be actively engaged in agriculture. The Bass Farm does retain open fields, fences, and stables, which would allow for the pasturing of livestock. The old Vose Farm at 4 Miltimore Road is the lone remaining tourist attraction in Antrim Center and is operated as a bed and breakfast. Furthermore, the small village that once served as the town center for Antrim retains little public or cultural activity. The Antrim Congregational Church ceased continuous operation in the 1970s, signaling the end of active religious institutions in Antrim Center. The one building that still houses regular

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activity is also the oldest extant building in all of Antrim: the Grange. The Grange building served as the town hall and church in the eighteenth and nineteenth centuries, and, in 2012, serves as a meeting place for the Grange, hosting various programs, from art exhibits to concerts. The programs hosted by the Grange are generally focused on agriculture, government, cultural arts, environment, and education. While the northeastern portion of Antrim located in the vicinity of Routes 9 and 202 has started to experience an increase in commercial and residential developments, the portion of the town within Antrim Center lacks commercial development. Antrim Center looks much as it did at the beginning of the twentieth century, with all of the dwellings except one having been constructed prior to 1929 (Figures 1 and 4). Overall, Antrim Center retains a nineteenth-century rural feel, with no modern development in the small village.

20. Applicable NHDHR Historic Context(s)

51. Mixed agriculture and the family farm, 1630-present

72. Boarding house tourism

118. The grange in New Hampshire, 1870-present

130. Commerce, industry in New Hampshire villages and town centers 1630-present

136. Public and private cemeteries and burials

21. Architectural Description and Comparative Evaluation

The description of resources that follows only includes those properties located in Antrim Center. The Antrim Congressional Church (ANT0005) in Antrim Center was determined eligible in 2010 for historic and architectural significance and was the only previously surveyed property identified during the file review at NHDHR. It should also be noted that some of the dwellings are located in densely wooded areas and are only accessible via private drives/roads. Therefore, the information regarding dwellings that were not accessible or visible from the public right-of-way is limited.

Antrim Center occupies approximately 88 acres in the central portion of the town of Antrim, Hillsborough County, New Hampshire. The village consists of 12 dwellings, one church, the Grange hall, and one cemetery. One of the dwellings is currently operated as a bed and breakfast. The main road through Antrim Center is Clinton Road, which heads north from Clinton and turns west at the base of Meetinghouse Hill Road and the Grange hall before heading northwest to Route 9.

Antrim Center retains its proximity to the original road through Antrim that was rerouted around Meetinghouse Hill in the 1820s. The collection of dwellings along the roadway date from ca. 1820 to the early twentieth century and include a variety of resource types (e.g., a church, several farms, numerous dwellings, a former parsonage, a former school, a grange hall, at least two summer homes, and a cemetery) that represent a notable collection of nineteenth- and early twentieth-century architectural styles and forms.

Early Settlement and Agricultural and Industrial Development, 1740-1830

The primary occupation of early residents in the area centered on agriculture and agricultural-related industry. The numerous streams throughout the area provided power, once harnessed by a dam, and spurred the establishment of several saw- and gristmills. The numerous mills turned agricultural crops and products into consumer goods. Roadways (present-day Holt's Hill and Gregg Lake roads) were

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constructed in the 1790s to connect the surrounding agricultural communities to the industries along Great Brook (Cochrane 1880:246; Hurlin n.d.:2).

Center Cemetery (Photographs 1 to 3) is a cemetery located on the south side of Clinton Road. The cemetery was established shortly after the Meetinghouse Hill Cemetery, which was located to the north on Meetinghouse Hill, reached capacity in the 1820s. The Center Cemetery is located on the south side of Clinton Road opposite the Presbyterian Church and parsonage, which were demolished after the congregation constructed a new church in Antrim South (Figure 2). The cemetery is surrounded by a stone wall with a single wrought iron gate providing access through the northern wall. The land in the cemetery slopes downward from north to south. The well-maintained cemetery is small in comparison to others in the vicinity and mostly consists of rectangular granite grave markers.

1 Old Pound Road (Photographs 4 to 6) is a one-and-one-half-story, five-bay, center hall Cape Cod style dwelling. The dwelling rests on a stone foundation. Clapboard siding covers the exterior walls, and the dwelling is lit by a combination of 12-over-eight-light double-hung wood sash windows, eight light wood casement windows and modern windows. Some of the original operable, louvered wood shutters remain. The side gable roof that caps the dwelling is sheathed in asphalt shingles. A large interior central brick chimney pierces the ridge of the roof. A four-panel door centrally located in the south elevation provides access into the interior of the main block. A three-bay side gable block is located on the west gable end and is slightly set back from the main block. The side-gable block has eight light wood casement windows and a centrally located door. Another one-story side gable block is located on the west gable end of the central block and has six modern windows and an exterior gable end brick chimney.

Three outbuildings associated with this property are located on the opposite side of Old Pound Road. The easternmost building is a two-story carriage house with two sets of large vertical board doors in the first story and small set of doors in the second story. The building is clad in wood clapboard siding and is topped with a hipped roof clad in asphalt shingles. The central outbuilding is a one-story gable-front garage or workshop. Two vertical board garage doors provide access into the gable end, while two ten-light fixed wood sash windows are located in the east elevation. The building is clad in a combination of vertical boards and modern siding. The roof is clad in asphalt shingles and has open eaves with exposed rafter tails. The westernmost building is a small gable-front structure that may have been used as a cottage or workshop. A shed-roofed block is located on the west elevation. The building is clad in wood clapboard siding, and the roof is clad in asphalt shingles.

The dwelling appears on the 1858 map as being owned by “R.M. Buckminster,” who was a shoemaker by trade, and bought the dwelling upon his arrival in Antrim in 1834 (Figure 2; Cochrane 1880:387). “W. Buchanan” is associated with the dwelling on the 1892 map (Figure 3). Cochrane’s history of Antrim indicates this dwelling was built by Moses Wilkins in 1828 (Cochrane 1880:262).

273 Clinton Road (Photograph 7) is a two-story, six-bay, center hall, side gable Georgian style dwelling. The dwelling rests on a stone foundation. Wood clapboard siding featuring corner boards covers the exterior walls. The dwelling is lit by nine-over-six-light double-hung wood sash windows with wood storm windows, and the side gable roof that caps the dwelling is clad in asphalt shingles. A large interior central brick chimney pierces the ridge of the side gable roof. The main entrance is centrally located in the south elevation and features a pedimented door surround with entablature and pilasters. A four-light transom tops the four-panel door. A small one-story block is located on the west

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gable end and is clad in wood clapboard siding and contains nine-over-six-light, double-hung, wood sash windows. A small enclosed block, which appears to be an enclosed porch, is located on the east gable. The dwelling was owned by Ambrose Story on the 1858 map, while W. Buchanan owned it on the 1892 map (Figures 2 & 3). According to Reverend Cochrane's history of Antrim, this dwelling was relocated here from west of Gregg Pond by James Hill in 1827. This accounts for its large brick chimney and nine-over-six-light windows, which are indicative of early houses in the region. The associated barn burned in the 1860s, and Mrs. Sarah Perry and her mother enlarged the house in 1877 for the purposes of taking in summer boarders (Cochrane 1880:262-263).

266 Clinton Road (Photograph 8) is a one-and-one-half-story, three-bay, center hall, side gable Cape Cod style connected farmhouse. The dwelling appears to rest on a brick foundation, and wood clapboard siding clads the exterior walls. The dwelling is lit by six-over-six-light double-hung wood sash windows that are flanked by operable louvered wood shutters. A central interior brick chimney pierces the asphalt shingle-clad roof of the dwelling. The main entrance, which is centrally located in the east elevation, is flanked by five pane sidelights. A large 36-light picture window is located north of the entrance. Two large gabled dormers are located in the east elevation; each dormer contains three, six-light fixed wood sash windows. A two-story ell connects the main block to a little house that is located on the north gable end. The little house is a one-and-one-half-story, three-bay, side gable building. It is clad in wood clapboard siding and has a combination of two-over-two-light wood sash and modern windows with louvered shutters. A full-length one-story porch is located on the east elevation and is supported by square wood posts with decorative brackets. A detached barn is located north of the dwelling. The gable-front barn is clad in clapboard siding and has been converted for use as a two-car garage with modern garage doors. An 11-light transom surmounts the northern door, and an 1828 date is situated between the door and transom. A six-light fixed wood sash window is located in the gable peak, and the roof is covered in asphalt shingles. The 1858 map indicates the property was owned by "T.W. Draper," while "Mrs. A. Herrick" owned it on the 1892 map (Figures 2 and 3). Reverend Cochrane's history of 1880 indicates this house was built by Jonathan Paige in 1828, and that part of the dwelling originally housed a harness shop, until the erection of a small building to the east (no longer extant; Cochrane 1880:263). Census information from 1850 indicates Timothy Draper was a farmer (United States Census 1850b).

Antrim Grange, Clinton and Meetinghouse Hill Roads (Photographs 9 and 10) is a one-and-one-half-story, four-bay wide, six-bay deep, gable-front building. The Antrim Grange rests on a granite foundation, and the exterior walls are sheathed in wood clapboard siding. Two-over-two-light double-hung wood sash windows light the building, which is capped by an asphalt shingle-clad roof. A shed dormer with two wood sash windows is located on both the east and west roof slopes. An interior brick chimney is located in the northeast corner of the building. A set of concrete steps incised and painted with the date 1919 provide access to the main entrance in the south gable end. The entry consists of a paneled wood door. Part of the current first floor of the grange building dates to the late eighteenth century when it served as the first meetinghouse located on Meetinghouse Hill. Around 1832, the building was moved to its current location and served as the town hall until a new one was built in Antrim South. The northern two bays of the building were added after its relocation, and the original 12-over-12-light double-hung wood sash windows were replaced with the current wood windows. The Grange in New Hampshire was started in 1867, with the first Grange established in Exeter in 1873 (New Hampshire State Grange website, accessed June 25, 2012). The Antrim Grange was purchased in 1884 after a new town hall was constructed in Antrim South. The Grange was first established to promote agriculture and agricultural information. Today, the Antrim Grange hosts various programs, from art

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exhibits to concerts. Their programs are generally focused on agriculture, government, cultural arts, environment, and education.

212 Clinton Road, Bass Farm (Photographs 11 to 13) is a two-and-one-half-story, five-bay, center hall, side gable dwelling. The dwelling sits on a parged foundation. The exterior wall of the east elevation is clad in wood clapboard siding, while the gable ends of the north and south elevations are comprised of brick. The west elevation is not visible from the public right-of-way. The asphalt shingle-clad gable roof is pierced by interior brick gable end chimneys. The dwelling is lit by six-over-six-light double-hung wood sash windows with operable louvered wood shutters.

A *circa*-1905 historic photograph shows the dwelling with two-over-two-light wood sash windows, and the main entrance has a pedimented entablature that matches the windows instead of the current Georgian style broken pediment. The entry is protected by a one-story full-length open porch. A large two-story block is shown on the north gable end, constructed by Eben Bass in 1878 to house summer boarders; however, the block is no longer extant (Antrim Historical Society 1997:72).

The dwelling has a large rear ell that rests on a fieldstone foundation. The north elevation of the rear ell features four windows in the first story and two frieze band windows. Two gabled dormers are located in the north elevation. The south elevation of the rear ell has a large enclosed porch, a secondary entrance, and two gabled dormers. A large gable-front barn with a cupola is located west of the dwelling. The barn is clad in wood clapboard siding on the east gable end and board-and-batten siding on the north elevation. The barn includes a centrally located cart bay and two windows in the peak of the east gable end. An interior brick chimney is located in the east gable end of the barn. A cross-gable machine shed is located west of the gable-front barn. Dr. Whiton, for which Whiton Road is named, built part of the original house in 1812 (Antrim History Committee 1977:158). "Eben Bass" is shown as the owner on the 1858 map, while "J.W. Bass" is listed on the 1892 map (Figures 2 & 3). Cochrane's history of Antrim notes that Eben Bass purchased the old Whiton Farm in 1854 and made several extensive improvements to the buildings and farm itself. As mentioned earlier, the Bass Farm was a popular destination for summer boarders throughout the late nineteenth century, which led to the construction of a two-story block that is no longer extant. Eben Bass was a highly respected member of Antrim and was involved in the town's business throughout his life. He was a vocal opponent to the demolition and relocating of the Presbyterian Church in Antrim Center and was also a strong supporter of the construction of the Antrim Congregational Church. For many years, Eben Bass had a good business as an auctioneer (Cochrane 1880:358). His son, John W. Bass, lived at the property in 1892.

Agricultural and Industrial Production, 1830-1870; and Impact of the Railroad, 1870-1900

From ca.1830 - ca. 1890 Antrim Center was the town center of Antrim. It contained the town hall, church and school and was operating as the cultural and political center of Antrim. All of Antrim's official business was discussed, debated and enacted in the town hall (now the Grange) at the bottom of Meetinghouse Hill. The majority of the extant buildings within Antrim Center date to this period of activity. Agriculture seems to have peaked in Antrim from 1830-1870 and by the end of the nineteenth century agriculture was on the decline. During the end of this period, with the coming of the railroad, decline of agriculture and statewide promotion of areas of natural beauty as tourist and recreation sites, a number of summer boarding houses were in operation within Antrim Center. Farmers were looking for avenues to supplement their income and began taking in summer boarders. Summer boarding began in

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the mid-nineteenth century and continued until the early twentieth century. The Bass Farm, located in Antrim Center, started taking in summer boarders by the mid-nineteenth century.

4 Miltimore Road (Photographs 14 and 15) is a one-and-one-half-story, five-bay, center hall, gable-front connected farmhouse. The exterior walls of the dwelling are clad in wood clapboard siding. The roof is sheathed in asphalt shingles, and a large central interior brick chimney is located close to the south gable end. The main block features a central pedimented main entry with sidelights. A small shed-roofed block is located on the east elevation, while a screened-in porch is located on the west elevation. A one-and-one-half-story side gable little house is connected to the west elevation and has a greenhouse on its south elevation. Two gable dormers are located on the south roof slope, and an interior brick chimney pierces the asphalt shingle-clad roof. The large gable-front barn is attached to the west gable end of the little house. The barn is banked on the west gable end and north elevation. Two garage bays have been added to the ground floor on the south elevation. The barn is clad in wood clapboard siding and contains a mix of six-over-six-light double-hung wood sash, six-light fixed wood sash, nine-light fixed wood sash, and single-light fixed wood sash windows. The west gable end contains a set of large diagonal wood board doors topped by a 15-light transom. A sign which reads "Uplands" is located above the transom with two six-over-six-light double-hung wood sash windows in the gable peak. An 1840 date is located above the door on the dwelling. The 1858 map indicates the property was owned by "E.L. Vose," while on the 1892 map it was owned by "S. Gove" (Figures 2 & 3). Reverend Cochrane's history of Antrim indicates the first building on this property was constructed by Benjamin Gregg. Zaccheus Fairbanks acquired the property and operated a tavern and dance hall out of a large two-story house, which was later removed by E.L. Vose, who built the current dwelling (Cochrane 1880:263). The property is currently used as a bed and breakfast called the Uplands Inn.

224 Clinton Road (Photograph 16) is a one-and-one-half-story, three-bay, side hall, gable-front dwelling with elements of the Greek Revival style. The dwelling rests on a combination stone and brick foundation. The exterior walls are clad in wood clapboard siding with corner boards, and two-over-two-light double-hung wood sash windows light the dwelling. An asphalt shingle-clad gable-front roof featuring cornice returns caps the dwelling. The elevations feature four-light fixed wood frieze band windows. A one-story, full-length open porch shelters the entrance on the east gable end. A small one-story gable-front block joins the dwelling to a larger side gable block on the west gable end. It is possible this block is a carriage house, but it is not fully visible from the public right-of-way. The north gable end, which is banked, is visible and contains two windows in the first story. A small stone outbuilding is located northwest of the dwelling. The gable peak is sheathed in vertical boards. The dwelling appears on the 1892 map as owned by "A.L. Smith" (Figure 3).

223 Clinton Road, Antrim Congregational Church (ANT0005) (Photographs 17 and 18) is the only resource in Antrim Center that was previously documented on an individual inventory form (ANT0005). The church was built in 1897-1898 by Harry P. Graves in response to the demolition of the former Presbyterian Church and the relocation of its associated congregation to Antrim South. The church is constructed in the Shingle style; the ground floor features granite and cobblestone walls, while the main floor is clad in wood clapboard siding and the gable peak and bell tower is clad in wood shingles. The front gable and hipped roof are clad in asphalt shingles, and an interior brick chimney with corbelling pierces the roof just west of the bell tower. The church features stained glass and double-hung sash windows. For a more detailed description of the exterior and interior of the church, please refer to the 2010 individual inventory form (ANT0005).

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220 Clinton Road (Photograph 19) is a two-story, three-bay, side hall, gable-front connected farmhouse with elements of the Greek Revival style. The dwelling rests on a brick foundation, and the exterior walls are sheathed in wood clapboard siding. The dwelling features two-over-two-light double-hung wood sash windows. The asphalt shingle-clad roof includes cornice returns on the gable ends. A central interior brick chimney pierces the roof ridge. A one-story, full-length open porch shelters the main entrance on the east gable end. A small screened-in porch is located at the southwest corner of the dwelling adjacent to the one-story little house, which connects the dwelling to the barn. The little house features a one-story half-length porch that shelters its entrance. The gable-front barn is attached to the west gable end of the little house. A large cart bay is located on the ground floor of the east gable end with a two-over-two-light double-hung wood window located in the gable peak. The house appears on the 1858 map as owned by "S.N. Worthley," while the 1892 map indicates it was owned by "E.T. Worthley" (Figures 2 and 3). Cochrane's history of Antrim indicates that Samuel N. Worthley was a carpenter and built his house in Clinton in 1866, presumably after he resided at 220 Clinton Road. His grandfather, Captain John Worthley, was an early settler of Antrim and personally cleared all his land for his farm (Cochrane 1880:781).

217 Clinton Road (Photograph 20) is a one-and-one-half-story, two-bay dwelling with a combination hipped and gable roof. The dwelling appears to rest on a cobblestone foundation, and the exterior walls are clad in vinyl siding. The windows in the façade, or west elevation, are obscured by bushes; however, inoperable vinyl louvered wood shutters flanking the two windows are visible. The main entrance is located in a shed-roofed block attached to the southwest corner of the dwelling. The entrance displays elements of the Colonial Revival style evidenced by the side lights, entablature with modillions, and a flat-roofed entry porch supported by Doric columns on paneled blocks. A shed dormer is present in the west elevation. A bell tower extends from the roof of the north end of a side gable block that occupies the rear of the dwelling. This tower faces north toward the historic center of Antrim Center. The 1892 map indicates that a schoolhouse stood in the vicinity of the dwelling (Figure 3). The hipped-roof block of this dwelling was likely an addition to the schoolhouse indicated on the 1892 map. On June 25, 1946, the School District of Antrim sold the one-acre school property to Edson H. and Hazel A. Tuttle, for the sum of \$2,000 (Hillsborough County Deed Book 1112:258). Each deed since the 1946 transaction refers to the property as the "Center Schoolhouse." The Antrim School District purchased the land to build the school from Edward Z. Hastings in 1888 (Hillsborough County Deed Book 495:196). The bell tower and front gable roof of the school house is still visible today. A stone wall lines the northern boundary of the property, and a stone well protected by a wood shingle-clad decorative shelter is located south of the wall and northwest of the dwelling.

1 Whiton Road (Photographs 21 and 22) is a one-and-one-half-story, six-bay, center hall, side gable dwelling. The dwelling rests on a combination brick and stone foundation, and the exterior walls are clad in clapboard siding. The side gable roof is clad in asphalt shingles, has three gable dormers on the south elevation, and is pierced by a large central interior brick chimney. The dwelling is lit by a combination of nine-over-six-light double-hung wood sash windows with louvered shutters, six-over-six-light double-hung wood sash windows, and modern windows. It appears the main block started as a three-bay Cape Cod style dwelling that was enlarged on the west gable end. A small side gable block is located on the east gable end and connects the dwelling to a small gable-front carriage house. The side gable block features modern casement and fixed windows. A two-car garage is attached to the south elevation of the carriage house. The dwelling is shown on the 1858 map as being owned by "Clark," while the 1892 map indicates it was owned by "Mrs. T. Tenney" (Figures 2 and 3). A second detached garage is located adjacent to Whiton Road, just southeast of the dwelling.

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By the beginning of the twentieth century Antrim Center was no longer the town center of Antrim, as this function shifted to Antrim South. A new town hall and Presbyterian Church was constructed in Antrim South, and the post office in Antrim Center closed ca. 1900. The Antrim Congregational Church, the Grange and a school house were the remaining institutional buildings in Antrim Center. The rise in popularity of the automobile during this period also signaled the end of summer boarding houses in Antrim Center. The automobile granted travelers more freedom, and consequently, small cabin colonies and summer cottage developments rose in popularity. The loss of summer boarding income furthered the decline of agriculture in Antrim Center. The school districts in Antrim consolidated in the 1940s. Subsequently, the school house in Antrim Center was sold to a private owner who converted it to a dwelling. Antrim Center still had the benefit of scenic views and vistas as it was located on a rise at the base of Meetinghouse Hill, which spurred the construction of summer homes. The dwellings at 255 Clinton Road and 267 Clinton Road are both of sufficient size and architectural detailing to suggest they may have been erected to serve as summer homes.

274 Clinton Road (No Photograph) is a small, modern, one-story, four-bay, Ranch dwelling with an attached garage. The side gable dwelling is clad in vertical weatherboard siding and has modern windows and doors, and the roof is covered in asphalt shingles. The dwelling is located adjacent to the Center Cemetery. The dwelling does not appear on the 1957 topographic map (Figure 5).

267 Clinton Road (Photograph 23) is a large, two-and-one-half-story, five-bay, center hall dwelling with an attached turret located on the southeast corner. The main block is clad in wood clapboard siding, while the turret is clad in wood shingles. The dwelling features a combination of six-over-six-light double-hung wood sash and modern windows with operable wood louvered shutters. The asphalt shingle-clad roof that caps the dwelling contains two skylights in the southern slope. A central interior brick chimney pierces the roof ridge of the main block, while an exterior brick chimney is located on the east gable end. The west gable end of the dwelling has a rear-ell with modern triangular windows in the gable peak of both the rear-ell and west gable ends of the main block. A one-story block, which may have been an open porch, is located on the east gable end and contains a large 15-light fixed-sash window. A gable-front barn, which has been converted to a two-car garage, is located on the east gable end of the one-story block. A sign with the words "Maple Hill" hangs between the centrally located garage doors below and the half-circle fanlight above. A shed-roofed block is located on the east elevation of the former barn. The dwelling appears to have been built in the vicinity of the site of the original Presbyterian Church, which was demolished in 1896. This dwelling appears on the 1929 topographic map, and based on its form and details it was likely constructed in the early twentieth century (Figures 3 and 4).

255 Clinton Road (Photograph 24) is a two-story, three-bay, center hall, pyramidal roof, Colonial Revival dwelling. The exterior walls of the dwelling are clad in wood clapboard siding. Six-over-one-light double-hung wood sash windows featuring operable wood louvered shutters and simple wood surrounds light the dwelling, which is capped by a pyramidal roof clad in asphalt shingles. The center hall dwelling has a small porch that shelters the main entrance, which is obscured from the public right-of-way due to vegetation that borders the property and the location of the dwelling atop a slope overlooking Clinton Road. A one-story, half-length screened-in porch is located on the east elevation, while a one-story, full-length, open air porch is located on the west elevation. A long one-story kitchen

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ell is located on the north elevation. Two centrally located interior brick chimneys penetrate the main block, while an interior brick chimney is located in the kitchen ell.

The dwelling has a grouping of outbuildings located to the north. They include a side gable barn and a corn crib located west of the barn. The barn is clad in vertical boards and has an asphalt shingle roof. The outbuildings are obscured from the public right-of-way. A small horse stable is located north of the dwelling and barn complex and includes a fenced-in grazing area. Nineteenth-century maps show two dwellings at this location; however, based on the style and form of the house, it was likely constructed ca. 1900. Based on the form and large kitchen ell, the dwelling may have been used to house summer boarders during the early twentieth century or, at a minimum, was constructed as a summer residence. Reverend Cochrane's history of Antrim indicates that the Newman house, built from lumber from the Christy Tavern on Meetinghouse Hill; and the Paige House, built by Samuel Gregg in 1777, previously sat on this site and are shown on the historic maps (Cochrane 1880:263; Figures 2 and 3). Based on the form and style of the extant dwelling, it was clearly not constructed in the late eighteenth or early nineteenth centuries. Topographic mapping from 1929 and 1957 further confirm this supposition, as they show a single building at this location and do not reflect the configuration of buildings shown on the 1858 or 1892 maps (Figures 4 and 5). The barns extant behind the present dwelling likely date to one of these two earlier houses.

Comparative Evaluation

Antrim Center developed as a small, agrarian, residential village that served as the town center of Antrim for 60 years, from 1832 to 1892. Antrim South is the most comparable nearby village to Antrim Center, as Antrim South contained social, political, and civic buildings similar to Antrim Center, including a church, post office, and school. Furthermore, Antrim South has served as the town center for Antrim since ca. 1900, when this shifted from Antrim Center. As Antrim South gained population in the late-nineteenth century, their residents grew tired of traveling up the hill to Antrim Center to attend the Presbyterian Church or conduct business at the town hall. Consequently, during the 1890s, a new town hall and Presbyterian Church was constructed in Antrim South. The original brick Presbyterian Church was demolished in Antrim Center, despite the vehement objection of Antrim Center's residents. This signaled the beginning of the shift from Antrim Center to Antrim South as the town center as well as Antrim's political and cultural hub. Although Antrim South includes a higher number of political and cultural buildings than Antrim Center, Antrim South also contains more modern development and infill when compared to Antrim Center. The landscape and relationship of the historic components of Antrim Center have remained virtually unchanged since the end of its period of significance, ca. 1900. In addition, Antrim Center retains the Grange; a section of this building dates to the late-eighteenth century when it served as the first meetinghouse for the first settlement in Antrim on Meetinghouse Hill. While Antrim South contains a number of nineteenth-century buildings, modern infill in the form of gas stations, a grocery store, small strip development and modern dwellings are interspersed throughout, resulting in a lack of cohesion within Antrim South. As a whole, Antrim Center better exemplifies a significant and distinguishable collection of nineteenth-century agrarian and residential properties.

22. Statement of Significance

Based on the criteria outlined in the National Register Bulletin, *How to Apply the National Register Criteria for Evaluation* (National Park Service [NPS] 1997), Antrim Center, in Antrim, Hillsborough County, New Hampshire, is recommended eligible for listing in the National Register of Historic Places (National Register) under Criteria A and C in the areas of community planning and development,

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architecture and as a significant distinguishable entity whose components lack individual distinction. The period of significance for the village begins ca. 1820, with the relocation of the former road leading to Meetinghouse Hill and the establishment of the Center Cemetery, which ushered in the relocation of Antrim's town center from Meetinghouse Hill to Antrim Center. The period of significance ends ca. 1900, when the last of the contributing extant buildings was constructed and the town's political and cultural center had shifted from Antrim Center to Antrim South.

Antrim Center is recommended eligible for listing in the National Register under Criterion A. The village is associated with community planning and development trends as a nineteenth-century village that served as the second town center of Antrim, from approximately 1830, when the meetinghouse was moved from the first settlement to the foot of Meetinghouse Hill, until 1894, when a new town hall was constructed in Antrim South. Antrim Center contains a notable collection of buildings that reflect development over time, from the nineteenth century through the twentieth century. The buildings reflect the continual growth and stability of the community from its establishment ca. 1820 through the early twentieth century. As the center of government and politics in Antrim from approximately 1830 to 1894, Antrim Center includes a residential community that developed at the base of Meetinghouse Hill in direct response to the growth of the agricultural and political importance of Antrim. Around 1832, the first story of the old meetinghouse was moved to the foot of the hill, where it currently stands as the Grange, and was used as the new town hall. The portion of this building which dates to the eighteenth century remains the oldest extant structure in all of Antrim. This marked the beginning of Antrim Center's role as the town center for Antrim. The village served as the political and cultural hub of Antrim for 60 years

Antrim Center is not eligible under Criterion B for association with the lives of persons significant in our past, as research did not reveal any association with significant achievements of any persons within a local, state, or national context. While Samuel Gregg built his house in Antrim Center in 1777, it is no longer extant; also, he is more closely associated with the dam he constructed along Great Brook to power his mill, which created Gregg Pond.

Antrim Center is recommended eligible under Criterion C in the areas of architecture and as a significant and distinguishable entity whose components lack individual distinction. Antrim Center is significant under Criterion C in the area of architecture as a notable collection of buildings and sites that reflects distinct styles, types, forms, and periods of construction from the nineteenth to early twentieth centuries. The Antrim Congregational Church (ANT0005) was determined eligible for the National Register of Historic Places in 2010 under Criterion A for association with religion and under Criterion C for its architecture as a notable example of the Shingle style. The buildings in Antrim Center readily convey the sense and feeling of the evolution of a small rural nineteenth-century village in New Hampshire. Styles and forms present within Antrim Center include connected farmhouses; gable-front dwellings; side hall and center hall plans; and Cape Cod, Greek Revival, Colonial Revival, and Shingle style construction (i.e., Antrim Congregational Church). Antrim Center includes a significant concentration of buildings and sites united around the Grange, which was relocated from Meetinghouse Hill in 1832, and extends west to the Center Cemetery, which was established ca. 1820. Collectively, the buildings within Antrim Center are significant as a unique collection of nineteenth- and early twentieth-century architectural styles, types, and forms that reflect the evolution of a small rural village in New Hampshire. Character-defining features of Antrim Center include the range of nineteenth-century and early twentieth-century building types, which include dwellings, public and institutional buildings, and sites. Antrim Center retains its location and proximity to the original road through Antrim that was

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rerouted around Meetinghouse Hill in the 1820s. In addition, the setting of Antrim Center, on a rise at the base of Meetinghouse Hill, is important because of the numerous summer tourists that were drawn to village due to its scenic views and vistas. The contributing buildings to the proposed district generally retain their historic integrity, which is discussed further below.

The village was not evaluated under Criterion D as part of the architectural survey and evaluation.

23. Period(s) of Significance

The period of significance for Antrim Center begins in ca. 1820, with the construction of the Center Cemetery at the base of Meetinghouse Hill and several extant dwellings that began the move of the town center from original settlement on Meetinghouse Hill to Antrim Center in the early nineteenth century. The period of significance extends until ca. 1900, when the last of the contributing extant buildings was constructed, and reflects the cultural shift from Antrim Center to Antrim South.

24. Statement of Integrity

Antrim Center retains integrity of location and setting, as the landscape has largely remained unchanged in the vicinity. While some of the farmland has been left to return to forest, large open areas are still evident around Bass Farm, Antrim Congregational Church, and the Uplands Inn. Integrity of feeling and association is also largely intact, as there has been little development outside of the period of significance (ca. 1820 to ca. 1900), allowing Antrim Center to retain the feeling of an early rural village. While the village has sustained the loss of a few dwellings due to fire or demolition, these losses are few and in many cases the dwellings were rebuilt at the same location shortly thereafter and within the period of significance.

Integrity of materials, workmanship, and design is largely intact in most of the extant resources in Antrim Center. While few of the buildings retain their original roofing material, the majority do retain their original siding, shutters, windows, doors, and overall form. Some properties have suffered modern alterations, modern additions, or the loss of buildings; however, in most instances these changes were in response to the changing historical themes experienced by Antrim Center and occurred during the period of significance (ca. 1820 to ca. 1900). For example, historical photographs show the loss of a large boarding house addition, which was constructed by Eben Bass in the mid- to late nineteenth century; however, by the early twentieth century, summer boarding houses were on the decline in favor of individual cottages due to the popularity and freedom that the automobile provided tourists. With the large addition no longer in demand and no doubt expensive to maintain, its removal by the owners of the Bass Farm is a reflection of the change from summer boarding houses to summer cottages experienced throughout New Hampshire. Another example of changing themes can be seen in the conversion of the District 2 schoolhouse to a dwelling (217 Clinton Road) after the consolidation of Antrim's schools in the 1940s.

When assessing the overall integrity of Antrim Center, the majority of the resources retain integrity of materials, design, and workmanship which culminates in the retention of integrity of feeling and association as a nineteenth- and early twentieth-century rural village. The relationship among the district's resources is unchanged from its period of significance (ca. 1820 to ca. 1900). Additionally, the village as a whole retains integrity of location, feeling, and association, and readily conveys and reflects the historic character needed to convey the sense of the historic built environment.

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The one non-contributing resource to the district is 274 Clinton Road, as it is of modern construction and post-dates the period of significance. It is located near the northwestern corner of the district.

Antrim Center, Antrim, Hillsborough County, New Hampshire.

| Property Address | Property Type | Photograph Number | Date of Construction | Contributing to Historic District |
|--|---|--------------------------|-----------------------------|--|
| Center Cemetery, Clinton Road | Cemetery | 1,2,3 | Circa 1820 | Yes |
| 1 Old Pound Road | Single-family Dwelling | 4,5,6 | Pre-1858 | Yes |
| 274 Clinton Road | Single-family Dwelling | No Photograph | Modern | No; Post-Dates Period of Significance |
| 273 Clinton Road | Single-family Dwelling | 7 | Pre-1858 | Yes |
| 267 Clinton Road | Single-family Dwelling | 23 | Pre-1929 | Yes |
| 266 Clinton Road | Single-family Dwelling | 8 | Pre-1858 | Yes |
| 255 Clinton Road | Single-family Dwelling | 24 | Pre-1929 | Yes |
| Antrim Grange, Clinton and Meetinghouse Hill Roads | Grange, Public | 9,10 | Pre-1858 | Yes |
| 4 Miltimore Road | Single-family Dwelling/Commercial (Bed and Breakfast) | 14,15 | Pre-1858 | Yes |
| 224 Clinton Road | Single-Family Dwelling | 16 | Pre-1892 | Yes |
| 223 Clinton Road (ANT0005) | Antrim Congregational Church | 17,18 | 1897-1898 | Yes |
| 220 Clinton Road | Single-family Dwelling | 19 | Pre-1858 | Yes |
| 217 Clinton Road | Single-family Dwelling | 20 | Pre-1892 | Yes |
| 212 Clinton Road, Bass Farm | Single-family Dwelling | 11,12,13 | Pre-1858 | Yes |
| 1 Whiton Road | Single-family Dwelling | 21,22 | Pre-1858 | Yes |

25. Boundary Justification

The boundary selected for the village of Antrim Center is based upon the start of the village at the crossroads of present-day Clinton and Meetinghouse Hill roads ca. 1820, when the road leading to Meetinghouse Hill was rerouted around the hill into what would become Antrim Center. It encompasses its expansion through the nineteenth century to include adjacent dwellings, farms, and institutional buildings that were constructed around the crossroads of present-day Clinton and Meetinghouse Hill roads on historic maps (Figures 2, 3, 4 and 5). Development outside the north, east and western portions of the boundary is sporadic and not consistent with the resources found adjacent to the crossroads or center of the village. Visually, development south of the boundary is less dense than the resources contained near the village center and therefore was not included in the boundary. Per the National Register Bulletin on *Defining Boundaries for National Register Properties*, the boundary follows the current legal boundary that contains buildings and resources within the district as recorded on the 2008 tax parcel mapping (National Park Service 1997: 3). This boundary encompasses the eligible resources and is consistent with the historical significance and remaining integrity of the village.

26. Boundary Description

Please see the attached sketch map for a precise representation of the boundary. The boundary includes the following lots of 2008 tax parcel mapping listed in the bibliography (Town of Antrim "New Tax Maps 2008," accessed April 10, 2012):

- Map 227: Parcels 2,3,5,6,7,41,42

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- Map 228: Parcels 1,3,9 and part of 28 (Antrim Center Congregational Church lot)
- Map 233: Parcels 23,24,25,26

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28. Surveyor's Evaluation

NR listed: district ☐

individuals ☐

within district ☐

Integrity: yes ☒

no ☐

NR eligible:

district ☒

not eligible ☐

more info needed ☐

NR Criteria: A ☒

B ☐

C ☒

D ☐

E ☐

If this Area Form is for a Historic District: # of contributing resources: 14____

of noncontributing resources: 1____

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1. Type of Area Form

Town-wide: ☐Historic District: ☒Project Area: ☐

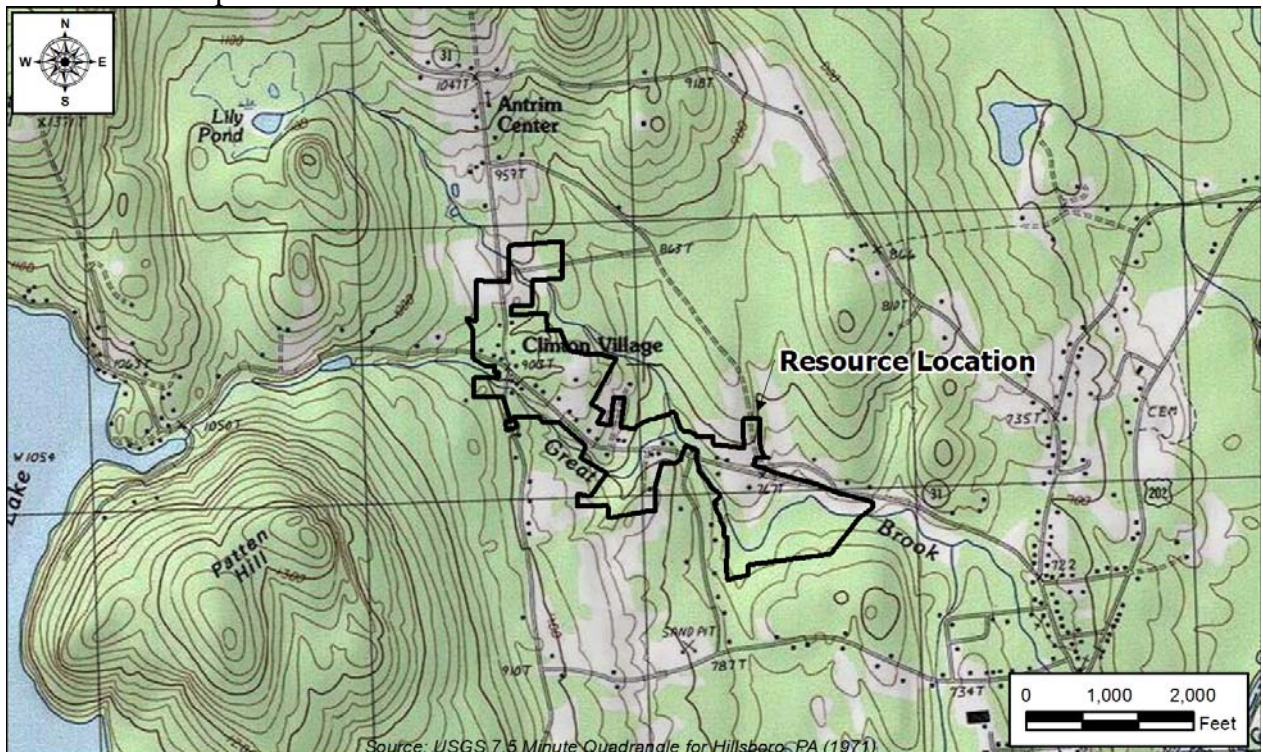
8. UTM reference: _____

9. Inventory numbers in this area:

None

2. Name of area: Village of Clinton3. Location: Village of Clinton –
Congreve and Clinton Road south to
Davison Drive and Clinton Road10. Setting: Nineteenth and early
twentieth century residential/industrial
village that developed along Great
Brook4. City or town: Antrim11. Acreage: Approximately 96 acres5. County: Hillsborough12. Preparer(s): Russell Stevenson,
Architectural Historian6. USGS quadrangle name(s):
Hillsborough13. Organization: A.D. Marble & Company7. USGS scale: 1:200014. Date(s) of field survey: November 2011

15. Location map



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16. Sketch map – See the following continuation sheets for the sketch map (Figure 1) and additional figures.

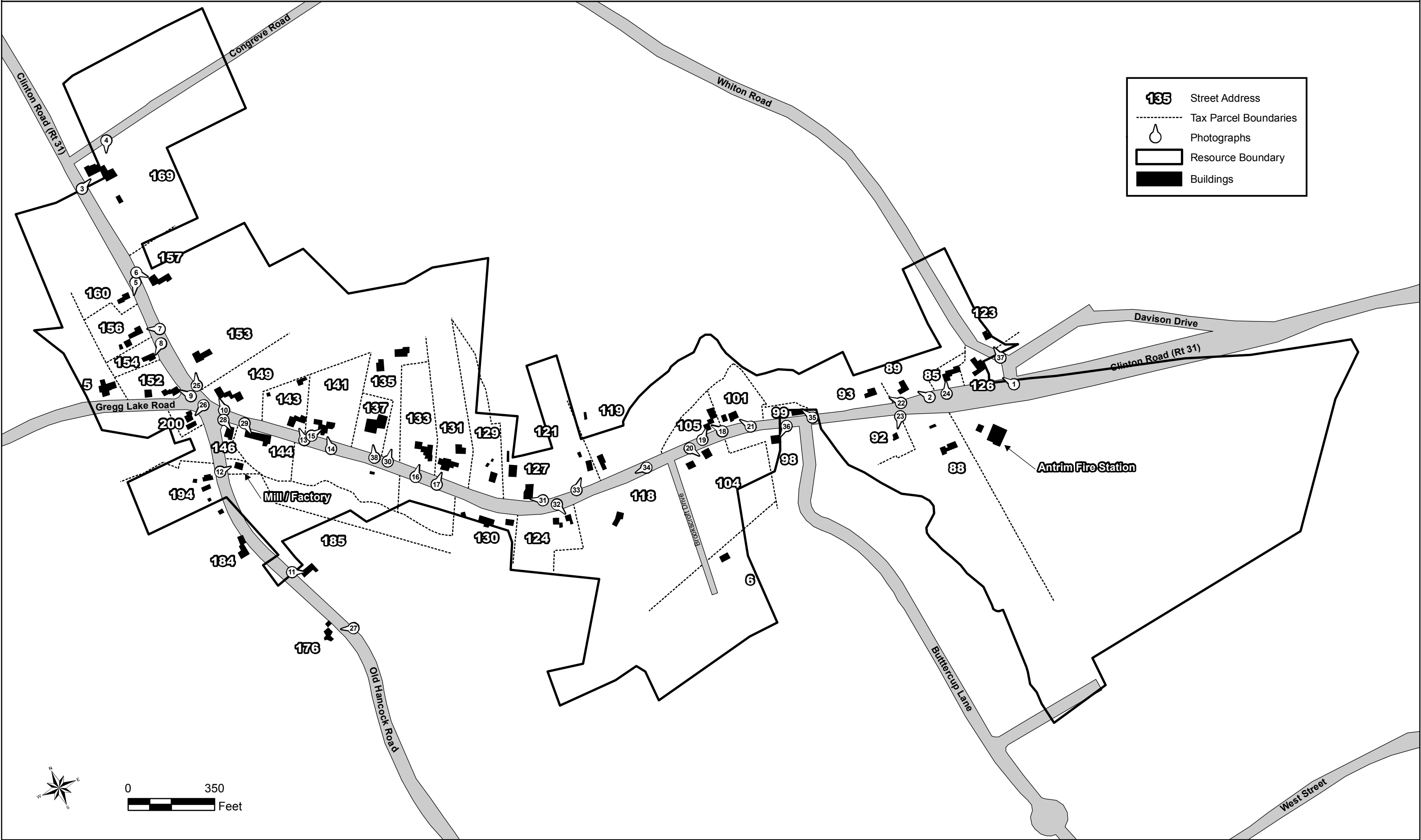
[illegible]

Figure 2
1858 Chace Map

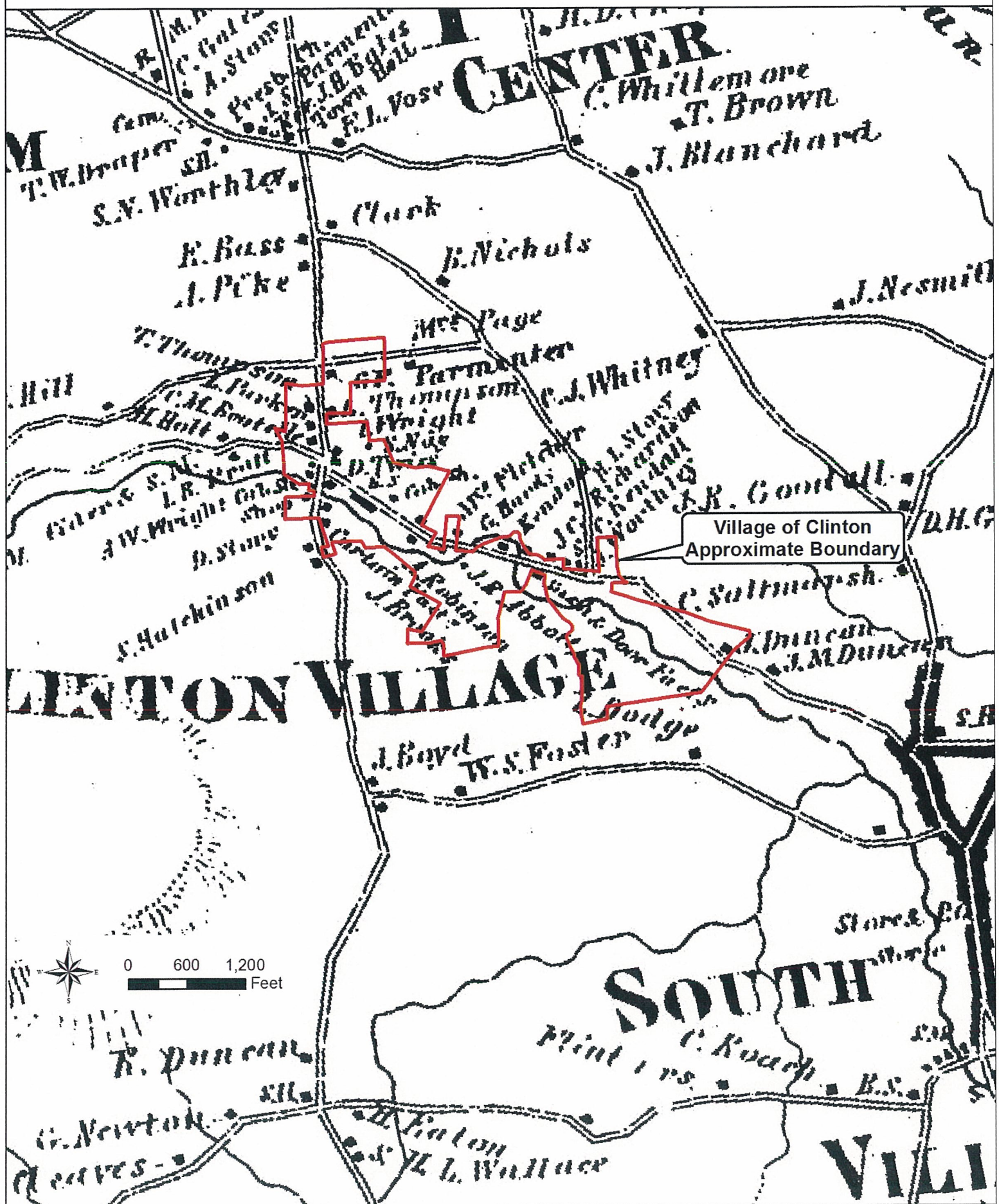


Figure 3

1892 Hurd Map

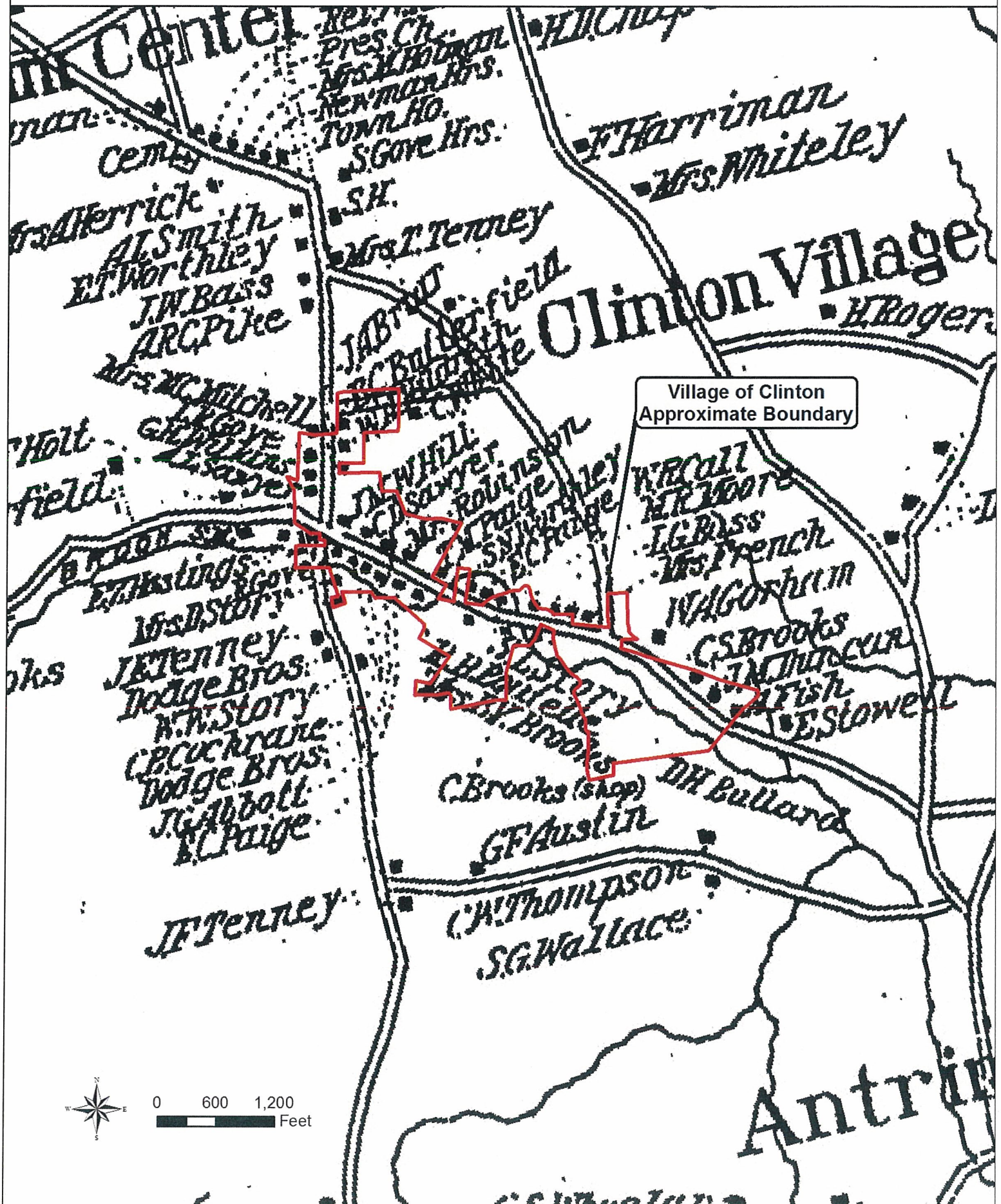


Figure 4
1929 USGS Topographic Map (Hillsboro Quadrangle)

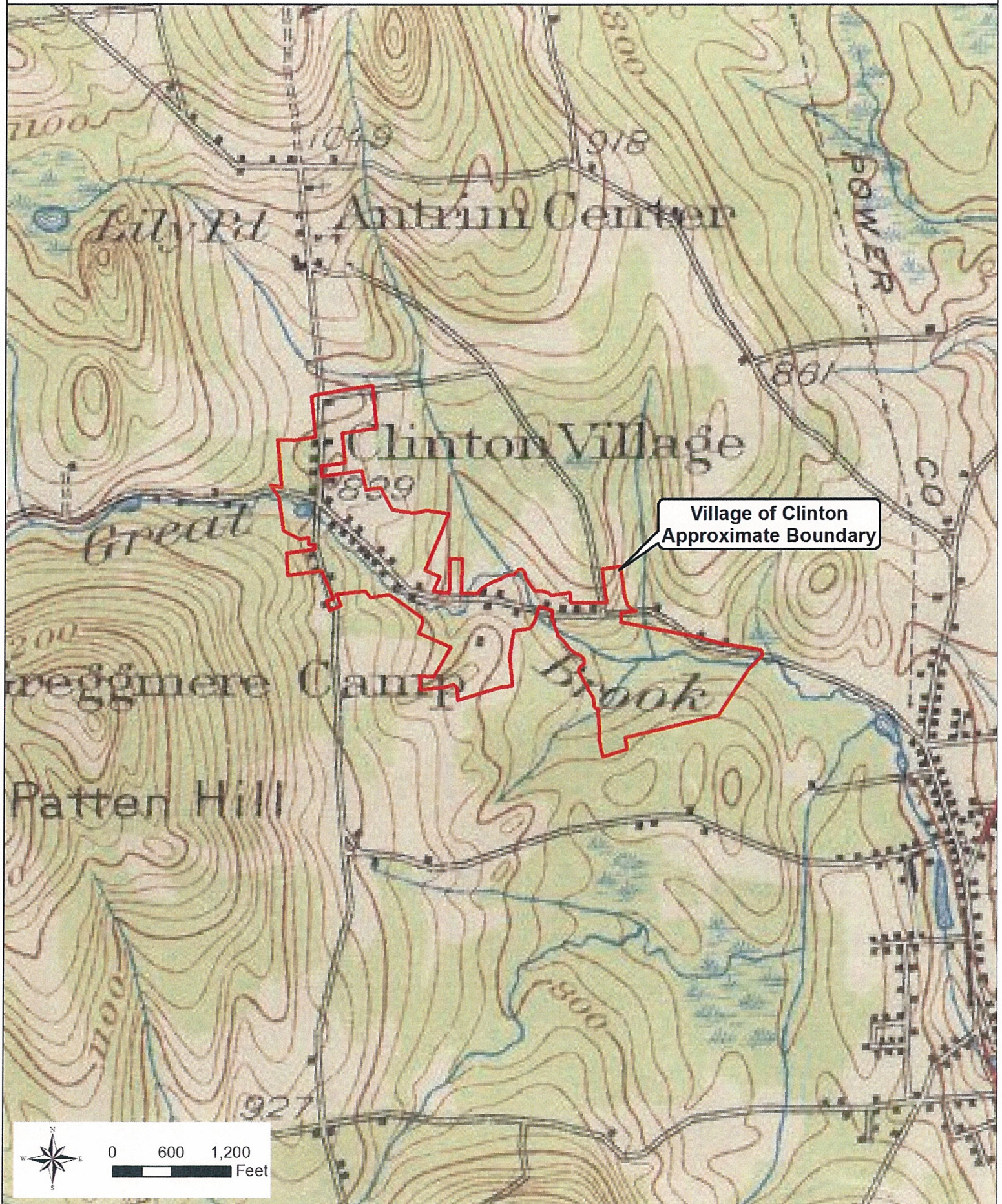
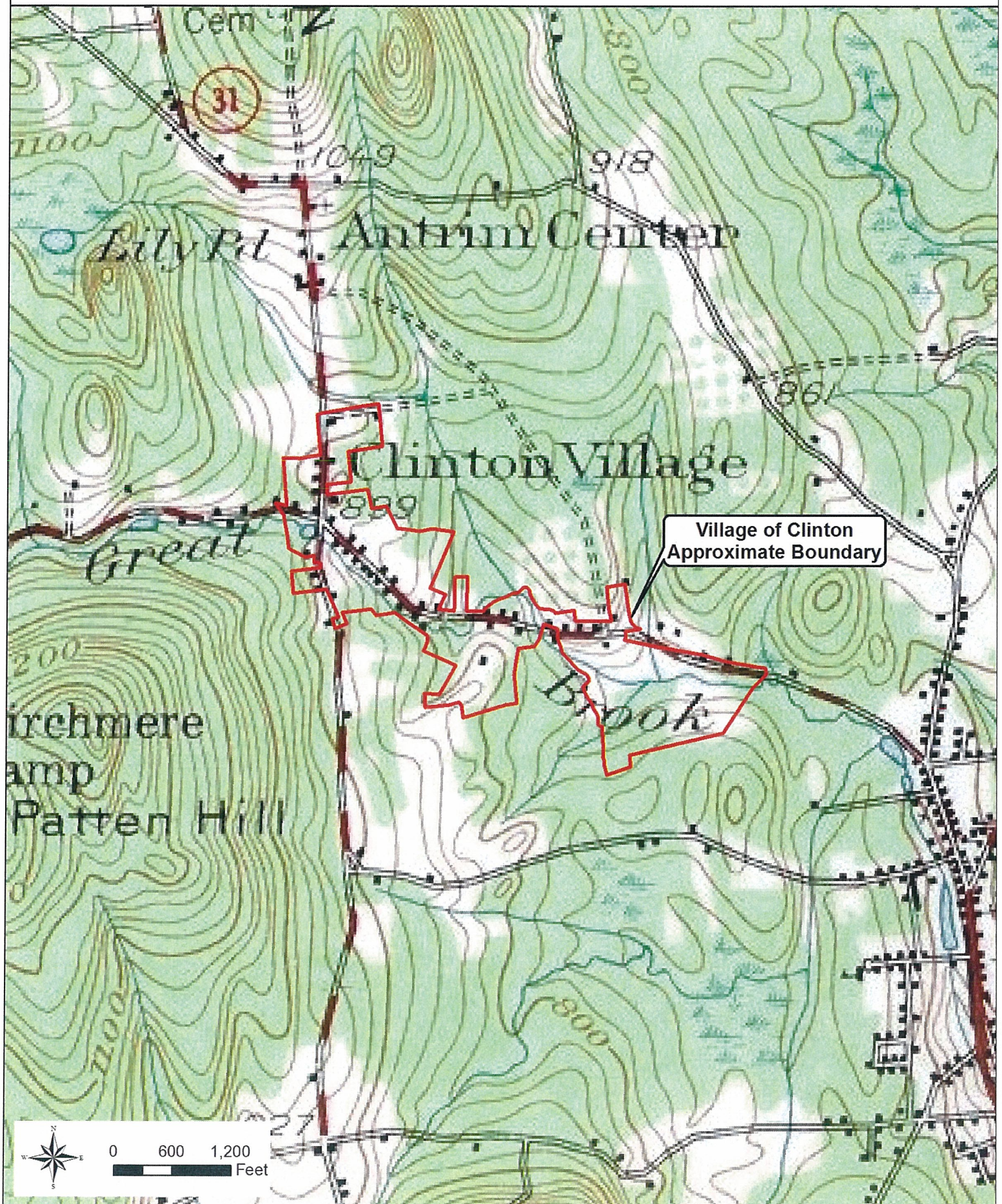


Figure 5
1957 USGS Topographic Map (Hillsboro Quadrangle)



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17. Methods and Purpose

The purpose of this historic district area form is to document the development of the Village of Clinton in order to assess its eligibility for listing in the National Register of Historic Places (National Register). Clinton is located within the 3-mile viewshed (Area of Potential Effect [APE]) of the proposed Antrim Wind Energy Project (MLT-ANTW). Antrim Wind Energy LLC proposes to develop a utility scale wind energy generation facility in the Town of Antrim, Hillsborough County, New Hampshire. The project will consist of the erection of ten wind turbine generators, the construction of an access road, and the construction of an electrical substation along with collector lines. Collectively, the turbine foundations, construction pads, access roads, and electrical upgrades are anticipated to directly impact an area of less than 65 acres.

To complete the historic district area form, A.D. Marble & Company completed a file search at the New Hampshire Division of Historical Resources (NHDHR) to gather information on established contexts, previously surveyed properties, and properties within the Village of Clinton that have been listed in or determined eligible for listing in the National Register of Historic Places (National Register). Additional research was conducted at the New Hampshire State Library and the New Hampshire Historical Society. Population and agricultural census returns were collected. The catalogs of Dartmouth College and Plymouth State College were searched. The James A. Tuttle Library in Antrim was also visited. A member of the Antrim Historical Society was contacted for information on relevant resources and repositories. Previous correspondence with members of the historical society regarding the project was also reviewed. In addition, members of other area historical societies were contacted by phone and solicited by postal mailing for participation in the Section 106 process as consulting parties. Beyond census data and historic mapping, the report relies heavily on secondary research and source materials to develop a historic narrative for the area.

The results of the initial field investigation identified the Village of Clinton as a potential historic district. During the course of the field investigations, properties 50 years in age or older within the village were examined from the public right-of-way to develop an understanding of the evolution of the landscape. Properties only accessible by private drives that were posted or gated were not documented. Unless visible in a date stone or marker or identified in an area history, the dates of construction provided in this document are solely based on field observations from the public right-of-way.

18. Geographical Context

The Village of Clinton is located in the town of Antrim, Hillsborough County, in southern New Hampshire. The Village of Clinton lies within the Merrimack Valley area of the New England Upland physiographic province of the Appalachian Highlands. The Eastern New England Upland physiographic province runs from northern Maine south to eastern Connecticut, covering most of southern New Hampshire west of the Seaboard Lowland Province (Aylesworth and Aylesworth 1988:31). The physiographic province contains elevation ranges between 500 and 2,000 feet above sea level, with a central spine that runs north-south. This spine separates streams that flow southwest into the Connecticut River and east into the Merrimack River (Bond and Handler 1981:1). The Village of Clinton is situated entirely west of this spine within the Contoocook River Valley. The North Branch River and the Great

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Brook serve as the area's most prominent waterways (New Hampshire Department of Environmental Services 1991).

The Contoocook River flows through the towns of Hancock, Antrim, and Hillsborough, east of Clinton, and then continues west. The Great Brook begins in the western hills of the area, flows into Gregg Lake, and continues east through the Village of Clinton until it joins the Contoocook River in the Village of Antrim (New Hampshire Department of Environmental Services 1991:n.p.).

The topography of the region that includes Clinton is predominantly hilly, with various mountains dotting the landscape. The hilly topography dotted by various waterways and ponds lends to the area surrounding Clinton being largely undeveloped. Gregg Lake is surrounded by several of the highest elevation points in Antrim. Bald Mountain (2,030 feet above sea level), Willard Mountain (1,920 feet above sea level), Robb Mountain (1,820 feet above sea level), and Tuttle Hill (1,760 feet above sea level) are all located approximately 1 mile west of Gregg Lake. The slightly small Holt Hill (1,379 feet above sea level) is located immediately to the north of Gregg Lake, while Patten Hill (1,390 feet above sea level) forms the eastern boundary. Goodhue Hill (1,620 feet above sea level) is located just east of Bald Mountain and southwest of Gregg Lake. Goodhue Hill and Bald Mountain form the eastern and western boundaries, respectively, of Willard Pond, a smaller body of water southwest of Gregg Lake.

Wetlands or marshes of various sizes characterize the land and have prevented permanent occupation, constituting about 11 percent of Antrim's total acreage. The rugged terrain and surrounding lakes and ponds contributed to the use of the landscape for summer recreation beginning in the late nineteenth century, and the area continues to host various recreation activities throughout the seasons (Town of Antrim website, "Natural Resources," accessed October 26, 2011).

Much of the landscape throughout Antrim is heavily wooded, including the area surrounding the Village of Clinton. Clinton is relatively flat compared to the hilly terrain generally found throughout Antrim; however, the northern end of the village is slightly higher in elevation and gently slopes to the southern end. Geographically, Clinton is located east of Gregg Lake, south of Antrim Center, and north of Antrim South.

19. Historical Background

The historical narrative that follows uses the same period headings as the larger project area form prepared for the Antrim Wind Energy project (MLT-ANTW) (Frederick et al., 2011). An overall summary of the period appears under each new heading, followed by information related specifically to the history of the Village of Clinton. Since the Village of Clinton was not established until the period of Agricultural and Industrial Production (1830-1870), the first period, Early Settlement and Agricultural Industrial Development (1740-1830), is summarized.

Early Settlement and Agricultural and Industrial Development in Antrim, 1740-1830

The Village of Clinton lies within the town of Antrim in Hillsborough County. Antrim (granted 1749) was part of a tract of land owned by the Masonian Proprietors, a group of private landowners based in Portsmouth. The area remained relatively unpopulated until after the French and Indian War in 1763, when the falls of the North Branch River beckoned settlers to the area (Windsor History Committee 1978:7). By 1790, the population of the Town of Antrim had grown from 12 (as reported in 1767) to 528, and to 1,277 by 1810 (Antrim History Committee 1977:7; Whiton 1852:25-28; Antrim Historical

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Society 1997:vii, 18-19, 32). Waterways, mainly the Contoocook and North Branch rivers, provided the primary mode of transportation, with “roadways” consisting of Native American footpaths that wound throughout the heavily forested terrain (Garvin and Garvin 1988:39).

Hillsborough County was largely linked to agricultural processing during this period. Saw- and gristmills were the first mills developed in the towns of the area and focused on the processing of raw materials into products for local consumption. The earliest mill in the vicinity of Clinton was created by Samuel Gregg along Great Brook when he constructed a small dam along present-day Gregg Road in 1793. The dam was built to impound water to power his combination grist- and sawmill. The dam created Gregg Pond (future site of Gregg Lake) and gave Gregg flowage rights to the water that powered many mills and factories constructed along Great Brook in the next period. The Gregg mill continued in operation until 1876 (Cochrane 1880:246; Hurlin n.d.:2). The success of Gregg’s Mill influenced others to utilize the Great Brook and ultimately led to the development and growth of the Village of Clinton during the next period (1830-1870).

Agricultural and Industrial Production, 1830-1870

Agricultural and industrial manufacturing continued during this period, much as it had since the time of settlement. Between 1840 and 1850, the population of Hillsborough County increased more than 33 percent. The importance of manufacturing in the county, especially at Hillsborough Bridge, which was connected to the regional railroad system in the 1840s, contributed to this population boom. There were 379 manufacturing establishments reported in Hillsborough County in 1853, producing more than \$500 each year (Dodge 1853:4). Despite a slight population decrease from 1,685 persons in 1850 to 1,595 in 1870, Hillsborough County included over 300 farms in 1853, in addition to six sawmills, two gristmills, eight stores, three inns, five tanneries, seven blacksmiths, five wheelwrights, three tailors, two harness makers, a butcher, and a jeweler. The county also accommodated many factories, including two sash and blind makers, four furniture makers, one bobbin factory, one cotton factory, one iron foundry, one brick maker, and one plow maker (Dodge 1853:44-45).

By 1870, Antrim included 228 houses, 242 farms, and various manufacturing facilities, including a sash, door, and blind maker; cast steel and concrete hoe manufacturer; window shade factory; looking glass frame maker; various furniture manufacturers; shoe peg manufacturer; silk factory; three gristmills; nine sawmills; two tanneries; and six blacksmiths (Dodge 1853:29-31). A few roadways were constructed during this period to connect villages as well as link prominent existing roadways. A portion of present-day Route 31 (Clinton Road) was laid out in 1844, to connect the Village of Antrim South to the Keene Concord Road (present-day Route 9).

The Village of Clinton

The Village of Clinton was established and grew during this period as a result of the rise of industry along Great Brook. Prior to this, the area was still characterized by dense woods and rocky terrain. The roadways that form the village crossroads were laid out in 1786 (present-day Old Hancock Road) and the 1830s and 1840s (present-day Clinton Road).

In 1828, Imla Wright constructed what is believed to be the first building, a cotton mill, in what would become the Village of Clinton. After Wright constructed the first mill, he oversaw the erection of several dwellings. The village would continue to grow as more industry quickly developed to take advantage of Great Brook. The name of the village was initially proposed to be Wrightville, after Imla Wright; however, Wright objected to this and proposed the name Clinton, after DeWitt Clinton, who died prior

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to the naming. DeWitt Clinton was considered by many within the area a “benefactor of all mankind” (Cochrane 1880:263-264). DeWitt Clinton, a politician and naturalist, was largely responsible for the construction of the Erie Canal, which spurred commerce in the West. Likewise, many viewed this as a similarity to Clinton in that the Great Brook spurred the commerce and industry that led to the development and growth of the Village of Clinton (Antrim Historical Society 1997:6).

Wright incorporated his cotton mill in 1831, as the Clinton Company; however, just ten years later, the company was forced out of business, unable to compete with larger amounts of water power available in cities along the Merrimack River and advances in production technology. The cotton mill was subsequently used to manufacture furniture and was rebuilt twice due to fire before it burned for the final time in 1918 (Hurlin n.d.:3-4). Other early mills within Clinton included the Abbot Mill, constructed in 1835, by Samuel W. Abbot. He had invented a type of early window shade, which was the factory’s first product. They also produced hat boxes and paper fans (Antrim History Committee 1977:227; Cochrane 1880:263-264). By 1865 approximately eight industrial operations were utilizing Great Brook for power. This drew other establishments including a tinsmith, a cooperage, a blacksmith shop and a creamery (Antrim Historical Society 1997:6).

By 1880, Clinton grew to include 20 dwellings, six mills and factories, a store, a blacksmith shop, and a cooper’s shop (Cochrane 1880:264). The flow from Great Brook powered the mills and factories and spurred the growth of Clinton. By 1887, there were ten industrial operations, largely located along the south side of Clinton Road on the Great Brook. They were involved in the production of lumber, grains, shingles, cider, hats, furniture, window shades, coffins, and other goods; as well as blacksmithing and wheelwrighting (Hurlin n.d.).

Given the large number of factories producing wood by-products, this was an active time of logging in the area surrounding Clinton. Logging was an enterprise that involved the operation of watermills or steam mills and saw gangs. Timber was cut from land and sent to the various sawmills and factories within the Village of Clinton, resulting in cleared land for use as pasture or cropland surrounding the village. The ease of transporting lumber was facilitated by the creation of the Contoocook Valley Railroad, incorporated in 1848, as the first railroad within the vicinity of Clinton; however, the Village of Clinton itself did not include a stop or station, as the railroad was located approximately four miles southeast (Brown 1921:399).

Impact of the Railroad, 1870-1900

The commencement of operations along the Peterborough & Hillsborough Railroad in 1878 transformed the town of Antrim from a primarily agrarian way of life to one that opened many new markets to its residents. The population of the rural towns experienced different shifts during this time, as indicated by their proximity to transportation. Antrim grew from the 1,172 persons reported in 1880, to 1,248 persons reported in 1890. Conversely, those towns that were bypassed by the railroad, including the Village of Clinton, suffered a decline in population (New Hampshire Data Library website, 1880-1890, accessed November 3, 2011).

Antrim’s rural economy underwent drastic changes during the last half of the nineteenth century. After the Civil War, farm production began a steady decline as the Industrial Revolution expanded. Many Civil War veterans ventured west, abandoning the rocky and hilly terrain of New Hampshire for the promise of rich and fertile lands in the Midwest. In addition, the great manufacturing cities of Concord, Manchester, and Nashua offered assured wages, specified working hours, and the fellowship of other

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workers in an urban environment. By 1870, New Hampshire included a workforce of 120,000, of whom 46,500 were engaged in manufacturing, a number that equaled those working in agriculture (New Hampshire Data Library website, 1870, accessed November 3, 2011).

Around this time, as new mills began opening along Great Brook in Antrim South, townspeople began relocating from Antrim Center and Clinton so they could live closer to their workplaces. By the late-nineteenth century, Antrim South was the cultural, religious, and political center of Antrim and boasted a number of major employers, such as the Silk Mill and Goodell Shops. Churches, stores, and professional services and the homes of the most affluent individuals of the town were located in this area. Further contributing to its growth, Antrim South gained electricity in 1892 due to the efforts of local resident and then-New Hampshire Governor David H. Goodell. The electricity was generated by a plant in Bennington, which also supplied power to Clinton and Antrim Center. Customarily, the electricity was turned off overnight from midnight to seven in the morning; however, by 1894, it remained on around the clock, and Clinton and Antrim Center installed their first street lights (Antrim History Committee 1977:44).

Village of Clinton

Industry continued to characterize the Village of Clinton during the second half of the nineteenth century. The fall of Great Brook flowing from Gregg Pond provided a ready source of power that was harnessed by up to 10 industrial operations in Clinton by 1887. The village never had a school or a church, as residents attended institutions in Antrim Center, located half a mile to the north. The Clinton Store first opened in 1873, near the intersection of Gregg Lake, Clinton and Old Hancock Roads, and continued in operation until it was destroyed by fire in 1908 (Metcalf 1902:345; Nichols 2000:1,3; Hurlin n.d.:5-7; Antrim Historical Society 1997:6).

The majority of the connected farmhouses in Clinton were constructed during the nineteenth century. These buildings consist of a big house, little house, backhouse, and barn. The big house, or dwelling, is connected to the barn via two smaller structures (Hubka 2004:3-6). Barn types varied; however, gable-front barns were the most common by the early nineteenth century. These farms were likely small agricultural/subsistence farmers that most likely utilized the local mills in Clinton, and the surrounding area, to process their agricultural products. In fact, most men engaged in early manufacturing pursuits were often farmers who were looking for a change in occupation.

Factories and mills dating to this period continued to process grain, with a larger focus on the production of consumer goods including glass, clothing, and wooden wares. The Abbott Factory was the main employer in Clinton and the surrounding area during this period. The John G. Abbott Estate, maker of cradles, cribs, wire mattresses, and other bedroom furniture, became the principal industry for the village in the late 1800s. John's grandfather, Samuel Abbot, was a Reverend and invented the first window shade which he produced out of his factory in Clinton in 1835 (Cochrane 1880:331-332). The Abbott family enterprise operated for over 125 years until it was destroyed by fire in 1960 (Hurlin n.d.:11).

An 1877 map of mills in Antrim indicates that approximately nine mills existed in Clinton at that time (Tuttle Library, 1877 Mill Map). Starting on present-day Gregg Lake Road, from west to east, they were the Hildreth Saw Mill, which manufactured lumber; the Holt Mill, which manufactured lumber, shingles, cider, and other products; and near the intersection of Gregg Lake and Clinton roads was the Hasting's Mill, which was at the site of the first cotton mill built by Imla Wright in 1828. Hasting's Mill produced cribs, bedsteads, springbeds and cider. At this point, Great Brook crosses under Old Hancock Road and follows Clinton Road. The following mills/shops were located along Great Brook and Clinton

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Road: the Story Shop, which produced cribs and bedsteads; Bryer Blacksmith Shop; Dodge Shop, which produced doors; Abbot Factory, which produced a variety of goods, including cribs, bedsteads, and shingles; Brooks Shop, which produced bedsteads and other furniture; and the Paige Crib Factory, which produced cribs (Tuttle Library, 1877 Mill Map).

Industry along the North Branch and Great Brook nearly ceased by the end of the nineteenth century due to the advent of electrical power, which negated the use of the waterways, as well as lack of access to the railroad and lack of capital for rebuilding. Clinton was located approximately four miles away from the station in Bennington over hilly terrain, and thus, decline in industry and overall population characterized the Village of Clinton during the next period, particularly as a result of a series of disastrous fires in the early twentieth century.

Recreation, 1900-1930

Antrim's population suffered a small decline from 1,363 persons reported in 1900 to 1,052 reported in 1920; however, by 1930, the population had risen to 1,254 persons (New Hampshire Data Library website, 1900-1920 and 1890-1930, accessed November 3, 2011).

Between 1915 and 1919, Route 9 was established as a cross-state route and ultimately developed as a multi-state route connecting New York and Maine. Clinton Road, or Route 31, leads north from the Village of Clinton and connects to Route 9. The roadway encouraged the growth of the area's tourism industry, bringing urbanites from nearby and regional cities seeking respite, recreation, and relaxation amidst the rugged and picturesque landscape; however, the Village of Clinton was not associated with tourism trends or associated industries.

Village of Clinton

A village-wide fire in Clinton in 1908 destroyed several buildings, including the house and barn of Harlan E. Young and the general store and house of Duane B. Dunham (Antrim History Committee 1977:65). Fire was a constant threat to all buildings, but especially to the numerous factories that characterized the village. Enoch Paige's Crib Factory burned down, and around 1910, his son, Morton Paige, constructed a wooden reel shop. Morton's reel factory burned down in 1926, destroying all of his stock and equipment. He quickly rebuilt it, and within six weeks he had delivered his first order. His factory was the largest producer of reels in all of New England (Antrim History Committee 1977:119).

A creamery was established in Clinton in 1909 after the 1908 fire and operated for seven short years (146 Clinton Road; Hurlin n.d.:11). Industries in the village succumbed to fire, cost of transportation, or lack of electrical power during the twentieth century, and the last industry to occupy the village was the former Paige's Reel Shop, which burned again in 1970, before relocating to the Village of Antrim (Metcalf 1902:345; Nichols 2000:1, 3; Hurlin n.d.:5-7; Antrim Historical Society 1997:6). The post offices that served Antrim Center and Clinton closed in 1900, and were replaced by a rural delivery route (Antrim History Committee 1977:53).

Conservation, 1930-Present

Despite a slight dip between 1900 and 1910, the population of Antrim grew at a slow and steady pace through the mid-twentieth century. The significant amount of new construction, as well as the steady growth of Antrim's population (particularly during the second half of the twentieth century), may be attributable to the job opportunities made available in this area during the second half of the twentieth

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century. The Goodell and Abbott companies continued to employ hundreds of area residents; however, not nearly enough to support the local population. Some larger electronic manufacturers moved into the neighboring villages of Hillsboro and Peterborough. An examination of statistics for Antrim and the surrounding towns show that over 70 percent of the town residents worked outside of the community in 2010 (Antrim History Committee 1977:176; New Hampshire Economic and Labor Market Bureau website, accessed November 29, 2011).

A study conducted in 2000 revealed that 38 percent of the homes in Antrim were constructed prior to World War II; the remaining homes post-date 1945. The study also noted a trend toward the conversion of seasonal houses into year-round homes; in 2000, the number of seasonal homes constituted approximately 18 percent of the housing stock in Antrim (Town of Antrim website, "Master Plan," accessed December 9, 2011).

Village of Clinton

In 2012, the Village of Clinton is characterized as a small residential community. Only a vacant mill/factory building at the corner of Old Hancock and Clinton roads remains as evidence of the industry that spawned the village and sustained its growth throughout the nineteenth and early twentieth centuries. By the mid-twentieth century, only two major industries remained in the village. The Abbott factory was Clinton's longest-running business located on Great Brook. The factory was operated and owned by the Abbott family for over 125 years. In 1955, they relocated to a larger facility in Keene. The last remaining industry to leave Clinton was the Antrim Reel Company, the successor to Morton Paige's wooden reel shop. Their factory burned in 1970, after which they moved operations to Antrim South (Antrim History Committee 1977:227-228). Starting in the mid-twentieth century and following the departure of industry Clinton transitioned into a bedroom and commuter community, with its residents traveling to other villages and towns for work.

Industrial development in Clinton was historically concentrated along the south side of Clinton Road, adjacent to Great Brook, and residential development focused on the north side of the roadway. Due in large part to a series of fires that destroyed large portions of the village during the early twentieth century, there is little evidence of Clinton's industrial past along the south side of Clinton Road. There has been relatively little redevelopment of the former industrial areas on the south side of the roadway, except for the construction of a few early twentieth-century residential dwellings and a recent fire house. Aside from the vacant mill/factory that remains near the intersection of Clinton and Old Hancock roads, there is no evidence in the built environment of Clinton's industrial past that spurred its growth.

20. Applicable NHDHR Historic Context(s)

- 22. Logging, lumbering, and sawmills
- 23. Wood products mills and shops in New Hampshire
- 25. Large-scale furniture production
- 26. Small-scale furniture (cabinet) production
- 53. Grain farming and gristmilling, 1650-present
- 130. Commerce, industry in New Hampshire villages and town centers 1630-present

21. Architectural Description and Comparative Evaluation

The descriptions of resources only include those properties located in the Village of Clinton. It should be noted that no previously surveyed properties in Clinton were identified during a file review at NHDHR.

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It should also be noted that some of the dwellings are located in densely wooded areas and are only accessible via private drives/roads. Since these dwellings were not visible from the public right-of-way, the information gathered from the field investigation is limited. The dwellings that comprise the Village of Clinton were categorized by period based on their form, style, and historic mapping (Figures 2 -5). It should be noted that Clinton was ravaged by several fires that destroyed multiple buildings, causing them to be rebuilt. A deed trace and interior examination of the dwellings would be required to confirm exact construction dates.

The Village of Clinton is a collection of approximately 41 residential buildings, one old mill/factory and one modern firehouse that line the north and south sides of Clinton Road, north and south of its intersection with Gregg Lake and Old Hancock Roads in Antrim, Hillsborough County, New Hampshire. Clinton developed as a rural village located on a gentle rise, adjacent to Great Brook. Historically, Clinton never contained a school, church or other institutional/public buildings. The intersection of Gregg Lake Road, Clinton Road and Old Hancock Road forms the main intersection in the village and is the point where Great Brook begins to flow parallel to Clinton Road eastward. Industrial development in Clinton was historically concentrated along the south side of Clinton Road, adjacent to Great Brook, and residential development focused on the north side of the roadway. The Village of Clinton contains a collection of nineteenth- and early-twentieth-century dwellings that include single family and multiple family dwellings and connected farmhouses. The village also includes one historic mill/factory and one modern firehouse. The character of Clinton is that of a rural village, with dwellings set immediately adjacent to the roadway with little to no front yards and no sidewalks. Mature deciduous and evergreen trees dot the tax parcels and much of the land around Clinton is forest.

Due in large part to fire, the Village of Clinton has undergone various alterations throughout the twentieth century that detracts from the village's overall integrity. Histories suggest fires were common in industrialized villages like Clinton. One of the worst fires recorded in Clinton occurred on June 21, 1908, when Harlen E. Young's house and barn and Duane B. Dunham's house and grocery store all burned to the ground (Antrim History Committee 1977:65). These buildings were located at the intersection of Gregg Lake, Clinton and Old Hancock roads, where presently the buildings at 146 and 144 Clinton Road stand. Enoch Paige's Crib Factory and his son Morton's reel factory both were destroyed by fire ca. 1910 and in 1927, respectively. Morton subsequently rebuilt; however, his factory was destroyed by fire a second time, 30 years later (Antrim History Committee 1977:119). The former Abbot factory, a large building which was the longest-running business in Clinton, burned down shortly after it was sold to Gates Manufacturing Company in 1960 (Antrim History Committee 1977:227). There has been relatively little redevelopment of the former industrial areas on the south side of the roadway, except for the construction of a few early twentieth-century residential dwellings, a few modern dwellings and a recent fire house. Much of the area on the south side of Clinton Road that once contained mills and factories is now vacant land. The loss of the numerous industrial buildings on the south side of Clinton Road has substantially changed the relationship of Clinton's historic components. Aside from a former workshop/mill that remains near the intersection of Clinton and Old Hancock Roads, there is no evidence in the built environment of Clinton's industrial past that spurred its growth.

The majority of dwellings in 2012 are modest two-story, single family dwellings that reflect a variety of nineteenth- and early-twentieth-century styles and forms, including Queen Anne, Greek Revival, American Foursquare, Cape Cod, connected farmhouses, side gable, and gable front. The primary structural system used within the village is wood frame, and most buildings have a granite or stone foundation. Primary exterior wall cladding consists of clapboard and vinyl siding, with asbestos

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shingles, stucco, and brick also present. Asphalt shingles typically cover the roofs, and windows generally consist of double-hung, vinyl, aluminum, or wood sash types.

Approximately five of the dwellings within the Village of Clinton are connected farmhouses. These buildings consist of a big house, little house, backhouse, and barn. The big house, or dwelling, is connected to the barn via two smaller structures. The big house comprises the former parlor and bedrooms. It was not a space historically used for daytime activities, and is usually referred to as the farmhouse. Connected to the big house is the little house, which typically consisted of the kitchen and main living space for the family. It sometimes had a small summer kitchen or wood shed attached to it. The little house was connected to the backhouse, which was used as a work area and storage space, and typically contained a wagon bay. Additionally, the privy was typically located in a corner of the backhouse, nearest the barn. The backhouse was connected to the barn, which housed the livestock, hay, and larger equipment (Hubka 2004:3-6). Barn types varied; however, gable-front barns were the most common by the early nineteenth century.

Early Settlement and Agricultural and Industrial Development, 1740-1830

The primary occupation of early residents in the vicinity of Clinton centered on agriculture and agricultural-related industry. Great Brook provided power, which was harnessed by a dam, and spurred the establishment of several saw- and gristmills. Power for the earliest of these mills along Great Brook was created by Samuel Gregg when he constructed a small dam along present-day Gregg Lake Road in 1793. The dam created Gregg Pond (future site of Gregg Lake) and gave him flowage rights to the water that powered many mills and factories constructed along Great Brook in the next period. Roadways (present-day Holt's Hill and Gregg Lake roads) were constructed in the 1790s to connect the surrounding agricultural community to the industries along Great Brook. The Gregg mill continued in operation until 1876 (Cochrane 1880:246; Hurlin n.d.:2). At least two resources survive from this period.

126 Whiton Road (Photograph 1) is a two-and-one-half-story, five-bay, center hall Georgian style dwelling. The dwelling rests on a brick foundation, is clad in wood clapboard siding, and has two-over-two-light double-hung wood windows and a pedimented main entrance. The asphalt shingle-clad roof features a large central interior brick chimney. A small rear ell is located on the southwest corner, while a small side gable block is located on the north gable end. The date 1780 is located above the main entry; however, a historic photograph indicates the house was built in 1777 by William Boyd (Figure 8). The caption states it had several owners, and at the time of the photograph (1877) it was owned by Worthley. This ownership is confirmed on the 1858 map, as J. Worthley is shown as the owner (Figure 2). The property was later owned by Myrtie Brooks, who became one of the largest landowners in Antrim during the early twentieth century. The photograph reveals the dwelling originally included 12-over-eight-light, double-hung wood sash windows and a wood-paneled door with two lights (Antrim Historical Society 1997:96). The wood-paneled door has been replaced with a modern vertical board door attached by reproduction strap hinges.

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Figure 8. J.A. French photograph, 1877 (Source: Antrim Historical Society 1997:96)

89 Clinton Road (Photograph 2) is a large two-story, five-bay, center hall, brick Federal style dwelling with a two-story rear ell. The dwelling rests on a granite foundation, has a combination of original nine-over-nine-light double-hung wood windows, two-over-two-light double-hung wood windows, six-over-six-light double-hung wood windows, and modern replacement windows. The main entrance in the façade, or south elevation, contains a modern replacement door with sidelights, and the former fanlight above the door has been infilled. The rear ell is clad in horizontal siding and contains a combination of six-over-six-light double-hung wood sash windows and modern replacement windows. A small pent roof shelters the first floor of the rear ell. The roof appears to have been rebuilt in some areas, as no chimneys are visible on the main block. This dwelling appears on the 1858 map and pre-dates 1830, based on its form (Figure 2).

Agricultural and Industrial Production, 1830-1870 and Impact of the Railroad, 1870-1900

Gregg's mill proved successful in part because the pond, which was created as a result of the dam on Great Brook, is also fed by springs below the watermark. This steady supply of water meant that Great Brook did not fail even in dry times, allowing the numerous mills on it to operate when other streams, like the Merrimack, were so low that milling operations would have to temporarily stop. In 1885, as many as 14 dams supplied power for mills inside of a 3-mile run along Great Brook (Hurd 1885). The industry that developed along Great Brook spurred the residential growth of the Village of Clinton during the nineteenth century. The majority of historic dwellings extant in Clinton were built during this period.

169 Clinton Road (Photographs 3 and 4) is a large two-story, five-bay, center hall, side gable connected farmhouse. The big house is clad in wood clapboard siding with plain corner boards, has two-over-two-light double-hung wood sash windows, a plain cornice with returns and a steeply pitched side gable roof covered with asphalt shingles. Two interior gable end brick chimneys that feature corbelling extend from the roof ridge. The little house is clad in wood clapboard siding and features two-over-two-light double-hung wood sash windows and a modern replacement door, which is sheltered by a pent roof. The back house is clad in wood clapboards, is situated perpendicular to the little house and has a cart bay and pedestrian entrance. The barn is a gable-front New England barn clad in wood clapboard siding with six-

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over-six-light double-hung wood sash windows and a large central door and 14-light transom. A large modern addition is located on the north and east elevations and is only visible from Congreve Road (Photograph 4). The modern addition features modern windows, modern vertical board siding and an asphalt shingle roof. The 1858 map indicates the property was owned by G.F. Parmenter, while the 1892 map indicates it was owned by B.C. Butterfield (Figures 2 & 3). George F. Parmenter's father, Amos Parmenter, built the large brick house ca. 1827 (Antrim Historical Society 1997:94). Bill C. Butterfield married Abby L. Parmenter, the daughter of George F. and they resided at the Parmenter farm (Cochrane 1880:399); however, the large brick house succumbed to fire in 1896 and was replaced by the current dwelling shortly thereafter ca. 1900 (Antrim Historical Society 1997:94).

160 Clinton Road (Photograph 5) is a one-and-one-half-story, three-bay, side hall, gable-front cottage. The cottage rests on a granite foundation, is clad in wood clapboard siding, features modern replacement windows, and the roof is clad in asphalt shingles. The main entrance features a single-light-over-two-panel wood door with sidelights. A small gable-front one-and-one-half-story block is located on the west gable end. An interior brick chimney is located on the west gable end of the main block, while a shed dormer is located on the north elevation. This house is not shown on the 1857 map, but it is depicted on the 1892 map (Figures 2 & 3).

157 Clinton Road (Photograph 6) is a small one-and-one-half-story, side gable, five-bay, center hall cottage. The cottage rests on a granite foundation, is clad in wood clapboard siding and has a combination of modern replacement windows and two-over-two-light double-hung wood sash windows. The cottage has modern replacement doors, and the roof is clad in asphalt shingles. Interior gable-end brick chimneys pierce the ridge in the north and south gable ends. A small porch with a pyramidal roof shelters the main entrance. A one-and-one-half-story rear ell is located on the east gable end and connects the dwelling to the gable-front garage. The east elevation of the main block is a full two stories, while the west elevation, or façade, is one story. It appears that this dwelling may have been a connected farmhouse at one time; however, the barn is no longer extant. This dwelling appears on the 1858 map and may pre-date 1830; however, more research would be needed to confirm its exact date of construction (Figure 2).

156 Clinton Road (Photograph 7) is a large, one-and-one-half-story, five-bay, center hall, gable-front cottage. The dwelling rests on a granite foundation, is clad in wood clapboard siding with corner boards, has modern replacement windows with wood trim, and a six panel wood door with side lights. A modern metal storm door protects the six panel wood door. The gable-front roof features cornice returns on the façade and is covered with asphalt shingles. The main block features simple elements of the Greek Revival style including pilasters at the corners of the front gable, cornice returns, pedimented trim above the windows and door and sidelights flanking the main entrance. Two gabled dormers are located in the south elevation, and two gable end brick chimneys with corbelling pierce the roof ridge in the east and west gable ends. A one-story little house is attached to the west gable end of the dwelling. It is clad in wood clapboard siding and features a modern replacement door, a modern replacement window and another wood door. The little house connects to a modern side gable, two car garage. The form of the gable-front cottage and little house suggests that the dwelling may have been a connected farmhouse at one time; however, the barn and back house are missing. This dwelling appears on the 1858 map and based on its form and style was likely constructed after 1830 (Figure 2).

154 Clinton Road (Photograph 8) is a one-and-one-half-story, three-bay, center hall, gable-front cottage. The cottage rests on a cobblestone and granite foundation, is clad in wood shingles with corner and sill boards, features a combination of two-over-two-light wood windows and modern replacement

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windows, and the roof is clad in asphalt shingles. An interior brick chimney pierces the roof ridge on the west gable end. Two one-story gable-front blocks are connected to the west gable end of the dwelling. The dwelling appears on the 1858 map (Figure 2).

152 Clinton Road (Photograph 9) is a one-and-one-half-story, three-bay, side hall, gable-front cottage. The dwelling rests on a granite foundation, is clad in asbestos shingles, and has modern replacement windows and doors. The cornice features triangular verge board trim, likely a Gothic Revival update, and the gable-front roof is covered in asphalt shingles. The door in the main entrance is sheltered by a metal storm door and is flanked by sidelights. An interior brick chimney pierces the roof ridge of the main block. A one story block is located on the west gable end, which connects the cottage to a larger one-and-one-half-story gable-front block. Both blocks are clad in asbestos shingles and have asphalt shingle-clad roofs. A large gable-front detached garage is located west of the cottage. A dwelling is shown in this location on the 1858 map (Figure 2).

149 Clinton Road (Photograph 10) is a large one-and-one-half-story, five-bay, center hall, Cape Cod style connected farmhouse. The big house rests on a granite foundation, is clad in wood clapboard siding with corner boards, and has modern replacement windows and doors. Paired interior chimneys pierce the asphalt shingle-clad roof. The side gable little house is located on the southeast corner of the dwelling and provides a secondary entrance, which is sheltered by a small shed-roofed porch. A brick chimney is located on the northeast corner of the little house. A side gable backhouse is located at the southeast corner of the little house and connects the dwelling to the once-detached gable-front barn. An overhead metal door track is visible on the backhouse, but the cart bay has been infilled and replaced with a two-light fixed wood sash window. The New England barn is clad in horizontal wood siding, has a large sliding door in the northern side of the gable-front, and two windows in the second story. This building appears on the 1858 map (Figure 2).

185 Old Hancock Road (Photograph 11) is a two-and-one-half-story, three-bay, side hall, gable-front dwelling. The dwelling rests on a granite foundation, is clad in wood clapboard siding, has two-over-two-light double-hung wood sash windows that are protected by metal storm windows, and the roof is covered in asphalt shingles. An interior brick chimney with corbelling is centrally located in the main block. The main entrance has a simple entablature, while the façade features pilasters and cornice returns. Both a first- and second-story window on the north elevation have been infilled. A small one-story gable-front block is attached to the east gable end and contains a centrally located interior brick chimney. This dwelling is not shown on the 1858 map, but it does appear on the 1892 map (Figure 2 & 3).

Mill/Factory, Old Hancock Road (Photograph 12) is a two-and-one-half-story vacant mill/factory building located near the intersection of Old Hancock Road and Clinton Road, just south of Great Brook. The gable-front building is three bays wide by three bays deep, contains six-over-six-light double-hung wood sash windows, is clad in wood clapboard siding, and the gable roof is sheathed in corrugated metal. The west gable end faces Old Hancock Road and contains two windows in the first story nearest Great Brook, followed by a large double sliding door. The second floor is identical to the first, and one window is located in the gable peak. The south elevation contains three windows in the first and second stories, with a pedestrian entrance located in the southeast corner. The 1858 atlas depicts a building at this location, but it is unnamed. The 1877 mill map indicates it was the Story Shop, which produced bedsteads and cribs. This information is confirmed by the 1892 atlas, which indicates that Mrs. D. Story owned the building, along with an adjacent building that is no longer extant (Figure 2; Tuttle Library n.d.; Figure 3).

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143 Clinton Road (Photograph 13) is a one-and-one-half-story, three-bay, side hall, front gable dwelling. The dwelling rests on a stone foundation. The exterior walls are clad in wood clapboard siding with corner boards. The dwelling contains modern replacement windows with faux shutters, and the roof is clad in asphalt shingles. A one-story wraparound porch shelters the west gable, south elevation, and west elevation of a small one-story side gable block that connects the dwelling to a gable-front carriage house/barn. A cinderblock chimney is located on the east gable end of the main block while a second cinderblock chimney is located on the north gable end of the one-story block. A circular 12-light window is located in the gable peak of the barn. This dwelling may have been a connected farmhouse at one time; however, the little house and backhouse are no longer present. This dwelling does not appear on the 1858 map, but it is shown on the 1892 map (Figures 2 & 3).

141 Clinton Road (Photographs 14 and 15) is a two-and-one-half-story, six-bay, side gable, multiple family dwelling. The dwelling rests on a granite foundation, is clad in vinyl siding, has modern replacement windows and doors, and the side gable roof is covered in asphalt shingles. A one-story, flat-roofed porch shelters the two main doors that are flanked by sidelights. A small one-story side gable block is attached to both the east and west gable ends. Two central interior brick chimneys with corbelling pierce the ridge of the main block; the northernmost chimney appears to have been rebuilt. Another brick chimney pierces the ridge of the southern side gable addition. The presence of the two main doors in the façade indicates that the building is most likely used as an apartment complex or provides two separate entries. This dwelling is not shown on the 1858 map, but it does appear on the 1892 map (Figures 2 & 3).

133 Clinton Road (Photograph 16) is a large two-story, three-bay, side hall, Queen Anne style gable-front dwelling. The dwelling rests on a granite foundation, is clad in wood clapboard siding and decorative wood shingles in the gable peaks, and has modern replacement windows and doors and an asphalt shingle-clad roof. A one-story porch with the date 1892 in the gable peak shelters the entrance on the main block and wraps around the east elevation. A two-story side gable block connects the west elevation of the main block to a gable-front carriage house. The carriage house has its original two-over-two-light double-hung wood sash windows. A small one-story block is attached to the north gable end of the main block. An interior brick chimney pierces the ridge of the main block, while another interior brick chimney pierces the ridge of the two-story block.

131 Clinton Road (Photograph 17) is a one-and-one-half-story, five-bay, center hall, side gable Cape Cod style dwelling with Greek Revival details. The dwelling rests on a granite foundation, is clad in wood clapboard siding, has modern replacement doors and windows with faux shutters, and it is topped by a corrugated metal roof. The south elevation features two shed dormers. Two interior brick chimneys pierce the roof ridge; the easternmost chimney has been rebuilt. The main entrance is sheltered by a full length, one-story porch, which shelters the Greek Revival styled entrance that includes a recessed door, sidelights and pilasters. A small one-story side gable block and porch is located on the west gable end, while an enclosed one-story porch is located on the east gable end. A carriage house is located north of the dwelling and is partially obscured by the enclosed porch on the east gable end. A dwelling is shown in this location on the 1858 map (Figure 2).

105 Clinton Road (Photographs 18 and 19) is a one-and-one-half-story, three-bay, side hall, gable-front dwelling with two large two-story block. The dwelling rests on a granite foundation, is clad in vinyl siding, has modern replacement doors and windows, and the roof is clad in asphalt shingles. A large, three-bay, two-story block with a modified mansard roof is located on the northeast corner of the main

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block. A full-length porch shelters the entrance; the lower half of the mansard roof, which contains the small shed dormers, has been clad in vinyl siding, while the top hipped-roof portion is clad in asphalt shingles. A large two-story converted barn or carriage house is located on the northeast corner of the middle block, is clad in vinyl siding and has modern replacement windows. A cross gable is located on the west elevation of this large block and features a first-floor deck and second-floor balcony. A large brick interior chimney is located on the west elevation of the gable-front block. This dwelling is not depicted on the 1858 map, but it is shown on the 1892 map (Figures 2 & 3).

104 Clinton Road (Photograph 20) is a one-and-one-half-story, three-bay, side hall, gable-front cottage with a one-story, shed-roofed block located on the east elevation. The dwelling rests on a granite foundation, is clad in vinyl siding, has modern replacement windows with faux shutters and doors, and the asphalt shingle-clad roof is pierced by an interior central brick chimney. A small shed-roofed block is also located on the south gable end. Located west of the dwelling is a gable-front New England style barn that is clad in vertical board siding. This dwelling is not depicted on the 1858 map, but it is shown on the 1892 map (Figures 2 & 3).

101 Clinton Road (Photograph 21) is a one-and-one-half-story, three-bay, side hall, gable-front dwelling with a large one-and-one-half-story side gable modern addition on the east elevation. The main block of the dwelling rests on a granite foundation, while the modern side gable addition rests on a concrete block foundation. The entire dwelling is clad in vinyl siding, has modern replacement doors and windows with faux shutters, and the roof is covered in asphalt shingles. A modern wooden deck wraps around from the east gable end to the north elevation of the large modern addition. Two gabled dormers are located in the south elevation of the modern addition, while an interior brick chimney pierces the roof. A modern detached garage is located west of the dwelling. This dwelling is depicted on the 1858 map (Figure 2).

93 Clinton Road (Photograph 22) is a one-and-one-half-story, three-bay, side hall, gable-front dwelling with Italianate details. The dwelling rests on a parged stone foundation, is clad in wood clapboard siding, has original two-over-two-light double-hung wood sash windows, and the roof is covered in asphalt shingles. The dwelling features pilasters on the corners and a wide frieze band with paired brackets along the east elevation. An enclosed porch has been added to the façade, or south gable end, and a small attached garage is located on the north gable end. A gabled dormer is situated on the northwest corner of the dwelling. A small one story block extends from the west elevation. This dwelling appears on the 1858 map (Figure 2).

92 Clinton Road (Photograph 23) is a small, one-and-one-half-story, three-bay, side hall, gable-front cottage. The cottage appears to rest on a granite foundation, is clad in wood clapboard siding, has modern replacement windows, and the asphalt shingle-clad roof is pierced by a cinder block chimney in the west elevation. A small shed-roofed block is located on the southwest corner. The main entrance in the north gable end, or façade, is sheltered by a small bracketed door hood, while the entrance in the east elevation is sheltered by a small hood supported with square posts. A small shed is located south of the dwelling. The dwelling is not shown on the 1858 map, but it does seem to appear on the 1892 map (Figures 2 & 3).

85 Clinton Road (Photograph 24) is a one-and-one-half-story, three-bay, side hall, gable-front dwelling with Gothic Revival details. The dwelling rests on a granite foundation and is clad in wood clapboard siding. It has modern replacement windows in the first story, original six-over-six-light double-hung wood sash windows in the second story, and a fixed six-light wood sash window in the gable peak. The

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front gable roof is clad in asphalt shingles, and an interior brick chimney is located in the north gable end. The entry door has been replaced with a modern door and the sidelights have been infilled with vertical boards. The door and window surrounds are pedimented, while a Gothic Revival style verge board hangs from the front gable roof. A small side gable block connects the main block to a gable-front carriage house. The side gable block is clad in wood clapboard siding and features a combination of modern replacement windows and six-over-six-light double-hung wood sash windows. Two skylights are located in the asphalt shingle-clad roof. The carriage house features offset sliding vertical board doors in the first story, a small vertical board door in the second story, and what appears to be a six-over-six-light double-hung wood sash window in the gable peak. This dwelling appears on the 1858 map (Figure 2).

Recreation, 1900-1930 and Conservation, 1930-Present

By the end of the nineteenth century, the industry powered by Great Brook was dwindling due to the advent of electrical power. In addition, agriculture started to decline as more workers left the rural villages, including Clinton, for larger cities like Manchester, drawn to the steady factory jobs, regular hours, and companionship of other urban dwellers. Clinton remained largely residential during the twentieth century, and there are several extant dwellings in Clinton that were built during this period.

153 Clinton Road (Photograph 25) is a large two-and-one-half-story, Queen Anne style dwelling. The dwelling rests on a granite foundation, is clad in wood clapboard siding with corner boards, has modern replacement windows and doors throughout, and the roof is covered in asphalt shingles. The large Queen Anne style dwelling has multiple entrances; however, the main entrance appears to be located in a projecting gable in the south elevation. The main block of the dwelling consists of a west-to-east side gable with projecting cross gables on the north and south elevations. A one-story porch extends from the west gable end around the south gable end to the attached garage, which is located on the east gable end. Decorative brackets are located on the turned porch posts that support the roof. A small sheltered entrance is also located in the northwest corner of the dwelling between the west and north gable ends. An interior brick chimney pierces the roof ridge of the east gable end, while another interior brick chimney is located on the south gable where it joins the main block. This dwelling does not appear on the 1892 map, but it is shown on the 1929 topographic map (Figures 3 & 4).

200 Old Hancock Road (Photograph 26) is a small, one-story, side gable cottage with a projecting cross gable located on its northeastern corner. The cottage rests on a granite block foundation, is clad in clapboard siding with corner boards, has modern replacement windows flanked by faux shutters, and the roof is clad in asphalt shingles. Two interior chimneys pierce the roof ridge: one is brick and located in the north gable end, while the other appears to be cinderblock wrapped in faux brick paneling and is located in the west elevation. A detached gable-front two-car garage with shed-roofed block is located south of the cottage. The garage is clad in wood clapboard siding and has two sets of double large vertical board doors with two nine-light fixed wood sash windows in the gable peak. The small shed-roofed block contains a vertical board double door. A building is shown at this location on the 1858 and 1892 maps; however, no building is shown at this location on the 1929 or 1957 topographic maps (Figures 2, 3, 4 & 5). Based on the mapping and the dwelling's form and style it appears to be modern.

176 Old Hancock Road (Photograph 27) is a two-and-one-half-story, three-bay, side hall, Queen Anne style gable-front dwelling. The dwelling rests on a granite block foundation, is clad in vinyl siding, has modern replacement windows and doors, and the gable-front roof is clad in asphalt shingles. A central interior brick chimney pierces the ridge of the dwelling. A small gable-front porch shelters the main

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entrance. The first story of the southeast corner is recessed, creating a second-story overhang. A one-story side gable block is attached to the southwest corner of the main block. This addition appears modern or highly altered, as it contains two large picture windows and a modern door. A centrally located interior brick chimney pierces the asphalt shingle roof of the addition. A detached gable-front carriage house is located north of the dwelling and is clad in horizontal wood boards and a topped with a metal roof. This dwelling does not appear on the 1892 map but is depicted on the 1929 topographic map (Figures 3 & 4).

146 Clinton Road (Photograph 28) is a one-and-one-half-story gable-front dwelling. The dwelling rests on a granite and cinderblock foundation, is clad in wood clapboard siding, has modern replacement windows and doors, and the roof is clad in asphalt shingles. According to a *circa*-1915 photograph, this building was the former creamery. The building replaced the earlier store at the same location that burned in the June 1908 fire that ravaged the Village of Clinton (Antrim Historical Society 1997:6). The building has sustained several alterations as a result of its conversion to a dwelling, including a dormer in the north elevation, an entrance with hood and transom in the north elevation, the infill of two windows in the first story of the east gable end, and the addition of an entrance in the gable peak of the east gable end. Based upon the multiple doors, it appears the dwelling may have been converted to apartments at one time. In addition, a modern cinderblock foundation is evident on the west gable end. The dwelling does not appear on the 1892 map but does appear on the 1929 topographic map (Figures 3 & 4).

144 Clinton Road (Photograph 29) is a two-and-one-half-story, five-bay, center hall, side gable dwelling. The dwelling rests on a stone foundation, is clad in vinyl siding, has modern replacement windows and two-over-two-light wood replacement windows, and the roof is covered in asphalt shingles. A one-story shed-roofed block is located on the north gable end. This block contains two bays that historically accommodated former loading docks that have since been infilled with modern French doors. A small shed-style garage is located on the north end building. Located adjacent to the creamery, the original building at this location burned in the fire of 1908 (Antrim Historical Society 1997:6). The present-day dwelling is visible in a *circa*-1915 photograph, and several alterations are evident (Antrim Historical Society 1997:6). While the form of the building appears the same, it no longer contains a two-story full length porch on the façade and one of the interior brick chimneys, both of which are clearly visible in the photograph. Additionally, the French doors have replaced two loading docks evident in the photograph. A one-and-one-half-story garage that was located on the north gable end of the small shed-style garage is also no longer extant.

5 Gregg Lake Road (No Photograph) is a modern, side gable dwelling with a projecting cross gable on the south elevation. The dwelling rests on a poured concrete foundation, is clad in vinyl siding, has vinyl windows, and the roof is covered in asphalt shingles. A one-story two-car garage is attached to the north gable end of the main block.

194 Old Hancock Road (No Photograph) is a modern, one-story, side gable prefabricated dwelling. The dwelling rests on a poured concrete foundation, is clad in vinyl siding, has modern windows, and the roof is covered in asphalt shingles. A small, detached, one-car garage is located south of the dwelling.

135 Clinton Road (Photograph 30) is a modern, two-story, raised Ranch style, side gable dwelling. The dwelling appears to rest on a concrete foundation, is four bays wide, is clad in vinyl siding, and has modern windows and an asphalt shingle-clad roof. Sidelights flank each side of the main entry, which is partially banked.

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130 Clinton Road (No Photograph) is a one-story, four-bay, Ranch style dwelling. The dwelling rests on a concrete foundation, is clad in what appears to be wood siding, and the low pitched roof is covered with asphalt shingles. A small porch shelters the main entrance, while an interior brick chimney pierces the roof. A detached garage is located east of the dwelling. A dwelling is shown here on the 1929 topographic map; however, based on its form and materials, the dwelling appears to be modern (Figure 4).

129 Clinton Road (No Photograph) is a one-and-one-half-story, three-bay, center hall, gable-front dwelling. The dwelling rests on a parged foundation and has modern replacement windows with faux shutters. The main entrance is sheltered by a hood, and the front gable roof is covered in asphalt shingles. A small, one-story, shed-roofed block is located on the north gable end. The dwelling is shown on the 1929 topographic map and may date to the late-nineteenth century (Figure 4).

127 Clinton Road (Photograph 31) is a one-and-one-half-story side gable dwelling. The dwelling is surrounded by trees obstructing its view from the public right-of-way. It appears that a projecting gable-front is located on the east elevation, while a one-story side gable block is located on the north gable end. The side gable addition rests on a concrete block foundation and the roofs are covered in corrugated metal. An interior brick chimney is visible on the roof of the addition. This dwelling does not appear on the 1929 topographic map, but does appear on the 1957 map (Figures 4 & 5).

124 Clinton Road (Photograph 32) is a small, one-and-one-half-story, three-bay, center hall, side gable cottage. The foundation of the cottage is not visible; however, it is clad in vinyl siding, has modern windows with faux shutters, and the side gable roof is covered with asphalt shingles. An interior central brick chimney pierces the ridge. The main entrance is sheltered by a gable entry porch. Two small, one-story, side gable blocks are located on the east gable end. A garage and shed are located east of the dwelling and are obstructed from the public right-of-way by trees. Although the large central chimney is indicative of an early house, the dwelling does not seem to appear on the 1957 topographic map and is likely modern (Figure 5).

121 Clinton Road (Photograph 33) is a one-and-one-half-story, three-bay, center hall, gable-front cottage. The cottage rests on a concrete block foundation, is clad in vinyl siding, and has modern windows and doors. The roof is covered in asphalt shingles. A full width, one-story porch shelters the entrance in the façade, or south gable end. An interior cinder block chimney pierces the ridge of the roof. The dwelling is not shown on the 1957 topographic map and is likely modern (Figure 5).

119 Clinton Road (Photograph 34) is a one-story, gable-front cottage. The cottage rests on a concrete block foundation, is clad in a combination of asbestos shingles and weatherboard siding, and has modern windows and a combination metal and asphalt shingle roof. A small gable-front block with an enclosed shed-roofed porch entrance is located in the façade, or south gable end of the cottage. The dwelling is not shown on the 1957 topographic map and is likely modern (Figure 5).

118 Clinton Road (No Photograph) is a modern, two-story, raised Ranch style dwelling. The dwelling rests on a concrete foundation and has modern doors and windows and a red corrugated metal roof. The dwelling is set back from the road and surrounded by trees, which obstruct the view from the public right-of-way. The dwelling is not depicted on the 1957 topographic map (Figure 5).

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99 Clinton Road (Photograph 35) is a small, one-and-one-half-story, three-bay, center hall, side gable cottage with a side gable block on the east gable end. The dwelling rests on a parged foundation, is clad in wood shingle siding, features modern replacement windows and the roof is covered in asphalt shingles. A small entry porch shelters the main entrance. The small side gable addition is clad in vertical boards, has modern windows and doors, and the roof is covered in asphalt shingles. This building is not shown on the 1929 map, but it is depicted on the 1957 map (Figures 4 & 5).

98 Clinton Road (Photograph 36) is a two-story, five-bay, center hall, American Foursquare dwelling topped by a flared hipped roof. The dwelling rests on a combination concrete block and stone foundation, is clad in wood shingles, and has modern replacement windows with faux shutters. The asphalt shingle roof features a dormer in the north elevation and an interior brick chimney in the east elevation. The traditionally open front porch on the American Foursquare dwelling has been enclosed. The east elevation contains modern French style doors in place of a former window. A one-car attached garage is located on the west elevation. This dwelling appears on the 1929 topographic map (Figure 4).

123 Whiton Road (Photograph 37) is a one-and-one-half-story, three-bay, side hall, gable-front cottage with a shed-roofed addition on the east elevation. The dwelling is clad in a combination of wood clapboard siding and wood shingles, features modern replacement windows, and the roof is clad in asphalt shingles. A brick chimney is located on the north gable end. A small bracketed porch hood shelters the entry, while a shed dormer is located in the west elevation. The cottage first appears on the 1957 topographic map (Figure 5).

Antrim Fire Station, Clinton Road (No Photograph) is a one-story modern brick fire station with a monitor on the ridge of its front gable roof. There are three vehicle bays on the north gable end and one pedestrian entrance.

The age of the following dwellings and buildings cannot be determined.

137 Clinton Road (Photograph 38) is a large, two-story, four-bay, gable-front dwelling that appears to be a converted barn or shop. The building rests on a stone foundation, is clad in wood clapboard siding, and has a combination of six-over-six-light double-hung wood sash windows and modern replacement windows. It has modern replacement doors and the roof is covered in asphalt shingles. The dwelling is banked on the south gable end, or façade. The façade contains a multi-light picture window and door on its western end that is sheltered by a small hipped roof. A large, one-story rear ell is located on the northeast corner, while a small shed-roofed block is located on the southeast corner. The dwelling does not appear on either the 1929 or 1957 topographic maps; however, this is not unusual if the building's prior use was not residential since topographic maps typically don't depict structures such as barns (Figures 4 & 5).

6 Brookcroft Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way. The dwelling is not present on the 1892 map but is visible on the 1929 topographic map (Figures 3 & 4).

88 Clinton Road (No Photograph) is located on a private drive and is not visible from the public right of way. It does not appear on the 1957 topographic map and therefore is likely modern (Figure 5).

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The Village of Clinton developed as an industrial and residential community along Great Brook. Great Brook provided reliable water flow, which was impounded with several dams to power the numerous mills and factories that existed in Clinton. Antrim South, located south of Clinton and the town center of Antrim, also developed as an industrial and residential community. When comparing the Village of Clinton to Antrim South, several differences are evident. Antrim South retains several of its former mill and factory buildings, whereas Clinton has lost all but one (located at the corner of Old Hancock and Clinton roads) of its mills/factories that once existed and contributed to its establishment and growth. While both communities have suffered modern infill, Antrim South better conveys its historic industrial past due to the retention of former mills, mill ponds and factories. Both communities retain several historic dwellings; however, Antrim South appears to retain a greater number with better integrity as the majority of historic dwellings in Clinton have suffered a loss of integrity of materials, design, and workmanship. During the late-eighteenth- and nineteenth centuries, a population shift occurred in which residents of Antrim Center and Clinton moved to Antrim South, as it was becoming the cultural center of Antrim. Consequently, Antrim South quickly became the largest village in the town and contained the most employment opportunities. Overall, Antrim South retains a higher number of historic industrial buildings, institutional buildings and historic dwellings than the Village of Clinton; furthermore, it retains a higher degree of integrity from the period of development and growth (mid-eighteenth to early nineteenth centuries) than the Village of Clinton.

22. Statement of Significance

Based on the criteria outlined in the National Register Bulletin, *How to Apply the National Register Criteria for Evaluation* (National Park Service [NPS] 1997), the Village of Clinton, in Antrim, Hillsborough County, New Hampshire, is recommended not eligible for listing in the National Register of Historic Places (National Register) due to a lack of integrity. While not recommended as eligible as part of a larger historic district, the vacant mill/factory near the intersection of Old Hancock and Clinton roads appears to retain its integrity and may be individually eligible under Criterion A as an early mill/factory representative of the industrial growth of Clinton.

The Village of Clinton is recommended not eligible for listing in the National Register under Criterion A. The village is associated with industry, commerce, and community development trends as an early nineteenth-century industrial village that developed along the Great Brook; however, the village no longer conveys those associations due to extensive alterations to individual properties that compromises the village in its entirety and the disuse and subsequent demolition of the factories and mills that were responsible for the village's establishment and growth. Furthermore, nearby villages, such as Antrim South, retain a higher level of integrity and provide better examples of communities that developed in association with industrial trends. The fall of Great Brook flowing from Gregg Pond provided a ready source of power that was harnessed by up to 10 industrial operations in Clinton by 1887. By 1880, there were approximately 20 dwellings in the village, and this number increased steadily by the turn of the century. A fire in 1908 destroyed numerous buildings around the intersection of Gregg Lake Road, Old Hancock Road and Clinton Road in the Village of Clinton, forcing the residents there to rebuild. Several subsequent fires throughout the early twentieth century destroyed additional mills and factories that were located along the south side of Clinton Road. Furthermore, only one extant mill/factory remains in the village, while the rest have either burned or were torn down. Gone are the dams, mill ponds, factories, and mills that gave rise to the Village of Clinton and were responsible for its growth, as evident on the 1858 map, 1892 map, 1929 topographic map and 1957 topographic map (Figures 2 - 5). The advent of electricity negated the need to be in close proximity to water, and industry consequently

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began to leave Clinton beginning circa 1895. In addition, Antrim South had become the cultural center of Antrim by the twentieth century; and thus, housed the majority of shops, dwellings, and factories by this time. These two factors contributed to the decline of Clinton, once revered for its location along Great Brook, and the ultimate neglect and demolition of the principal industries that shaped its development. Due to a lack of integrity, the Village of Clinton is recommended not eligible under Criterion A in the areas of commerce, industry, and community planning and development as an early industrial village that developed and prospered along the Great Brook.

The Village of Clinton is not eligible under Criterion B for association with the lives of persons significant in our past, as research did not reveal any association with significant achievements of any persons within a local, state, or national context. While the Abbott family operated a business in Clinton for over 125 years, there were larger and more influential employers in Antrim, such as the Goodell Company, located in Antrim South.

The Village of Clinton is recommended not eligible under Criterion C in the area of architecture due to a lack of architectural significance and an overall loss of integrity. The buildings within the village represent common architectural types, forms, and styles found throughout the region. The buildings do not represent the works of masters, nor do they possess high artistic values. In addition, the village does not represent a significant and distinguishable entity whose components lack individual distinction. The village lacks cohesion due to post-1962 alterations to properties and the removal of buildings along the south side of Clinton Road, where the factories and mills that contributed to its establishment and growth in the nineteenth century were located. Very few of the dwellings within the village retain integrity of materials, design, and workmanship due to the application of modern exterior siding, as well as modern windows and doors, enclosure of open porches, construction of unsympathetic additions (both historic and modern), and removal of associated attached buildings. The lack of historic building materials contributes to the lack of cohesion in the village. These additions and alterations compromise the village's ability to convey integrity of materials and workmanship. The lack of retention of setting (as compromised through the removal of the factories and mills that once characterized the landscape), materials, design, and workmanship culminates in the village's inability to convey integrity of association and feeling. The removal of several prominent buildings, including the former factories and mills, as well as the alterations of and additions to many dwellings within the village, have hindered the village's ability to emanate the feeling of a nineteenth-century industrial village that flourished around Great Brook. The association between the village and the principals that shaped it are no longer reflected due to the removal of the industrial infrastructure and alterations to those that remain.

The village was not evaluated under Criterion D as part of the architectural survey and evaluation.

23. Period(s) of Significance

N/A

24. Statement of Integrity

The Village of Clinton developed as a rural, industrial and residential village adjacent to Great Brook. Historically, Clinton never contained a school, church or other institutional/public buildings. Gregg Lake Road, Clinton Road and Old Hancock Roads meet and form the main intersection in the village. This is the point where Great Brook begins to flow on the south side of and parallel to Clinton Road eastward. Industrial development in Clinton was historically concentrated along the south side of

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Clinton Road, adjacent to Great Brook, and residential development was focused on the north side of the roadway. The industrial growth of the area spurred the residential development. While Clinton retains a number of historic dwellings, due in large part to fire, there is little evidence of Clinton's industrial past along the south side of Clinton Road.

The village has collectively suffered an overall loss of integrity from the primary period of construction (ca. 1830 – ca. 1930) through the demolition of key industries and businesses that contributed to its development and growth (Figures 2 - 4). At the village's height at least 10 mills and factories were in operation along the south side of Clinton Road. Aside from a former factory/mill that remains near the intersection of Clinton and Old Hancock roads, there is no evidence in the built environment of Clinton's industrial past that was responsible for its growth.

The Village of Clinton retains integrity of location as the village remains situated on Clinton Road and parallels Great Brook. Setting has been compromised through the removal of the associated factories and mills that led to the village's establishment and fueled its nineteenth-century growth. The individual buildings within the village largely retain integrity of design due to their retention of historic forms; however, many of the dwellings have incurred additions, some of which are over 50 years old, but are oftentimes larger than the dwellings themselves. One example of this is the dwelling at 105 Clinton Road, which has two large additions that are both larger than the original three-bay, side hall, front gable dwelling. One of the additions appears to have been a barn or carriage house that has been converted to living space during the late-twentieth century. The presence of additions that are larger in size and scale than the dwelling diminishes the visual continuity of the district as a whole. In addition, at least half of the dwellings have modern windows and doors, which compromise integrity of materials, workmanship, and design. Modern siding is evident on at least 13 of the dwellings and mostly consists of vinyl siding. Modern roofing materials are evident on the vast majority of dwellings in Clinton, which further compromises integrity of materials and workmanship. The lack of historic building materials contributes to the lack of cohesion in the village. These additions and alterations compromise the village's ability to convey integrity of materials and workmanship. The lack of retention of materials and workmanship culminates in the village's inability to convey integrity of association and feeling. The alterations to those buildings that remain within the village have hindered the village's ability to emanate the feeling of a flourishing nineteenth-century village connected industry primarily located on the south side of Clinton Road. Furthermore, the association between the village and the principals that shaped it are no longer reflected due to the alterations or demolitions of the aforementioned key industrial buildings. .

The Village of Clinton contains a total of 43 resources, of which two date from 1740-1830, 19 date from 1830-1900, 10 date from 1901-1962, 11 are modern (post 1962), and one dwelling whose age is undetermined. There are over half as many modern (post-1962) dwellings (11) as there are nineteenth-century dwellings (19), and the number of modern dwellings (11) is equal to early twentieth-century dwellings (11) (Figures 2 - 5). In addition, topographic mapping from 1957 shows ten dwellings located on the south side of Clinton Road, starting at the intersection of Clinton and Old Hancock roads and stretching southeast along the south side of Clinton Road to where Great Brook bends north and crosses under Clinton Road, just after passing the property at 118 Clinton Road. This is the same area where the majority of industry in Clinton was historically located. At the time of survey, only five dwellings were located on the south side of Clinton Road along this stretch; of these five dwellings, three of them are modern (post 1962) and only two pre-date 1929. Infill created by modern dwellings and vacant lots greatly detracts from the historic character of this section of Clinton, which was traditionally industrial and is located in the central portion of the village. Lastly, while the overall number of modern dwellings is low (11) compared to the total number of resources (43), these post-1962 resources are spread

AREA FORM: HISTORIC DISTRICT**AREA NAME: VILLAGE OF CLINTON**

throughout the village and are frequent enough to detract from the overall cohesiveness of the village in its entirety.

Village of Clinton, Antrim, Hillsborough County, New Hampshire.

| Property Address | Property Type | Photograph Number | Date of Construction |
|-----------------------------------|--------------------------|--------------------------|-----------------------------|
| 169 Clinton Road | Single-family Dwelling | 1,2 | Circa 1900 |
| 160 Clinton Road | Single-family Dwelling | 3 | Pre-1892 |
| 157 Clinton Road | Single-family Dwelling | 4 | Pre-1858 |
| 156 Clinton Road | Single-family Dwelling | 5 | Pre-1858 |
| 154 Clinton Road | Single-family Dwelling | 6 | Pre-1858 |
| 153 Clinton Road | Single-family Dwelling | 7 | Pre-1929 |
| 152 Clinton Road | Single-family Dwelling | 8 | Pre-1858 |
| 149 Clinton Road | Single-family Dwelling | 9 | Pre-1858 |
| 200 Old Hancock Road | Single-family Dwelling | 10 | Modern |
| 185 Old Hancock Road | Single-family Dwelling | 11 | Pre-1892 |
| 176 Old Hancock Road | Single-Family Dwelling | 12 | Pre-1929 |
| Mill/Factory, Old Hancock Road | Industrial/Vacant | 13 | Pre-1858 |
| 146 Clinton Road | Single-family Dwelling | 14 | Pre-1929 |
| 144 Clinton Road | Single-family Dwelling | 15 | Pre-1929 |
| 5 Gregg Lake Road | Single-family Dwelling | No Photograph | Modern |
| 194 Old Hancock Road | Single-family Dwelling | No Photograph | Modern |
| 143 Clinton Road | Single-family Dwelling | 16 | Pre-1892 |
| 141 Clinton Road | Multiple-family Dwelling | 17,18 | Pre-1892 |
| 137 Clinton Road | Single-family Dwelling | 19 | Unknown |
| 135 Clinton Road | Single-family Dwelling | 20 | Modern |
| 133 Clinton Road | Single-family Dwelling | 21 | 1892 |
| 131 Clinton Road | Single-family Dwelling | 22 | Pre-1858 |
| 130 Clinton Road | Single-family Dwelling | No Photograph | Modern |
| 129 Clinton Road | Single-family Dwelling | No Photograph | Pre-1929 |
| 127 Clinton Road | Single-family Dwelling | 23 | Pre-1957 |
| 124 Clinton Road | Single-family Dwelling | 24 | Modern |
| 121 Clinton Road | Single-family Dwelling | 25 | Modern |
| 119 Clinton Road | Single-family Dwelling | 26 | Modern |
| 118 Clinton Road | Single-family Dwelling | No Photograph | Modern |
| 105 Clinton Road | Single-family Dwelling | 27,28 | Pre-1892 |
| 6 Brookcroft Drive | Unknown | No Photograph | Modern |
| 104 Clinton Road | Single-family Dwelling | 29 | Pre-1892 |
| 101 Clinton Road | Single-family Dwelling | 30 | Pre-1858 |
| 99 Clinton Road | Single-family Dwelling | 31 | Pre-1957 |
| 98 Clinton Road | Single-family Dwelling | 32 | Pre-1929 |
| 93 Clinton Road | Single-family Dwelling | 33 | Pre-1858 |
| 92 Clinton Road | Single-family Dwelling | 34 | Pre-1892 |
| 89 Clinton Road | Single-family Dwelling | 35 | Pre-1830 |
| 88 Clinton road | Unknown | No Photograph | Pre-1929 |
| 85 Clinton Road | Single-family Dwelling | 36 | Pre-1858 |
| 126 Whiton Road | Single-family Dwelling | 37 | 1777 |
| 123 Whiton Road | Single-family Dwelling | 38 | Pre-1957 |
| Antrim Fire Station, Clinton Road | Fire Station | No Photograph | Modern |

25. Boundary Justification

N/A

AREA FORM: HISTORIC DISTRICT**AREA NAME: VILLAGE OF CLINTON****26. Boundary Description**

N/A

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AREA FORM: HISTORIC DISTRICT**AREA NAME: VILLAGE OF CLINTON**

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AREA FORM: HISTORIC DISTRICT

AREA NAME: VILLAGE OF CLINTON

28. Surveyor's Evaluation

| | | |
|------------|-----------------|-------------------------------------|
| NR listed: | district | <input type="checkbox"/> |
| | individuals | |
| | within district | <input type="checkbox"/> |
| Integrity: | yes | <input type="checkbox"/> |
| | no | <input checked="" type="checkbox"/> |

| | |
|------------------|-------------------------------------|
| NR eligible: | <input type="checkbox"/> |
| district | <input type="checkbox"/> |
| not eligible | <input checked="" type="checkbox"/> |
| more info needed | <input type="checkbox"/> |

NR Criteria:

| | |
|---|--------------------------|
| A | <input type="checkbox"/> |
| B | <input type="checkbox"/> |
| C | <input type="checkbox"/> |
| D | <input type="checkbox"/> |
| E | <input type="checkbox"/> |

If this Area Form is for a Historic District: # of contributing resources: _____
of noncontributing resources: _____

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # ANT0010

Name, Location, Ownership

1. Historic name Reed Carr Road Farm
2. District or area _____
3. Street and number 15 Reed Carr Road
4. City or town Antrim
5. County Hillsborough
6. Current owner Shelly Ivey III and Mary Ellen Ivey

Function or Use

7. Current use(s) Residential
8. Historic use(s) Farm

Architectural Information

9. Style Connected farmhouse w/ Greek Revival details
10. Architect/builder Amos Dodge Jr.
11. Source Census information, deeds
12. Construction date ca. 1850
13. Source Deeds, maps, physical inspection
14. Alterations, with dates Screened-in porch, ca. 1945
15. Moved? no ☒ yes ☐ date: _____

Exterior Features

16. Foundation Granite
17. Cladding Clapboard
18. Roof material Asphalt shingle
19. Chimney material Brick
20. Type of roof Side gable
21. Chimney location Interior gable ends
22. Number of stories 1 1/2
23. Entry location Façade central
24. Windows Nine-over-six and six-over-six, double-hung wood sash
- Replacement? no ☒ yes ☐ date: _____

Site Features

25. Setting Rural, wooded
26. Outbuildings Integrated little
house/backhouse, New England Barn



35. Photo #1 Direction: E
36. Date November 2011
37. Reference #: antrim photos 196.jpeg

27. Landscape features Stacked stone walls
28. Acreage 34 acres
29. Tax map/parcel # 2007, Map 221, Parcel 14
30. UTM reference 25630953 E 477233492 N
31. USGS quadrangle and scale Hillsboro; 1:2000
- Form prepared by
32. Name Russell Stevenson, Architectural Historian
33. Organization A.D. Marble & Company
34. Date of survey November 2011 and April 2012

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # ANT0010

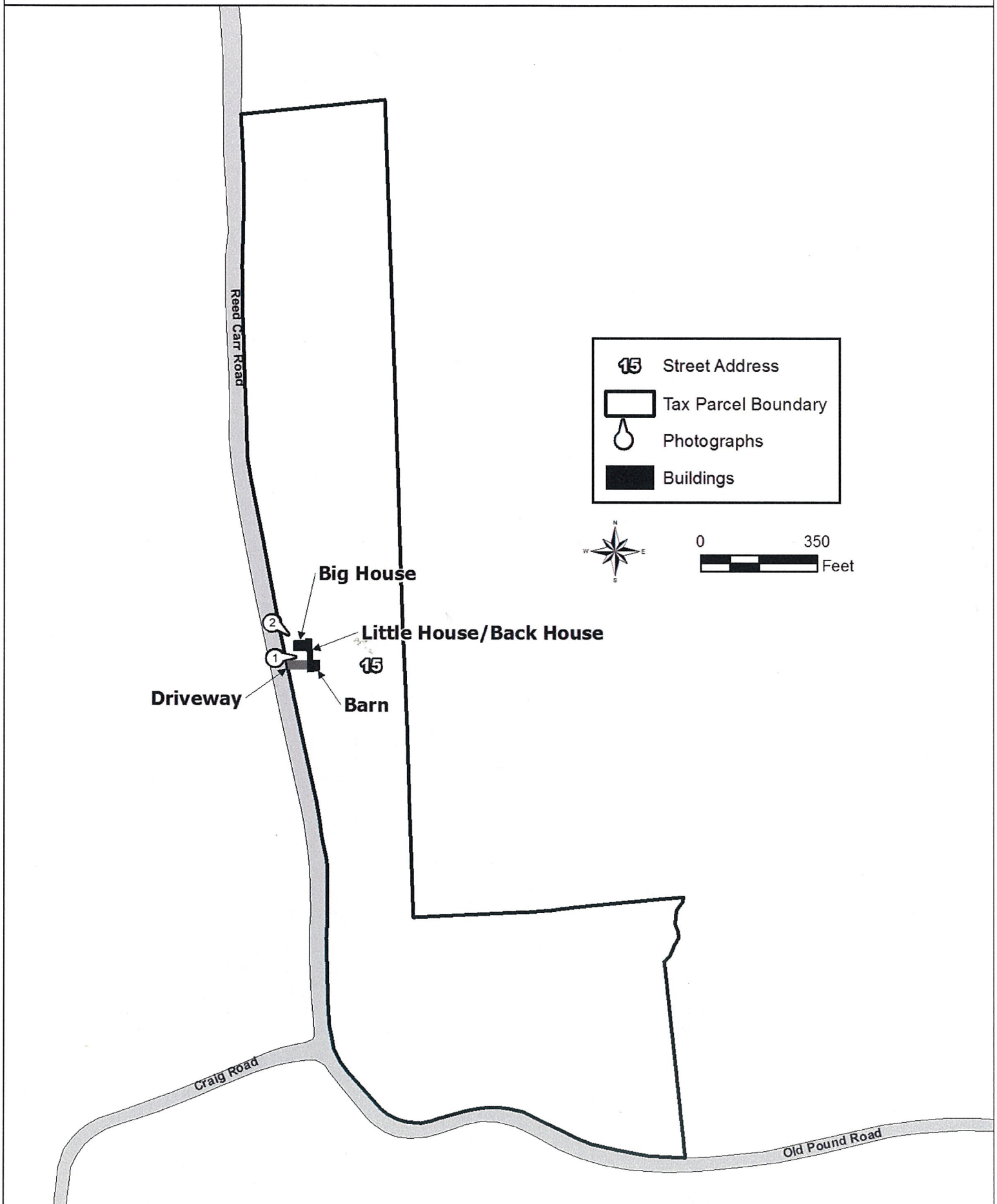
39. LOCATION MAP:



40. PROPERTY MAP:



Figure I
Dodge Family Farm Sketch Map



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # ANT0010

This individual inventory form was prepared for the Reed Carr Road Farm, 15 Reed Carr Road, Antrim, Hillsborough County, New Hampshire, as the property was identified as being potentially eligible for the National Register of Historic Places (National Register) during the completion of the project area form for the Antrim Wind Energy Project (MLT-ANTW). The purpose of this inventory form was to assess the property's eligibility for listing in the National Register. The property at 15 Reed Carr Road functioned as a farm from the early nineteenth century until approximately 1945, when it was sold to a couple from Boston. The connected farmhouse (of which the big house was constructed ca. 1850) and the barn it is connected to are all that remains from the once-active farmstead. Since 1945, it appears the property has functioned as a second residence or summer home, as the previous owners' and current owners' main addresses are outside New Hampshire.

41. Historical Background and Role in the Town or City's Development

Agricultural History and Property History Narrative of the Reed Carr Road Farm

Agriculture within the area of the Reed Carr Road Farm historically and currently follows the same patterns as underlying natural features. Areas best suited for agriculture include level or gently sloping land, well-drained soils, and nearby water sources. Due to the hilly and mountainous nature of the region, level land was scarce, which led to some farms being established on sloped sites during the eighteenth and nineteenth centuries. The Reed Carr Road Farm in Antrim is visible on both the 1858 and 1892 historic maps and is located on a gently sloping area of land east of Tuttle Hill (Chace 1858; Hurd 1892). Two small waterways flow adjacent to the property: one flows to the west of Reed Carr Road and one flows to the east of the property. Both waterways drain into a marshy, low-lying area south of the Reed Carr Road and Craig Road intersection.

During the early settlement period from 1740-1830, agriculture was the primary pursuit of residents in the region. Typical farms in the vicinity of Antrim included 100 to 150 acres, of which approximately 25 acres were maintained as improved land, while 2 acres was kept in tillage and the remaining acres was used for pasture, mowing and orchards (Oedel 1952:7). The Antrim Town Pound, a confinement area where stray animals were held until their owners could claim them, is located just to the southeast of the intersection of Old Carr and Old Pound roads. Aside from local farmers whose animals wandered off, stray animals often resulted from droving, which was a prominent agrarian-related enterprise of this period. Farmers would take cattle, horses, and sheep from towns as far away as Massachusetts and drive them to large tracks of hilly land for summer grazing, then return them in the fall in exchange for a fee (Antrim History Committee 1977:156). The construction of the Antrim Town Pound in 1817 indicates that agriculture in the region was growing. In fact, in 1820, Hillsborough County reported a total of 13,197 persons engaged in agriculture, the most persons of any of the six counties in New Hampshire. Based upon an examination of agricultural census data from 1850 and 1880, agricultural production seems to have reached its peak from 1830-1870 in Hillsborough County. It was during this period that Amos Dodge established his farmstead in Antrim.

Research revealed that Amos Dodge was born in 1784 in Wenham, Massachusetts, and he moved to Antrim, New Hampshire, sometime in 1814. He married Patty White, also of Wenham, Massachusetts, and purchased the property in 1816 from Captain Parker Morse, commander of Antrim's north company militia (Cochrane 1880:458, 202-203). From approximately 1820-1850, Amos Dodge added to his land holdings, acquiring adjacent parcels until his farm totaled approximately 150 acres. Census information from 1820-1840 confirms that Amos Dodge was living in Antrim with his wife and two sons and engaged in agriculture (U.S. Census Bureau 1820, 1830, 1840). Amos and Patty's first son, John, was born in March 1816 and lived in Antrim for about 20 years before moving with his wife to Vermont, where he died in 1874. Their second son, Amos Jr., was born on November 6, 1819, and married Mehitable B. Weston on April 18, 1844.

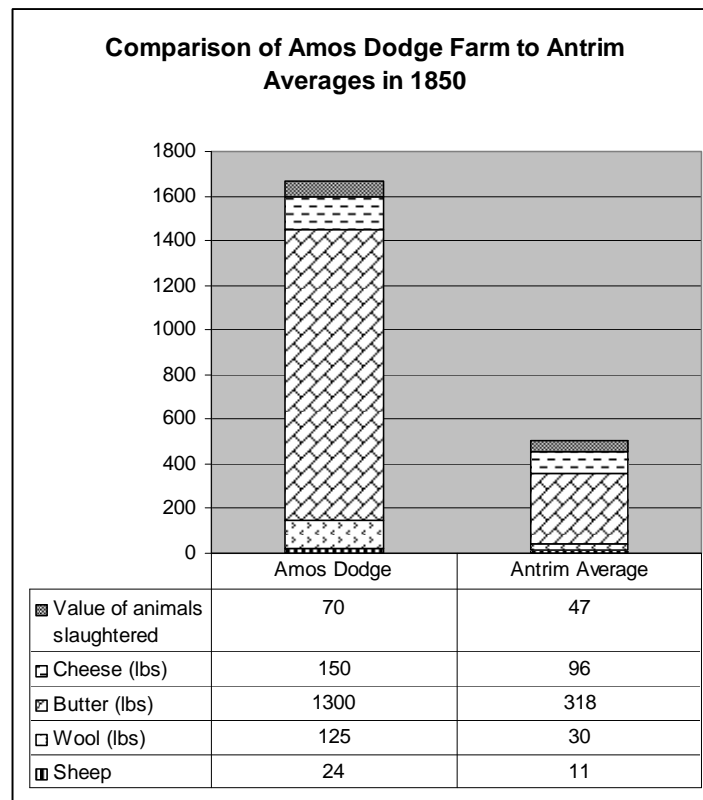
The 1850 census lists Amos Dodge and Amos Dodge Jr. as two separate households. Amos Dodge Jr. was listed as a carpenter, while his father, Amos Dodge, was listed as a farmer. Interestingly, the 1850 census indicates that the household of Amos Dodge Jr. (now 30 years old) also included his wife and their two children (George, age 4; and John, age 2), as well as a 22-year-old farm laborer. Most likely, the farm laborer was residing with Amos Dodge Jr. (a carpenter) while working on the elder Amos Dodge's farm. In 1850, Amos Dodge's estate was valued at \$2,000, while Amos Dodge Jr.'s estate was valued at \$800 (U.S. Census Bureau 1850). These totals are indicative of an established property (Amos Dodge) and one that is less so (Amos Dodge Jr.). In 1854, Amos Dodge finalized the conveyance of the majority of the farm to his son, Amos Dodge Jr. (Hillsborough County Deed Book 285:372). The 1858 map of Antrim shows two buildings associated with A. Dodge: one on the west side of Reed Carr Road and one at the present location of 15 Reed Carr Road (Chace 1858). Typically, atlases from this era do not show agricultural outbuildings, only dwellings, institutional buildings like churches, and mills or workshops. Because the buildings are not identified as a mill or workshop and are linked only to A. Dodge, it is assumed that the map is depicting two separate dwellings. While the deed record indicates that Amos Dodge Jr. legally owned the majority of the farm, Amos Dodge had lived in the area since 1816, and was more associated with the farmstead than his son, who was a carpenter by trade. This may be why only A. Dodge is listed on the map and not A. Dodge Jr.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # ANT0010

An examination of the exterior of the present house, historic maps, census research, and a deed trace of the property suggest the extant dwelling at 15 Reed Carr Road was constructed by Amos Dodge Jr. ca. 1850. The vernacular Cape Cod connected farmhouse exhibits elements of the Greek Revival style, which was popular starting in the 1830s (Garvin 2001:115). It was most often found in domestic architecture from 1830-1850 (McAlester and McAlester 2003:182). Additionally, this would account for the 1850 census listing two separate households and the 1858 map depicting two separate dwellings. Based on census data from 1820-1850 and historic maps, it seems that when Amos Dodge purchased the farm from Captain Morse, it likely included a dwelling (shown on the west side of Reed Carr Road on the 1858 map) and the existing barn.

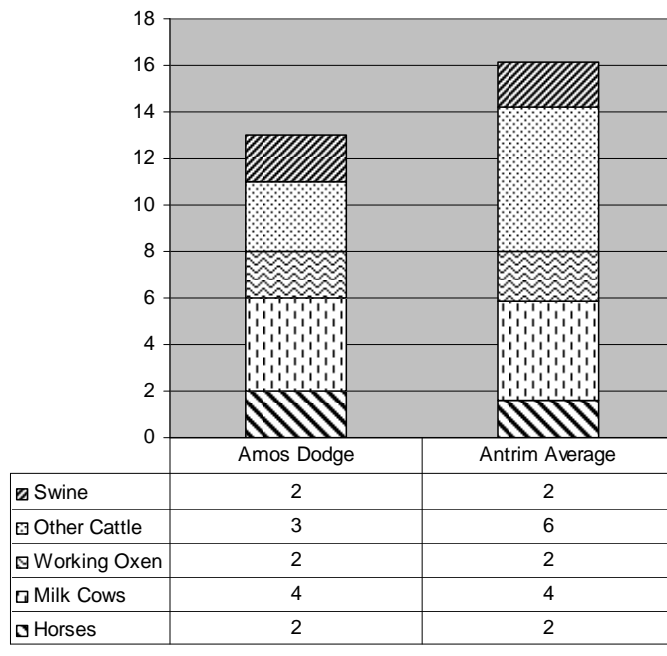
Agricultural census information for Antrim from 1850 indicates the average farm totaled 133 acres, with 107 acres of improved land and 26 acres of unimproved land. Of the 150 acres Amos Dodge owned, 112 acres was considered improved land and 38 acres was unimproved (U.S. Census Bureau 1850). These numbers suggest that the Amos Dodge farm was average in size when compared to other farms in Antrim. The Amos Dodge farm was valued at \$2,800, and his machinery was valued at \$100. When comparing the livestock numbers of the Amos Dodge farm to the Antrim average, the Amos Dodge farm stands out in three categories: sheep, wool, and butter. Amos Dodge reported 24 sheep when the average was 11; he reported 125 pounds of wool when the average was 30; and he reported 1,300 pounds of butter when the average was 318. However, some of the averages are skewed since not every farm reported sheep, causing the average to fall. Additionally, some farms didn't report a large dairy herd and concentrated on cheese instead of butter (U.S. Census Bureau 1850).



INDIVIDUAL INVENTORY FORM

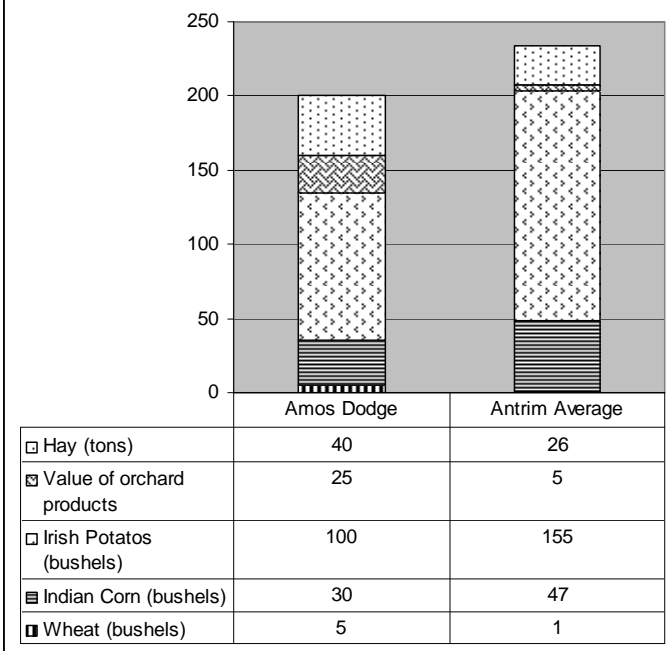
NHDHR INVENTORY # ANT0010

**Comparison of Amos Dodge Farm to Antrim
Averages in 1850**



Amos Dodge focused his cropland on wheat, corn, peas and beans, potatoes, and hay; and chose to ignore rye, oats, and barley, which were grown by other area farmers. Dodge produced five bushels of wheat when the average was one, 30 bushels of corn when the average was 47, two bushels of peas and beans when the average was two, 100 bushels of potatoes when the average was 155, and 40 tons of hay when the average was 26 (U.S. Census Bureau 1850).

**Comparison of Amos Dodge Farm to Antrim
Averages in 1850**



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # ANT0010

Overall, the 1850 agricultural totals for the Amos Dodge farm are average when compared to the average totals for Antrim. In some categories such as sheep, wheat, wool, orchard products, butter, cheese, and hay, Amos Dodge was above average; however, in others such as maple sugar, barley, potatoes, oats, corn, and rye, he was below average (U.S. Census Bureau 1850). With regard to crop cultivation, Antrim reported much higher returns in the categories of bushels of corn, rye, and oats in comparison to nearby towns in Hillsborough County, such as Stoddard (located west of Antrim), which grew greater amounts of wheat, barley, and potatoes. Interestingly, Amos Dodge reported below-average corn returns and did not grow rye or oats. The significantly higher amounts of corn raised in Antrim correspond to higher rates of return for dairy products; the totals reported in 1850 included 318 pounds of butter and 96 pounds of cheese per farm. In comparison, Stoddard reported 280 pounds of butter and 82 pounds of cheese per farm.

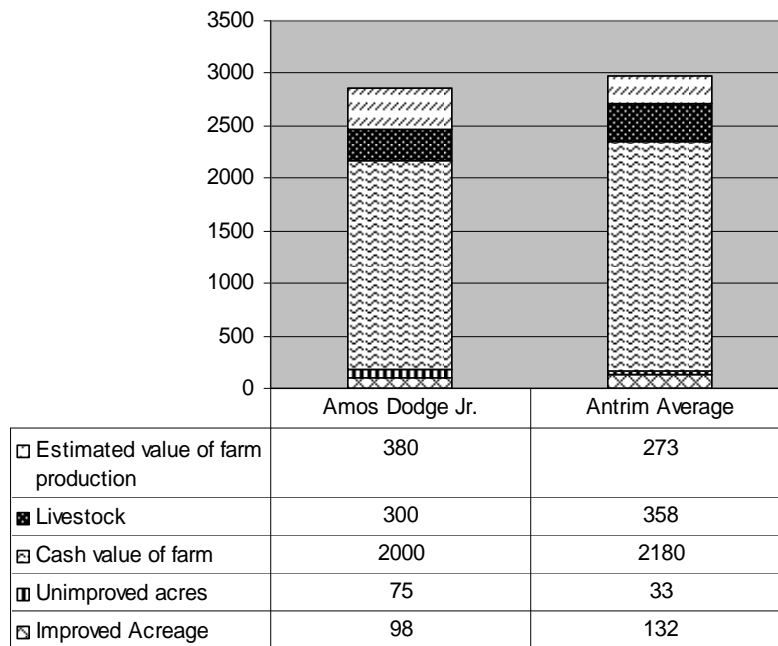
In 1854, Amos Dodge conveyed the majority of the farm to his son, Amos Dodge Jr. (Hillsborough County Deed Book 285:372). The 1860 census reflects the change in ownership as Amos Dodge Jr.'s estate is valued at \$2,000, while his father's is valued at \$300; however, Amos Dodge Jr. is listed as a "house carpenter," while his father is still listed as a farmer (U.S. Census Bureau 1860). This indicates that although Amos Dodge Jr. legally owned the farm, his father, Amos Dodge (aged 75), most likely continued to reside on the property and remained in charge of the farm production. Agriculture continued to prosper in Antrim until the 1870s, when the Petersborough and Hillsborough Railroad began operation in 1878. The town of Antrim transformed from a primarily agrarian way of life to one abundant in new markets and opportunities for its residents. The 1870 census lists Amos Dodge Jr., aged 50, as a carpenter with an estate valued at \$2,300 (U.S. Census Bureau 1870).

The region's rural economy underwent drastic changes during the last half of the nineteenth century. After the Civil War, farm production began a steady decline as the industrial revolution intensified. Many Civil War veterans ventured west, abandoning the rocky and hilly terrain of New Hampshire, lured by the promise of rich and fertile lands in the Midwest. In addition, the great manufacturing cities of Concord, Manchester, and Nashua offered assured wages, specified working hours, and the fellowship of other workers in an urban environment. By 1870, New Hampshire included a workforce of 120,000, of whom 46,500 were engaged in manufacturing, a number that equaled those working in agriculture. The distance from railroads and the natural degradation of the soil due to frosts, heat, and water led to the depreciation of many farmlands during this period. Between the time of the 1850 and 1880 agricultural census returns, the number of farms in Antrim increased while the overall size of the average farm remained nearly the same. Overall, the returns in Hillsborough County reported in 1850 and 1880 were either very similar or there was a decrease in levels of production; the cash value of the average farm and value of farm machinery did not markedly increase, and livestock numbers reported declines for all animals, most significantly sheep. These declining agricultural trends are reflected in the 1880 agricultural returns for the Amos Dodge Jr. farm. The farm remained under ownership of Amos Dodge Jr., who is listed as a farmer and not a carpenter in the 1880 census. Amos Dodge Jr., now 60, and his wife, Mehitabel, were living with their daughter, Flora, who was 16; and Piper Dennis, a 33-year-old male farm laborer. While the 1880 census indicates Amos Dodge Jr.'s estimated value of farm production and unimproved acreage were above average, his livestock value, farm value, and improved acreage were all below average.

INDIVIDUAL INVENTORY FORM

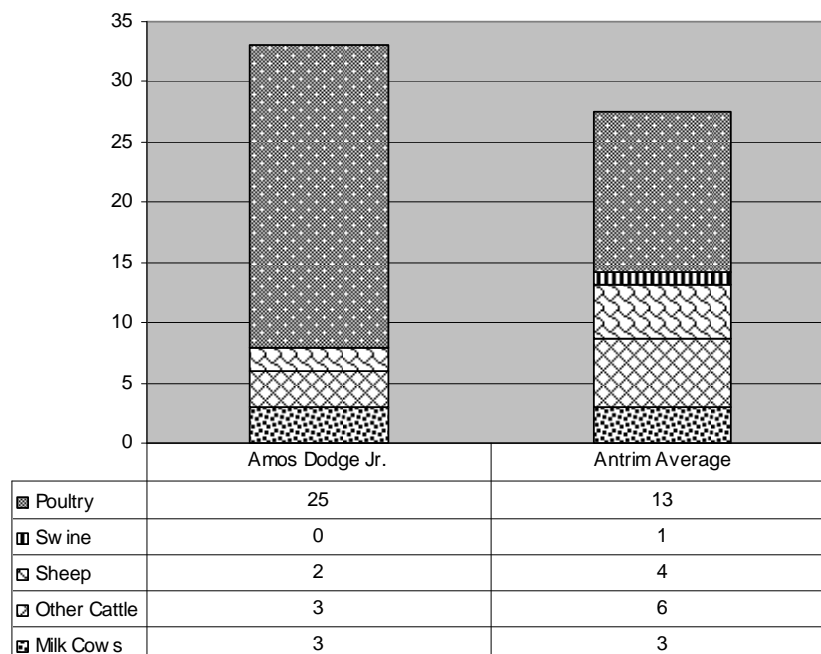
NHDHR INVENTORY # ANT0010

**Comparison of Amos Dodge Jr. Farm to Antrim
Average in 1880**



The 1880 agricultural census reveals that Amos Dodge Jr.'s livestock numbers were generally average or below average. As far as working stock, he had one horse when the average was one, and two oxen when the average was one. Amos Dodge Jr. did report 25 chickens when the average was only 13; however, he reported 3 milk cows when the average was 3, but swine, sheep, and other cattle totals reported for the farm were below average (U.S. Census Bureau 1880).

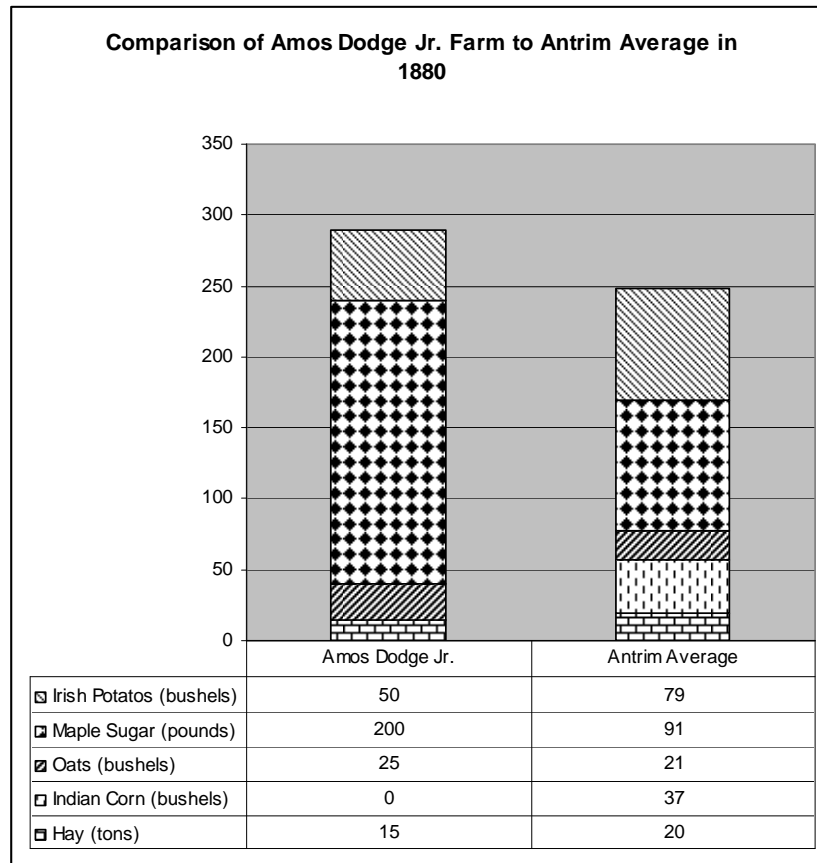
**Comparison of Amos Dodge Jr. Farm to Antrim Average in
1880**



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Amos Dodge Jr. reported lower than average returns in crops except for oats, in which he was slightly above average. It also appears that he shifted his focus from crops and livestock to maple sugar production, as his total of 200 pounds was more than double the Antrim average of 91 pounds (U.S. Census Bureau 1880). Since Amos Dodge Jr. spent his adult life as a carpenter and not as a farmer, his shift to focus on maple sugar production instead of more traditional crops or livestock is understandable. Additionally, he was 60 years old by 1880, and although there was a 33-year-old laborer living with them, maple sugar production did not require the intense labor associated with cultivating or maintaining cropland or pasture.



Due to statewide declines in agricultural production, the Board of Agriculture and the Grange were established in the 1870s to address the loss of farm income. New initiatives spawned from these formations, such as the organization of creameries to efficiently produce butter and cheese and the upsurge of raising poultry for meat and egg production. The hilly terrain of the Antrim region also contributed to the rise in dairy farming during this period. In 1881, the development of the refrigerated railroad car resulted in the swifter transport of milk to the Boston market. To supplement leveling and declining farm income, New Hampshire farmers opened up their properties to summer boarders that traveled from the city. The influx of summer tourists both as boarders at farms and guests at the expanding numbers of hotel and summer resorts also contributed to a new market for milk, eggs, vegetables, and fruits (Wallace n.d.:2).

Amos Dodge Jr. sold approximately 90 acres of his farm that included the dwelling and barn to Thomas Thompson on April 12, 1883, for the sum of \$801 (Hillsborough County Deed Book 467:129; U.S. Census Bureau 1890). Thomas Thompson died shortly thereafter, and on October 11, 1886, his executor, James W. Perkins, conveyed the property to Henrietta Simonds for \$700 (Hillsborough County Deed Book 486:543). Henrietta Simonds was married to Lewis Simonds, whose name (L. Simonds) is associated with the property on the 1892 map (Hurd 1892)¹. The earlier building that was likely extant when Amos Dodge bought the property from Captain Morse on the west side of present-day Reed Carr Road is not depicted on this map. Lewis Simonds died in 1893, leaving Henrietta and their son, William; and two daughters, Lena and Betsy, as survivors. The 1900 census lists Henrietta Simonds as the head of the house and

¹ Census records from 1890 concerning veterans of the Civil War list Lewis Simonds from Antrim, New Hampshire. The record states that Lewis Simonds was enlisted on August 7, 1862, and served until June 10, 1865, as a musician in Company F, 9th Volunteer Regiment of New Hampshire. The record is difficult to read, but it states that he suffered partial deafness (U.S. Census Bureau 1890).

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employed as a farmer; with her son, William H., aged 26, as a farm laborer; and her two daughters, Lena M. and Betsy L., as teachers (U.S. Census Bureau 1900). On December 1, 1908, Henrietta Simonds sold a 22-acre parcel, which included the dwelling and barn, to her son, William H. Simonds, for \$1 and other valuable considerations (Hillsborough County Deed Book 664:274). Census information from 1910-1930 lists William H. Simonds as a farmer (U.S. Census Bureau 1910, 1920, and 1930). On October 24, 1945, Lewis W. Simonds, the executor of his father's estate, sold the property to Charles A. and Julia O. Parker of Boston, Massachusetts, for approximately \$2,000 (Hillsborough County Deed Book 1092:375). The Parkers likely used the property as a rental or second home, as their address remained in Boston when they sold 34 acres, including the dwelling and barn, to Robert B. and Anna G. Davidson on November 18, 1966 (Hillsborough County Deed Book 1907:313). The Davidsons only held the property for four years before conveying it to Peter and Phyllis Paeschke (Hillsborough County Deed Book 2070:425). No price was listed; however, the grantees assumed responsibility for the remainder of a \$12,500 mortgage on the property. Curiously, the Paeschkes changed their last name to Caldwell and sold the property to Shelley Ivey III and Mary Ellen of Middleton, Massachusetts, on June 9, 1979 (Hillsborough County Deed Book 2697:448). Shelly Ivey III and Mary Ellen Ivey each retain a one-half interest in the property in 2012.

Connected Farmhouse

Connected farmhouses are commonly seen throughout New England and are comparatively rare outside of New England. They consist of a big house, little house, backhouse, and barn. The big house, or dwelling, is connected to the barn via two smaller structures. The big house comprises the former parlor and bedrooms. It was not a space historically used for daytime activities, and is usually referred to as the farmhouse. Connected to the big house is the little house, which typically consisted of the kitchen and main living space for the family. It would sometimes have a small summer kitchen or wood shed attached to it. The little house was connected to the backhouse, which was used as a work area and storage space, and typically contained a wagon bay. Additionally, the privy was typically located in a corner of the backhouse, nearest the barn. The Reed Carr Road Farm features a little house that has been integrated with a one-story backhouse, producing a continuous ell structure. This was a common practice in mid-nineteenth century when Amos Dodge Jr. constructed his dwelling. The backhouse connected to the barn, which housed the livestock, hay, and larger equipment (Hubka 2004:3-6). Barn types varied; however, gable-front barns were the most common by the early nineteenth century. Additionally, analyzing and dating a connected farmhouse is difficult for a variety of reasons. The years between 1820 and 1850 were a transitional period, which is the era in which the dwelling at 15 Reed Carr Road was constructed by Amos Dodge Jr. Prior to 1830, the most common big house was a one-story Cape Cod style dwelling. The kitchen was often contained within the big house. After 1850, the gable-front, side hall, Greek Revival dwelling became the popular building form, and the kitchen was often contained within an attached ell (Hubka 2004:32-37). The dwelling on the Reed Carr Road Farm exhibits elements from both of these periods, as it is a Cape Cod style dwelling with elements of the Greek Revival style. Additionally, the little house, or kitchen, appears to have been integrated with the backhouse, producing a continuous ell.

Because connected farmhouses comprise a variety of different building types and styles, each building must be analyzed while keeping in mind the complex as a whole. The development and construction of one building does not necessarily represent that of the other buildings. Additionally, the connected farmhouses changed over time and are illustrative of the changing needs of the farmer. Buildings could be constructed, moved, and altered, creating a scenario where old and new buildings become connected; this makes traditional dating methods of a building difficult (Hubka 2004:27).

42. Applicable NHDHR Historic Contexts

- 51. Mixed agriculture and the family farm, 1630-present
- 56. Local-scale dairy farming, 1800-present
- 58. The sheep craze, 1820-1870
- 61. Cattle raising and summer pasturing, ca. 1850-present
- 64. Poultry farming, 1870-present

43. Architectural Description and Comparative Evaluation

It should be noted that the field examination was limited to the public right-of-way; therefore, not every elevation of the dwelling was visible. The Reed Carr Road Farm includes a connected farmhouse that sits on the east side of Reed Carr Road, approximately 1,200 feet north of the intersection of Reed Carr and Craig roads.

The big house is a side gable, one-and-one-half-story, five-bay, center hall Cape Cod with Greek Revival details (Photograph 1). It sits perpendicular to Reed Carr Road, and the façade faces south. A screened-in porch was added to the north elevation of the big house, likely in ca. 1945 when the property was purchased by a couple from Boston (Photograph 2). A side gable, one-and-one-half-story little house extends from the east gable end of the big house and is

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integrated into a side gable backhouse that faces Reed Carr Road. A front gable New England barn is connected to the south gable end of the integrated little house/backhouse. A modern shed is located northeast of the connected farmhouse and is shielded from the road by several trees.

The big house rests on a granite foundation and is clad in horizontal clapboard siding with corner boards. The side gable roof is clad with asphalt shingles and features a plain wide board cornice. Interior, gable-end brick chimneys that appear to have been rebuilt pierce the roof ridge. The windows on the first story appear to be original nine-over-six-light, double-hung, wood sash surrounded with wood trim. There are four first-story windows on the façade (south elevation), two windows on the west gable end, and three windows on the north elevation. Based upon the spacing of the windows on the first floor of the north elevation, it appears one or more windows on the western end of this elevation have been infilled. A one-story entry porch supported by Doric columns with simple caps and bases shelters the central entrance of the façade. A simple entablature, as well as a five-light transom and sidelights, surround the wood door. A shed dormer is present on the north elevation and contains four six-over-six-light, double-hung, wood sash windows, while the façade, or south elevation, features five six-light, fixed sash wood attic windows just below the frieze. The half story on the west gable end features two nine-over-six-light, double-hung, wood sash windows and a decorative wood panel carved with a sunburst pattern at the gable peak. The east gable end is not visible from the right-of-way. All of the windows are covered by metal storm windows. A screened-in porch was added to the east gable end of the big house and also likely connects to the integrated little house/backhouse (not visible).

As indicated above, the little house has been integrated with a one-story backhouse, producing a continuous ell structure. This was a common practice in mid-nineteenth century when Amos Dodge Jr. constructed his dwelling (Hubka 2004:6). The only portion of the integrated little house that is visible from the right-of-way is one bay of the west elevation: it is clad in clapboard siding with corner boards and is ornamented by a plain, wide cornice. The asphalt-clad, front gable roof is almost entirely concealed by the big house. A metal storm door over a nine-light-over-two-panel wood door permits access on the first floor, while a six-light, fixed sash wood window is located in the frieze band. Immediately west of the entrance, flush with the west wall of the little house, is the backhouse, which is clad in vertical board siding. The backhouse contains one eight-over-eight-light, double-hung, wood sash window and a wagon bay protected by a set of vertical board doors. The integrated little house/backhouse has a side gable roof with asphalt shingles and open eaves with visible rafter tails.

Connected to the south gable end of the combined little house/backhouse is a front gable New England barn. The barn rests on field stone foundation, is clad in vertical board siding, and is topped with a front gable roof clad in standing seam metal. A barn track is found in the west gable end over a vertical board loft door. It appears the entrance was altered, likely when the property was discontinued as a farm and was being used as a second house or summer home. The entrances on gable-front barns were typically centrally located, or offset to the southern side of the front-facing gable. This position allowed a full length driveway through the barn. Additionally, this configuration allowed for a larger haymow on the north side, while the narrower stables typically lined the warmer southern side (Visser 1997:75). However, this entrance is located on the northern end of the front-facing gable; at this location, the framing posts would have interfered with the driveway through the barn. A concrete pad is visible under the sliding barn door, an indication the barn was altered (likely to serve as a car garage). The sliding barn door is comprised of vertical boards and has a six-light window opening in the upper portion. As mentioned earlier, based on census data from 1820-1850, historic maps, and fieldwork, it appears that the barn was likely on the property when Amos Dodge purchased it, or it was constructed shortly thereafter by Amos Dodge. A more thorough examination of the barn, its materials, and framing would be required to confirm this theory.

The five-bay, center hall, two-room deep Cape Cod house with Greek Revival details combines elements from two different building periods. During the earlier building period of connected farmhouses, the Cape Cod style was dominant. The years from 1820-1850 were a transitional period, which is the era in which the dwelling at 15 Reed Carr Road was constructed by Amos Dodge Jr. After 1850, the gable-front, side hall, Greek Revival dwelling became the popular building form (Hubka 2004:32-37). Amos Dodge Jr. chose to construct the more vernacular Cape Cod form but updated it with elements from the popular Greek Revival style. Additionally, during this transitional period, the kitchen (little house) started to be constructed as part of the backhouse in an ell form. This integrated design became a vital component in the developing connected farmhouse form (Hubka 2004:48). The integrated little house/backhouse is connected to what appears to be a New England barn. The asymmetrical placement of the large barn door is not consistent with the traditional form of the New England barn. This could be a mid-twentieth-century alteration, or it is possible that the barn is an altered English barn that was connected to the rest of the complex when the dwelling was built. English barns are typically found on farms prior to 1820. Deed research indicates that Amos Dodge established a farm here prior to 1820. Additionally, the change from English barns to New England barns happened gradually from about 1800-1850, and many English barns were altered with their side elevation door being moved to the front gable (Hubka 2004:52-60). Since this survey was conducted from the public right-of-way and interior access was not obtained, the framing and structure of the connected farmhouse and barn could not be examined.

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A small modern shed is located northeast of the connected farmhouse. It appears to have vertical board siding however, it is barely visible from the public right-of-way.

The connected farmhouse located at the Reed Carr Road Farm appears to be a fairly common property type in Antrim and Hillsborough County. Several connected farmhouses were identified in the Village of Clinton, Antrim Center, and on rural roads leading to and from these villages. These buildings, most notably the big houses, range from large rectangular dwellings to smaller Cape Cod style dwellings. A few of these connected farmhouses observed contained large two-story, five-bay, Georgian or vernacular styled big houses such as the Bass Farm in Antrim Center, the Butterfield Farm in Clinton, or the Alabama Farm on Smith Road. These properties contain larger big houses and barns. Connected farmhouses observed that contain Cape Cod style big houses include the Uplands Inn in Antrim Center, 266 Clinton Road in Antrim Center, and 149 Clinton Road in Clinton. These properties, especially 266 Clinton Road and 149 Clinton Road, are similar in size and scale to the Reed Carr Road Farm and retain their connected buildings and barns.

44. National or State Register Criteria Statement of Significance

Based on the criteria outlined in the National Register Bulletin, *How to Apply the National Register Criteria for Evaluation* (National Park Service [NPS] 1997), the Reed Carr Road Farm, located at 15 Reed Carr Road, Antrim, Hillsborough County, New Hampshire, is recommended not eligible for listing in the National Register.

Under National Register Criterion A, the Reed Carr Road Farm appeared to generally follow the regional trends in agriculture throughout its history. The 1850 agricultural census information reveals it was a diversified farming operation, with land set aside for hay, corn, potatoes, and pasture land. Amos Dodge did not grow rye and oats, which were common crops in Antrim; instead, he chose to grow wheat and potatoes, which were more common to the hillier terrain of western Hillsborough County. He also maintained an above-average herd of sheep, again indicative of the terrain upon which he farmed. Information from the 1880 agricultural census revealed a shift as Amos Dodge Jr. seemed to depend more on maple sugar production and less on sheep and milk cows, replacing those livestock with chickens. This was a trend seen throughout Antrim. Overall, the agricultural returns of the Reed Carr Road Farm for both 1850 and 1880 were average. While the farm stood out in some categories, it was not a top producer in any. This level of agricultural production is reflected in the built environment as the one-and-one-half-story dwelling and modestly sized barn do not reflect a large expansive farm operation. Furthermore, it has been out of agriculture since 1945, when the property was sold to a couple from Boston who appeared to use it seasonally, diminishing its ability to convey agricultural significance. The farmstead retains evidence of its prior use through the retention of the barn; however, the farm lacks additional agricultural buildings, including a sheep shed, poultry house, and/or sugar shack necessary to the farm's productivity during the nineteenth century. Therefore, the built environment that remains in 2012 does not reflect any above-average production during the period of intense agricultural productivity. In addition, the farm has been reduced to 34 acres of its original 150-acre size, thereby subdividing the agricultural lands historically associated with the property. Therefore, the Reed Carr Road Farm is recommended not eligible under Criterion A for agriculture due to a lack of integrity.

The Reed Carr Road Farm is recommended not eligible under Criterion B for association with the lives of persons significant in our past, as research did not reveal any association with significant achievements of any persons within a local, state, or national context. While the Dodge's family genealogy appears in local histories and they were active in the town of Antrim, their lives seem to reflect that of an average family that was involved in their community.

The Reed Carr Road Farm is recommended not eligible under Criterion C in the area of architecture due to a lack of architectural significance and an overall loss of integrity. While the one-and-one-half-story Cape Cod big house with Greek Revival elements reflects a transitional form and style, it was also commonly constructed in New England during the mid-nineteenth century. The Greek Revival elements are simple in style and were commonly found in mid-nineteenth-century architecture in the region. The connected farmhouse does not represent the work of a master or possess high artistic value. Several alterations such as asphalt shingles, storm windows, rebuilt chimneys, infill of windows on the north elevation, and the addition of a screened-in porch compromises the integrity of workmanship, design, and materials of the dwelling. Additionally, alterations to the barn entrance and roof, which likely date to the mid-twentieth century, compromise integrity of materials, design and workmanship. Overall, the connected farmhouse associated with the Reed Carr Road Farm is not a notable or significant example of this type, period, or method of construction.

The property's eligibility under Criterion D (potential to yield information important to history or prehistory) was not evaluated as part of the architectural investigations.

45. Period of Significance

N/A

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46. Statement of Integrity

The Reed Carr Road Farm retains integrity of location as a farm located on the east side of Reed Carr Road. Although the setting retains woodlands necessary to accommodate the increasing maple sugar production that occurred on the farm as indicated through the 1880 agricultural census returns, the property lacks the cultivated fields necessary to produce potatoes, oats, hay, and other crops also reported during the nineteenth century. Consequently, the setting has been compromised through the reversion of these agricultural lands to overgrown wood lots. Some stone walls were identified, which would indicate historic field patterns; however, due to the reversion of much of the land back to woodlands and inability to access the property during field survey, the extent of the stone walls could not be confirmed. The addition of a screened-in porch and infill of some first-floor bays in the north elevation of the dwelling and alterations to the barn, which likely occurred in the mid-twentieth century, diminish integrity of design and workmanship. Integrity of materials has been compromised by the rebuilt interior gable-end chimneys and new corner boards on the northwest corner dwelling and the metal roof on the barn. Integrity of association is retained as the form of the dwelling, a connected farmhouse, and the retention of the barn convey the sense of a once-active farmstead; however, integrity of feeling as a historic farm is compromised by the lack of integrity of materials, design, and workmanship found on the connected farmhouse, as well as the reversion of former cultivated lands to woodlands and removal of associated outbuildings that were most likely located on the property during the time of agricultural productivity.

47. Boundary Discussion

N/A

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Surveyor's Evaluation:

NR listed: individual _____
within district _____

Integrity: yes _____
no X

NR eligible: individual _____
within district _____
not eligible X
more info needed _____

NR Criteria: A _____
B _____
C _____
D _____
E _____

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY # ANT0010**

Photograph 1: Reed Carr Road, Reed Carr Road Farm, west and south elevations. View facing east, November 2011. Digital file (antrim photos 196.jpeg) stored at A.D. Marble & Company.



Photograph 2: Reed Carr Road, Reed Carr Road Farm, north and west elevations. View facing southeast, November 2011. Digital file (antrim photos 197.jpeg) stored at A.D. Marble & Company.

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY # ANT0010**

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer: Philadelphia Photographics, 1021-B Arch Street, Philadelphia, PA 19107. The digital files are housed at A.D. Marble and Company, 375 East Elm Street, Suite 100, Conshohocken, PA 19428.

SIGNED: _____



AREA FORM**AREA NAME: GREGG LAKE**

1. Type of Area Form

Town-wide: ☐Historic District: ☒Project Area: ☐

9. Inventory numbers in this area:

None2. Name of area: Gregg Lake10. Setting: Late nineteenth- and twentieth-century residential development along the north shore of Gregg Lake.3. Location: Development along north shore of Gregg Lake, 91-209 Gregg Lake Road, including Gregg Lake Drive and Holts Hill Road11. Acreage: Approximately 41 acres4. City or town: Antrim12. Preparer(s): Russell Stevenson, Architectural Historian6. USGS quadrangle name(s): Hillsboro13. Organization: A.D. Marble & Company7. USGS scale: 1:200014. Date(s) of field survey: November 2011 and April 2012

8. UTM reference: _____

15. Location map



AREA FORM

AREA NAME: GREGG LAKE

16. Sketch map

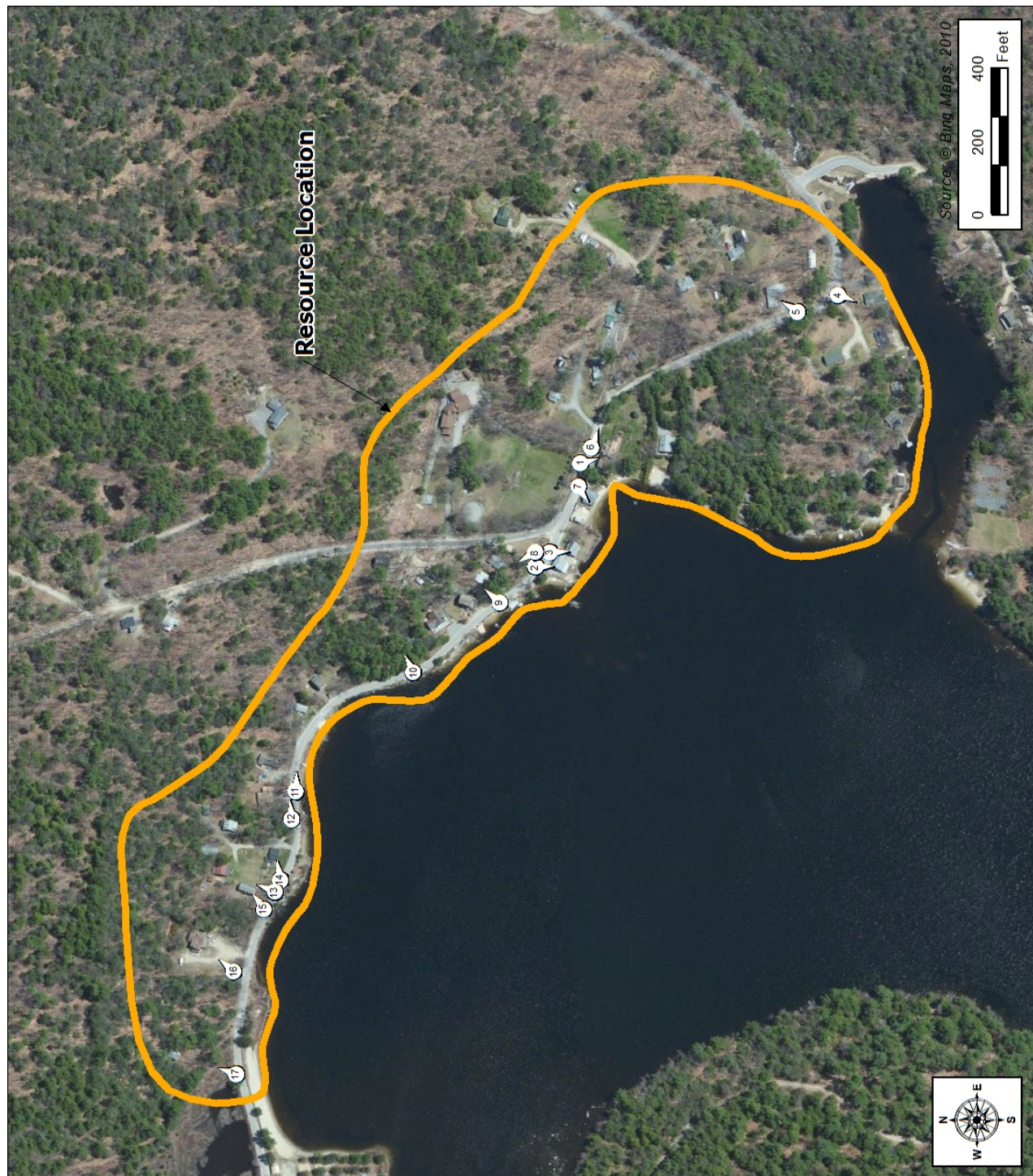


Figure 1
Gregg Lake Sketch Map



AREA FORM**AREA NAME: GREGG LAKE****17. Methods and Purpose**

The purpose of this area form is to document the development along the north shore of Gregg Lake to assess its eligibility for the National Register of Historic Places (National Register). Gregg Lake is located within the 3-mile viewshed (Area of Potential Effect [APE]) of the proposed Antrim Wind Energy Project (MLT-ANTW). Antrim Wind Energy LLC proposes to develop a utility scale wind energy generation facility in the Town of Antrim, Hillsborough County, New Hampshire. The project will consist of the erection of ten wind turbine generators, the construction of an access road, and the construction of an electrical substation along with collector lines. Collectively, the turbine foundations, construction pads, access roads, and electrical upgrades are anticipated to directly impact an area of less than 65 acres.

To complete the area form, A.D. Marble & Company completed a file search at the New Hampshire Division of Historical Resources (NHDHR) to gather information on established contexts, previously surveyed properties, and properties within the project area that have been listed in or determined eligible for listing in the National Register. Additional research was conducted at the New Hampshire State Library and the New Hampshire Historical Society. Population and agricultural census returns were collected. The catalogs of Dartmouth College and Plymouth State College were searched. The James A. Tuttle Library in Antrim was also visited. A member of the Antrim Historical Society was contacted for information on relevant resources and repositories.

The results of the initial field investigation and research for the Antrim Wind Energy Project (MLT-ANTW) identified Gregg Lake as a potential historic district with ties to the tourism industry.

18. Geographical Context

Gregg Lake lies within the Merrimack Valley area of the New England Upland physiographic province of the Appalachian Highlands. The Eastern New England Upland physiographic province runs from northern Maine south to eastern Connecticut, covering most of southern New Hampshire west of the Seaboard Lowland Province (Aylesworth and Aylesworth 1988:31). The physiographic province contains elevation ranges between 500 and 2,000 feet above sea level, with a central spine that runs north-south. This spine separates streams that flow southwest into the Connecticut River and east into the Merrimack River (Bond and Handler 1981:1). Gregg Lake is situated west of this spine within the Contoocook River Valley. The North Branch River and Great Brook serve as the area's most prominent waterways (New Hampshire Department of Environmental Services 1991).

The Contoocook River flows through the towns of Hancock, Antrim, and Hillsborough, flows east of Gregg Lake, and then continues west. The North Branch River flows for 16 miles from Hancock to Stoddard through Antrim and on to Hillsborough, where it meets the Contoocook River. The Great Brook begins in the western hills above Antrim, flows into Gregg Lake, and continues east for 2 miles until it joins the Contoocook River in the Village of Antrim (New Hampshire Department of Environmental Services 1991:n.p.).

Gregg Lake is located centrally located in the southern portion of the town of Antrim. The topography around Gregg Lake is predominantly hilly, with various mountains dotting the landscape. The hilly topography dotted by various waterways and ponds lends to the area being largely undeveloped. Gregg

AREA FORM**AREA NAME: GREGG LAKE**

Lake is surrounded by several of the highest elevation points in Antrim. Bald Mountain (2,030 feet above sea level), Willard Mountain (1,920 feet above sea level), Robb Mountain (1,820 feet above sea level), and Tuttle Hill (1,760 feet above sea level) are all located approximately 1 mile west of Gregg Lake. The slightly smaller Holt Hill (1,379 feet above sea level) is located immediately to the north of Gregg Lake, while Patten Hill (1,390 feet above sea level) forms the eastern boundary. Goodhue Hill (1,620 feet above sea level) is located just east of Bald Mountain and southwest of Gregg Lake. Goodhue Hill and Bald Mountain form the eastern and western boundaries, respectively, of Willard Pond, a smaller body of water southwest of Gregg Lake.

Wetlands or marshes of various sizes characterize the land and have prevented permanent occupation, constituting about 11 percent of Antrim's total acreage. The rugged terrain and surrounding lakes and ponds contributed to the use of the landscape for summer recreation beginning in the late nineteenth century, and the area continues to host various recreation activities throughout the seasons (Town of Antrim website, "Natural Resources," accessed October 26, 2011).

The landscape surrounding Gregg Lake is heavily wooded. The combination of ample timberland and northern flowing waterways influenced the development of industry, agriculture, recreation, and the communities that sprang up throughout the surrounding area over the course of its 300-year history.

19. Historical Background

Agriculture was the primary pursuit during the eighteenth century in Antrim and employed the majority of all residents. Typical farmers in the area owned 100 to 150 acres of land, of which only about 25 acres were kept as improved land at any one time. Two acres were typically kept in tillage, and the remaining acres were used for mowing, orchards, and pasture (Oedel 1952:7). The numerous streams in the project area, such as Great Brook, which feeds into Gregg Lake before flowing out the east end through the Village of Clinton and Antrim South, provided power for numerous mills that engaged in agricultural processing. Examples include sawmills and gristmills, which focused on the processing of raw agricultural materials into products for local consumption.

Power for the earliest of these mills along Great Brook was created by Samuel Gregg, who constructed a small dam along present-day Gregg Road in 1793. The dam was built to impound water to power his combination saw- and gristmill. The dam created Gregg Pond (future site of Gregg Lake) and gave him flowage rights to the water that powered many mills and factories constructed along Great Brook in the next period. Roadways (present-day Holt's Hill and Gregg Lake roads) were constructed in the 1790s to connect the surrounding agricultural community to the industries along Great Brook. The Gregg mill continued in operation until 1876 (Cochrane 1880:246; Hurlin n.d.:2).

Gregg's mill proved successful in part because the pond, which was created as a result of the dam on Great Brook, is also fed by springs below the watermark. This steady supply of water meant that Great Brook did not fail even in dry times, allowing the numerous mills on it to operate when other streams (e.g., the Merrimack) were so low that milling operations would have to temporarily stop. In 1885, as many as 14 dams supplied power for mills inside of a 3-mile run along Great Brook (Hurd 1885).

Gregg Pond, which fed Great Brook, powered numerous mills and was the power and catalyst for the growth of industry in Clinton and later Antrim South. A review of historic maps from 1858 and 1892 show some development in the vicinity of Gregg Pond, the majority of which was likely related to industrial opportunity (Chace 1858; Hurd 1892). The 1858 map shows the sawmill constructed by

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Samuel Gregg on the south side of present-day Gregg Lake Road near the eastern shore of Gregg Pond. This map also shows that present-day Congreve Road once extended to the west, crossed over Clinton Road, and intersected with Gregg Lake Road near the eastern shore of present-day Gregg Lake. Three structures attributed to a “Mrs. Buswell” are present just east of a connecting road that linked Congreve to Gregg Lake Road (Chace 1858).

The 1892 map shows some changes from 1858, specifically that Congreve Road stops at Clinton Road and no longer stretched to present-day Gregg Lake (Chace 1858; Hurd 1892); however, the old alignment of Congreve Road, as illustrated on the 1858 map, remains faintly visible in 2012 as evidenced on modern aerial photography (Google Earth 2011). The 1892 map also shows some sparse development in the vicinity of Gregg Pond, with “J.S. Worthley” and “C.R. Jones” associated with buildings on the north shore and “F.M. Brooks” associated with a building adjacent to Great Brook on what is now Gregg Lake Road.

By the end of the nineteenth century, the industry powered by Great Brook was dwindling due to the advent of electrical power, which negated the use of the waterway. In addition, the lack of access to the railroad and lack of capital for rebuilding also contributed to the decline.

Additionally, agricultural productivity started to decline throughout the Antrim area during the last quarter of the nineteenth century, equating to a loss of farm income. One way the New Hampshire State Board of Agriculture attempted to address this was to promote recreation and summer tourism. To supplement leveling and declining farm income, New Hampshire farmers opened up their properties to summer boarders that traveled from the city, thereby contributing to a new market for milk, eggs, vegetables, and fruits, which was augmented by the expanding hotel and summer resort trade (Wallace n.d.:2). Summer boarding in Antrim started in the mid-nineteenth century and continued until the early twentieth century. In 1852, Eben Bass began taking in summer boarders at his farm on Clinton Road, and he constructed a large addition to accommodate visitors in 1878. The farm was a short distance from Gregg’s Pond (later Gregg Lake), which provided fishing, boating, hiking and sightseeing opportunities from Holt’s Hill.

Specifically, Gregg Lake was promoted as a summer tourist destination in the 1892 *Lakes and Summer Resorts in New Hampshire*, a publication issued by the State Board of Agriculture. Therein called Gregg’s Pond, the publication noted it could be reached by the Concord Division of the Boston & Maine Railroad via the Village of Antrim. The publication promoted black bass fishing as well as the view from Holt’s Hill overlooking the lake. Within the Town of Antrim, the publication noted four properties serving as hotel or boarding houses with a post office box in North Branch, as well as 12 properties with a post office box in Antrim. The names of the establishments (Lake House, Tip-Top House, Mountainside Farm, etc.) alluded to a beautiful setting (State Board of Agriculture 1892:10).

Although not nearly as large and profitable as the northern counties, a 1905 publication by the State Bureau of Labor indicated that there were some limited amounts of summer boarding in Hillsborough County. Hillsborough County reported \$718,900 invested in summer residences and cottages, with Antrim only accounting for \$1,900. Conversely, a greater number of boarders arrived to Cheshire County, which offered more rugged forested terrain surrounding lakes and streams and, consequently, reported \$1,781,775 in investments (State Bureau of Labor 1905:lviii, 1x).

In 1910, the Antrim Water Power Company bought Gregg’s Pond and greatly enlarged the body of water. That same year, the townspeople of Antrim voted to change the name of Gregg’s Pond to Gregg’s

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Lake. This name change was supported by several area developers that argued that people would be more likely to construct or purchase a nice cottage next to a lake and not a pond (Antrim History Committee 1977:75).

By the late nineteenth and early twentieth century, the focus of land use around Gregg's Lake was no longer industry but was instead summer recreation, with a number of summer boarding houses and cottages constructed fronting the lake. The Waumbek Inn and Peterwaugh were two popular boarding houses for summer tourists and provided activities for guests and residents alike. At one point, they offered a bowling alley, dancing pier, boat rentals, croquet, and other activities. A small community was developed called White Birch Point, which was a collection of some 20 cottages on the east side of the lake overlooking the channel. Construction at White Birch Point began around 1912. There were also at least two camps, including Camp Sachem on the western shore (used by the Boy Scouts); and Camp Greggmere, later called Birchmere, a girls' camp on the eastern shore. In 1932, the Boy Scouts established Camp Caughey at the south end of Gregg Lake (Antrim Historical Society 1997:75-79; Antrim History Committee 1977:130).

Camp Greggmere operated from approximately 1921 to 1936 before Camp Birchmere took over the facilities (Antrim History Committee 1977:143; Antrim Historical Society 1997:78-79). A listing for Camp Greggmere from 1922 indicates it was operated by Rachel Roznosky, Lena Seitlen, and Dore L. Lourie, and that the total cost of enrollment was \$350. The campers were divided into three age groups (ages 8-20), and the camp itself was "patronized by representative prominent Hebrews" (Porter Sargent Handbooks 1922:375 and 491). A topographic map from 1929 shows that the development around Gregg Lake, aside from White Birch Point, was fairly sparse. Nine buildings are depicted on the north shore of Gregg Lake, three buildings on the northwest corner of the lake, and five buildings on the southern shore (United States Geological Survey [USGS] 1929:Hillsboro Quad). In addition, the topographic map shows the Waumbek, a popular boarding house on Gregg Lake. The building burned down in 1936 and was subsequently rebuilt; however, the building's popularity was never the same, as small cottages along the lake were becoming the preference of summer visitors during this period.

As local population levels increased alongside levels of leisure time, there was a move to create public recreational opportunities. In 1941, Antrim purchased and established the first public beach at Gregg Lake for approximately \$100. This served as the only town beach until a public beach was established on the north side of the lake around 1969 (Antrim Historical Society 1997:159). A new town-paid lifeguard attracted more visitors to the swimming beach, which drew the ire of nearby private landowners whose cottages were parked in by the increased number of vehicles. This dilemma was solved by the town and Lions Club, who were able to acquire a quit claim deed for a tract of land on the north shore of the lake to establish a beach, parking area, picnic area, and bathhouse. By 1969, the new beach area was nearly complete, with volunteers from the Lions Club and interested citizens providing the majority of the labor (Antrim Historical Society 1997:179-180). This beach is still in use in 2012.

A topographic map from 1957 shows a marked increase of buildings surrounding Gregg Lake. The north shore of the lake now contained 30 cottages, up from nine only 28 years prior. Camp Sachem on the western shore expanded from one building shown on the 1929 map to nine buildings (USGS 1957:Hillsboro Quad). The area surrounding Gregg Lake continues to be used for recreational purposes, with many of the cottages used seasonally. Based on a field examination, it appears a number of the cottages have been converted for year-round use as primary residences. Tax parcel mapping from 2007 indicated the presence of approximately 42 dwellings along the north shore of Gregg Lake, up from the 30 depicted on the 1957 topographic map.

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The Gregg Lake Association (GLA), which was established in the 1970s, is committed to maintaining the recreational opportunities provided by Gregg Lake. Their goal is “the conservation and protection of the lake, forests, woodlands, marshlands and wildlife surrounding Gregg Lake” (The Limrik 2006:1). The GLA meets twice a year and is open to anyone who wishes to become a member. The GLA is involved in several activities surrounding the lake including the construction of a recent shelter for visitors, monitoring of the lake for clarity, cleanliness and healthiness for swimmers and they work with organizations located along Gregg Lake like the Girl Scouts who operate Camp Chenoa on the southwestern shore (Limrik 2006:1, 20). In addition, they also instituted a Lake Host Program at Gregg Lake to monitor for invasive exotic plant species on boats, trailers, and fishing tackle. The Lake Host Program was started by the New Hampshire Lakes Association and is partially funded by the National Oceanic and Atmospheric Administration (NOAA). The paid Lake Hosts and volunteers provide information and help instruct guests on conducting inspections for the exotic plants species (Limrik 2006:20).

Gregg Lake has played an important role in the development of Antrim, from its beginning as a catalyst for industrial growth through 2012, where it provides residents and tourists alike with recreational opportunities.

20. Applicable NHDHR Historic Context(s)

- 22. Logging, lumbering, and sawmills
- 73. Summer and vacation home tourism
- 75. Summer camps for children, 1890-present
- 78. Outdoor recreation in New Hampshire

21. Architectural Description and Comparative Evaluation

All field investigations were limited to the public right-of-way. The description of resources will only include those properties located on the north shore of Gregg Lake, as this is where the majority of historic and current development is located. White Birch Point is covered in its own area form (NHDHR #), while present-day Camp Chenoa was not documented due to a loss of integrity. It should be noted that no previously surveyed properties along the north shore of Gregg Lake were identified during a file review at NHDHR. It should also be noted that 11 of the cottages are located in densely wooded areas and are only accessible via private drives/roads. Additionally, several more cottages are partially obscured by trees from the public right-of-way, limiting the amount of information gathered (such as materials) from the field examination. Additionally, several of these properties are not shown on modern topographic maps and are barely visible on aerial photography.

The primary occupations of early residents in the project area centered on agriculture and agricultural-related industry. The numerous streams throughout the project area provided power, once harnessed by a dam, and spurred the establishment of several saw- and gristmills. Power for the earliest of these mills along Great Brook was created by Samuel Gregg, who constructed a small dam along present-day Gregg Lake Road in 1793. The dam created Gregg Pond (future site of Gregg Lake) and gave him flowage rights to the water that powered many mills and factories constructed along Great Brook in the next period. Roadways (present-day Holt’s Hill and Gregg Lake roads) were constructed in the 1790s to connect the surrounding agricultural community to the industries along Great Brook. The Gregg mill continued in operation until 1876 (Cochrane 1880:246; Hurlin n.d.:2).

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Gregg's mill proved successful in part because the pond that was created as a result of the dam on Great Brook is also fed by springs below the watermark. This steady supply of water meant that Great Brook did not fail even in dry times, allowing the numerous mills along its banks to operate when other streams (e.g., the Merrimack) were so low that milling operations would have to temporarily stop. In 1885, as many as 14 dams supplied power for mills inside of a 3-mile run along Great Brook (Hurd 1885). Development around Gregg Pond was sparse during the nineteenth century. No buildings are shown on the north shore of the pond on the 1858 map, while only four are shown on the 1892 map (Chace 1858; Hurd 1892). Historic photographs show that large areas surrounding Gregg Pond had been cleared for pasture land by farmers (Antrim Historical Society 1997:76). Based on field investigations, it does not appear that any of the four nineteenth-century dwellings remain extant on the north shore of Gregg Lake.

Impact of the Railroad, 1870-1900

By the end of the nineteenth century, the industry powered by Great Brook was dwindling due to the advent of electrical power. During this period, with the coming of the railroad and statewide promotion of areas of natural beauty as tourist and recreational sites, a number of summer boarding houses were in operation within Antrim. Summer boarding began in the mid-nineteenth century and continued until the early twentieth century. These houses were generally centered on Gregg Lake or areas with commanding viewpoints within close proximity of the railroad station in Bennington, such as the Village of Antrim Center.

Two resources along Gregg Lake survived from this period: the Waumbek Inn and the Peterwaugh.

The Waumbek Inn, 112 Gregg Lake Road (Photograph 1) began operation on the north shore of Gregg Lake in 1912. The property was a bowling alley before John Cuddihy purchased, converted, and reopened it as the Waumbek Inn. Fires destroyed the building twice, and it was rebuilt each time (Antrim Historical Society 1997:70-71). In 2012, the only remnant of the inn is a small lodging house that now serves as a private residence. The one-and-one-half-story, five-bay, center hall dwelling rests on a concrete block foundation, has modern replacement windows and vinyl siding, and is capped by a gable roof covered in asphalt shingles. An interior brick chimney pierces the roof ridge. A half-length porch with a hipped roof shelters the main entrance. A small cross-gable/gable-front dormer is located on the façade. A front gable, two-car garage is connected to the west gable end of the dwelling via a small enclosed porch. The garage rests on a poured concrete foundation, is clad in vinyl siding, and the roof is covered with asphalt shingles. A historic photograph taken after 1941 shows the Waumbek Inn as a large, five-bay, center hall, two-and-one-half-story dwelling (Antrim Historical Society 1997:71). Although the extant building retains the five-bay, center hall form, the building only measures one and one-half stories in height compared to the two-and-one-half-story dwelling illustrated on the post-1941 photograph. It is assumed the extant building post-dates this photograph and appears to be another reconstruction of the 1912 inn.

The Peterwaugh and 120 Gregg Lake Road (Photograph 2). The Peterwaugh was a boarding house/mini-resort that began operation in the late nineteenth century. It once offered a bowling alley, picnic grounds, swings, croquet, refreshments, and an 80-foot long pavilion for dancing. It was owned by Charles R. Jameson, a developer of the north shore of Gregg Lake. Only a small portion of the original resort remains, and it has sustained several alterations (Antrim History Committee 1977:51, 75). The one-and-one-half-story, side gable dwelling rests on a concrete block foundation, is clad in clapboard siding with corner boards, contains a combination of wood and vinyl replacement double-

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hung windows, and is topped by a side gable roof sheathed in asphalt shingles with a central interior brick chimney that pierces the ridge. The center hall dwelling measures three bays along the façade (north elevation). A shed-roofed addition and deck was added to the south elevation overlooking Gregg Lake, presumably where the pavilion once stood. Adjacent to the Peterwaugh sits 120 Gregg Lake Road, a one-and-one-half-story, side gable cottage with a cross-gable on the façade (north elevation). The cottage rests on a concrete block foundation and is clad in wood shingle siding. A central interior brick chimney pierces the ridge of its side gable roof, which is topped with asphalt shingles. A one-story shed-roofed addition is located on the south elevation (Photograph 3). A historic photograph from ca. 1905 shows this building as a barn or carriage house, as the façade has only a large bay and no pedestrian entrance or windows in the first story (Antrim History Committee 1977:51; Antrim Historical Society 1997:76). Based on the appearance of the building in the 1905 photograph, the building has undergone extensive renovations in order to accommodate its conversion from an outbuilding to a dwelling.

Recreation, 1900-1930; and Conservation, 1930-Present

From the beginning of the twentieth century through present-day, the Gregg Lake area has been used for recreational purposes. As the topographic maps from 1929 and 1957 illustrate, there was substantial development throughout the first half of the twentieth century. In 1929, there are nine dwellings shown on the north shore; by 1957, there were 30 dwellings (USGS 1929, 1957). Many of these dwellings survive today; however, most of them have been altered in some way. In several cases, these alterations center on the conversion of the original summer cottage to a year-round residence.

2 Gregg Lake Drive (Photograph 4, foreground) is a one-story, T-plan cottage with a front gable at the eastern end and shed-roofed addition on the south elevation or façade. A detached garage is located east of the dwelling. The dwelling rests on a concrete foundation, is clad in vinyl siding, has replacement windows, and the roof is topped with asphalt shingles. A one-story front gable addition is located on the south gable end of the main block and fronts Gregg Lake (not visible in photograph). The dwelling does not appear on the 1929 topographic map, but it does appear on the 1957 topographic map (USGS 1929, 1957).

6 Gregg Lake Drive (Photograph 4, background) is a one story, side gable cottage. A long shed-roofed addition is located on the south elevation. The cottage features wood shingle siding and modern replacement windows. An exterior concrete block chimney is located on the east gable end, while an interior, centrally located chimney pierces the ridge line of the asphalt shingle-clad roof. Most of the cottage is obscured from the public right-of-way. The dwelling does not appear on the 1929 topographic map, but it does appear on the 1957 topographic map (USGS 1929, 1957).

7 Gregg Lake Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way.

9 Gregg Lake Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way.

11 Gregg Lake Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way.

15 Gregg Lake Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way.

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17 Gregg Lake Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way.

19 Gregg Lake Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way.

21 Gregg Lake Drive (No Photograph) is located on a private drive and is not visible from the public right-of-way.

91 Gregg Lake Road (No Photograph) is located on a private drive and is not visible from the public right-of-way.

93 Gregg Lake Road (No Photograph) is located on a private drive and is not visible from the public right-of-way.

95 Gregg Lake Road (No Photograph) is a one-story mobile home with a one-story screened-in porch addition that stretches almost the entire length of the south elevation. The mobile home is clad in metal, and the roof of the addition and mobile home is also metal. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

97 Gregg Lake Road (Photograph 5) is a two-story, front gable cottage with multiple additions. The dwelling is lit by replacement windows. The core of this cottage is a two-story, front gable dwelling clad in German lap siding with an interior brick chimney. Three small, one-story, interconnected gable additions append the south gable end of the main block. The southernmost addition is a small screened-in porch, while the central and northernmost additions appear to be living space and contain two small octagonal-shaped windows and a paired window topped by a fan light. A one-story side gable addition on the west elevation of the main block connects it to a front gable two-car garage. All of the additions are clad in vertical weatherboard siding. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

101 Gregg Lake Road (No Photograph) is located on a private drive and is not visible from the public right-of-way.

104 Gregg Lake Road (No Photograph) is located on a private drive and is not visible from the public right-of-way.

107 Gregg Lake Road (Photograph 6, right-background) is a small, one-story, front gable cottage that rests on concrete block piers. A small enclosed porch is located on the south gable end, while an exterior brick chimney is located on the west elevation. The cottage is sheathed in clapboard siding, and the front gable roof is clad in asphalt shingles. The dwelling does not appear on the 1929 topographic map, but it does appear on the 1957 topographic map (USGS 1929, 1957).

109 Gregg Lake Road (Photograph 6, center-background) is a parcel that contains two dwellings. The westernmost dwelling is a one-story cottage with a side gable roof. A shed-roofed, screened-in porch is located on the west gable end. The easternmost dwelling is a small one-story cottage with a side gable roof. A small shed-roofed addition is located on the north elevation, and its side gable roof is clad in asphalt shingles. This dwelling is barely visible from the public right-of-way. These dwellings do not

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appear on the 1929 topographic map, but they do appear on the 1957 topographic map (USGS 1929, 1957).

111 Gregg Lake Road (Photograph 6, left-foreground and left background) is a parcel that contains two dwellings. The westernmost dwelling is a small, two-story, side gable cottage with a shed-roofed addition on the west elevation. A deck wraps around the south gable end to the east elevation and provides access to the first story. The dwelling appears to be clad in vinyl siding and features modern sliding windows. The side gable roof is clad in asphalt shingles. The easternmost dwelling is a one-and-one-half-story, side gable cottage. There is a one-story gable addition located on the west gable end. An enclosed porch is located on the south elevation and is accessed by a deck. This dwelling is clad in vinyl siding and features modern windows. A shed dormer with two windows is located on the south elevation, and the roof is clad in asphalt shingles. These dwellings do not appear on the 1929 topographic map, but they do appear on the 1957 topographic map (USGS 1929, 1957).

116 Gregg Lake Road (Photograph 7) is a one-and-one-half-story, front gable cottage. The cottage is clad in board-and-batten siding and contains replacement sliding windows. A small wood deck is located on the east elevation that provides access to sliding glass doors. The front gable, asphalt shingle-clad roof is pierced by two metal flues and sky light windows and is clad in asphalt shingles. The dwelling appears on the 1929 and 1957 topographic maps (USGS 1929, 1957).

167 Gregg Lake Road (Photograph 8) is a small, one-and-one-half-story, front gable cottage. A screened-in addition is located on the façade, or south gable end. The cottage appears to retain some original two-over-one-light, double-hung, wood-sash windows in the east elevation. The cottage is clad in asphalt shingle siding, while the roof is sheathed in asphalt shingles. The dwelling appears on the 1929 and 1957 topographic maps (USGS 1929, 1957).

169 Gregg Lake Road (Photograph 9) is a small, one-story, side gable cottage. The foundation is supported by timber beams, presumably resting on concrete or stone piers. The cottage retains its original vertical split log siding and has a combination of six-light wood windows and modern louvered windows. The side gable roof is clad in asphalt shingles. A screened-in, shed-roofed porch addition is located along the east and north elevations. The dwelling appears on the 1929 and 1957 topographic maps (USGS 1929, 1957).

171 Gregg Lake Road (No Photograph) is a modern, two-story, front gable dwelling that is built into a granite outcropping. A two-story porch extends from the east elevation to the southern gable end. The cottage appears to be clad in building felt that is held in place with vertical wood battens and has a variety of modern windows, including double-hung and picture styles. An exterior brick chimney is located on the west elevation, and the roof is clad in asphalt shingles. Based on the dwelling's form and materials, as well as a review of historic topographic maps, this dwelling appears to have replaced an earlier cottage at this location.

173 Gregg Lake Road (No Photograph) is a modern, two-story, A-frame style dwelling with a projecting gable on the west elevation. A wraparound porch extends from the east elevation and around the south gable end to the west elevation. A large exterior brick chimney is located on the southeast corner of the dwelling. The dwelling is covered in vertical board siding and contains modern windows, and asphalt shingles clad the side gable roof. A dormer is located on the east elevation. Based on the dwelling's form and materials, as well as a review of historic topographic maps, this dwelling appears to have replaced an earlier cottage at this location.

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175 Gregg Lake Road (Photograph 10, background) is a small, one-story, side gable cottage. The cottage has an open porch on the façade, or south gable end, that wraps around to the east elevation. The cottage consists of clapboard siding, and the side gable roof is sheathed in asphalt shingles. An exterior brick chimney is located on the west elevation. The cottage is located on a rise and is surrounded by trees, obscuring much of it from the public right-of-way. A small side gable shed is located south of the dwelling, is clad in wood shingles, and has a vertical board door and asphalt shingle roof. The dwelling appears on the 1929 and 1957 topographic maps (USGS 1929, 1957).

179 Gregg Lake Road (Photograph 11, right-background) is a large, modern, two-story, side gable cottage. The dwelling rests on a concrete block foundation, is clad in vinyl siding, and has a combination of replacement windows, including double-hung and picture windows. The side gable roof is clad in asphalt shingles. A sheltered porch is located on the second floor of the south elevation, while an exterior chimney is located on the east gable end. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

181 Gregg Lake Road (Photograph 11, center/right) is a one-story cottage named “Lakeview.” The cottage foundation rests on piers that are obscured by wood lattice panels. The simple side gable cottage is clad in clapboard siding and has modern replacement sliding windows and a small covered entry over the door on the west elevation. The side gable roof is clad in asphalt shingles, and an exterior concrete block chimney is attached to a small addition on the north gable end. The dwelling appears on the 1929 and 1957 topographic maps (USGS 1929, 1957).

187 Gregg Lake Road (Photograph 12, center-left) is a modern, one-story, gable-front cottage. The cottage has a porch that wraps around the south and eastern elevations and a large one-story screened-in porch on the north gable end. The windows are double-hung sash, and the cottage is clad in board-and-batten siding. The front gable roof is covered in asphalt shingles. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

189 Gregg Lake Road (Photograph 12, left-foreground) is a modern, one-story, gable-front cottage with a side gable addition extending from the east elevation. The simple cottage is clad in weatherboard siding and contains modern sliding windows. The roof is clad in asphalt shingles. A large porch wraps around the south and west elevations. A central interior brick chimney extends from the west slope of the roof. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

191 Gregg Lake Road (Photograph 13, right-background) is a one-and-one-half-story, side gable cottage clad in clapboard siding. The cottage is identical in form to 201 Gregg Lake Road. It has a full length screened-in front porch on the first story and a continuous shed dormer featuring four replacement, double-hung sash windows in the half story. A central interior chimney pierces the ridge of the side gable roof, which is clad in asphalt shingles and features exposed rafter ends. A one-story, one-car garage is located to the north of the cottage. The dwelling does not appear on the 1929 topographic map, but it does appear on the 1957 topographic map (USGS 1929, 1957).

195 Gregg Lake Road (Photograph 13, center-right-background) is a one-story, gable-front cottage with a screened-in front porch on the south gable end. The roof appears to be clad in asphalt shingles. The majority of the cottage is obscured by trees and is not visible from Gregg Lake Road. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

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197 Gregg Lake Road (Photograph 14, right-foreground) is a one-and-one-half-story, side gable cottage with a full basement that is accessible from the exterior on the south gable end. The cottage rests on a concrete block foundation, is clad in clapboard siding with corner boards, has one-over-one-light double-hung sash windows, and the asphalt shingle-clad roof is pierced by a central interior brick chimney. A screened-in porch is located on the east elevation, while a projecting gable and one-story shed-roofed addition are located on the east elevation. A dwelling at this approximate location does appear on the 1929 and 1957 topographic maps (USGS 1929, 1957); however, the dwelling now extant appears to be of larger size and scale than other extant cottages shown on the 1929 map. It is possible the original cottage was raised with a full basement and several additions were added, or that the extant dwelling is modern.

199 Gregg Lake Road (Photographs 13, left-foreground; and 15) is a one-and-one-half-story, gambrel-roofed cottage clad in wood shingles. The façade, or south gable end, contains a screened-in porch with two windows on the half story. An exterior brick chimney is located on the west elevation, and a one-story, screened-in shed-roofed addition is located on the east elevation. All of the windows are replacement double-hung sash. Four gabled dormers are located on the half story of the west elevation, while three gabled dormers are located on the half story of the east elevation. The dwelling does not appear on the 1929 topographic map, but it does appear on the 1957 topographic map (USGS 1929, 1957).

201 Gregg Lake Road (Photograph 13, left-background) is a one-and-one-half-story, side gable cottage clad in clapboard siding. The dwelling has a full-length, screened-in front porch on the first story and a continuous shed dormer featuring four replacement double-hung sash windows in the half story. A central interior chimney pierces the ridge of the side gable roof, which is clad in red asphalt shingles and features exposed rafter ends. The dwelling does not appear on the 1929 topographic map, but it does appear on the 1957 topographic map (USGS 1929, 1957).

205 Gregg Lake Road (Photograph 16) is a one-and-one-half-story, modern, side gable log cabin with a large projecting front gable on the east gable end. The cabin rests on a concrete foundation clad in tone veneer and has a variety of modern windows and doors throughout. The gable roof is sheathed in asphalt shingles. The south elevation features a wraparound porch on the main floor that overhangs a full basement. The dwelling appears to be used year round, based on the size of the dwelling and large wood stockpiles for heating. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

209 Gregg Lake Road (Photograph 17) is a small, one-story, three-bay wide, one-bay deep, center hall, side gable cottage. The frame cottage has a screened-in porch on the façade, or south elevation, and a shed-roofed addition on the north elevation. The cottage is sheathed in clapboard siding. It contains eight-over-eight-light, double-hung wood sash windows, and the roof is clad in asphalt shingles. The dwelling does not appear on the 1929 topographic map, but it does appear on the 1957 topographic map (USGS 1929, 1957).

5 Holt Hill Road (No Photograph) is a large, sprawling, modern, two-story dwelling with several wings and additions. The dwelling is set back from the road and contains a large front yard area lined by a stacked stone wall. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957). The large open parcel lined by a stacked stone wall suggests the dwelling was constructed on the site of former pasture land that surrounded Gregg Lake.

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10 Holt Hill Road (No Photograph) is a large, modern, two-story, side gable dwelling. The dwelling has a shed porch addition on the west elevation and an exterior brick chimney on the north gable end. The dwelling does not appear on the 1929 or 1957 topographic maps (USGS 1929, 1957).

Comparative Analysis

The presence of early to mid-twentieth-century summer cottages is prevalent throughout New Hampshire. The development along the north shore of Gregg Lake is certainly not unique to New Hampshire or the town of Antrim. White Birch Point, documented on a separate area form, is located southeast of the north shore of Gregg Lake and was constructed during the same period of time. The development at White Birch Point is a smaller community; however, it is similar in many ways. Both communities have a number of original extant cottages with modern dwellings or ones converted for year-round use interspersed throughout. Additionally, while several of the original cottages appear to have suffered a loss of historic integrity, the cottages at White Birch Point generally seem to retain more original material than the ones present along the north shore of Gregg Lake. Of the 39 buildings included in this form, 12 are modern and are not depicted on the 1957 topographic map. These modern dwellings are found interspersed throughout the north shore of Gregg Lake. Historical revenue data suggests that Hillsborough County trailed neighboring Cheshire County in summer tourism investments. Hillsborough County reported \$718,900 invested in summer residences and cottages, with Antrim only accounting for \$1,900. A greater number of boarders arrived to Cheshire County, which offered more rugged, forested terrain surrounding lakes and streams. The county reported \$1,781,775 in investments, with Stoddard (located west of Antrim) accounting for \$33,450 (State Bureau of Labor 1905:lviii, 1x). Although not examined in depth, a number of historic cottages appear to be extant along Island Pond and Highland Lake in Stoddard.

22. Statement of Significance

Based on the criteria outlined in the National Register Bulletin, *How to Apply the National Register Criteria for Evaluation* (National Park Service [NPS] 1997), the development on the north shore of Gregg Lake, located in Antrim, Hillsborough County, New Hampshire, is recommended not eligible for listing in the National Register of Historic Places (National Register) due to a lack of integrity. Field investigations and background research did not identify any resources within Gregg Lake recommended individually eligible for listing in the National Register. It should be noted that 11 cottages could not be accessed during field investigations, as they are located on private drives and are not visible from the public right-of-way. Further, several of the cottages are obscured from the public right-of-way by trees, limiting the amount of specific information collected during field investigations.

Under National Register Criterion A, the development on the north shore of Gregg Lake began in the eighteenth century and was industrial in nature. Samuel Gregg built a dam along Great Brook that created a millpond known as Gregg Pond, later named Gregg Lake. The remnants of the early dam and a sawmill along Gregg Lake Road are the only vestiges of this early industrial period. Beginning in the late nineteenth century, the use of Gregg Pond changed from industrial to recreational and supported the growing tourism industry. The residential construction from this period generally occurred starting in the late nineteenth century. The only extant building from this period appears to be the Peterwaugh, which has been substantially altered. It was constructed and operated by Charles R. Jameson, a developer of the north shore of Gregg Lake. At one time, this mini-resort offered a bowling alley, picnic grounds, swings, croquet, refreshments, and an 80-foot long pavilion for dancing. The Waumbek Inn was also constructed during this period, but it burned three separate times. The extant dwelling appears modern

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and does not resemble the structure shown in historic photographs dating to the mid-twentieth century. The other buildings shown on the 1892 map are no longer extant (Hurd 1892).

The majority of the dwellings were initially constructed as summer cottages that were used seasonally to take advantage of the numerous recreational opportunities provided by Gregg Lake. A small number of boarding houses were also built to house seasonal guests. Starting in the early twentieth century, the summer boarding houses declined in popularity in favor of small cottages, which offered more privacy. The majority of development along the north shore of Gregg Lake is from this period. While several original cottages remain, a substantial amount of modern infill has occurred that is generally larger in size and scale than the original historic cottages. In addition, several cottages have been converted to year-round use through the enclosure of porches and introduction of large additions for added living space. These alterations to the character-defining features diminish the overall integrity of this development. Further, several of the extant original cottages have suffered a loss of integrity. Integrity of materials, workmanship, and design has been diminished through the application of replacement windows, siding, enclosed porches, additions, roofing material, and conversion to year-round use. Due to a loss of historic integrity, the development along the north shore of Gregg Lake is recommended not eligible under Criterion A for summer and vacation home tourism.

The development along the north shore of Gregg Lake is not eligible under Criterion B for association with the lives of persons significant in the past, as research did not reveal any association with significant achievements of any persons within a local, state, or national context. While Samuel Gregg built the dam that created Gregg Lake, as well as the first mills along Great Brook, this industrial use of the lake is no longer visible on the landscape.

The development along the north shore of Gregg Lake is recommended not eligible under Criterion C in the area of architecture due to a lack of architectural significance and an overall loss of integrity. The majority of the cottages' style along the north shore of Gregg Lake is commonly seen throughout New Hampshire and Hillsborough County. Furthermore, much of the development's distinctive characteristics such as form (small cottage), function (open porches), and materials (original siding and windows) have been compromised and lack overall integrity. The overall type, period, and method of construction one would expect from a early to mid-twentieth-century summer cottage community is compromised by the introduction of several large, modern, year-round dwellings that are interspersed throughout the north shore of Gregg Lake. Overall, while some individual properties retain their integrity, the area as a whole lacks cohesiveness due to modern additions, alterations, and infill to qualify as a significant and distinguishable entity.

Gregg Lake was not evaluated under Criterion D (potential to yield information important to history or prehistory) as part of the architectural inventory and evaluation.

23. Period(s) of Significance

N/A

24. Statement of Integrity

In order to be eligible for listing in the National Register for its association with summer tourism, the summer cottages that comprise the associated area must include several character-defining features. These include the retention of their original form (including open porches), roof lines, fenestration

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patterns, and materials. Preservation of panoramic views and landscaping features, such as stonewalls, paths, flower gardens, open fields, and wooded lots, enhance integrity of association, feeling, and setting. Preservation of a building or community's original siting to take advantage of views of natural beauty would enhance integrity of location. Conversion of a property to year-round use does not disqualify it unless associated changes have affected its integrity.

The development along the north shore of Gregg Lake retains integrity of location, setting, and association as an early to mid-nineteenth-century enclave of recreational summer cottages situated around Gregg Lake. Conversely, few of the cottages retain integrity of materials, workmanship, and design. Very little original material remains in the form of siding, windows, doors, and roof material, which diminishes integrity of materials, design, and workmanship. Additionally, several extant cottages are not shown on the 1957 topographic map. Field examination indicates that several of the extant cottages replaced earlier buildings shown on the 1957 map. The modern infill, combined with the lack of integrity of materials, design, and workmanship, compromises integrity of feeling as a historic summer cottage community. In addition, the only public community gathering point today is the public beach and pavilions on the north shore. The once-bustling Waumbek Inn and Peterwaugh, which included boat rentals, a dance pier, bowling alley, and other activities, are no longer extant. When assessing the overall integrity of the development along the north shore of Gregg Lake, the majority of the resources lacks integrity of materials, design, and workmanship, and therefore do not reflect the historic character needed to convey the sense of a historic built environment.

Gregg Lake, Antrim, Hillsborough County, New Hampshire.

| Property Address | Property Type | Photograph Number | Date of Construction |
|--------------------------------------|-----------------------------|--------------------------|-----------------------------|
| 112 Gregg Lake Road, The Waumbek Inn | Single-family Dwelling | 1 | Modern |
| 120 Gregg Lake Road, The Peterwaugh | Single-family Dwelling | 2, 3 | Pre-1929 |
| 2 Gregg Lake Drive | Single-family Dwelling | 4 | Pre-1957 |
| 6 Gregg Lake Drive | Single-family Dwelling | 4 | Pre-1957 |
| 7 Gregg Lake Drive | Unknown | No Photograph | Unknown |
| 9 Gregg Lake Drive | Unknown | No Photograph | Unknown |
| 11 Gregg Lake Drive | Unknown | No Photograph | Unknown |
| 15 Gregg Lake Drive | Unknown | No Photograph | Unknown |
| 17 Gregg Lake Drive | Unknown | No Photograph | Unknown |
| 19 Gregg Lake Drive | Unknown | No Photograph | Unknown |
| 21 Gregg Lake Drive | Unknown | No Photograph | Unknown |
| 91 Gregg Lake Road | Unknown | No Photograph | Unknown |
| 93 Gregg Lake Road | Unknown | No Photograph | Unknown |
| 95 Gregg Lake Road | Single-family Dwelling | No Photograph | Modern |
| 97 Gregg Lake Road | Single-family Dwelling | 5 | Modern |
| 101 Gregg Lake Road | Unknown | No Photograph | Unknown |
| 104 Gregg Lake Road | Unknown | No Photograph | Unknown |
| 107 Gregg Lake Road | Single-family Dwelling | 6 | Pre-1957 |
| 109 Gregg Lake Road | (2) Single-family Dwellings | 6 | Pre-1957 |
| 111 Gregg Lake Road | (2) Single-family Dwellings | 6 | Pre-1957 |
| 116 Gregg Lake Road | Single-family Dwelling | 7 | Pre-1929 |
| 167 Gregg Lake Road | Single-family Dwelling | 8 | Pre-1929 |
| 169 Gregg Lake Road | Single-family Dwelling | 9 | Pre-1929 |
| 171 Gregg Lake Road | Single-family Dwelling | No Photograph | Modern |
| 173 Gregg Lake Road | Single-family Dwelling | No Photograph | Modern |
| 175 Gregg Lake Road | Single-family Dwelling | 10 | Pre-1929 |

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| Property Address | Property Type | Photograph Number | Date of Construction |
|---------------------|------------------------|-------------------|----------------------|
| 179 Gregg Lake Road | Single-family Dwelling | 11 | Modern |
| 181 Gregg Lake Road | Single-family Dwelling | 11 | Pre-1929 |
| 187 Gregg Lake Road | Single-family Dwelling | 12 | Modern |
| 189 Gregg Lake Road | Single-family Dwelling | 12 | Modern |
| 191 Gregg Lake Road | Single-family Dwelling | 13 | Pre-1957 |
| 195 Gregg Lake Road | Single-family Dwelling | 13 | Modern |
| 197 Gregg Lake Road | Single-family Dwelling | 14 | Unknown |
| 199 Gregg Lake Road | Single-family Dwelling | 13, 15 | Pre-1957 |
| 201 Gregg Lake Road | Single-family Dwelling | 13 | Pre-1957 |
| 205 Gregg Lake Road | Single-family Dwelling | 16 | Modern |
| 209 Gregg Lake Road | Single-family Dwelling | 17 | Pre-1957 |
| 5 Holt Hill Road | Single-family Dwelling | No Photograph | Modern |
| 10 Holt Hill Road | Single-family Dwelling | No Photograph | Modern |

25. Boundary Justification

N/A

26. Boundary Description

The survey boundary for Gregg Lake, shown on the included mapping, was limited to dwellings that were constructed along the north shore and generally have a view of the lake. While not all of the included dwellings have a direct line of site to the lake, they were included since the field examination and historic topographic mapping indicated they were built as summer cottages during the period when numerous summer cottages were being constructed at Gregg Lake.

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