

**Proposed Northern Pass Project
Draft Project Area Form
Great North Woods**

This draft Project Area Form (PAF) was reviewed by the NH Division of Historical Resources (NH DHR) Determination of Eligibility Committee at its June 24, 2015 meeting. This review focused on the methodology underlying the PAF. NH DHR's comments are available online at:
<http://www.northernpasseis.us/consultations/section106/>.

The NH DHR comments will be addressed and a revised version posted after submission to NH DHR.

A hard copy of the PAF is available at the NH DHR office **by appointment only** at the DHR, 19 Pillsbury Street, Concord, NH 03301. Appointments between the hours of 8:30am-4:00pm Monday through Friday are available by contacting Tanya Krajcik at Tanya.krajcik@dcr.nh.gov or 603-271-3483. The area forms are **not** available without an appointment, and access may be limited due to ongoing review by DHR staff.

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS

1. Type of Area Form

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

9. Inventory numbers in this area:

See Attached2. Name of area: Northern Pass – Great North Woods10. Setting: See Attached3. Location: See Attached4. City or town: See Attached11. Acreage: See Attached5. County: See Attached12. Preparer(s): See Attached6. USGS quadrangle name(s): See Attached7. USGS scale: See Attached13. Organization: See Attached8. UTM/SP reference: See Attached14. Date(s) of field survey: See Attached

15. Location map

See Attached

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3. Location: Coos County, Great North Woods

4. City or town: Pittsburg, Clarksville, Stewartstown, Dixville, Dix's Grant, Colebrook, Wentworth's Location, Errol, Millsfield, Dummer, Stark, Northumberland, Lancaster

5. County: Coos

6. USGS quadrangle name(s): Pittsburg, Lovering Mountain, Diamond Pond, Mount Pisgah, Errol, Dixville Notch, Teakettle Ridge, Dummer Ponds, Milan, West Milan, Percy Peaks, Stark, Groveton, Lancaster, Gilman, Bethlehem

7. USGS scale: 1:24,000

8. UTM/SP reference: Zone 19, UTM, Meters, WGS84

A: 301992.86E	4986635.12N
B: 303401.90E	4989520.52N
C: 318040.66E	4945711.31N
D: 321722.97E	4942934.83N
E: 295530.18E	4923352.00N
F: 299206.12E	4925025.03N

9. Inventory numbers in this area: NUM0002, NUM0003, NUM0004, NUM0005, PIT0003, PIT0004, PIT0005, PIT0006, PIT0007, STA0002, STA0012, STA0019, STE0002, STE0023, STE1010, STE1011, STE1012, STE1013

10. Setting:

The Great North Woods project area comprises a 2-mile wide corridor which stretches from the New Hampshire-Canada border in Pittsburg south through Stewartstown, Colebrook, Dixville, Dix's Grant, Wentworth's Location, Millsfield, Errol, Dummer, Stark, Northumberland, before ending at the southern border of Lancaster. With the exception of some rural development in Pittsburg, the northern portion of the project area runs through undeveloped forest, confined to the foothills of mountains such as Rice Mountain (Dixville), Lovering Mountain (Stewartstown) and Mount Metalak (Millsfield). In Dummer, the APE cuts directly west, quickly meeting the Ammonoosuc River and roughly paralleling this waterway all the way to its confluence with the Connecticut River in Northumberland. From here the APE cuts south through the remainder of the Great North Woods Region. The region traversed by the project area is mostly undeveloped forest, with small pockets of settlement consisting of farmlands and town centers such as those in Northumberland and Lancaster. Most of this settlement is clustered around major waterways like

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the Ammonoosuc. Small brooks and streams bisect the APE, although the project area avoids most major lakes, with the exception of the Dummer Ponds (Dummer), Pontook Reservoir (Dummer), and Christine Lake (Stark). The natural resources of the Great North Woods fuel its economy through lumbering and tourism, but this same rugged terrain and small amount of arable land limit the contribution of agriculture. Settlement is primarily constrained to narrow strips of sandy, fertile soils along the banks of waterways, which are closely bounded by steep, rocky mountains with stony soils and visible patches of bedrock.

11. Acreage: 80,127.4 acres

12. Preparer(s): Jenna Higgins, Stefan Claesson, Jacob Freedman, Jessica Fish, and Tricia Peone

13. Organization: SEARCH, Inc.

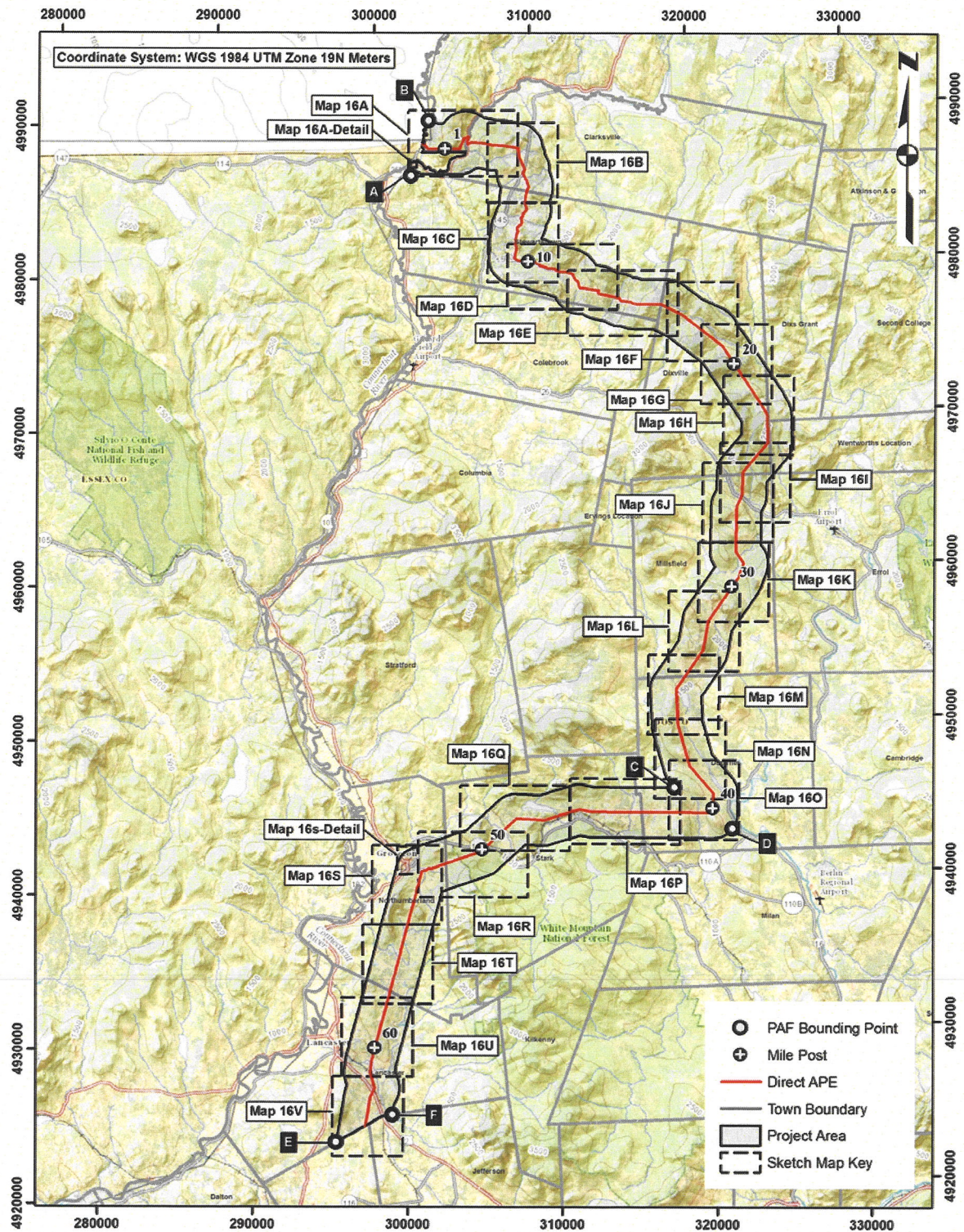
14. Date(s) of field survey: 9/12/13 – 9/14/13; 10/27/14-10/31/14

15. Location map:

The attached location map shows the extents of the indirect APE for the project and a key to the sketch map series (A-V) referred to in the following sections. The overall length of the entire proposed project is approximately 187 mi (300 km). This Project Area Form (PAF) covers approximately 63 mi (101.6 km) of the indirect APE for the project area between mileposts (MPs) 0 and 62.6. The graticule and coordinates provided on the map borders are based on the WGS84 datum and UTM (Zone 19) coordinate system (in meters). Six coordinate points (A-F) indicate the project area boundaries that correspond to the coordinates in item 8. The project area map and data are presented over USGS topographic map data (USGS *The National Map Topo Base Map - Small Scale*).

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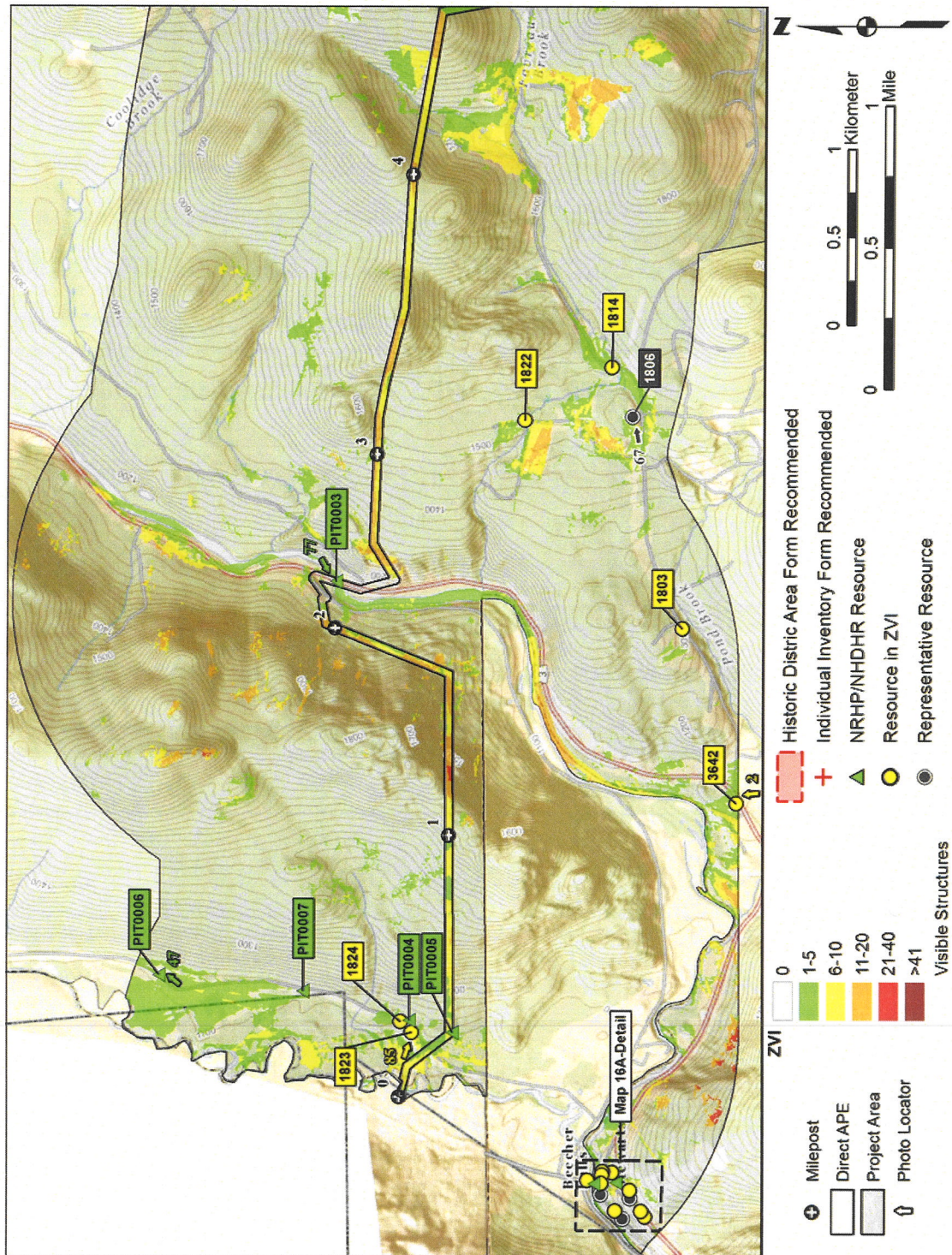


AREA FORM**AREA NAME: NORTHERN PASS – GREAT NORTH WOODS****16. Sketch map**

The attached sketch maps identify the boundaries of the project area on USGS 7.5-minute quadrangle maps. The sketch map series (A-V) identify the location of all New Hampshire Division of Historical Resources (NHDHR) previously inventoried and National-Register listed, eligible and undetermined properties (and districts), as well as properties identified by SEARCH during field work that are located within the Zone of Visual Influence (ZVI) and the project area boundaries. The setting of these properties may be indirectly (i.e., visually) affected by the proposed project (see Methods and Purpose section below for a description of viewshed analysis). Individual properties and districts or areas recommended for further documentation on NHDHR Individual Inventory and/or Historic District Area Forms are indicated on these maps. Photograph identifiers and the directions of photographs are also illustrated on the sketch map series.

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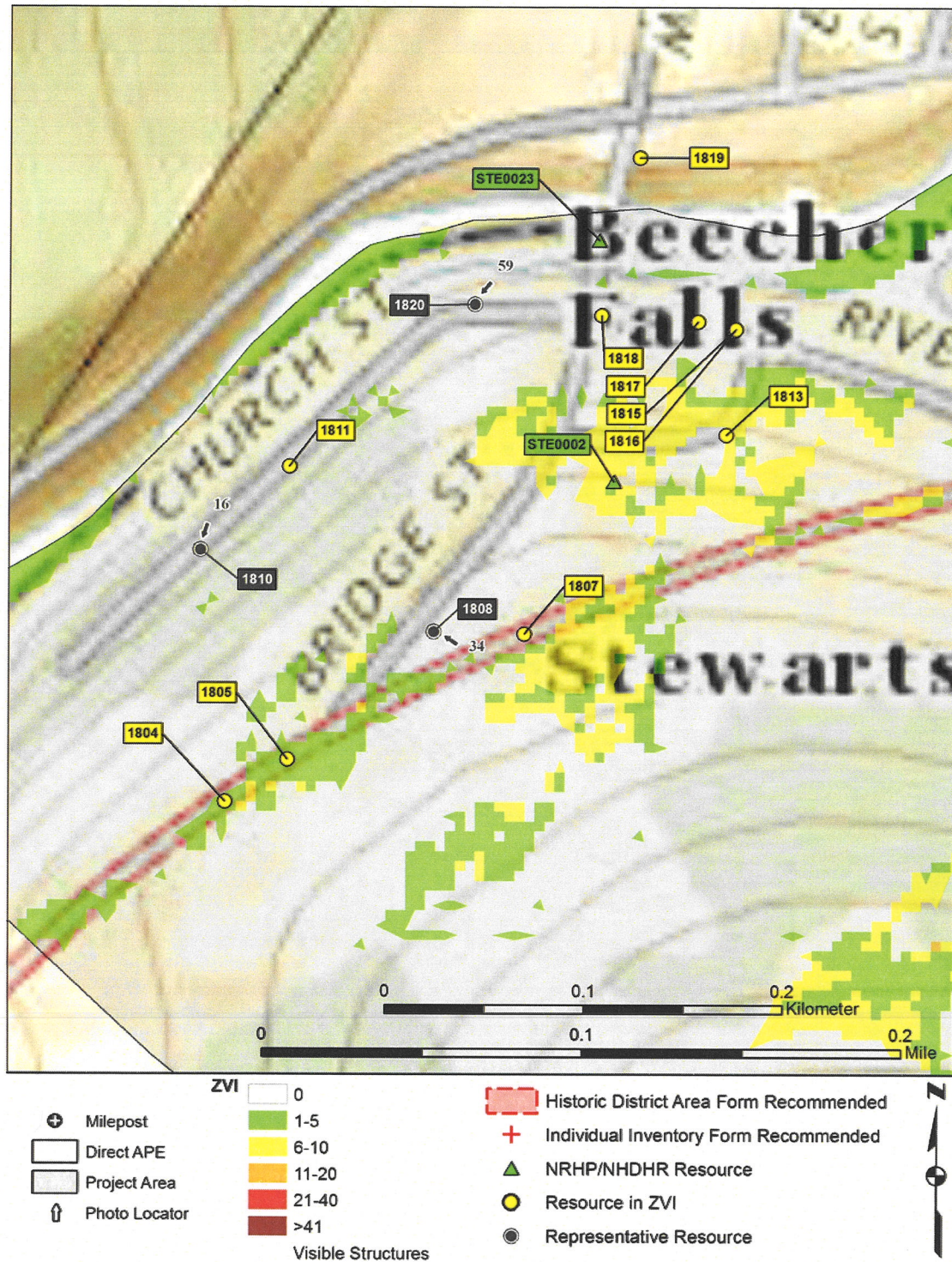
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map A.

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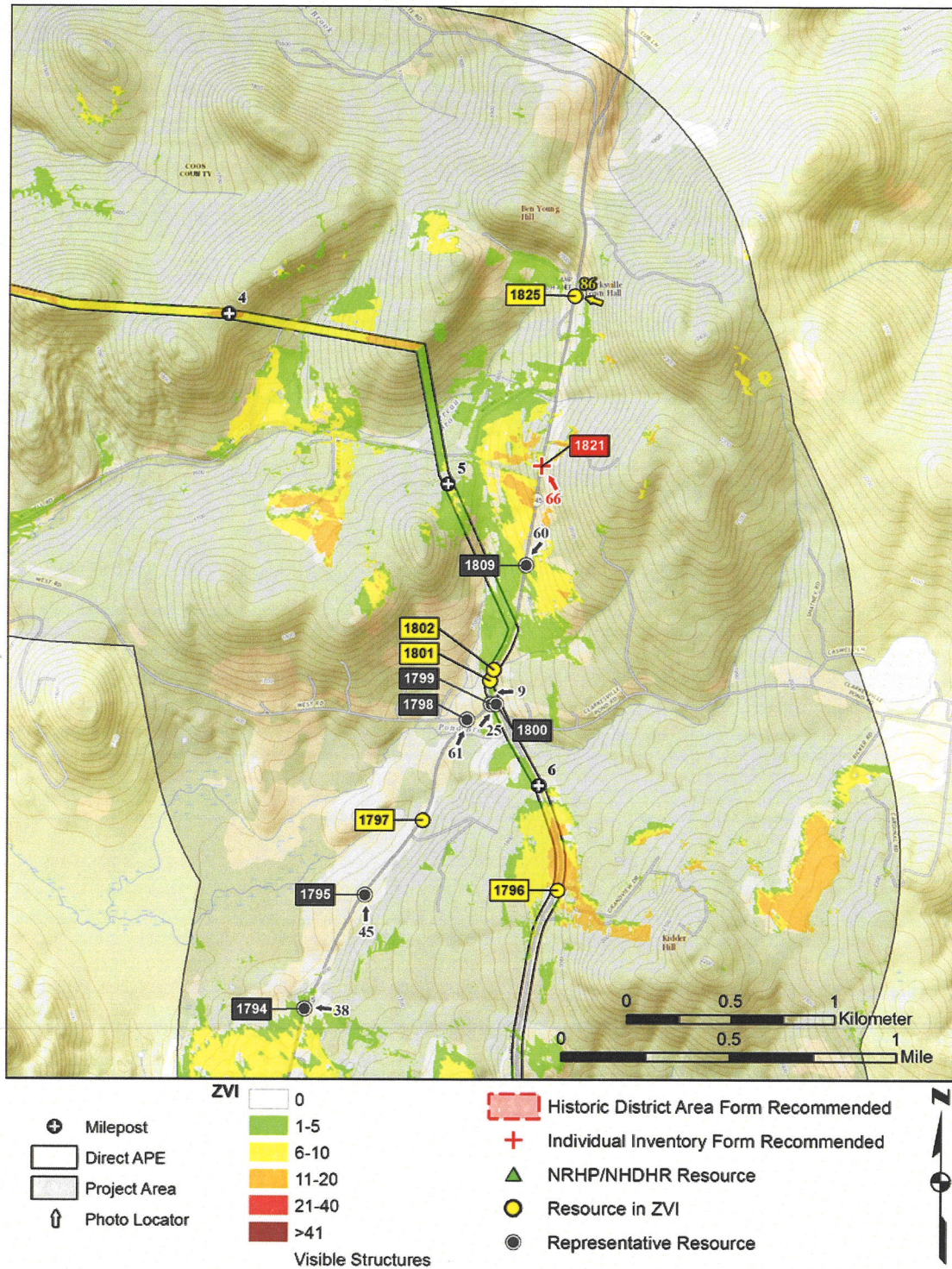
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map A Detail.

AREA FORM

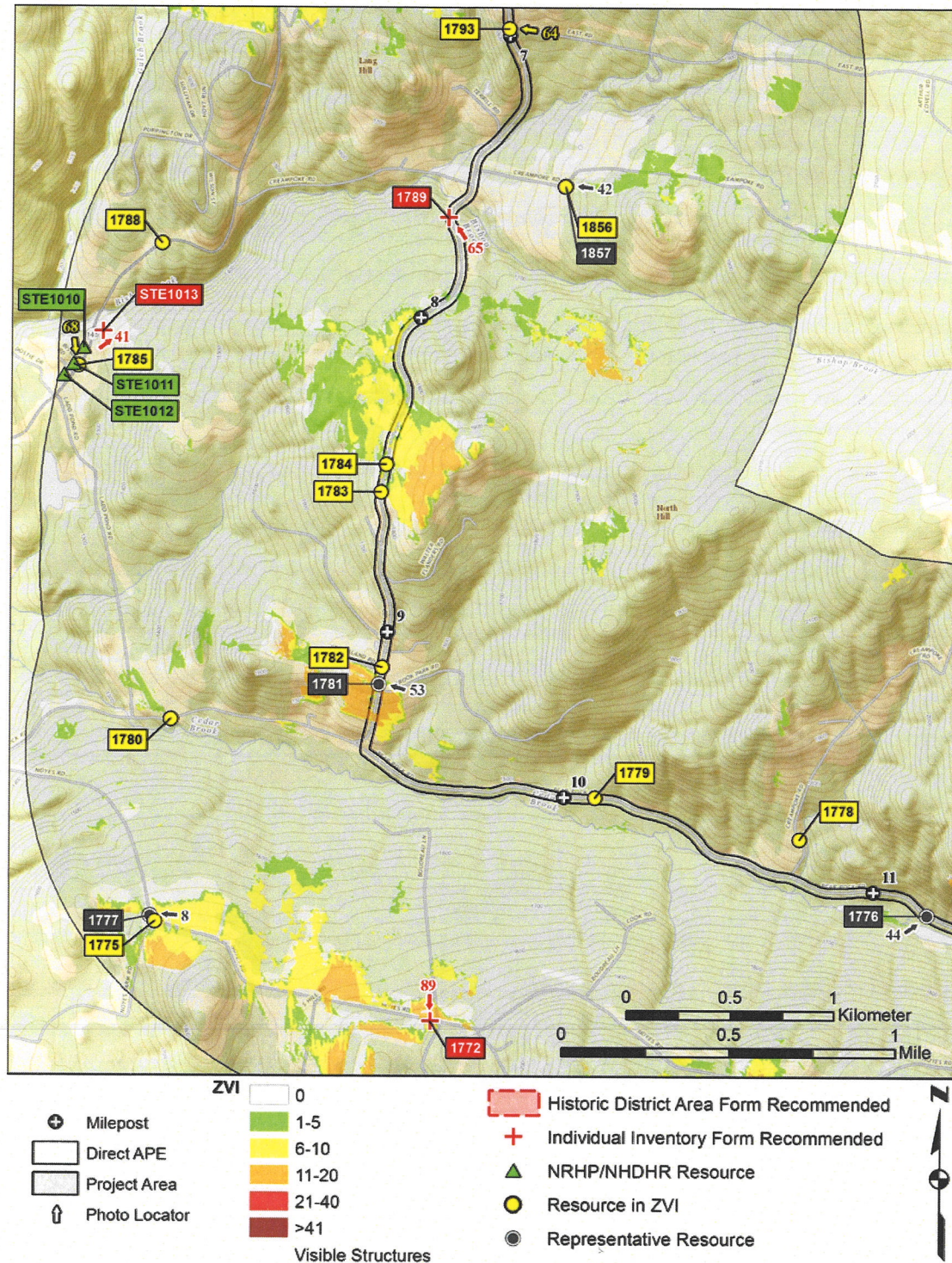
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map B.

AREA FORM

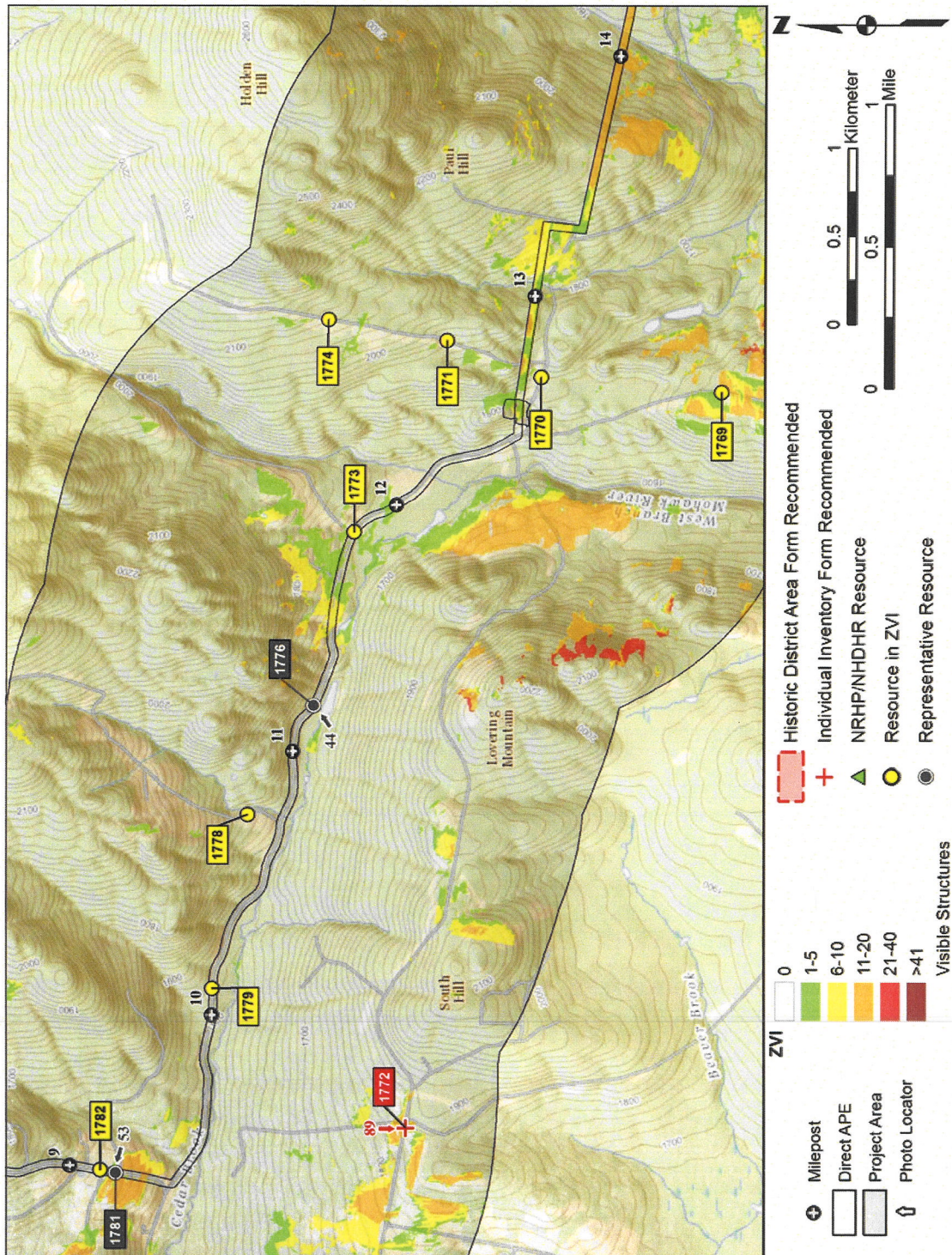
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map C.

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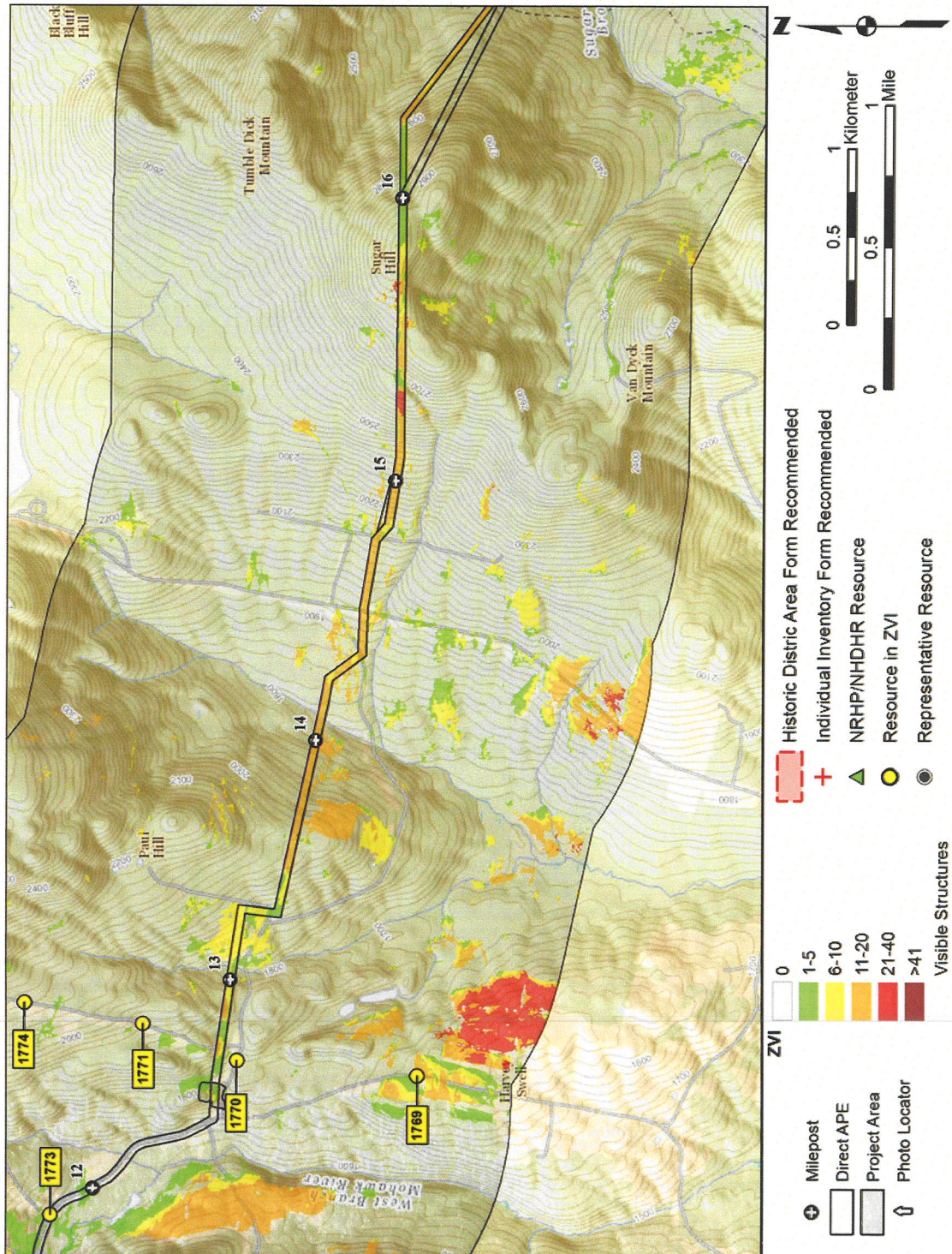
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map D.

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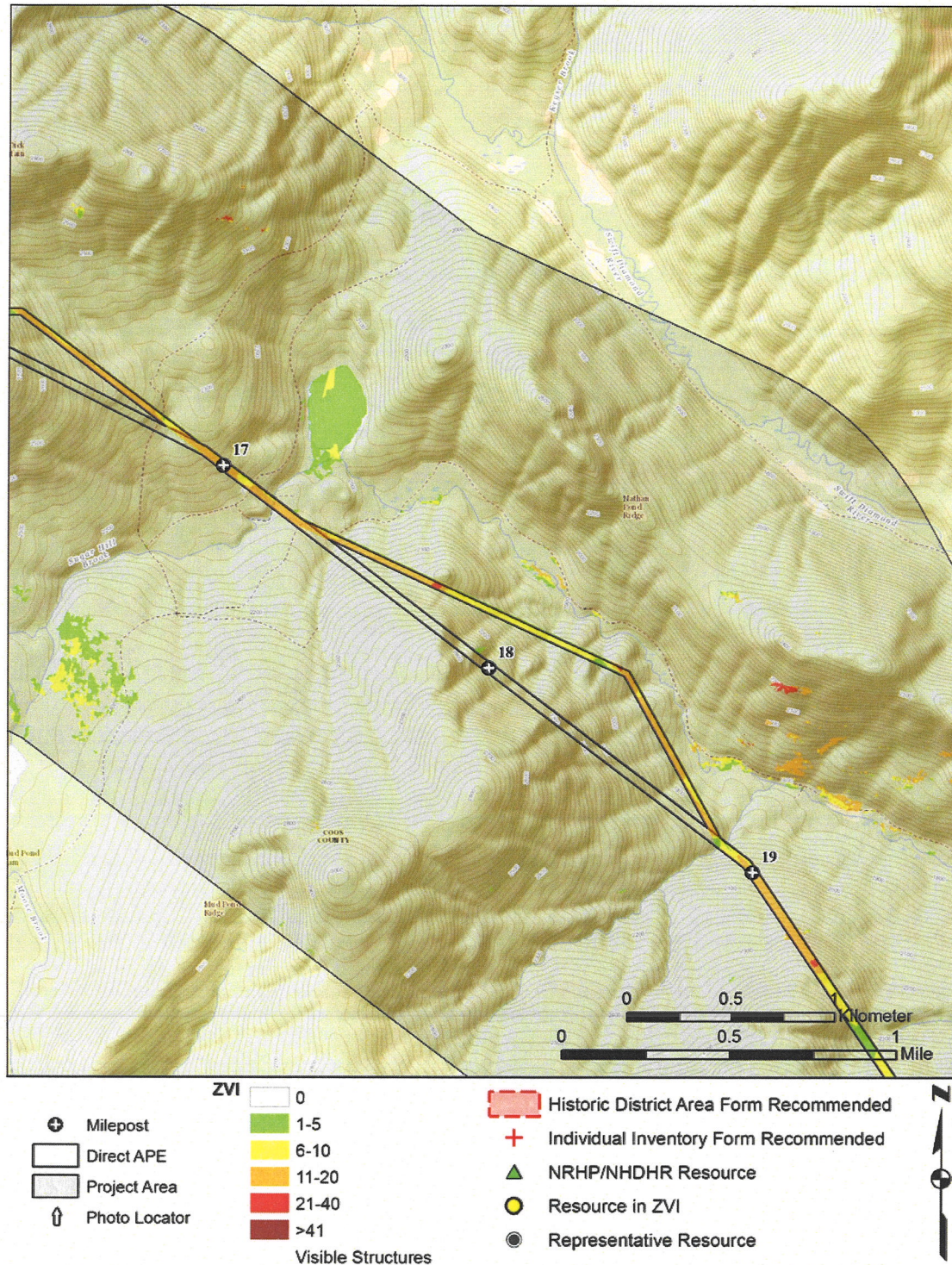
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map E.

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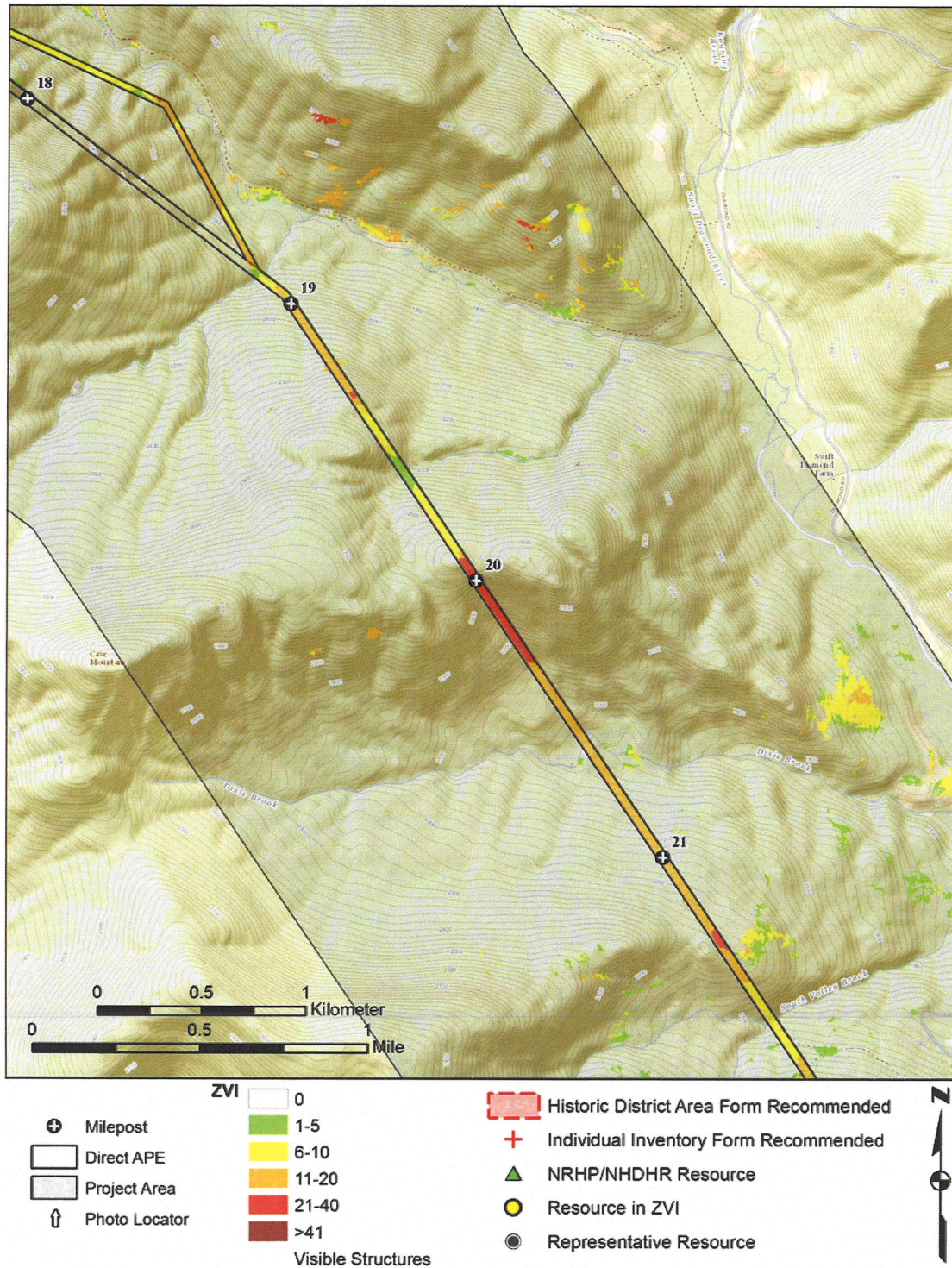
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map F.

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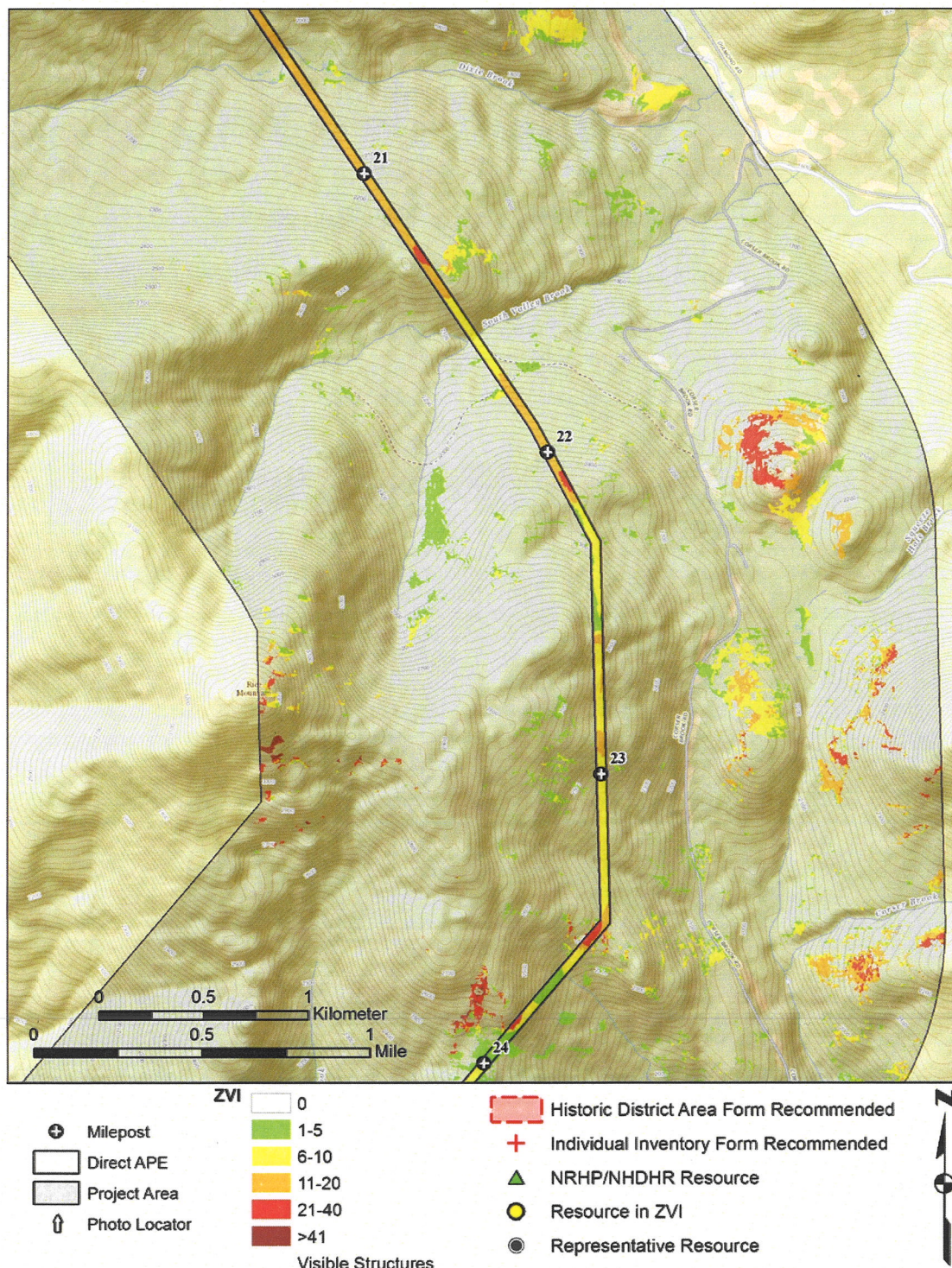
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map G.

AREA FORM

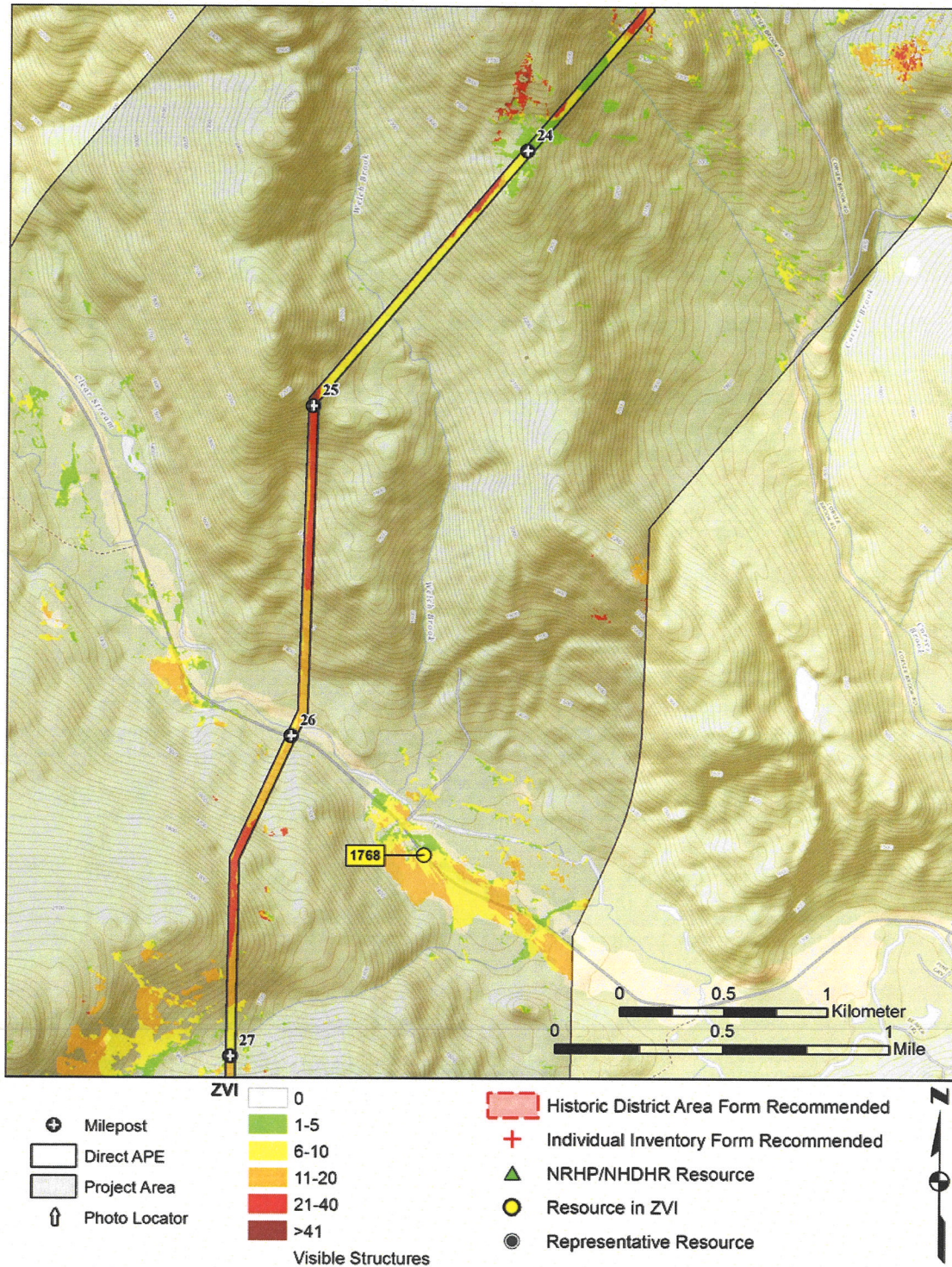
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map H.

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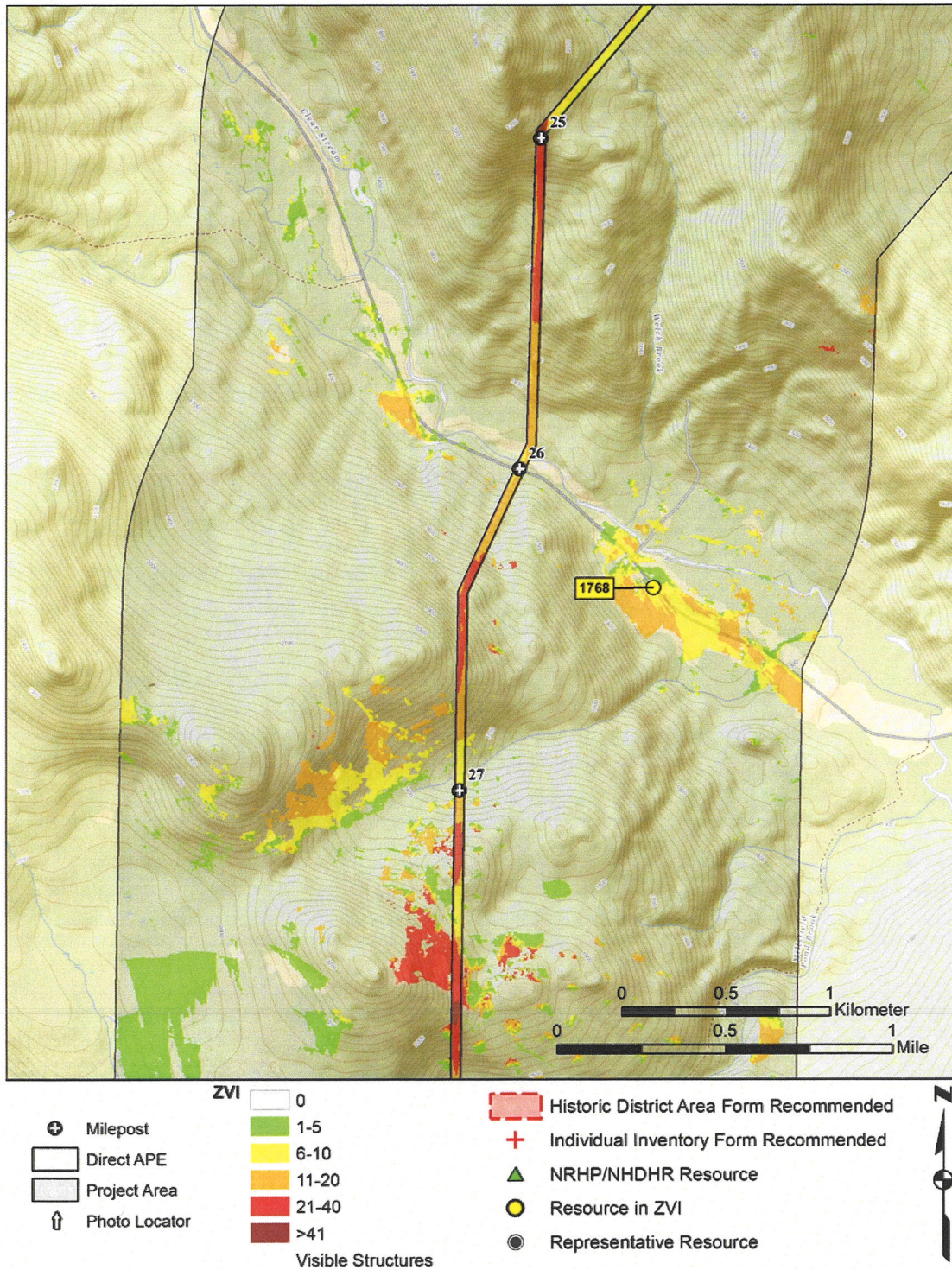
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map I.

AREA FORM

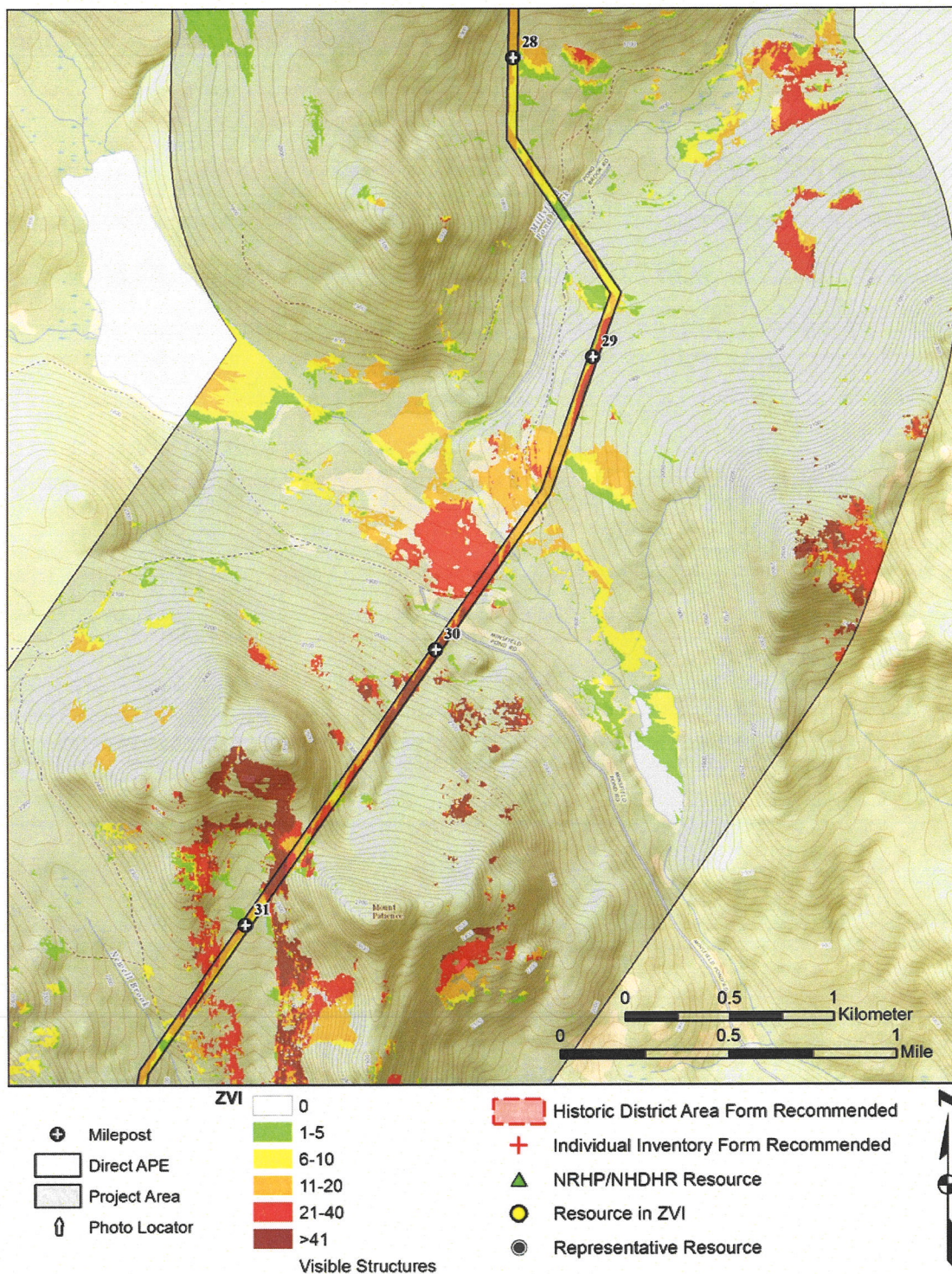
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map J.

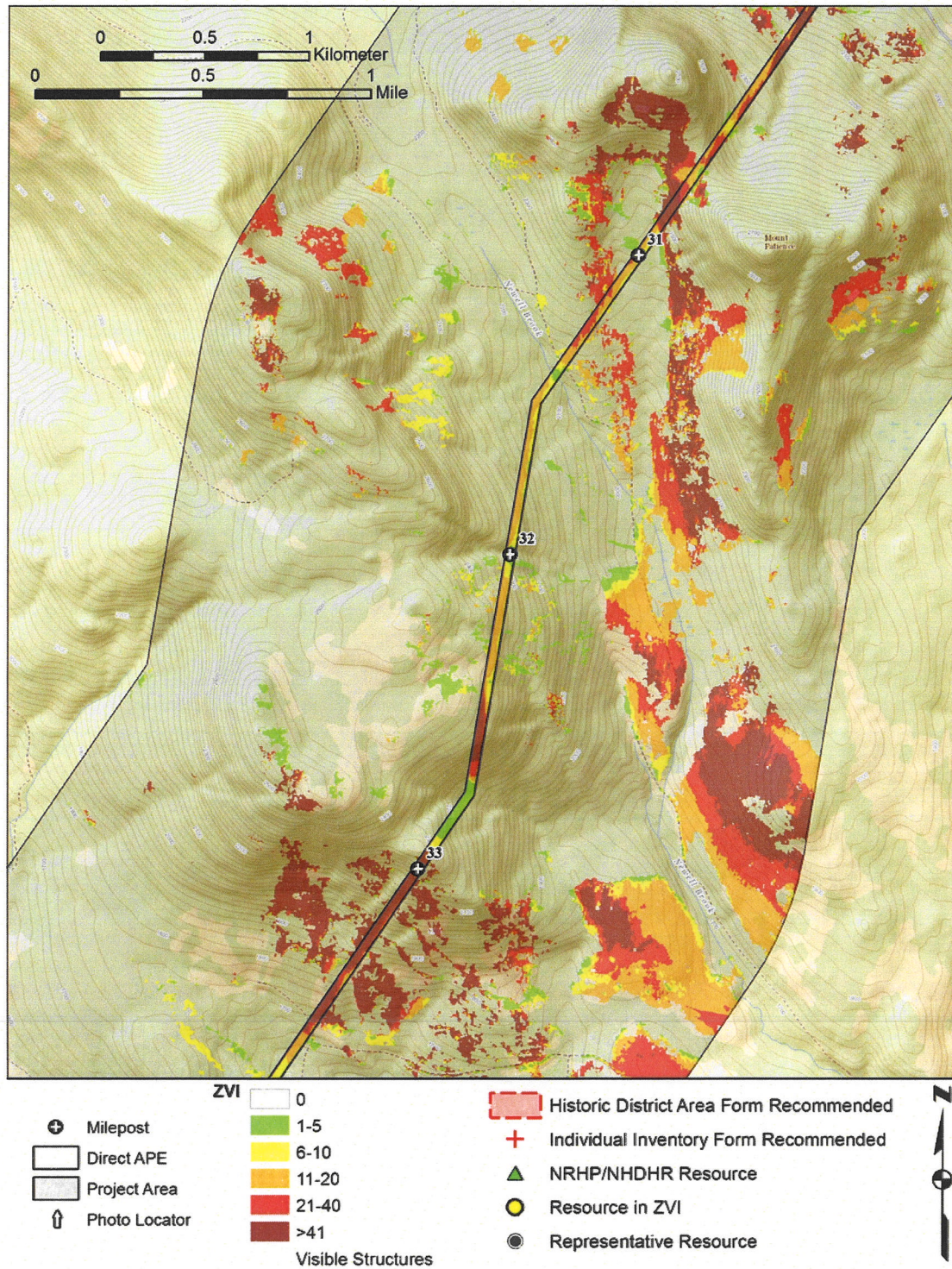
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Sketch Map L.

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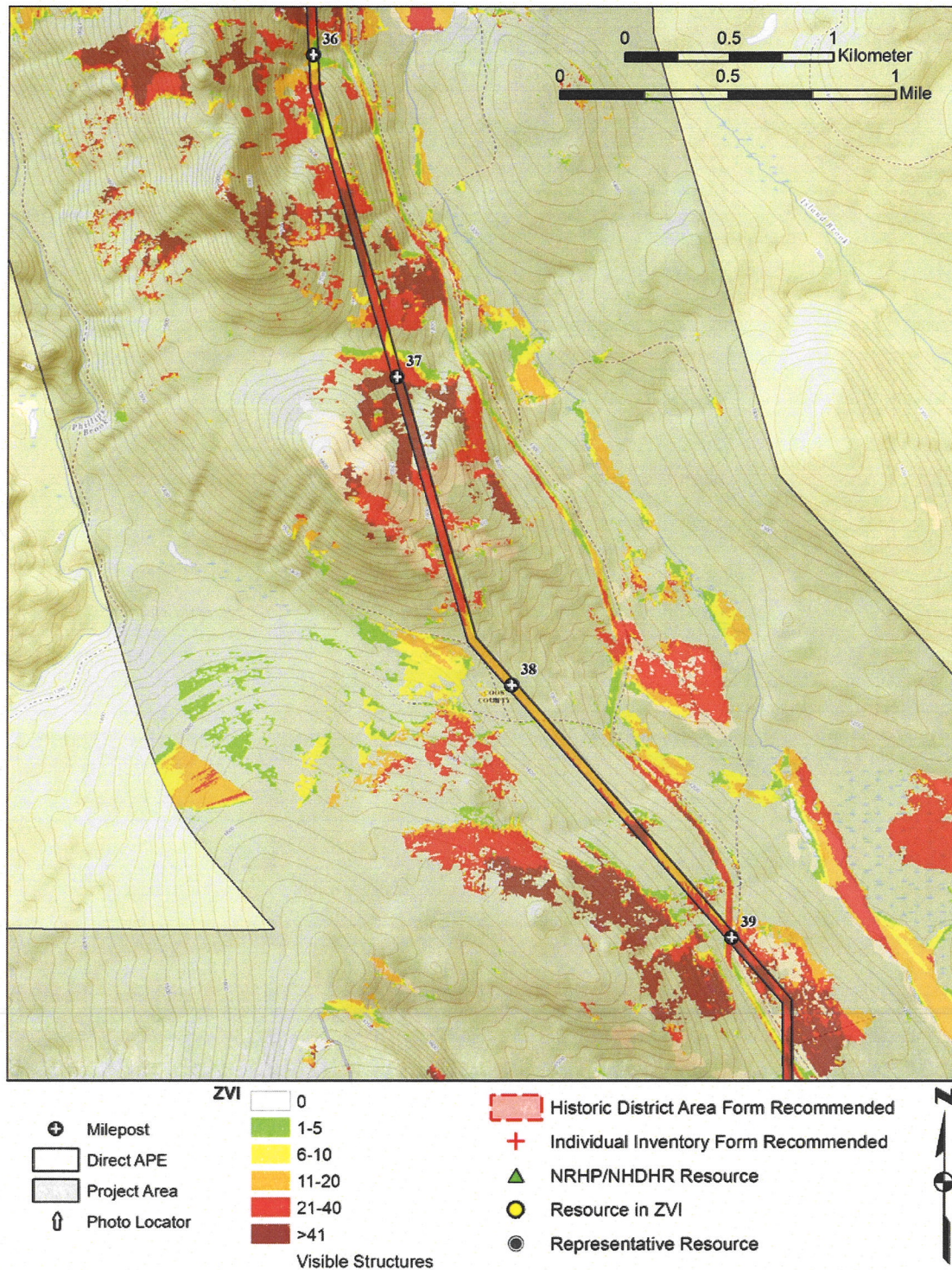
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map M.

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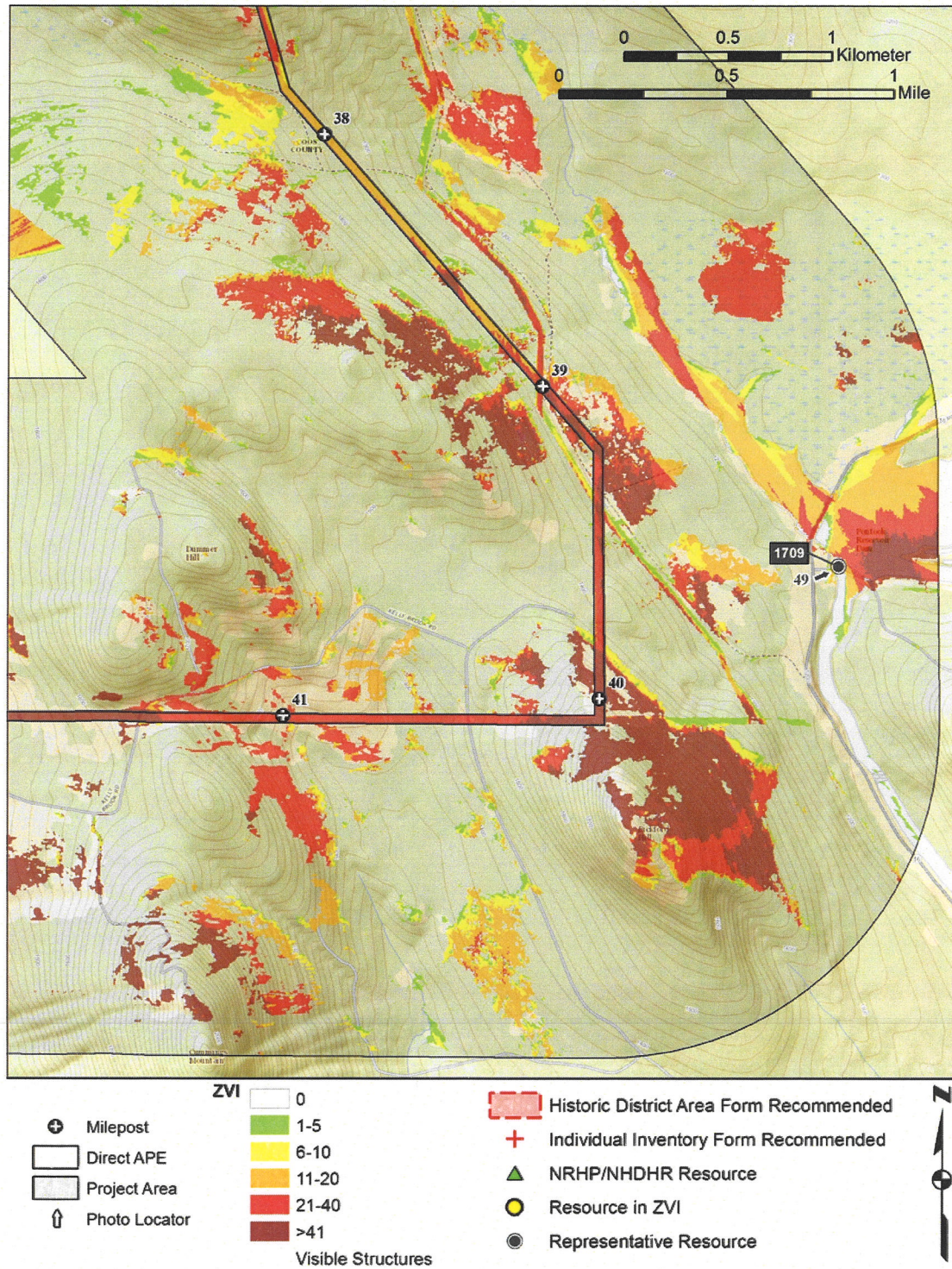
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map N.

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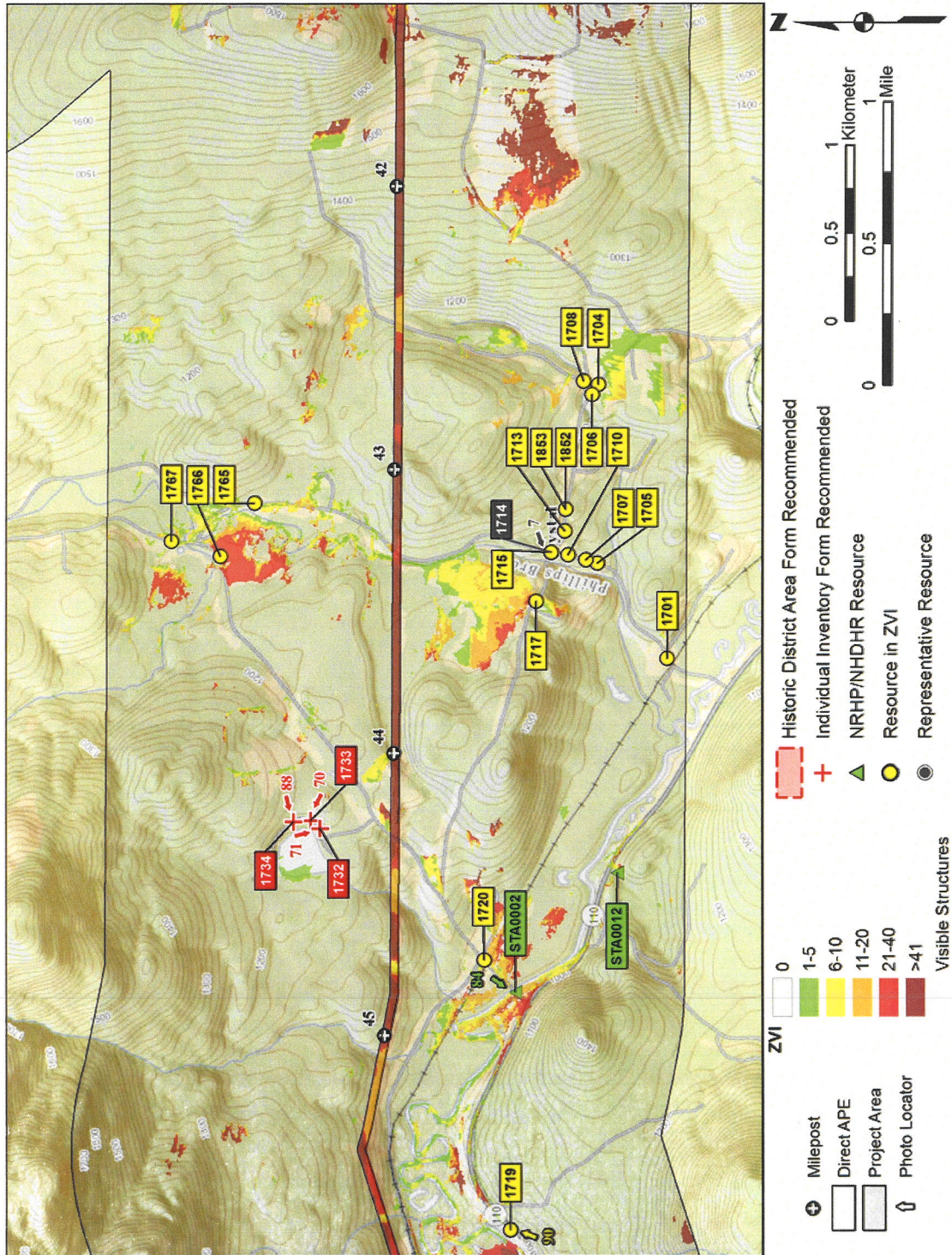
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map O.

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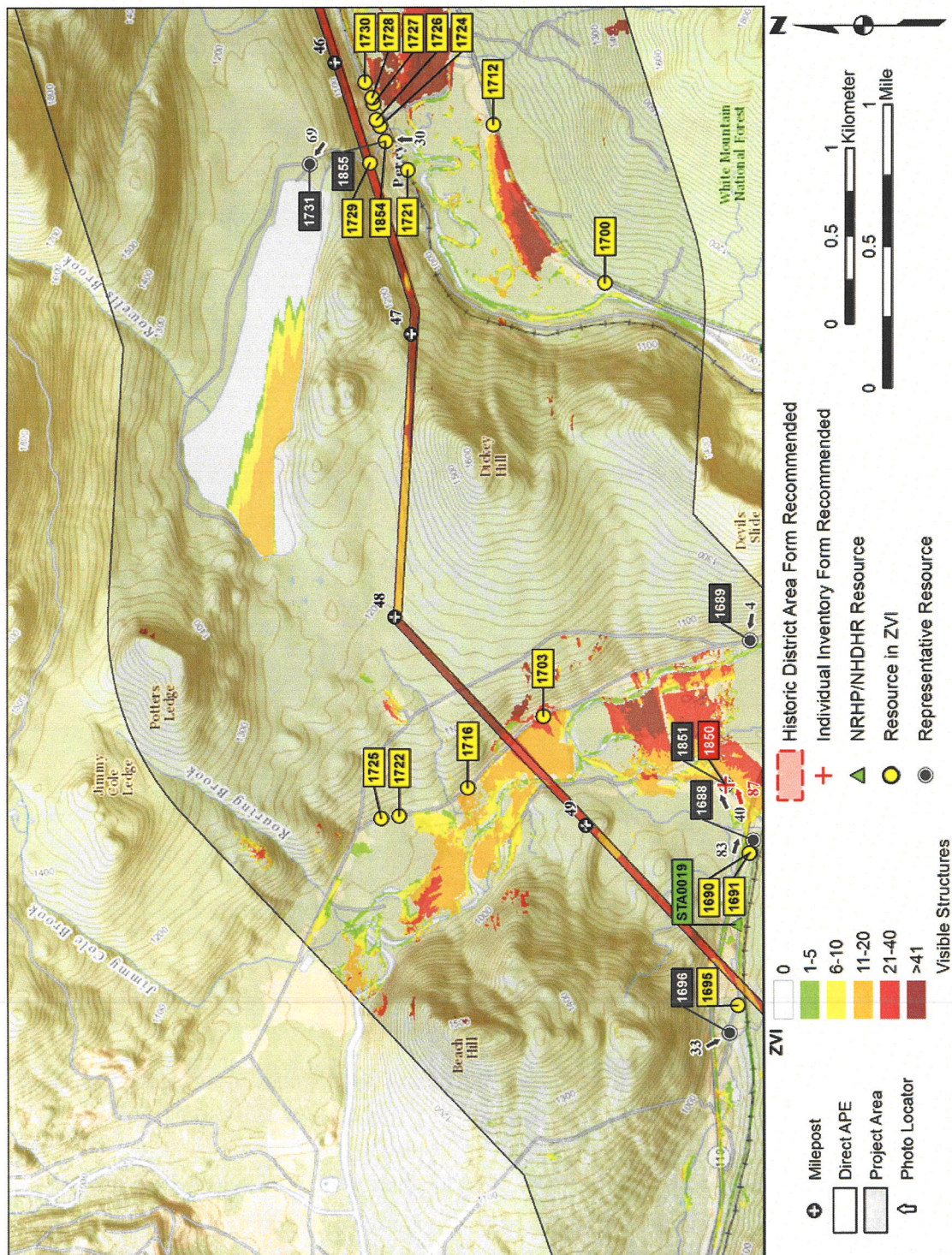
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map P.

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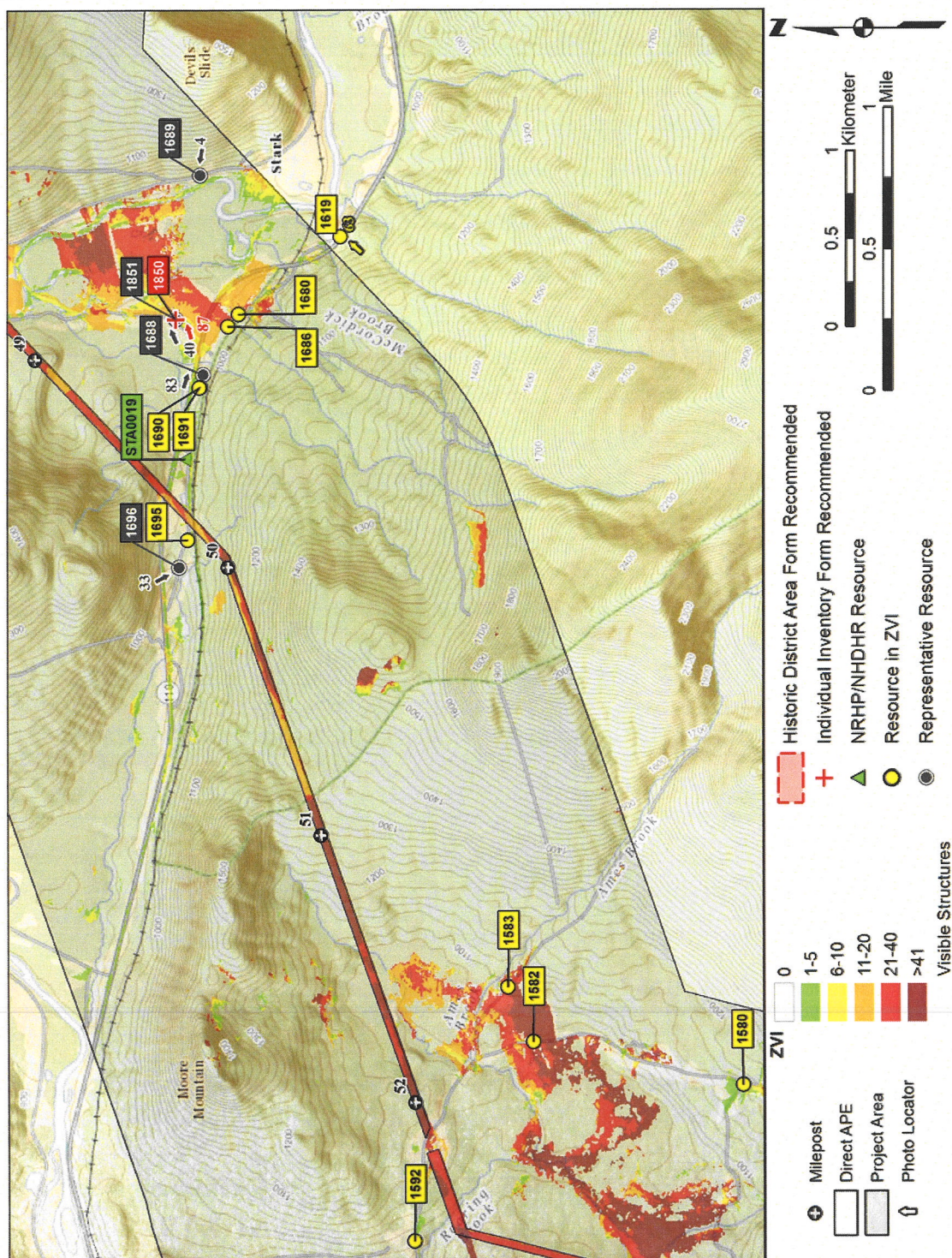
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map Q.

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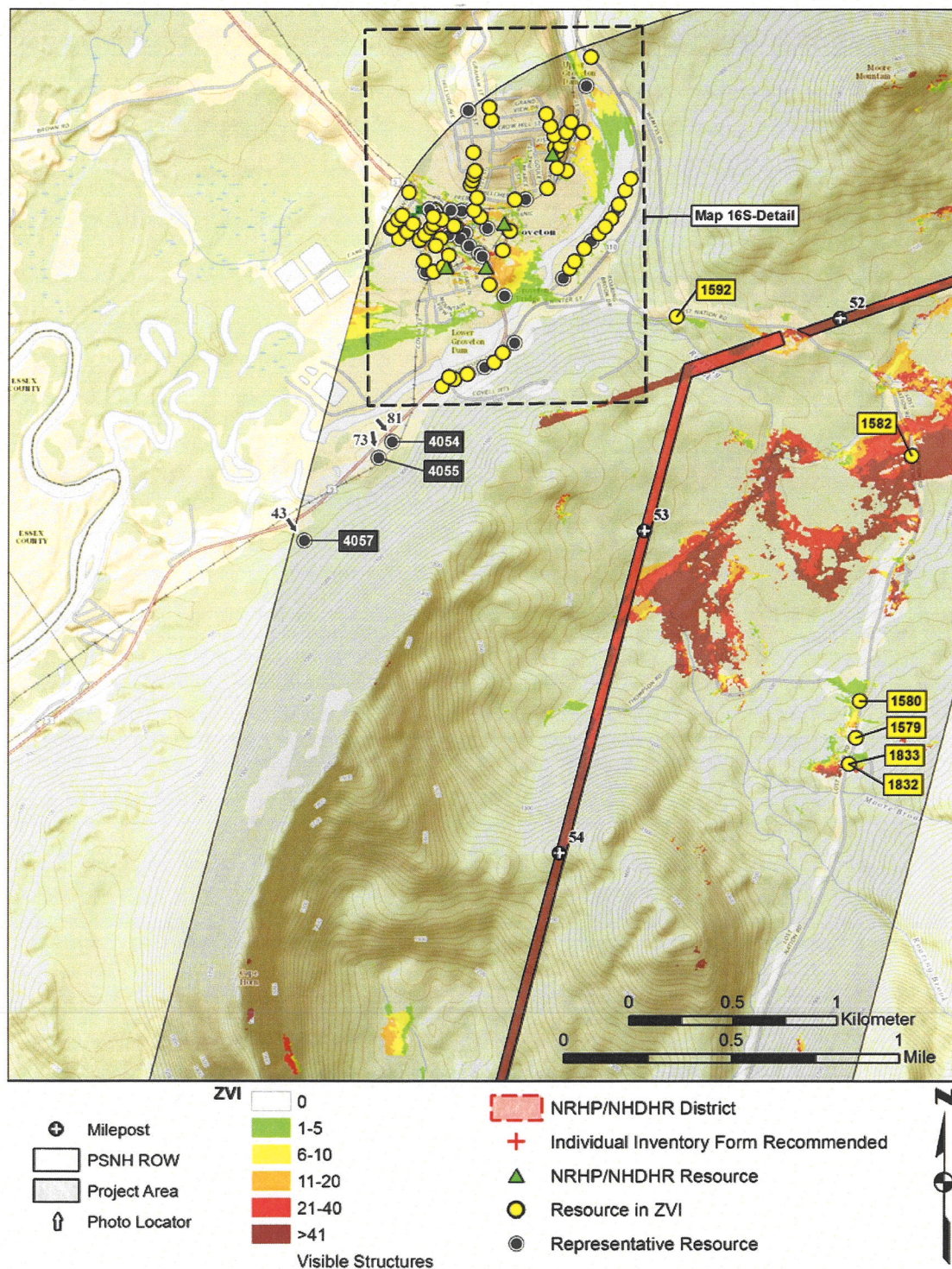
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map R.

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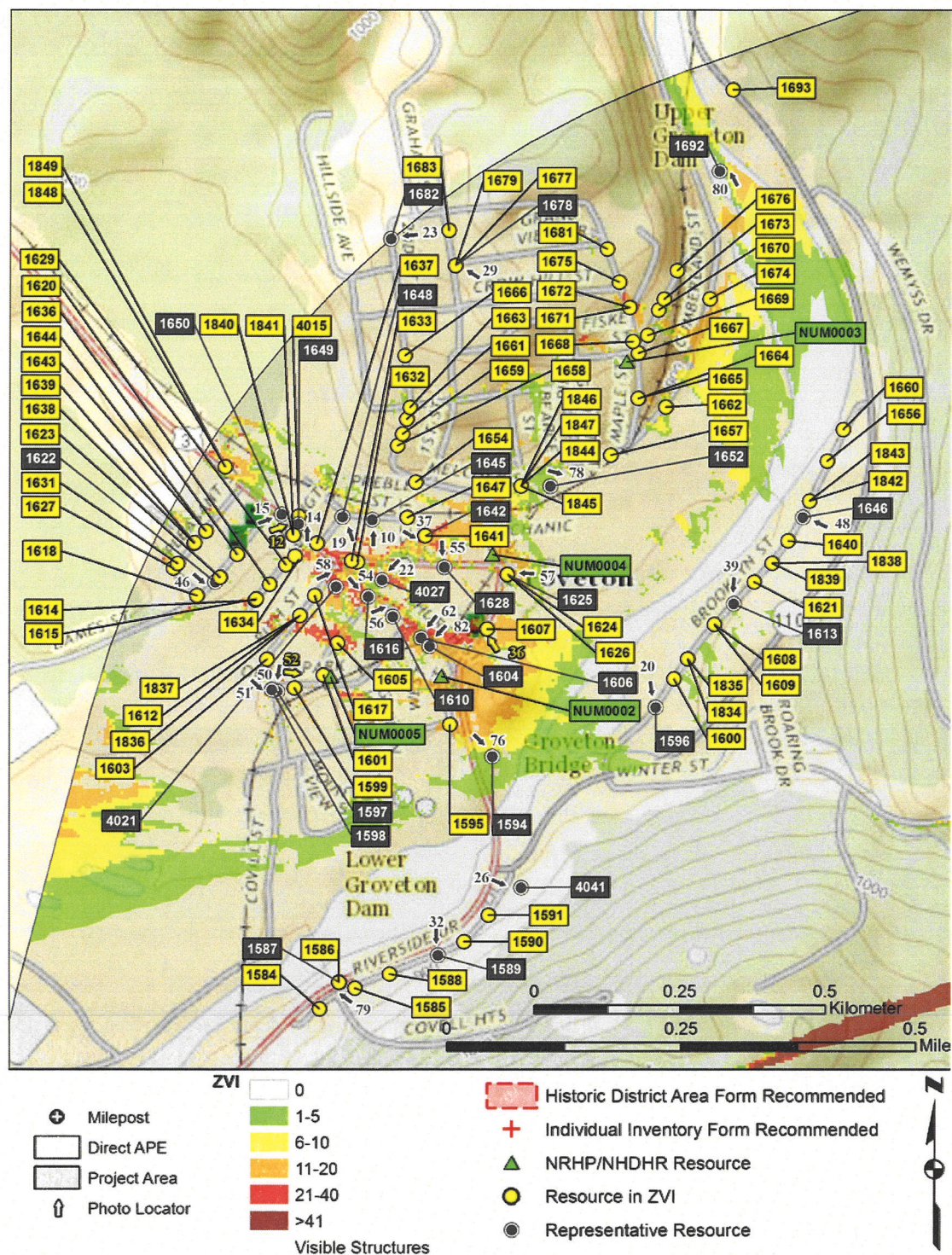
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map S.

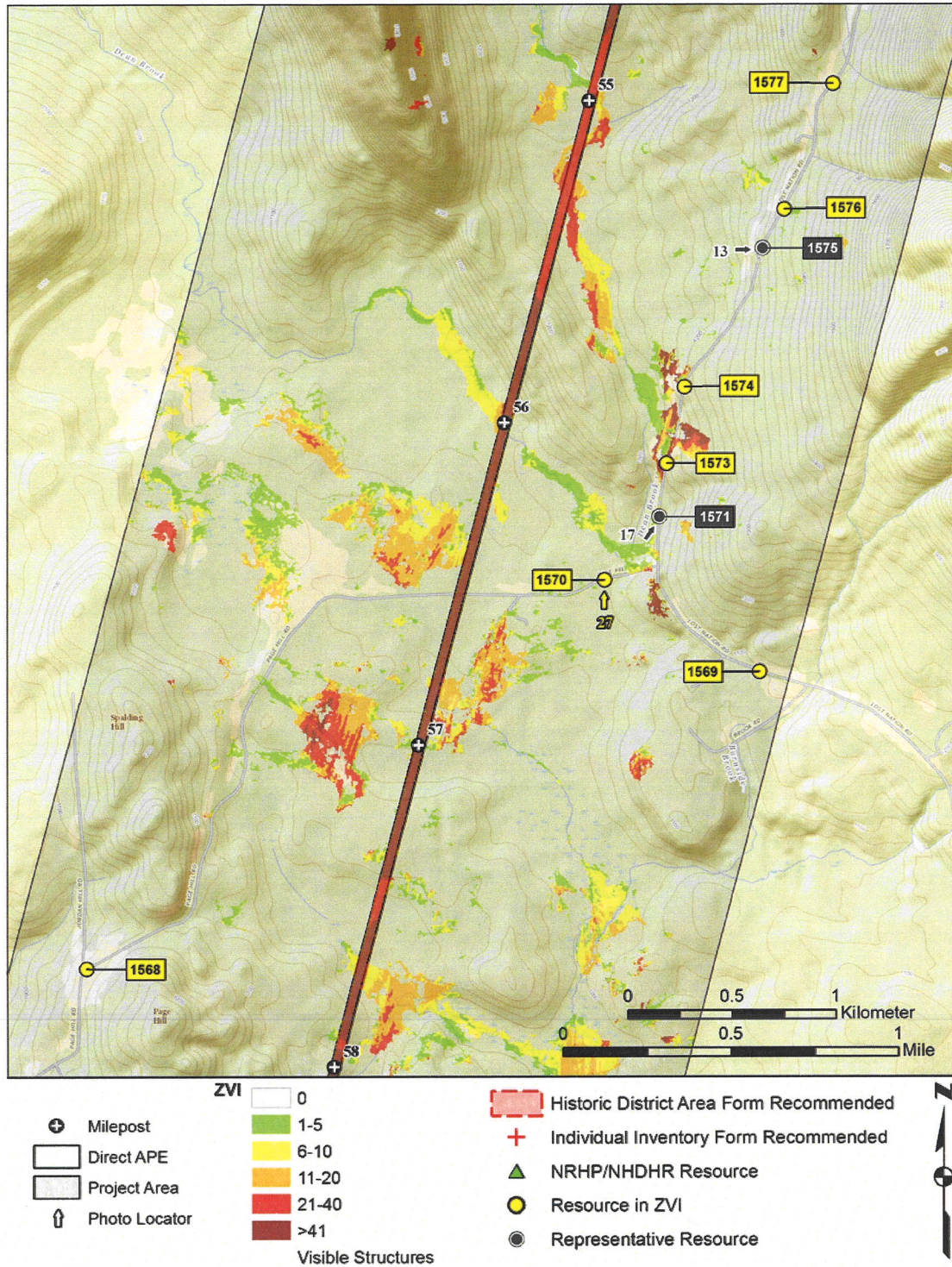
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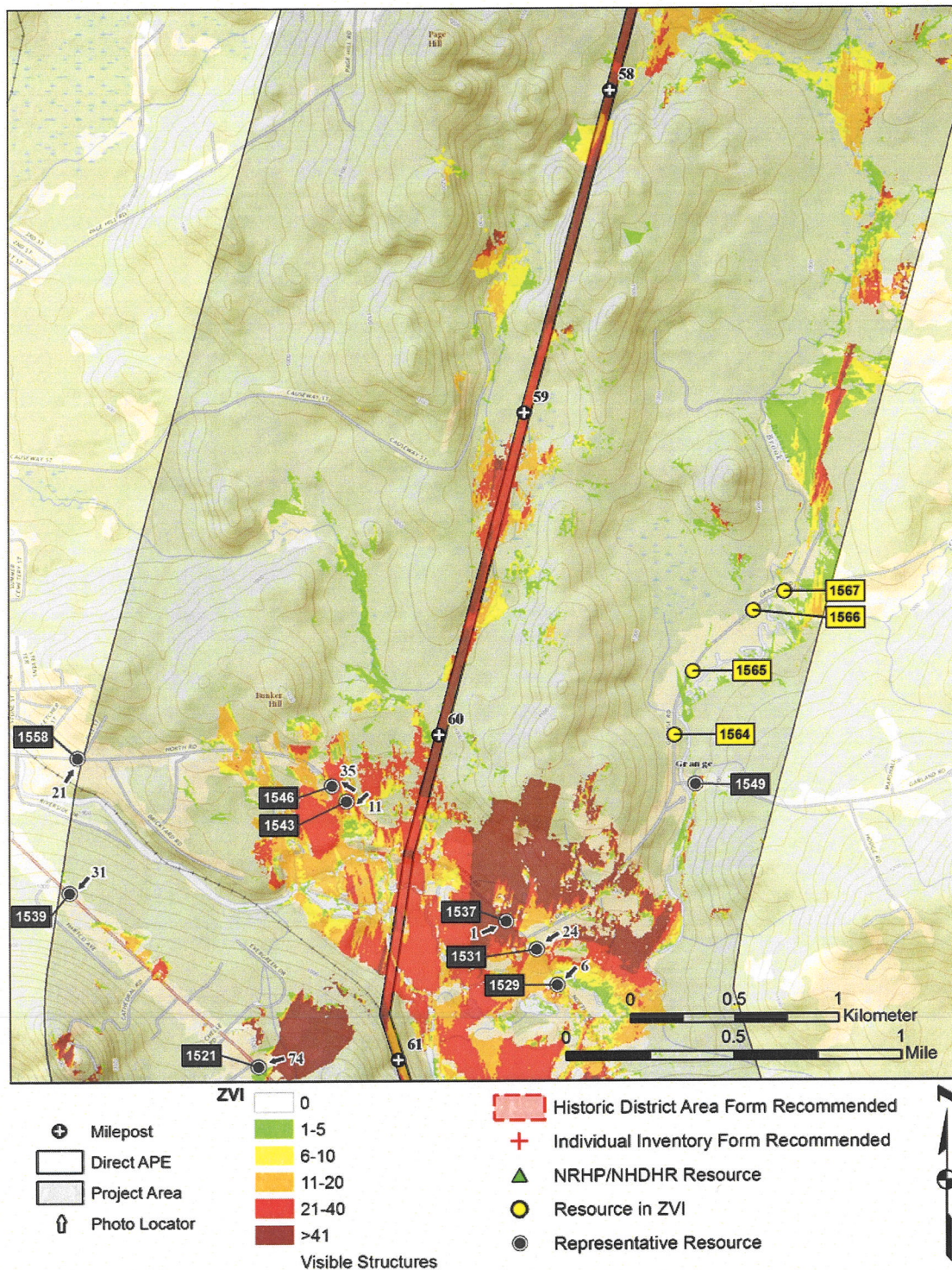
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Sketch Map T.

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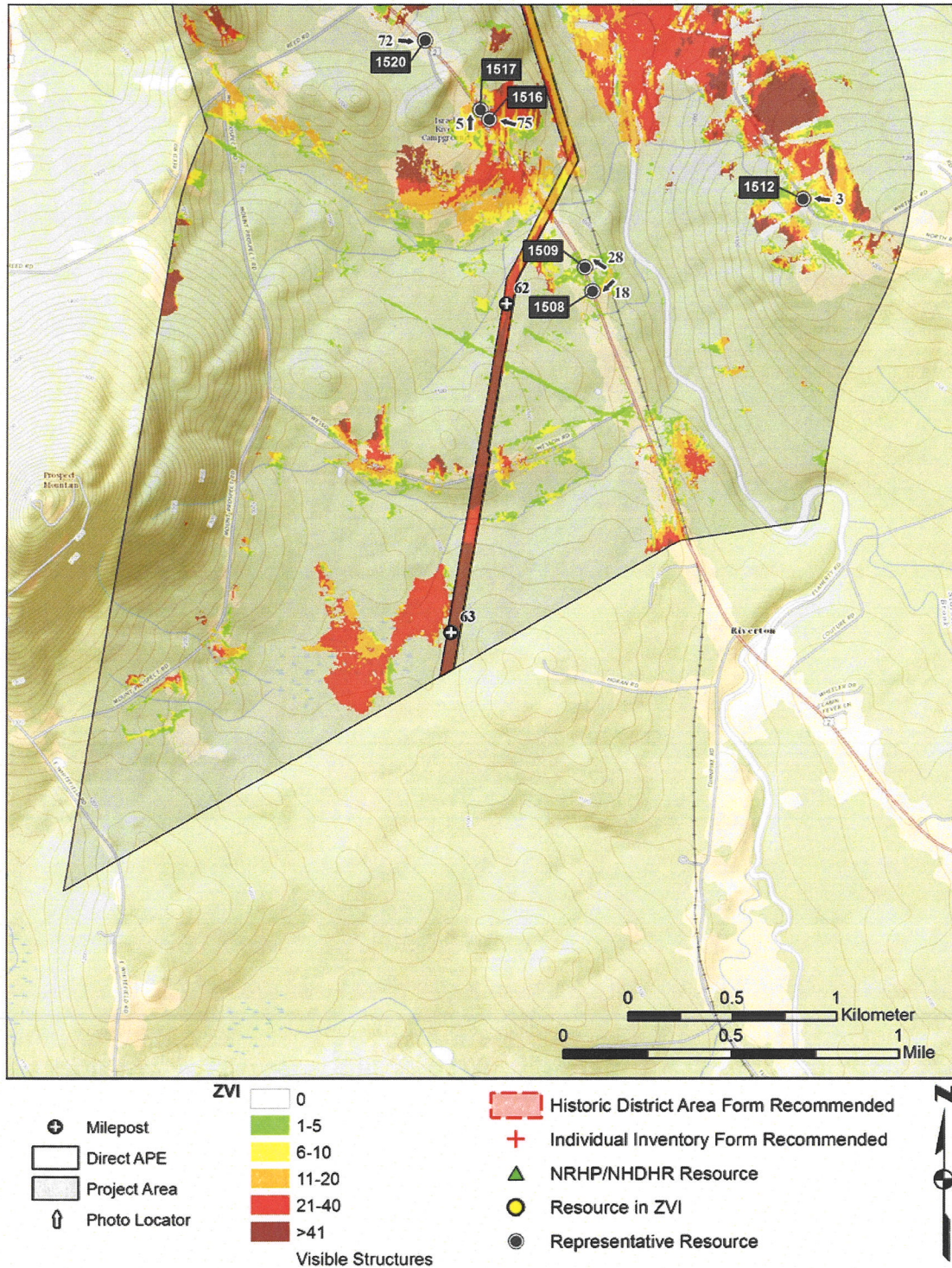
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Sketch Map U.

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Sketch Map V.

AREA FORM**AREA NAME: NORTHERN PASS – GREAT NORTH WOODS****17. Methods and Purpose**

This study was conducted to obtain information that supports the U.S. Department of Energy's (DOE's) compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR Part 800. This information will be included in the DOE's Environmental Impact Statement (EIS) for the Northern Pass Transmission (NPT) project, prepared in accordance with the National Environmental Policy Act (NEPA). The purpose of this investigation is to identify above-ground architectural or built resources within the study area and provide recommendations for additional investigations. The project is identified further by the NHDHR Project Review Number RPR-4860. SEARCH completed the architectural history survey for the entire proposed NPT project, on behalf of the DOE and SE Group (Frisco, CO), between August 2013 and August 2014.

The purpose of this investigation is to identify above-ground architectural or built resources within the area of potential effects (APE) and provide recommendations for further documentation on NHDHR Individual Inventory and/or Historic District Area Forms within what is referred to herein as the "indirect APE." The indirect APE consists of a one-mile (1.6 km) area on each side of the centerline of the proposed NPT line for an indirect APE that is two miles wide. The overall length of the entire proposed project is approximately 187 mi (300 km). It includes 147 mi (236.6 km) of existing overhead transmission line rights-of-way (ROW) owned by the Public Service of New Hampshire (PSNH), which extends from Dummer to Deerfield, NH. It also includes 40 mi (64.4 km) of new transmission line corridor, proposed by NPT, from the US-Canada border in Pittsburg south to Dummer, NH.

The indirect APE for the entire proposed project passes through 47 towns and five counties, which includes (from north to south) Coos, Grafton, Belknap, Merrimack, and Rockingham counties. In addition, the APE passes through four of seven regions delineated by the New Hampshire Department of Resources and Economic Development (DRED). The DRED regions, based roughly on unique or notable features of New Hampshire's geography as well as political and socioeconomic boundaries include (from north to south) the Great North Woods, White Mountains, Lakes Region, and Merrimack Valley (State of New Hampshire 2012). A Project Area Form, or PAF, has been developed for each of these four regions. This PAF is developed for the Great North Woods DRED region.

Background Research

Background research focused on developing historic contexts to identify significant themes that are reflected in or represented by above-ground resources. Research was conducted through all phases of the project, including before and during fieldwork, and throughout data analysis. Research included a review of previous cultural resources investigations and relevant architectural history studies within each respective DRED region. SEARCH staff conducted a review of documents and databases held at NHDHR, as well as federal, state and local libraries and archives. Examples of documents examined include historic building inventory forms and files, previous architectural history reports, historic maps and documents, census records, and secondary source materials. A variety of digital resources were also utilized including the

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Library of Congress American Memory Collection, University of New Hampshire and Plymouth State University Digital Collections, and online property records.

The PAF also incorporates Geographic Information System (GIS) data such as U.S. Geological Survey (USGS) topographic maps, geo-referenced historic maps, aerial photography, and National Register Information System (NRIS) data to facilitate the identification of architectural resources within each project area. SEARCH developed a GIS that includes these data as well as data for previously surveyed or identified above-ground resources on file with NHDHR. Spatial data points and GIS data layers were created for previously identified properties and districts within the indirect APE; their locations were verified further by geo-coding with ESRI World Geocoding Service, digital aerial photographs and field observations.

Field Survey

Field methods were designed to examine the indirect APE to: 1) re-locate previously recorded above-ground architectural or built resources, 2) identify previously undocumented architectural or built resources, and 3) recognize visual aspects of the setting of these resources. Fieldwork was conducted by Geoffrey Mohlmann (Senior Architectural Historian) and Travis Fulk (Architectural Historian) of SEARCH in September 2013 and by Jenna Higgins (Architectural Historian) and Jacob Freedman (Archaeologist) in October 2014. A driving or windshield survey covered all public roads within the indirect APE in order to examine existing buildings, structures, and other aspects of the built environment. Above-ground architectural or built resources that were potentially significant with reference to NRHP eligibility criteria were photographed and noted. The locations of these resources were documented by Global Positioning System (GPS), noted on field maps, and described in photo logs, including physical property addresses where possible. When no physical address was clearly visible, an approximate address was recorded. Upon completion of fieldwork, the data was processed and analyzed at SEARCH offices. Field photographs were geo-tagged, GPS points were examined for spatial accuracy, field logs were transcribed, and the resulting data sets were incorporated into the SEARCH architectural history GIS for the proposed project.

Viewshed Analysis

A viewshed analysis consisting of establishing a Zone of Visual Influence (ZVI) model for the proposed transmission line project was developed based on a 5-m gridded Digital Surface Model (DSM) of the study area created by TJ Boyle (Burlington, VT), a subcontractor to SE Group and DOE. The DSM data were acquired from Intermap (2012) (<http://www.intermap.com>). The “Surface” viewsheds for the indirect APE were processed to include the screening effects of objects over 7 ft (2.1 m) in height (leaf-on tree conditions, buildings, etc.). Additionally, the “Surface” viewshed includes areas of visibility from water surfaces (e.g., rivers, ponds and lakes). “Surface” viewsheds were created and calculated based on the visibility of all proposed project components, including existing towers that will remain in place, new and/or relocated towers, new lattice structures, and areas of vegetation clearing. The number of potentially visible structures and/or ROW within the indirect APE is based on the proposed locations of these project components.

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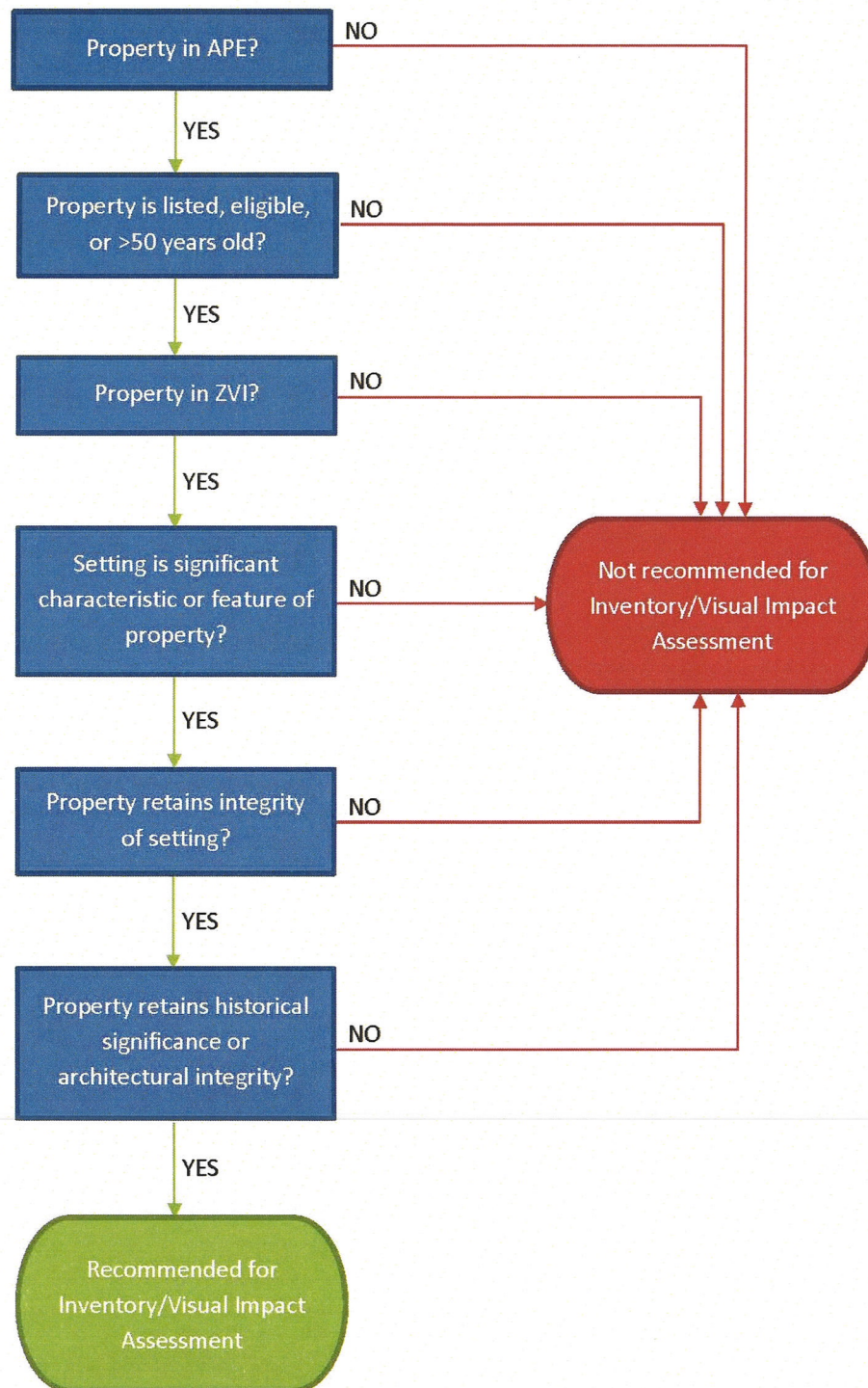
Viewshed models were also performed for the converter station locations (the proposed Franklin location and Deerfield's North Road location). For the converter station locations, these models assume building and/or riser structure heights of 60 ft (18.3 m), as well as a clear-cut area of 21-acres per the Northern Pass application. Additionally, each of the above-ground architectural or built resources that SEARCH identified as having potential historic significance was analyzed relative to the viewshed model parameters using a 164 ft (50 m) buffer zone in order to encompass a reasonable portion of an identified property. This buffer zone was centered on the approximate center point of the resource as identified in the field using GPS technology and checked for accuracy against GRANIT 2011 aerial imagery. If any portion of the buffer zone intersected the ZVI for the indirect APE, the architectural or built resource was treated as having a view of the proposed project.

Recommendations

SEARCH used the findings of the background research, field work, and viewshed analysis to make recommendations for the second phase of architectural surveys within the indirect APE, which consist of recordation on NHDHR's Individual Inventory and Historic District Area Forms. Recommendations for architectural surveys consider National Register of Historic Places (NRHP) eligibility for those architectural or built resources that are 1) considered representative of regional historic contexts, 2) located within the indirect APE and ZVI, and 3) whose historic setting may be impacted by the proposed project. While architectural or built resources may be historically significant under National Register Criteria A, B, C and/or D, recommendation for additional documentation on NHDHR Individual Inventory and/or Historic District Area Forms is limited to those architectural resources where setting is a character-defining feature of a resource and that are representative of a relevant historic context.

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Decision-making flowchart to recommend resources for visual impact assessment and NHDHR Individual Inventory or Historic District Area Form recordation.

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Approximately 63.1 mi (101.6 km) of the Northern Pass project indirect APE is located within the Great North Woods. The project corridor in this region starts in Pittsburg at the US-Canada (Quebec) boundary and extends easterly passing through the towns of Clarksville and Stewartstown. It then continues south through the towns of Dixville, Millsfield, and Dummer. From Dummer, the APE travels west through Stark, turns southward through Northumberland, and terminates in the town of Lancaster at its border with Whitefield. Timber harvesting has impacted the landscape mostly through activities related to logging and the establishment of lumber mills. In addition, small-scale farming occurs in the valleys and narrow floodplains associated with rivers and streams as well as at higher elevations and hilltops.

The Great North Woods is characterized primarily by two US EPA Level IV ecoregions: the White Mountain Foothills and the Quebec/New England Boundary Mountains. The latter ecoregion comprises nearly all of the area of the APE east and north of Lancaster and Northumberland except for a short section through the town of Dixville where it skirts the Upper Montane/Alpine Zone ecoregion. More than 92 percent of surficial geology through the APE is comprised of various types of till (e.g., lodgement, melt-out, ablation and basal till derived from granite, gneiss, mica schist, or phyllite). Most of the soil in the project area is mapped as poorly drained or very poorly drained.

The Quebec/New England Boundary Mountains ecoregion constitutes the primary environment of the Great North Woods. Its open low mountains are densely forested, and it has one of the coldest climates in New England. Although generally not as steep or as high in elevation as the White Mountains to the south, the APE in this region is relatively similar in slope to the White Mountains, and elevations are on average higher. The Boundary Mountains also tend to have broader river valleys, more wetlands, more complex geology with some phyllites and slates along with intrusions of granite, somewhat less acidic surface waters, and a more boreal vegetation pattern. Soils are mostly loamy, coarse-loamy, and frigid Spodosols, formed typically in dense glacial till. The low-grade pelite bedrock weathers to form more silty soils. The numerous river valleys, wetlands, ponds, and densely forested Quebec/New England Boundary Mountains also contain important migration/movement corridors for mammals such as moose, black bear, and white-tailed deer.

Rolling hills and open low mountains constitute the White Mountain Foothills ecoregion. In Lancaster, Northumberland and Stark, it has more northerly characteristics in climate, soil, and vegetation than in its southern portions. Granite, granodiorite, and metavolcanic rocks are typical bedrocks, covered by shallow, stony soils and coarse-loamy Spodosols. A few small lakes or ponds occur in this region but in far lesser density and quantity than is seen south of the White Mountains.

Only a very small segment (<3.5 km) of the Upper Montane/Alpine Zone is found in the Great North Woods, where it skirts north of Dixville Notch. This ecoregion is characterized by high-elevation spruce-fir forests as well as higher-elevation sub-alpine and alpine communities. High winds, cold temperatures, shallow acidic soils, and rock outcrops are typical. Elevations in this

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ecoregion are generally above 2,493.4 ft (760 m); however, the maximum elevation within the APE is 2,984.6 ft (909.7 m). Spruce-fir forests are found generally at in this range and they contain red spruce, balsam fir, and heartleaf, paper, and yellow birches.

From north to south, the APE crosses three major rivers including Halls Stream, Connecticut River, Upper Ammonoosuc River, Israel River, and Otter Brook. Except for the Upper Ammonoosuc River, the APE transects most rivers and streams perpendicularly and does not parallel any watercourse for any significant distance. From Pittsburg, the APE is located within the Upper Connecticut watershed and transitions into the Upper Androscoggin watershed near the boundary of Stewartstown and Dixville. In Lancaster, the APE crosses the Israel River and travels through the Lower Israel River watershed, crossing numerous small tributaries of the river.

Forests in the lower elevations of the Great North Woods include northern hardwoods as well as spruce and fir forests on cooler lowland slopes, and high-elevation spruce-fir forests generally occur above approximately 2,500 ft (760 m). In the White Mountain Foothills, forested areas are mostly northern hardwoods of sugar maple, American beech, and yellow birch with hemlock and some oak forests. Some lowland and montane spruce and fir also occur. In the small segments of Upper Montane/Alpine zones are spruce-fir forests, which also contain heartleaf, paper, and yellow birches.

19. Historical Background

Summary

European settlement of the Great North Woods did not begin until relatively late in New Hampshire's history. While coastal settlements were established early in the seventeenth century, it took longer for colonists to expand inland and northwards. In the eighteenth century, farmers from more heavily settled areas of New Hampshire travelled to the North Country seasonally for hunting and fur-trapping (Hawkins 1993, 70). Even though the end of the Seven Years War in 1763 made it safer for colonists to move into the Great North Woods region, extensive settlement did not take place until the late eighteenth and early nineteenth centuries.

Abenaki in the Great North Woods traded with both the French and English settlers. Warfare with English colonists periodically drove tribes from southern New Hampshire into the north for refuge (Daniell 1981, 11). Most of the Abenaki in the region were allied with the French, and Abenaki representatives met with delegates from the New England colonies in 1752 in Montreal to uphold their right to use the land and prevent settlers from taking over the upper Connecticut River valley (Calloway 1991, 121).

One particularly significant theme in the history of this region is boundary disputes. The Great North Woods contains borders between New Hampshire and Vermont, New Hampshire and Maine, as well as between the United States and Canada. The Treaty of Paris (1783) created at the end of the War of Independence was not entirely specific in mapping the boundary between British Canada and the United States. Britain and the United States continued to dispute the boundary for several decades, causing confusion for inhabitants of the region. In the early

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nineteenth century, this region was home to smugglers who took advantage of the lack of government reach to make their living selling goods for profit over the border (Merrill 1888, 95; Garvin and Garvin 1988, 103). Moreover, because of the area's strategic location, forts were constructed in Northumberland during the Seven Years War and War of Independence (Fort Wentworth and Fort Weare) and in Stewartstown during the War of 1812 (Fort Hill).

As a result of the international dispute over boundaries, the Republic of Indian Stream was established in July 1832 in what is now the town of Pittsburg. Settlers who resided in the area between Halls Stream and Indian Stream—an area claimed by both the United States and Canada—voted to establish an independent nation to mediate the ambiguity of their situation. The republic lasted until 1836, when it was dissolved and joined the state of New Hampshire (Showerman 1915, 110). It was not until 1842, with the signing of the Webster-Ashburton treaty, that Britain and the US formally agreed to the modern boundary. The boundary between New Hampshire and Vermont on the Connecticut River was not settled until 1934 (Heffernan and Stecker 1996, 102).

Coos County, encompassing the entire Great North Woods project area, was created in 1803. Lack of reliable transportation and rocky soil discouraged settlers from moving into the region. Consequently, eastern townships such as Millsfield, Errol, Wentworth's Location, and Dixville, never developed true village centers, and even in the twenty-first century they remain largely uninhabited. A turnpike reached the region in the early nineteenth century, and the Grand Trunk Railroad had extended to Northumberland by 1852. With the construction of railroads in the mid- and late nineteenth century, towns along the Connecticut, Israel, Ammonoosuc, and Mohawk Rivers such as Colebrook, Stewartstown, Northumberland, and Lancaster were able to significantly grow their economies. The western towns utilized their available waterpower to establish factories, producing a variety of goods such as potato starch, textiles, iron, and furniture (Somers 1899, 371-391).

In the Great North Woods, buckwheat, potatoes, maple sugar, and dairy farming were the primary agricultural products. Additionally, mineral mining operations were active in the region from the mid-nineteenth century (Hawkins 1993, 174). However, the most important industry in the region was lumber. The heavily wooded acres were extensively utilized for industrialized timber extraction from the late nineteenth century and into the twentieth. Lumber companies built railroads specifically for the purpose of extracting lumber from remote regions, and log drives down the Connecticut and Magalloway Rivers were annual occurrences. In the early twentieth century, pulp production and paper mills became the backbone of the regional economy (Bork 1982, 9).

The economic decline of the Great North Woods was directly tied to the fall of the lumber and paper industries. Diminishing resources and increasing costs eventually forced most lumber companies to go out of business or relocate. Paper and pulp mills remained in operation into the twenty-first century, but by 2007, the last mill in the project area had closed (Brothers 2007, 5). The absence of mill work in the late twentieth and early twenty-first century led to an increased dependence on tourism, which centers on outdoor recreation such as snowmobiling, hiking, and

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fishing, and the natural beauty of the region. Today, Coos County remains the largest and least populated county in New Hampshire (Brothers 2007, 1).

Village Development

Early settlement in Coos County focused on the fertile river lands along the Ammonoosuc and Connecticut Rivers. The first towns here were sparsely settled by the late eighteenth century. Lancaster was established as the county seat of Coos in 1803 when the state legislature approved the request of several towns in the Great North Woods to be separated from Grafton County (Hunt 1970, 230). The primary occupation of these early farmers was subsistence agriculture. The environment was harsh, rugged, and heavily forested and the struggle to survive took precedence over early manufacturing (e.g. Merrill 1888; Fogg 1874). The need for lumber and flour led to the establishment of sawmills and gristmills, although such endeavors were primarily for local use, and industrial-scale operations did not begin until the arrival of the railroad in the mid-nineteenth century. Although the construction of reliable roads and the coming of the railroad provided a spark for the economies of western towns such as Lancaster and Colebrook, the rail lines did not reach eastern townships (i.e. Wentworth's Location and Errol), which remained extremely small and heavily reliant on agriculture. Most eastern towns never developed the cohesive villages which were common in western towns near river confluences, mills or railroad depots (Hamilton 1951, 30; Hurd 1892).

The town of **Pittsburg** was incorporated in 1840 after the Republic of Indian Stream was dissolved. Early settlers to the region in the late eighteenth century were fur trappers and seasonal hunters (Merrill 1888, 701). The 1830 census showed 301 settlers had made their homes there (NHES 2015f). Land grants to proprietors in this region dating back to the 1790s were disputed for several generations (Wiswell 1976). This area was also referred to in the nineteenth century as Liberty, Prospect, King Philip's Grant, Old Beedel Grant, and Drayton prior to the creation of the Republic of Indian Stream (Jordan 2003, 17). The residents of this territory created their own constitution in July 1832 which argued that because they were not within the jurisdiction of any state they had the right to create their own government for "the general good" (Showerman 1915, 60). Although the constitution stated that this government was only a temporary measure until proper jurisdiction was determined, it created an assembly that included all male inhabitants over the age of 21, laws for collecting taxes and establishing public schools, a militia, and independent courts (Showerman 1915, 60-64). Boundary disputes have been an important part of the area's history, both before and after the period of the Indian Stream Republic, as Pittsburg contains borders with Quebec, Vermont, and Maine. In 1939, construction began on a dam on the Connecticut River which created the large man-made Lake Francis (Jordan 2003, 232). Pittsburg also contains the famous Moose Alley, a popular draw for tourists in northern New Hampshire, and the town claims to have "more moose than people" (Town of Pittsburg).

Clarksville was part of the original 1789 Dartmouth College Grant and was not developed or settled until after 1820, when the grant was sold to Benjamin Clark and four other men (Jordan 2003, 95; Merrill 1888, 689). The majority of the township was exploited by timber speculators, and permanent settlement only developed along the western margins (Hurd 1892; Merrill 1888,

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689. The town was incorporated in 1853 and named for one of its earliest pioneers, Benjamin Clark. Until the 1870s, Clarksville was also referred to as Dartmouth College Grant (NHES 2015a). Today Clarksville has a population of less than 300, and the largest employers in the town are part of the logging industry (NHES 2015a).

Stewartstown was first granted under the name Stewarttown in 1770; the name was changed to Stuart in 1795, before it was finally changed to the current Stewartstown in 1779 (Merrill 1888, 651). Extensive settlement did not begin until after 1800, and was concentrated along the Connecticut River, a traditional transportation route long used by both Native Americans and Europeans (Price 1958). The population quickly grew, from ninety-nine in 1800 to 186 in 1810 to almost 400 by 1820 (Merrill 1888, 659). A fort was constructed in Stewartstown during the War of 1812 in preparation for possible French and Native American attacks (Bunnell 1971, 18). Known as Fort Hill, this “block house” was established on high ground near West Stewartstown and occupied by local militia between 1812 and 1813 (Merrill 1888, 656). It is not depicted on the 1861 (Walling) map of Stewartstown and may have already been dismantled or repurposed. Settlement spread west, and two villages developed by 1892: West Stewartstown and Stewartstown Village along Cedar Brook (Hurd 1892). North Hill Cemetery in Stewartstown contains a historical marker for the burial site of Metallak, a nineteenth-century Abenaki who lived in the town.

The town of **Colebrook** was originally granted under the name of Dryden in 1762. The first charter was forfeited and the town was re-granted in 1770, first as Coleburne, then as Colebrook (Merrill 1888, 585; Fogg 1874, 101). By 1790, the town had achieved a population of twenty-nine residents and in 1795 the town was officially incorporated (Merrill 1888, 587). The establishment of a road in 1804 which connected the town to Portland, Maine provided an important market for local products, and the population grew accordingly, from 160 in 1800, to 325 in 1810 (Merrill 1888, 587; Town of Colebrook 2014). Settlement and industry concentrated along the Mohawk River, which paralleled Colebrook’s southern border. As the economy grew, small industrial villages developed, including Factory Village, Kidderville, and Colebrook Village (Hurd 1892). Today Colebrook is a regional hub, with a hospital, schools, businesses, and museums that serve several towns (NHES 2015b).

Dixville and **Dix’s Grant** together were granted to Colonel Timothy Dix in 1805 (Merrill 1888, 649). Although remote, the town is significant as the location of Dixville Notch, a crucial mountain pass between Dixville Peak and Sanguinary Mountain serving as one of the few east-west travel routes through the region. It was utilized by local Abenaki and by later European settlers; in 1811, the New Hampshire legislature began to raise funds by lottery for the construction of a road through this pass (now Route 26) (Hengen 2002, 8-2; Penney et al. 2008, 14; Price 1958). Although Dix died in the War of 1812, his estate was managed by John Whittemore, who settled there shortly after Dix’s death and operated an inn (Merrill 1888, 649). After Whittemore’s death, c. 1830, the farmstead was abandoned and no one occupied the township again until 1870 when a man named Walker opened a small hotel (Merrill 1888, 649-650). Dixville Notch State Park and the Balsams Hotel (see Recreation) are popular tourist

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destinations in the area. Dixville Notch is also famous for early voting in the New Hampshire primary elections.

Wentworth's Location was granted in 1796 to George Wentworth (Farmer et al. 1823, 258). Historical accounts of this township are scarce and the area is still largely unsettled, historically used by logging corporations, farmers, and sportsmen (Farrar 1887, 185; Merrill 1888, 956). The eastern border is defined by the state of Maine and the Magalloway River and settlement in the area has concentrated along this waterway (New Hampshire Forestry and Recreation Commission 1902, 18; Hurd 1892). By the end of the nineteenth century, a small hamlet had grown up, known as the Lower Settlement of Magalloway (Stephens 1883, 48). Stephens suggests the population at this time may have been enough to support a small school with fifteen or twenty children (1883, 49). A road and steamer landing operated here in the late nineteenth century (Farrar 1887, 185; State of New Hampshire 1883, 103).

Although the town of **Errol** was granted in 1774, little settlement occurred before the nineteenth century. A flurry of settlement in 1803 and 1804 ahead of a proposed road quickly faded when construction took longer than expected (Fogg 1874, 151; Merrill 1888, 948). By 1820, Errol had a population of only 26, much of it concentrated along modern Route 26 (Merrill 1888, 948). The town was formally incorporated in 1836 (Hunt 1970, 219). Errol's later success and growth was directly tied to lumbering operations, which did not reach the township until the 1850s (Merrill 1888, 949). The town also has a small regional airport (NHES 2015d).

Millsfield was granted in 1774 and named for one of its grantees, Thomas Mills (Hayward 1849, 51; Merrill 1888, 955). There is no record of any settlement in the township until c. 1830, when the population reached its nineteenth-century height of thirty-three, before dropping to twelve in 1840 (Hayward 1849, 148). By 1858, there was only one house in town (Merrill 1888, 956). Throughout its history, settlement in Millsfield has concentrated in the northeast corner along modern NH Route 26. In 1880, the population of Millsfield reached its peak of sixty-two, enough to support a single schoolhouse (Hurd 1892; Merrill 1888, 988). Millsfield remains unincorporated.

The town of **Dummer** was granted in 1773, and the first survey of the town was conducted in 1806 (Fogg 1874, 137; Julyan and Julyan 2003, 44). Shortly after, the proprietors hired Beltare Daniels to settle the town; Daniels built a log house and began construction on a sawmill and gristmill, but the project was abandoned before completion and Daniels returned to Portsmouth (Lovejoy 1888, 854-855). By 1810, Dummer had a total of seven residents, although this number grew slowly but steadily over the next few decades, reaching 151 by 1849 (Merrill 1888, 855, 859). The town was incorporated in 1848 (Hayward 1849, 63; Merrill 1888, 861). Early settlers were focused on subsistence farming, and records attest to a difficult and dangerous environment where drowning and freezing to death were not unusual (Merrill 1888, 855-856). No discrete villages developed, although settlement in Dummer concentrated near the Androscoggin and Upper Ammonoosuc Rivers (Hurd 1892; Walling 1861).

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Stark was first incorporated under the name of Piercy in 1774 and then again under the same name in 1795 (Fogg 1874, 337). It was re-incorporated in 1832 as Stark following the death Revolutionary War hero General John Stark (Merrill 1888, 566). Settlement in the early decades through to the present day concentrates along two roads (NH Route 110 and Percy/Northside Road) which parallel the Ammonoosuc River and follow the Native American Pontook trail (Hurd 1892; Price 1958). The first settlers arrived in the early nineteenth century and settled on Beech Hill, where the crops were less likely to be killed by frosts. These early farms were later abandoned for more fertile valley lands (Merrill 1888, 570). The introduction of the Grand Trunk Railroad and a growing economy led to the development of two villages along the Ammonoosuc River, Stark and Percy (Hurd 1892). A third village, Crystal, developed later (Town of Stark 2014). During World War II, Stark was the site of a German prisoner of war camp (Koop 1988). The facility was built at the Depression-era Civilian Conservation Corps camp, and housed about 250 prisoners. The prisoners were employed as laborers by the Brown Lumber Company until the camp closed in 1946 (Koop 1988, 10).

Northumberland was granted in 1761, and the town was officially incorporated in 1779 (Fogg 1874, 286). Fort Wentworth, situated at the strategic confluence of the Ammonoosuc and Connecticut Rivers, was constructed during the Seven Years War and later re-occupied and rebuilt by American colonists during the Revolutionary War at which point it was also known as Fort Weare (Merrill 1888, 556; Guyol 1962). Little record is made of the fort after this point, although its location continued to be documented on historic maps as late as 1861 (Walling). Archaeological evidence is needed to confirm the exact location of the site. The population of Northumberland grew quickly after the War of Independence, as settlers were drawn by the fertile soils of the Connecticut and Ammonoosuc River. By 1810, the population had reached 281 (Merrill 1888, 540). The abundant waterpower fed early manufacturing, and three small villages developed as the population expanded, Northumberland, Groveton, and Lost Nation (Hurd 1892; Sweetser 1876, 175; Walling 1861).

The first permanent settlement in Coos County was **Lancaster**, which was founded in 1764, one year after the town was granted by Governor Benning Wentworth to Captain David Page (Fogg 1874, 218; Hayward 1849, 50; Merrill 1888, 268). By 1790, the population of Lancaster had reached 161 and newcomers to Lancaster began to occupy more elevated terrain away from the Connecticut River (Fogg 1874, 218; Somers 1899, 92). As word of the fertile “Upper Coos” spread, the population grew, reaching over 400 by 1800 (Merrill 1888, 276). The establishment of mills along the many rivers and streams in the eastern part of Lancaster encouraged even greater settlement in the mid-nineteenth century, with the greatest density near the confluence of the Connecticut and Israel River. This cluster of residences, shops, and mills was known as Lancaster Village and still serves as the center of town. In the late nineteenth century, a second village grew around the grange and creamery known as Grange Village (Hurd 1892). The Lancaster Fair has operated annually for over a century, attracting crowds from all over the country (Lancaster Historical Society 2014, 127). Lancaster is also the county seat for Coos.

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Prior to the establishment of the turnpike system, the only connection between early Coos County settlers and the south was the frozen Connecticut River (Wood 1919, 223). Because reliable transportation could only take place during the winter, the first communities were forced out of necessity to be largely self-reliant. Historic accounts (e.g. Somers 1899, 19) indicate that the first routes to the north were little more than blazed trees; as more settlers arrived, these paths through the wilderness were expanded and maintained to become the first roads. In many instances, these roads traced the path of already-established Native American trails, which typically followed major waterways or natural passes through the mountains. The Great North Woods Project area is crossed by four of these paths, the Pontook trail along the Ammonoosuc River (modern Route 110), the Connecticut trail along the Connecticut River (Route 3), the Waumbek trail along the Israel River (Route 2), and the Memphremagog trail through the Dixville Notch and along the Mohawk River (Route 26) (Price 1958).

Ferries and bridges were established early, particularly between neighboring communities on the Connecticut River such as Lancaster, New Hampshire and Lunenburg, Vermont. The first bridge over the Israel River was established in 1790, although it had to be replaced four times over the next 70 years due to spring flooding (Lancaster Bicentennial Committee 1964, 21). Later bridges over the Connecticut River were built in Lancaster (1805), Colebrook, and Stewartstown (1847) (Merrill 1888, 277, 634, 659). The earliest bridges were wooden, but as new materials and technologies became available, a steady progression can be noted throughout New Hampshire from covered and uncovered wooden bridges, to metal truss, to suspension types (Knoblock 2012, 2).

Although multiple turnpikes had been established in New Hampshire by the end of the eighteenth century, none reached the towns in the Great North Woods region until the Jefferson Turnpike of 1804 (Wood 1919, 230). This turnpike connected the end of the Tenth New Hampshire Turnpike with Lancaster, creating an uninterrupted transportation route from Portland, Maine to one of the largest towns in northern New Hampshire. Although not a state road, the Coos Road through Dixville Notch (1805) connected Hallowell, Maine to Colebrook and served as the primary east-west route through the northern part of New Hampshire (Bennett 2003, 73-74). It was re-built in the 1820s and 1830s to facilitate the arrival of tourists (Bennett 2003, 73).

The first railroads did not reach the Great North Woods until 1852 when the Grand Trunk Railroad extended its line to Northumberland (Fogg 1874, 286; Lancaster Bicentennial Sketchbook Committee 1964, 31). Rail lines typically followed previously established roadways and rivers and naturally favored towns which were already part of an established transportation network, such as the state turnpike system. The outbreak of the Civil War hindered further construction of railroad lines in the Great North Woods; for example, the White Mountain Railroad (part of the larger Boston, Concord & Montreal Railroad) did not reach Lancaster until 1870 (Fogg 1874, 219; Lancaster Bicentennial Sketchbook Committee 1964, 25). By 1873, the Grand Trunk Railroad extended to Stark and the Montreal Extension had also reached Northumberland (Fogg 1874, 286, 337). By the 1890s, the Maine Central Railroad stretched

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along the Connecticut River, connecting Colebrook, Lancaster, and Stewartstown, while the Grand Trunk reached farther east into Dummer (Fogg 1874, 102, 137, 219, 338). Although the railroads allowed western towns to reach new economic heights, more remote townships in the project area, such as Dixville, Errol, Millsfield, Pittsburg, and Wentworth's Location remained reliant on rudimentary roads and ever-present waterways for transportation.

Connecting the Great North Woods to the rest of New England via railroad proved to be a turning point in the economies of several towns. The ease with which goods could now be transported, particularly timber, facilitated an exponential growth in lumbering activities and general manufacturing. The major railroad companies in the Great North Woods were the Maine Central, Grand Trunk, and Concord and Montreal railroads, although smaller companies also ran short lines exclusively for the purpose of timber harvesting, such as the Lancaster & Kilkenney Railroad which connected the towns of Lancaster and Kilkenney in 1879 (Fogg 1874; Hurd 1892; Somers 1899, 276). Tourism, previously hampered by long stagecoach journeys, began to grow in the north, although it did not reach the same heights attained by the White Mountains region.

The Great Depression and the automobile signaled the end of the railroad era. Although passenger and freight service continued to run for several decades after, the decline in lumber harvesting and demand for passenger cars led to a steady decrease in operations. By the 1980s, railroad operations in the Great North Woods had all but ceased (New Hampshire Central Railroad 2010, 1).

The emergence of the personal automobile in the 1930s changed the face of transportation in the Great North Woods. The growing importance of roads, no longer in competition with railroad lines, made more remote communities at least equally as accessible as larger towns. No longer hampered by rail lines, tourists were now free to travel wherever roads existed, and motels, motor courts, rental cabins, and campgrounds began to gain in popularity (Ewald 2003, Hengen 2012, 16).

Aviation in the Great North Woods is centered on recreation, and no major airports exist in the area. The earliest airport still operating in the region is the Gifford Field Airport in Colebrook, which opened in 1904 and is the northernmost airport in the state (AirNAV 2015; NHDOT 2009). The airport has one runway and is situated next to the Connecticut River, less than ten miles from the Canadian border (NHDOT 2009). The only other airport is Errol Airport, situated in the town of Errol and established in 1946 (AirNAV 2015). Like Gifford Field, Errol Airport is a privately-owned air strip which caters to the public, largely seasonal tourists (NHDOT 2009).

Agriculture

Until the development of the lumber industry, agriculture was the principal employment of those who settled in the Great North Woods region. Early settlers made money selling potash (a by-product of clearing trees for farmland) to regional markets (Hawkins 1993, 98). In the late eighteenth and early nineteenth centuries, subsistence was the primary concern of northern settlers; however, by the mid-nineteenth century, farmers in larger towns such as Lancaster,

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Colebrook, and Stewartstown were sufficiently established to begin producing crops for export such as potatoes and maple sugar (Hayward 1849). Statewide, agriculture in New Hampshire peaked around mid-nineteenth century, and this was mirrored in the Great North Woods region (Collins 1990, 1).

The primary crops in northern New Hampshire were buckwheat, potatoes, hay, and maple sugar (Hayward 1849). In support of New Hampshire's growing textile industry, sheep farming rose to prominence, allowing farmers in more marginal and rocky areas to utilize upland areas as pasture (Hawkins 1993, 99). The most productive towns in the project area were also the three largest, Stewartstown, Colebrook, and Lancaster. Lancaster was first in production of potatoes, hay, wool, and maple sugar, while Colebrook produced the most buckwheat for the year 1849 (Hayward 1849).

The development of railroads across the United States allowed for agricultural products to be transported more quickly over larger distances. As a result, the family farms of New Hampshire began to be replaced by the pasture lands of the Midwest. New Hampshire farmers responded by switching to dairy and poultry products, which were much more difficult to transport (Jager 2004, 43; Townsend 1979, 12). In the Great North Woods, the one staple crop which survived this westward shift was the potato. Large potato starch factories in Colebrook and Lancaster provided a local market for vast quantities of potatoes, and by 1873, potato production there had increased by 300% and 200%, respectively (Fogg 1874; Hayward 1849). Despite this success, potato production declined by the end of the nineteenth century, as farmers switched to crops which were less taxing on local soils (Merrill 1888, 603).

Dairying enjoyed a brief surge in popularity in the early twentieth century in Coos County, which had more milk cows per farm than any other county except for Grafton (Weld 1905, 74). Cheese, which did not spoil as quickly as milk and was easier to transport, was produced at an industrial level, with all seven New Hampshire cheese factories based in Coos County (Weld 1905, 75). However, increasing industrialization and a growing dependence on the timber industry gradually reduced the number of people employed by the farming industry throughout the twentieth century. Today, farming in the Great North Woods region is only a tiny fraction of what it was in the nineteenth-century (Jager 2004, 44).

Industry

Due to the lack of a reliable transportation network, agriculture remained the primary source of income for the town of Pittsburg until the late nineteenth century, when the Connecticut River Company (chartered 1879) established massive timber holdings within the town (Merrill 1888, 719; Harper 2001, 215). At the height of the winter logging season, the company employed between 700 and 800 men, providing local residents with a second job during the slow farming season (Merrill 1888, 719; Fogg 1977, 13). Drawn by the prospect of employment, itinerant workers from out of town came to Pittsburg to work for the lumber companies. Although Pittsburg had four sawmills by 1888, some of the timber cut in Pittsburg was shipped farther south for processing; for example, the Connecticut River Lumber Company sawmills were situated in Hartford, Connecticut (Merrill 1888, 720; Pike 1967, 248). Transporting the timber

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harvest was done via Pittsburg's streams and lakes. By the late nineteenth century, dams were in place at the First and Second Connecticut Lakes, and at East Inlet to control seasonal water flow (Hunt 1896, 1000). Timber remained the backbone of Pittsburg's economy until the 1940s, when depleted timber stocks and competing western and international interests led to a drop in demand for New Hampshire timber. Smaller industries located in Pittsburg included gristmill operation and potato starch manufacture (Merrill 1888, 720; Fogg 1874, 301).

The eastern portion of Clarksville was primarily utilized by lumber companies, who extracted large amounts of pine, spruce, and hardwoods in the late nineteenth and early twentieth centuries (Merrill 1888, 125; Rosholt 1980, 67). At a more local level, Clarksville was also home to a small, but thriving dairy industry; by 1905, the Clarksville Cheese Factory was in operation, one of only seven such factories in the state (Weld 1905, 75). Another cheese company – the Clarksville Dairy Company – began operation in 1921, but closed by the mid-1930s (Jordan 2003, 98). Like other Great North Woods towns, Clarksville also produced potato starch (42 tons) and maple sugar (11,500 pounds) (Fogg 1874, 100).

The first industrial enterprise in Stewartstown (as in many other settlements) was a sawmill and gristmill, built in 1803 and 1804 on the Connecticut River by Jeremiah Eames (Bicentennial Historical Commission of Stewartstown 1976, 67; Merrill 1888, 671). Early residents of Stewartstown were also engaged in several small-scale enterprises during the 1820s and 1830s such as the manufacture of potash, pearl ash, flax, brick, leather, shoes, and harnesses (Tewksbury 1888, 669-670). Stewartstown's advantageous location on the Connecticut River spawned other industries in the mid-nineteenth century, including at least four potato starch mills and two woolen and carding factories (Merrill 1888, 672-673). By 1873, Stewartstown was producing over 11,000 yards of cloth annually and 150 tons of potato starch (Fogg 1874, 338). As in other Great North Woods communities, logging was an integral part of the local economy; the majority of Stewartstown's timber resources were owned by the Connecticut River Lumber Company (Merrill 1888, 125). The modern hydroelectric plant operating in Stewartstown has its origins in the early twentieth century, when it was established by the W. F. Allen Company, which provided power for local mills and electricity for the town (Bicentennial Historical Commission of Stewartstown 1976, 67; PSNH 2014).

Industry in Colebrook was dictated by the location of waterways, specifically the Mohawk River and four of its tributaries: Aldrich's Brook, Beaver Brook, East Brook, and West Brook (Hurd 1892). As early as 1800, sawmills and gristmills dotted Colebrook's numerous streams and rivers, established by early settlers such as Abial Kidder, John Smith, and Samuel Pratt (Merrill 1888, 593; Town of Colebrook 2014). Smith and Pratt expanded their operation in the 1810s and 1820s to include a cotton mill and carding mill (leading to the development of Factory Village), while Kidder's manufacturing success led to the establishment of the Kidderville village (Merrill 1888, 593, 602; Hurd 1892). Around 1846, the first potato starch mill in Colebrook was built near Colebrook Village; at peak production ca.1870, at least six starch factories were operating in Colebrook, producing approximately 1,500 tons of starch (Merrill 1888, 603; Town of Colebrook 2014). In comparison, Lancaster – the largest town in Coos County, with almost double the population of Colebrook – produced only 200 tons (Fogg 1874, 218, 447). The starch

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industry in Colebrook faded by the late nineteenth century, as local farmers switched to crops which were less taxing to their soils (Merrill 1888, 603). Logging and dairying remained important economic contributors well into the twentieth century, although these both declined by the 1970s (Brooks et al. 2013, 51; NHES 2015b).

Remote eastern townships in the project area such as Dixville, Dix's Grant, and Wentworth's Location never developed industrial economies, remaining largely agricultural communities well into the twentieth century. Portions of the townships were undoubtedly harvested for their timber resources (Farrar 1887, 185; Merrill 1888, 956); Hoagland notes that the Brown Paper Company owned large portions of Dix's Grant (2003, 227). Apart from subsistence agriculture and lumber extraction, the economy of these townships largely relies on tourism (see Recreation).

Lumbering forms the backbone of Errol's economy; the first permanent settlers did not arrive until after logging along the Magalloway and Androscoggin Rivers had become a lucrative business (Merrill 1888, 948). Transport of harvested timber relied on Errol's waterways, including Umbagog Lake. Dam companies, such as the Androscoggin River Improvement Company (1852) and the Errol Dam Company (1876), constructed dams on the Androscoggin in Maine and New Hampshire to maintain steady water flow during log drives and provide water power for various mills (Landry 2003, 170; Merrill 1888, 949). Only one, Errol Dam (built in 1852 and rebuilt in 1888) is located within the town, at the outflow of Umbagog Lake (Landry 2003, 170). In addition to supplying men and resources for the log drives, Errol was home to several small industries including at least two sawmills, a gristmill, and a station for the Union Water Power Company, which maintained the dams (Bennett and Nickerson 2007, 1; Hurd 1892).

Agriculture and logging dominate the economy in the town of Millsfield. Although no major mills were located within the town boundaries, Millsfield was an important source of timber for both the Brown Company and International Paper in Berlin (Claesson et al. 2014, 63). The Millsfield Railroad – a seven-mile track which “began nowhere and ended nowhere” – brought logs out of Millsfield's wilderness and allowed them to be shipped to other towns for processing (Nadeau 2008, 122; Pike 1967, 165). Private roads, trams, lombards, and camps were also seasonally utilized in this area to move lumber to the Upper Ammonoosuc and Androscoggin Rivers (Plymouth State University 2014).

Prior to the establishment of the lumbering industry, Dummer was a predominately agricultural community. The first sawmill and gristmill was established in the early nineteenth century, but lumber manufacturing did not reach any great level of success until the 1870s and 1880s, roughly corresponding with the arrival of railroads in nearby towns (Rule 2014, 1; Fogg 1874, 136; Merrill 1888, 855-856). By 1873, Dummer mills were producing approximately 400,000 feet of sawed lumber on an annual basis; that number increased to over 3.6 million feet by 1888 (Fogg 1874, 136; Merrill 1888, 854). The primary lumber companies operating in Dummer at peak production were Brown Paper and the Paris Manufacturing Company; the latter establishing a large camp and sawmill in West Dummer, which closed in 1954 (Cohen 1987; Town of Dummer 2000, 7). A hydroelectric plant and construction of a new dam in the 1970s produced a spike in

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population, which quickly receded upon completion of the project (NHES 2015c; Thompson 2013). Since the construction of the dam, Dummer's economy has again turned towards agriculture (NHES 2015c).

Industry in Stark was primarily focused on lumber extraction and processing, which began in the mid-nineteenth century with the arrival of the railroads and quickly overshadowed agriculture (Merrill 1888, 577). By 1859, five sawmills, four shingle machines, and three clapboard machines were operating in Stark, and by 1873, the town was producing between five and six million feet of lumber (Coolidge and Mansfield 1859, 654; Fogg 1874, 337). New technology for extraction lumber from previously inaccessible slopes, increased productivity at existing mills, and a rail connection (the Grand Trunk Railroad) in the later decades of the nineteenth century spurred Stark's economy to new heights, resulting in a 200 percent increase in lumber production (Koop 1988, 11; Merrill 1888, 578). The extraction continued unabated into the twentieth century, until Stark's lumber resources were nearly exhausted (Koop 1988, 11). Lumbering continued at some level through the twentieth century, as demonstrated by the use of approximately 250 German prisoners of war from the Stark POW camp as lumberjacks for the Brown Company in the 1940s (Koop 1988). By the end of the twentieth century, industrial timber extraction and lumber manufacture in Stark had been replaced by tourism.

Northumberland's location at the confluence of the Connecticut and Upper Ammonoosuc Rivers made it a natural hub for commerce and industry in the early nineteenth century. Raw materials could easily be brought down the river, while manufactured goods were quickly shipped to southern markets. By the early nineteenth century, residents of Northumberland had already established a sawmill, two gristmills, and a cloth mill (Merrill 1888, 540). The arrival of the Grand Trunk Railroad in 1852 and its junction with the Boston and Maine Railroad in Groveton further accelerated economic growth, enticing new manufacturers to establish themselves at such a vital crossroads. Late nineteenth-century factories produced starch, straw-board, shoe pegs, and lumber (Fogg 1874, 285-286).

Paper production has existed in some form in Northumberland since 1823, when the first paper mill in New Hampshire was constructed by Thomas Wiswall & Company (Valente 2010, 163). Sawmills and lumber companies overshadowed paper mills in Northumberland for most of the nineteenth century, although The Paper Mill Directory of the World lists one Northumberland paper company, Chase Roberts & Co. (established 1865), a manufacturer of "straw wrapping" and "manilla" (1883, 34; 1884, 61). In 1893, a paper mill in Groveton opened which would grow to become one of the largest employers in the region (Farrell 2007, 1). By the end of the twentieth century, paper was the only industry in Northumberland, with multiple paper mills owned by International Paper, Smurfit-Stone Container, and Wausau (Brothers 2007, 4). A gradual decline in mill production starting in 1950 culminated in the closure of the last two Groveton and Northumberland paper mills by 2007, leaving forty-six percent of Northumberland's residents unemployed (Brothers 2007, v, 5).

The first mill in Lancaster was a gristmill operated by horse power; however, settlers quickly learned to take advantage of Lancaster's numerous waterways, and a water-powered mill was

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established at Indian Brook circa 1770 (Merrill 1888, 270; Somers 1899, 379). This was followed by several others, including a carding mill by 1800 (Merrill 1888, 270). Despite the lack of a railroad, Lancaster's industrial sector continued to grow, attaining a total of eight sawmills, a carding mill, cloth mill, sash and blind factory, and an iron foundry just along the Israel River by 1859 (Coolidge and Mansfield 1859, 547-548). The Garland Mill (NR#82000616), constructed circa 1856 on Garland's Brook, is one example of the typical sawmills operated in Lancaster during this time period (Garland Mill Timberframes 2015; Southworth 1982, 8-1). Although production at this mill was limited to three months out of the year, it still produced approximately 250,000 feet of lumber, 250,000 shingles, and an indeterminate number of clapboards (Garland Mill Timberframes 2015).

The arrival of the railroad in 1870 opened up new markets for Lancaster products, and industry grew accordingly. In 1887, a logging railroad was constructed between Lancaster and Kilkenny to extract timber, which fed increasingly industrial sawmills in Lancaster (Boston and Maine Railroad System 1902, 696; Southworth 1982, 8-2). By the end of the nineteenth century, Lancaster factories produced textiles, furniture, piano sounding boards, lumber, lathes, shingles, clapboards, sashes, doors, blinds, strawboard, paper, and wood pulp (Somers 1899, 371-391). The Diamond Granite Company also ran a successful businesses extracting granite from quarries in nearby Kilkenny (Somers 1899, 391). Depleted timber stocks and the closure of the Boston & Maine and Maine Central Railroad offices in the 1920s and 1930s drastically impacted the local economy, which never recovered the same level of productivity experienced at the turn of the century (Bowers and Sundman 2003, 27-28).

Recreation

Tourists who visited the Great North Woods in the second half of the nineteenth century were drawn by the promise of fishing, hunting, canoeing, and hiking through vast tracts of largely undisturbed wilderness. Sporting camps were constructed along rivers and lakes, such as the Connecticut Lakes House (1860), Camp Chester (late 1800s), Idlewild Camp, and Metallak Lodge, all located in Pittsburg (Town of Pittsburg 2015). Guidebooks instructed visitors on the best routes to access the Connecticut Lakes of northern New Hampshire, which often involved a variety of transportation methods, including railroads, stagecoaches, and even steamships (Farrar 1887, 349). Remote townships such as Errol and Wentworth's Location offered landings for steamer services, such as the Richard Lakes Transportation Company, which operated in Maine and New Hampshire (Farrar 1887, 54, 223, 349).

The only Grand Resort Hotel of the Great North Woods is the Balsams Resort, located in Dixville Notch. The first settler to Dixville, John Whittemore, established an inn here circa 1812; since then, tourism and hospitality has been the primary source of income for Dixville residents (Merrill 1888, 650). This first inn was abandoned after Whittemore's death, but a new Dix House was constructed in 1874 by George Parsons which flourished upon the arrival of the railroad in Colebrook (Adams 1979, 38; Hengen 2002, 8-2, 8-3). In 1895, the resort was purchased by Henry S. Hale, who expanded the hotel to its modern proportions, with accommodations for 400 guests (Hengen 2002, 8-3; Spaulding 1979, 27). The twentieth century saw the fortunes of the Balsams rise and fall with the state of the national economy, and it closed in 2011 before being

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resold (Tracy 2014). New developers plan to renovate the Balsams and reopen in the future as a world-class ski resort (Jensen 2015).

As the success of the logging industry in New Hampshire waned, towns resorted to tourism to supplement their struggling economies. Campgrounds, affordable motels and roadside cabins gained in popularity with the invention of the automobile, ensuring a steady stream of visitors to the region, despite the decline in railroad transportation (Ewald 2003). Apart from the Balsams, the Great North Woods did not have a luxury tourism industry, and did not suffer the same sort of economic downturn experienced in the White Mountains. Rather, small-scale tourism enterprises catered to outdoorsmen and families, advertising weekend activities such as canoe rentals, moose tours, hikes, skiing, and maple sugar tours (NewHampshire.com 2011). Logging roads were converted in the winter to snowmobile trails in Millsfield, and maintained by organizations such as the Umbagog Snowmobile Association (Umbagog Snowmobile Association 2014). Both Lancaster and Pittsburg also advertise themselves as attractive snowmobiling locations, with Pittsburg describing itself as the “Snowmobile Capital” of New England (Town of Lancaster 2014; Town of Pittsburg 2014).

Public and Educational Institutions

The primary concern of early settlers was the construction of homesteads and barns; later, gristmills and sawmills were built, followed by churches and meetinghouses. As the primary location for a variety of town events (i.e. town meetings, religious worship, and social gatherings), meetinghouses and churches were important buildings in the social fabric of a town. Early town surveys often include lots specifically designated for the use of public buildings, and these were usually the first to be constructed. The Stark Union Church (NR#83004089) is just one example of the multi-functional natures of these buildings. Stark’s small population (approximately 400 at the time of construction) made it impossible for the members of one denomination to raise enough funds to construct a church of their own. Collaboration among various religious communities resulted in the construction of the non-denominational Stark Union Church in 1853, which has housed services for several denominations in its more than 150-year history (Emery 1983, 7-1).

Schoolhouses typically came later, although schooling likely took place in local homes until a designated building could be constructed. The number of schoolhouses varied by town and depended upon a variety of factors, such as population and size of the district. In the nineteenth century, towns in the Great North Woods region had between zero (Dixville, Millsfield, and Wentworth’s Location) and fifteen (Lancaster) recorded schools, with the duration of school years ranging from eight to thirty-one weeks (Fogg 1874). Two notable educational institutions in the area were Colebrook Academy and Lancaster Academy.

The first libraries in the Great North Woods region were private collections of wealthy individuals. As the economy grew, residents saw an increased need for public access to valuable books; this interest resulted in the establishment of public libraries. The first public library within the project area was located in Lancaster and began in 1860 as a reading club, quickly growing to a public library of over 1,600 volumes by 1873 (Fogg 1874, 218; Merrill 1888, 334). It was

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further expanded in 1884 by the donation of 1,000 books and the former Lancaster Academy building by George P. Rowell, with the caveat that the library continues to be maintained as a free public library (Baird and Fonda 2000, 8-1). The current Weeks Memorial Library in Lancaster was constructed in 1909 and is now listed on the National Register (NR#00001464) (Baird and Fonda 2000, 8-1).

20. Applicable NHDHR Historic Context(s)

4. The granting of land and towns, 1623-1835.
5. The French and Indian Wars in New Hampshire.
9. World War II in New Hampshire.
22. Logging, lumbering and saw mills, 1620-present.
23. Wood products mills and shops in New Hampshire.
24. Paper manufacturing and making in New Hampshire.
44. Machine tool manufacture, 1840-present.
51. Mixed agriculture and the family farm, 1630-present.
53. Grain farming and grist milling, 1650-present.
55. Maple sugar and syrup production, 1650-present.
56. Local-scale dairy farming, 1800-present.
57. Potato farming, 1800-present.
61. Cattle raising and summer pasturing in New Hampshire, c.1850-present.
70. Summer resort/grand hotel tourism, 1840-1940.
73. Summer and vacation home tourism, 1880-present.
76. Winter recreation and the ski industry, 1890-present.
78. Outdoor recreation in New Hampshire.
81. New Hampshire State Parks, Sites and Forests.
82. Pre-automobile land travel, 1630-1920.
83. Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present.
85. River and canal navigation, 1790-1890.
86. The railroads in NH, 1842-1960.
88. Automobile highways and culture, 1900-present.
105. Elementary and secondary education, 1770-present.
107. Local government, 1630-present.
109. State government, 1680-present.
110. The federal government in New Hampshire, 1776-present.
111. Fighting the Depression in New Hampshire: The CCC, WPA, and other public works programs, 1929-1940.
115. Social organizations in New Hampshire.
118. The Grange in New Hampshire, 1870-present.
120. Religion in New Hampshire, 1623-present.
130. Commerce, industry and trade in New Hampshire village and town centers, 1630-present.
131. Suburban/bedroom community growth in New Hampshire, c.1850-present.
135. The land conservation movement in New Hampshire.
136. Public and private cemeteries and burials.

AREA FORM**AREA NAME: NORTHERN PASS – GREAT NORTH WOODS****21. Architectural Description and Comparative Evaluation**

This section outlines the development of the region's above-ground resource types and architectural styles. Resources within the project area that are highly representative of the region's architectural styles and historic contexts are discussed, presented in photographs, and identified on sketch maps. Resource identification (or inventory) numbers discussed in the following report sections are identified by NHDHR and NRHP as previously inventoried properties (e.g., PIT0005, NR92000632), or are assigned by SEARCH as a result of field observation (FID-#, e.g., FID-4057). Photographs or images referenced in the following sections refer to photograph continuation sheets (e.g., Photograph #1).

Residential Resources

Following the end of the War of Independence, settlers were drawn by the availability of affordable land in the Great North Woods (Johnson 2006, 32). Built resources dating from this early period were not identified in the field, as the survey was limited to above-ground and exterior examination of buildings. Buildings from this period would have been built of hewn logs and, if extant, would likely have been incorporated or re-used in other buildings (McAlester 1984, 75).

In the late eighteenth and early nineteenth centuries, homes were generally timber framed with horizontal exterior clapboards. The fireplace chimney was centered or offset from the center of the building, and the most common of these was the center hall form. Typically, standing two stories tall with a side gable or hipped roof, examples in the Great North Woods are typically five or three bays in width and retain some Georgian or Federal-style architectural details. Georgian architecture usually has a symmetrical façade and a side-gabled or hipped roof (Historic New England 2014). This architectural style features decorative entablatures and pilasters that surround the entry. In addition, Georgian entries more commonly have rectangular transom lights rather than a fanlight as seen in Federal examples.

Very few mid-eighteenth century built resources remain within the project area from the Georgian-period. One example of the Georgian style is located at 290 North Road in Lancaster (FID-1537, Photograph #1). The two-and-one-half story connected farmhouse has a side gable roof and façade that is five bays wide. The one-story entry porch is likely a later addition, however the transom and sidelights flanking the center entry appear original. Constructed in 1830, the once-expansive property was a successful sheep and dairy farm throughout the mid-nineteenth century (Lancaster NH 1964, 38-40). One of the original barns burned in the early twentieth century, and modern outbuildings have been constructed on the property. The farmhouse has been altered with replacement siding, and the original windows have also been replaced.

No examples from the Federal period were noted within the project area. This is likely due to the style being more prevalent in seaport cities and developed towns as opposed to rural areas (McAlester 1984, 156). The Federal, or Adams style, typically features a symmetrical façade, low-pitched gable or hipped roof, and often included a Palladian window centered on the façade.

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Additionally, semi-circular or elipitical fanlight and sidelights often frame the entry (Historic New England 2014). An increase in brick buildings designed in the Federal style was commonplace in northern New England (Garvin 2001, 113), however such masonry examples were not observed within the project area.

A common building type in New Hampshire from the eighteenth century through the present is the Cape Cod form (NHDHR Area Form Survey Manual Appendix E, accessed 9/25/2014). These buildings were typically one or one-and-one-half stories in height with a side gabled roof, central or side brick chimneys, and have multi-paned double-hung sash windows. Early nineteenth century examples of the Cape in the project area include the residences on Route 3 in Clarksville (FID-3642, Photograph #2), 411 North Road in Lancaster (FID-1512, Photograph #3), and 249 Northside Road in Stark (FID-1689, Photograph #4). The Clarksville Cape has two dormers that appear to be original to the building, and the center entry has a simple entablature with sidelights. Yet a number of early Cape dwellings have been altered, typically with later additions, porches, or dormers. The Stark example has also had its original clapboard siding replaced with synthetic siding. Contemporary examples of the Cape are discussed in following sections of this report.

Greek Revival was the dominant style of American domestic architecture from 1830 to 1850 (McAlester 1984, 182). Buildings constructed in this style were typically one-and-one-half story, and most commonly had a front-gabled roof, although a side-gable roof was not uncommon. Hallmark decorative details include cornice returns, wide bands of trim beneath the roof line, corner boards, and entablatures at entryways with a transom or sidelights.

During the 1840s, gable-front residences became synonymous with the Greek Revival style, as they mimicked the façade of a Greek temple. These forms varied in height from either one-and-one-half to two-stories, and typically had centered entries. A residential example located on Portland Street in Lancaster (FID-1517, Photograph #5) features a jettied half-story over the first story to create a deep porch, which is supported by chamfered columns. These columns are not uncommon for vernacular Greek Revival examples (McAlester 1984, 180), but also could have replaced earlier Doric columns. Other Greek Revival elements include the cornice returns, wide trim band along the cornice, and corner boards. The sawtooth shingling in the gable peak is unusual for Greek Revival, and could be a later addition. A similar example was noted on North Road in Lancaster (FID-1529, Photograph #6). The one-and-one-half story residence features a closed gable, cornice trim, and wide corner boards. The entry also has a classic Greek Revival entablature with sidelights. The upper jettied story is supported by turned posts with decorative brackets that are likely later additions to replace earlier columns. This type of Greek Revival dwelling with jettied upper story was observed in other areas surrounding the project area in the northernmost regions, but was not observed in the southern areas.

By the 1850s, the Italianate style of architecture gained popularity in America (McAlester 1984, 211). Characteristics of this style include a low-pitched or flat roof with widely overhanging eaves and decorative brackets, as well as windows with decorative crowns. Hallmarks of the Italianate style also include a square tower and a paired window centered on the upper story of the façade. Examples within the project area include the residence at Paris and Dewey Hill Road in

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Stark (FID-1714, Photograph #7). The two-story residence has a flat roof, with a centered square cupola. The cupola has full arch windows on each side, with U-shaped crowns with brackets. Both the cupola and the cornice of the building contain paired decorative brackets. A hipped roof center entry porch is a later alteration.

The Gothic Revival style, which gained popularity between 1840 and 1870, is more visible within the project area than the Italianate style. Andrew Jackson Downing touted this style as ideal for rural areas in the nineteenth century in *The Architecture of Country Houses*. Identifying features of the Gothic Revival style include steeply pitched roofs, often with cross gables, decorative verge-boards, one-story porches, and pointed arch windows (Historic New England Architectural Style Guide 2014, accessed 9/26/2014). Examples of Gothic Revival domestic architecture include the residences at 887 Bear Rock Road in Stewartstown (FID-1777, Photograph #8) and 147 Hollow Road in Clarksville (FID-1799, Photograph #9). Both buildings feature steeply pitched cross gables, however other decorative characteristics have been covered with the application of vinyl siding. A pair of duplexes with steeply pitched paired gables is located on Preble Street in Northumberland (FID-1645, Photograph #10). The buildings are identical in form and design, with one-story porches between the bay windows.

As architectural styles changed through the mid-nineteenth century, it is common for buildings to embody characteristics of one or more styles from this period. An example of this is located at 229 North Road in Lancaster (FID-1543, Photograph #11). This one-and-one-half story front gable residence has hallmark characteristics of the Greek Revival style including a cornice trim, cornice returns, corner boards, and classically inspired entablature surrounding the centered entry. The wing section of the building features steeply pitched paired gables that embody the Gothic Revival style.

In the late nineteenth century, the Queen Anne style dominated domestic architecture in many parts of the country (Historic New England Architectural Style Guide 2014, accessed 9/26/2014). The style sought to avoid flat wall surfaces, and typically features cross-gable or asymmetrical rooflines, patterned shingles or masonry, and one-story porches that span the length of one or more elevations. These porches often have turned ballustrades, posts, and spindlework ornamentation. There are a handful of residences located within the project area that are constructed in the Queen Anne style, including a number of cross-gable examples with patterned shingles (FID-4015, Photograph #12; FID-1575, Photograph #13; and FID-1649, Photograph #14). Towers were also common elements of the Queen Anne style, as seen in the building on State Street in Northumberland (FID-1650, Photograph #15) and at the residence located on Church Street in Stewartstown (FID-1810, Photograph #16). The Stewartstown example also features decorative spindlework detailing in the gable and under the overhang left by the cutaway bay window.

A common residential type located throughout the project area includes the sidehall house. As name implies, the entryway would be located in one of the side bays, and open into a sidehall. These houses were most often one-and-one-half stories in height with a gable front. Often vernacular, these residences had little embellishment or design to link them to a specific architectural style. Examples within the project area were noticed on Lost Nation Road in

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Northumberland (FID-1571, Photograph #17) and 285 Portland Street in Lancaster (FID-1508, Photograph #18). Variants of the sidehall include an entry porch and/or first story bay window on the façade, as noted in the examples along Preble Street in Northumberland (FID-1648, Photograph #19).

One of the most common styles of domestic architecture from the early twentieth century is Colonial Revival (McAlester 1984, 324). The style was influenced by a renewed interest in the Georgian and Federal architecture styles of the original colonies. Multiple forms and features fall within the Colonial Revival style, including hipped or gambrel roofs, twentieth-century capes, and side gable center hall plan homes. Most commonly the façade features a centered entry, emphasised by a decorative pediment with pilasters, or an entry porch. Bay windows, paired, or triple windows are also indicative of the Colonial Revival, as seen in the examples on Brooklyn Street in Northumberland (FID-1596, Photograph #20), and 112 Middle Street in Lancaster (FID-1558, Photograph #21).

A subtype of the Prairie style includes what is often called the American Foursquare. Characteristics of this style are a simple square plan, low-pitched hipped roof with overhang, and symmetrical façade. Porches were often also added to the façade, as were dormers on the one or more elevations. Vernacular examples exist within the project area, along State Street in Northumberland (FID-4027, Photograph #22) and along Second Street in Northumberland (FID-1682, Photograph #23). The majority of these examples have lost their original siding to the application of vinyl and synthetic siding.

Few examples of the Craftsman style were noted within the project area. Key characteristics of this architectural style that was popularized in the early twentieth century include low-pitched gable or hipped roof, wide eaves with exposed roof rafters, false beams under gables, and porches supported by square columns. An example located at 311 North Road in Lancaster (FID-1531, Photograph #24), has a low-pitched cross gable roof, and exposed false beams beneath the gable. Another example on Old Country Road in Clarksville (FID-1800, Photograph #25) has exposed rafter tails beneath the low-pitched hipped roof, a defining characteristic of the Craftsman style.

Early twentieth century vernacular cottages and cabins were noted throughout the project area. These were typically one or one-and-one-half stories in height, of simple design, and minimal decorative detail. Examples include the one-story cottage with enclosed porch on Route 3 in Northumberland (FID-4041, Photograph #26). Similar cottages were noted along Garland Road in Lancaster (FID-1549, Photograph #27).

The suburban residential developments that followed World War II included modern dwelling types such as the cape, ranch, and raised ranch (McAlester 1984, 477). All of these building types became increasingly popular in the 1960s, and are still in use today (McAlester 1984, 477). The twentieth-century cape commonly includes a pair of dormer windows on the façade, and Colonial Revival detailing at the entrance (see e.g., FID-1509, Photograph #28; FID-1678, Photograph #29). Other twentieth century capes lack the paired dormers, and other examples have side elevation additions (see e.g., FID-1855, Photograph #30). The ranch is a one-story

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dwelling with a low-pitched roof, and often includes a picture window and attached carport (see e.g., FID-1539, Photograph #31) or connected garage (see e.g., FID-1589, Photograph #32). With the automobile being prevalent in American society after World War II, it was also common for the garage to be incorporated in the house, rather than being separate or connected via a breezeway. The ranch houses on Potter Road in Stark (FID-1696, Photograph #33) and on Bridge Street in Stewartstown (FID-1808, Photograph #34) have a house built into a hillside, with the garage located beneath the upper story. Other examples of post-war residences, such as the raised ranch and split-level, were minimally observed during the field survey.

Agricultural Resources

Agriculture was the primary economic means for settlers in the Great North Woods in the late eighteenth and early nineteenth centuries. Like the rest of New Hampshire, farming reached its peak in the mid-nineteenth century. In the Great North Woods, farming was replaced by the lumber industry, although sheep and dairy farming continued into the twentieth century. In response to the early twentieth-century increase in seasonal tourism, many large farms were sold and subdivided for the development of vacation homes and summer camps. Post-World War II development also led to the subdivisions of large tracts of farmland. As a result, many nineteenth-century examples of the Great North Woods farming community were lost; however, some farm buildings, including barns and associated outbuildings, survive within the project area.

The most common dwelling type from this period is the connected farmhouse. The farmhouse has been a major architectural form in New Hampshire since the late eighteenth century. Highly functional, farmhouses developed through the building traditions of the Colonial period (Garvin 2001, 96-97). These buildings often followed Georgian or Greek Revival architectural styles, or the buildings had no style at all, with minimal ornamentation. Building materials may vary, but in this area they are primarily wood-frame construction with wood clapboarding. Farmhouses are typically grouped with barns, sheds, and other buildings and structures that supported the various agricultural activities of the farm. These buildings were connected, as is often the case in New Hampshire, creating a “connected farm” that typically consisted of the living quarters, or “big house”; a smaller building or ell containing the kitchen area; the “back house” (traditionally a craft-shop or carriage house); and a barn (Hubka 1984, 5-6).

Some connected farmhouses were noted above in the discussion of residential resources. Additional representative examples from the nineteenth century include those on North Road in Lancaster (FID-1546, Photograph #35), and 30 Main Street in Northumberland (FID-1607, Photograph #36). Some connected barns have been adapted to other uses, including expansion of living quarters into the barn (FID-1642, Photograph #37). Many of these altered buildings underwent other changes to their original appearance, including the application of vinyl siding, replacement windows, and additions that detract from the original features of the building.

Following the popularity of gable-front buildings in domestic architecture, gable front barns became increasingly popular in New England by 1830 (Visser 1997, 74). This design allowed for drainage off the roof to the sides of the barn, rather than at the main drive and entry. By 1850, the bank barn was a common feature on the rural landscape. This building was typically

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constructed on a slope, or banked to one side to allow for a basement beneath the stable. Examples of this barn type are seen Hollow Road in Stewartstown (FID-1794, Photograph #38). In the early- to mid-nineteenth century, lighting and ventilation became important features in barns for both livestock and crop storage (Visser 1997, 46-48). Farmers installed transom lights over the main barn doors, and windows were incorporated into the elevations of barns (FID-1613, Photograph #39; FID-1851, Photograph #40). By the mid-nineteenth century, cupolas and ventilators became common features to aid in air circulation; these were located on the roof ridge of the barn (STE1013, Photograph #41; and FID-1857, Photograph #42).

In addition to potato, sheep, and dairy farming, agricultural products in the Great North Woods also included maple sugar. With the amount of maple trees in the area, farmers often constructed a sugar house, to facilitate the production of maple sugar and syrup (Visser 1997, 179). These buildings were often one story in height, with a gable front roof, and a gabled ventilator located along the roofline. Nineteenth century sugar houses were often lost to fire, but two examples were noted within the project area (see e.g. FID-1517, Photograph #5 and FID-4057, Photograph #43). Another example located within the project area may date to the early twentieth century (FID-1776, Photograph #44).

As a result of the decline in agriculture in the early twentieth century, and with the advent of the automobile, barns and stables were often repurposed for vehicle storage. For example, the connected barns at 5 Hollow Road in Stewartstown (FID-1795, Photograph #45) and 21 Eames Street in Northumberland (FID-1622, Photograph #46) have been converted to garages.

The project area has seen a diminished agricultural economy during the twentieth century. Farmland has been sold and subdivided to allow for commercial and residential developments. Yet some large farms within the project area are still operating into the twenty-first century, such as the Thibeault Farm in Pittsburg (FID-1829, Photograph #47).

Industrial Resources

Many of the industrial sites within the Great North Woods, such as the Groveton Paper Company and Brown Paper Company, are no longer extant. Yet a few examples of industrial architecture have survived in the project area. The Brooklyn Dam (FID-1646, Photograph #48) was constructed on the Upper Ammonoosuc River in Groveton in the late nineteenth century to power the Groveton Paper Mill. The two-story brick building has a low-pitched gable roof, with granite lintels over windows and door entries. The dam was washed out during a flood in the 1960s. It is now used as a flood control dam for the Groveton and Northumberland communities, and is undergoing renovations to be converted to a hydroelectric dam (Ampersand Energy Partners 2015). The Pontook Dam in Dummer (FID-1709, Photograph #49) was constructed in 1892 by the Union Water Company (Monroe 1998, 2). A gatehouse is still visible, though it is unclear if this is original to the 1892 construction. The dam, now used for hydroelectric power, has formed Pontook Reservoir, a recreational area and wildlife habitat.

While industrial buildings related to the large paper and lumber mills of the Great North Woods are no longer standing, other buildings remain within the project area. Worker housing in particular was noted in Groveton and Northumberland. These one-and-one-half story gable front

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buildings feature enclosed one-story porches, and shed-roof dormers on the side elevations (see e.g. FID-1597, Photograph #50, FID-1598, Photograph #51, and FID-1599, Photograph #52). These residential buildings appear to date to the late nineteenth or early twentieth century, and are located to the west of the former Groveton Paper Company, on the side streets to the west of Church Street, and Rich Street and Spring Street.

Religious Buildings

The earliest surviving example of a religious building within the project area is the North Hill Church in Stewartstown (FID-1781, Photograph #53). Dating to 1840, the structure is completed in the Greek Revival style, with a front, closed gable, wide frieze, corner boards, and simple entablatures surrounding the two entries on the façade. The windows on the façade are likely later additions.

St. Mark's Episcopal Church (FID-1616, Photograph #54) and St. Francis Xavier Church (FID-1628, Photograph #55), both located in Groveton, appear to date to the late nineteenth or early twentieth centuries. St. Mark's Church features a gable roof with a gabled entry vestibule. St. Francis Xavier also features a gable roof, with decorative brackets along the cornice and dentil work along the gable. St. Francis Xavier also contains a belltower, although the steeple appears to be a later replacement.

United Methodist Church in Groveton (FID-1610, Photograph #56) was constructed in the mid-twentieth century. The front gable contains the concrete block bell tower and metal steeple. The building also appears to be constructed of concrete block, with vertical windows running the height of the building. A two story annex is located to the west.

Civic and Public Resources

With the economy in the Great North Woods centered around the lumber industry in the nineteenth century, those towns with direct ties to lumbering saw the most growth and developed town centers. Northumberland's town center features municipal and commercial buildings dating to the mid-nineteenth through early twentieth centuries (FID-1625, Photograph #57). The Groveton Post Office (FID-4021, Photograph #58) was constructed in the mid-twentieth century, and follows a similar design seen in other municipal buildings of the time period. The brick building has a low-pitched front gable roof with closed pediment and a recessed entry supported by square columns. Other towns within the project area did not experience the same economic growth and did not have developed town centers. Community life revolved around weekly church services and community events. These such events were often held in a hall, such as St. Albert's Presentation Hall in Stewartstown (FID-1820, Photograph #59). The two-story building has a hipped roof with a skirt roof separating the first and second stories. A centered paired-door entry is located on the north and east elevations.

Educational Resources

Schools in the project area range from the one-room schoolhouse of the nineteenth century to the Colonial Revival-style high school buildings of the twentieth century. One building (FID-1809, Photograph #60), now a residence, has the bank of windows on the east elevation synonymous

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with one-room schoolhouses of the nineteenth century. Located on Old Country Road in Clarksville, the building appears on the 1892 atlas as a schoolhouse (Hurd 1892). The front gable building has been altered with vinyl siding and vinyl replacement windows.

The Clarksville School (FID-1798, Photograph #61) was originally a sawmill dating to 1850, and became the cheese factory for the Clarksville Dairy Company following World War I (Colebrook Chronicle 2015). In 1935, the building became the Clarksville School and operated until 1968. The two-story building has a hipped roof with hipped roof cupola over the main entry block. Presently, the building is offices for the Colebrook Chronicle.

The two-and-one-half story Groveton School (FID-1606, Photograph #62) was constructed in the early twentieth century. Designed in the Colonial Revival style, the square main block of the building has a hipped roof. Decorative dentil work lines the cornices of the building, dormers, and entryway, which features Doric columns and entablature.

Cemeteries

Cemeteries dating from the late eighteenth and early nineteenth centuries were typically small family plots or town cemeteries surrounded by low stone walls or cut granite blocks. The Blake Cemetery in Stark (FID-1619, Photograph #63) appears to be a small family plot, though no markers were noted during field survey. The Terrill Cemetery in Stewartstown (FID-1793, Photograph #64), contains marble markers and is enclosed by a simple wood fence along the road and stone walls along the wooded areas to the north, south, and west. The North Hill Cemetery in Stewartstown (FID-1789, Photograph #65) contains simple marble markers, and is surrounded by a wrought iron fence.

Cemeteries established in the later nineteenth century include the Young Cemetery (FID- 1821, Photograph #66) and the Perry Cemetery (FID-1806, Photograph #67). Both cemeteries contain marble and granite gravestones, including a number of mid-sized obelisks. Paved drives provide travel routes within the cemetery.

An example of an early twentieth-century cemetery is the Hollow Road Cemetery in Stewartstown (FID-1785, Photograph #68). The cemetery contains marble and granite markers and is enclosed by a chain link fence. The cemetery is situated on flat, open land and has minimal plantings and vegetation.

Recreational Resources

With the increase of summer tourism in the late nineteenth century through the present day in the Great North Woods, a number of buildings were constructed for seasonal residents. Percy Summer Club (FID-1731, Photograph #69) was established in 1882 on Christine Lake in Stark. Cottages and residences along the lake were inaccessible during field survey because of gated roadway. Seasonal residences within the project area include modest cottages that were constructed near lakes or scenic vistas (see e.g., FID-1733, Photograph #70). These cottages are typically one-and-one-half stories in height, with minimal decorative elements, and often included porches on the first stories. Log cabins were also constructed in the late nineteenth through early twentieth centuries within the project area. These buildings were often one-story in

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height, with the exposed logs comprising both the support structure and architectural detail (see e.g. FID-1732, Photograph #71).

With the increasing use of the automobile, Americans in the twentieth century had the opportunity to travel further distances for vacations. Some motor courts and motels located along major transportation routes were constructed in the early twentieth century, but were more prevalent in the years following World War II. Motor courts and hotels were popular in the Great North Woods, and continue to be in use today. Motor courts would include a main building that would often include an office and other guest amenities. Smaller one- or two-room cottages would be located around the property. Often, these motor court cabins embodied little decorative detail, and were vernacular in design (see e.g. FID-1520, Photograph #72). Motels were similarly common along well traveled routes. Similar to motor courts, motels often had a main office building; however, instead of small individual cabins, motels utilized rows of one-story rooms, connected via an exterior porch or walkway (see e.g. FID-4055, Photograph #73, FID-1521, Photograph #74, FID-1516, Photograph #75)

Transportation Resources

The Groveteon Bridge is a covered bridge dating to 1852 (FID-1594, Photograph #76). The bridge was constructed on cut stone abutments and features a wood superstructure. The bridge is presently a pedestrian bridge. By contrast, the Route 3 Bridge in Clarksville (PIT0003, Photograph #77) was constructed in 1931 (NHDOT). The throughplate girder bridge was rebuilt in 1984.

Railroad-related resources in the project area include rail beds and lines, whistle posts, mile markers, bridges and culverts. The Groveteon train depot in Northumberland (FID-1652, Photograph #78) was part of the former Grand Trunk railroad line. The brick building with gable-on-hip roof has exposed brackets and segmental arch windows. A number of railroad bridges exist within the project area, including an example of a Pratt truss bridge in Northumberland (FID-1587, Photograph #79), and a plate girder bridge in Northumberland (FID-1692, Photograph #80).

With the growth of the automobile industry, garages became a ubiquitous part of the single-family home. In addition, the industry necessitated the construction of maintenance garages and stations to repair and service vehicles. Two service stations that may date to the mid-twentieth century are located in Northumberland (FID-4054, Photograph #81; FID-1604, Photograph #82). Both buildings are constructed of concrete block and have three service bays, and flat roofs. Another service station (FID-1688, Photograph #83) from the mid-twentieth century consists of a cross-gable building with office and two service bays on the first story and a residence in the upper story.

22. Statement of Significance

All properties discussed in this section are shown on sketch maps A-V.

Built resources convey their significance through integrity of setting, location, design, materials, workmanship, association and feeling (NPS 1995, 2). The following sections discuss those

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properties that are or could be considered significant for their ‘setting.’ As defined by the National Park Service, setting involves how a property is situated and its relationship with surrounding features and/or open space (NPS 1995, 45). For a property to be considered significant for its setting, key elements of setting, such as stonewalls, fencing, scenic views, or the relationships between buildings and open space must be intact. Panoramic or scenic vistas may also be important elements of a property’s setting and association with open space. For example, an architect or landscape designer may purposefully incorporate and take into consideration the viewshed and natural surroundings of a property.

Setting is considered significant when the integrity of setting is retained, allowing for understanding or appreciation of the resource. A visual impact may diminish a property’s integrity if setting is integral to conveying historical significance (VA DHR 2010, 4). If a property is significant for its architecture alone, the introduction of a new structure, such as an electrical tower, would not diminish the property’s integrity of design, materials, or workmanship. Likewise, if a resource is already surrounded by modern development, the construction of a new facility within the property’s viewshed is likely to have less of an impact on the integrity of setting. However, if a property’s setting is determined critical to its integrity, viewing a new facility or structure from the property might diminish the key characteristics of its setting, and therefore its historical integrity and significance. Detailed visual impact analysis would be necessary in order to determine any adverse visual effects and the impact on the property’s integrity.

Previously Identified Historic Properties or Resources that Intersect the ZVI

A total of 18 previously identified resources that intersect the ZVI were located within the project area (Table 1). Of these, two have been determined eligible for the State or National Register, and the status of five properties is undetermined. The remaining 12 properties have been determined not eligible for the State or National Register. There are no NRHP-listed properties within the Great North Woods ZVI. The John Weeks Estate (NR85001190), is in close proximity to, but outside of the project area, and therefore is not considered in this discussion. This section identifies all the NRHP listed properties and all previously inventoried NHDHR historic properties within the project area viewshed (or ZVI) that are potentially eligible for register listing. However, listed and eligible properties in the ZVI that do not identify setting as a character-defining feature are not included in this assessment nor are they recommended for additional inventory or visual impact assessment. Because the setting of these historic properties is not essential to their historic or architectural significance, viewshed impacts are unlikely to diminish the integrity of these properties. This section also discusses properties that NHDHR has not provided a determination of eligibility (i.e., undetermined), but where setting may be a key characteristic of a property.

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Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
NUM0002	Weston Lumber Company Duplex	36 Main Street	Stewartstown	No	Eligible, 3/18/1998	No	The property has been demolished and is therefore no longer considered eligible.
NUM0003		19 Maple Street	Northumberland	No	Not eligible, 12/6/1995	No	Previously determined not eligible, therefore not considered for further inventory/Former school, c. 1900, converted to residence in c. 1940. Alterations to siding, windows and doors.
NUM0004	Groveton Lumber Company	3 Mechanic Street	Northumberland	No	Undetermined	No	The property has nearly entirely demolished and is now a Brownfields site. Its setting has been negated by the recent demolition and conversion to a Brownfields site and is no longer considered eligible for NRHP.
NUM0005		6 Spring Street	Northumberland	No	Not eligible, 12/6/1995	No	Previously determined not eligible, therefore not considered for further inventory.
PIT0003	DOT: Clarksville 030/066	Route 3 over CT River	Northumberland	No	Undetermined	No	The bridge was originally constructed in 1931, but rebuilt 1984. It is outside of the 50 year requirement for NRHP consideration.
PIT0004		Halls Stream Road	Northumberland	No	Not eligible, 3/18/1998	No	Previously determined not eligible, therefore not considered for further inventory/Former school, c. 1900, converted to residence in c. 1940. Alterations to siding, windows and doors.
PIT0005	S.W. Swain Farm	Halls Stream Road	Northumberland	No	Undetermined, More information needed, 3/18/1998	No	Home and landscape lack aspects of integrity, as well as integrity of setting, and not eligible under criterion A for agriculture, but more information needed for determination of barn.
PIT0006		1191 Halls Stream Road	Northumberland	No	Not eligible	Yes	Previously determined not eligible, therefore not considered for further inventory.
PIT0007	Bigelow Barn	Halls Stream Road	Northumberland	No	Not eligible, 3/18/1998	No	Previously determined not eligible, therefore not considered for further inventory.

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Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
STA0002	NHDOT Bridge (087/140)	Bell Hill Road over Upper Ammonoosuc River	Northumberland	No	Undetermined	Yes	The bridge is closed, and was bypassed in 1990. Reconstructed in 1960, it has lost its integrity of materials, design, and workmanship. Additionally, the bridge has lost its integrity of feeling and association as it is no longer utilized as a bridge. While the setting is intact, the lack of other characteristics of integrity renders this bridge no longer eligible for listing in the NRHP.
STA0012	Stearns House	966 Route 110, Groveton	Northumberland	No	Not eligible, 2/27/1991	No	Previously determined not eligible, therefore not considered for further inventory.
STA0019		30 Potter Road	Northumberland	No	Not eligible, 3/18/1998	No	Previously determined not eligible, therefore not considered for further inventory.
STE0002	Gamsby Property	2 Hillside Street	Northumberland	No	Not eligible, 9/2/1998	No	Previously determined not eligible, therefore not considered for further inventory.
STE0023	NHDOT Bridge (054/163)	Bridge Street over CT River	Northumberland	No	Undetermined	No	The original bridge was built in 1930, but rebuilt 1971. It does not meet the 50 year age requirement for NR-consideration and is out of the scope-of-work for this project.
STE1010		Route 145, west side, just N. of Bishop Brook	Northumberland	No	Not eligible, 4/1/1998	No	Previously determined not eligible, therefore not considered for further inventory.
STE1011		Route 145, west side, just S. of Bishop Brook	Northumberland	No	Not eligible, 4/1/1998	No	Previously determined not eligible, therefore not considered for further inventory.
STE1012		537 Hollow Road, west side, opposite Hollow Cemetery	Northumberland	No	Not eligible, 4/1/1998	No	Previously determined not eligible, therefore not considered for further inventory.

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Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
STE1013	Keazer- Flanders Farm	Route 145	Northumberland	No	SR/NR eligible, 1998 and 4/22/2014	Yes	The farm's surrounding pastures and fields are intact. Alterations to the buildings, including the asphalt siding and changes to the windows, were made during building's period of significance and do not detract from the farm's historical integrity. As the farm's setting is integral in conveying its significance, the proposed project might have an impact on its integrity.

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Recommendations for NHDHR Individual Inventory and/or Historic District Area Forms and/or visual impact assessment are provided for those properties where setting is essential to historical significance and may be visually impacted by the proposed project. In the Great North Woods, built resources that are associated with outdoor recreational activities, farm complexes, and the development and/or settlement of an area generally retain integrity of setting. However, only one previously identified property retained enough integrity of its architecture, setting, and role as a late nineteenth century farmstead to warrant further inventory and visual impact assessment. Of the two previously identified resources in the Great North Woods that are potentially eligible for the NRHP, the Weston Lumber Company Duplex (NUM0002), which was determined eligible for listing in 1998, has since been demolished and is therefore no longer eligible. Of the five properties where a determination of eligibility has not been made, the Groveton Lumber Company (NUM0004) has been almost entirely demolished, and three bridges (PIT0003, STA0002, and STE0023) in the project area have been re-built and do not meet age criteria; consequently, these properties are currently not eligible for register listing. The S.W. Swain Farm (PIT0005) is also undetermined, and more information is needed for NHDHR to make a determination of eligibility for the barn on the property, but overall the property lacks integrity of setting. Subsequently, only the Keazer-Flanders Farm (STE1013) may be impacted by the proposed project and is recommended for inventory and visual impact assessment (Table 2).

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Table 2. Previously identified historic properties or areas in the Great North Woods that intersect the ZVI recommended for inventory and/or visual impact assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
STE1013	Route 145 Keazer-Flanders Farm	Stewartstown	Late 19th- century farmstead	51. Mixed Agriculture and the Family Farm, 1630-present;	41	The farm's surrounding pastures and fields are intact. Alterations to the buildings, including the asphalt siding and changes to the windows, were made during building's period of significance and do not detract from the farm's historical integrity. As the farm's setting is integral in conveying its significance, the proposed project might have an impact on its integrity. Recommended for updated individual inventory form and visual impact assessment.

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Keazer-Flanders Farm (STE1013)

The Keazer-Flanders Farm (Photograph #41) was determined to be individually eligible for listing in the NRHP in 1998 and again in April 2014. The vernacular Greek Revival farmhouse was constructed c. 1872, with additions and agricultural buildings constructed in the late nineteenth through early twentieth centuries. The large high-drive dairy barn contains a cupola, and the farm's surrounding pastures and fields are intact. Alterations to the buildings, including the asphalt siding and changes to the windows, were made during building's period of significance and do not detract from the farm's historical integrity. The Keazer-Flanders Farm is located nine-tenths of a mile to the west of the existing PSNH ROW. Presently, the landscape surrounding the farm is void of any modern intrusions. The introduction of a new feature, such as a transmission tower, to the rural landscape might have a visual impact on the setting of the historic property. Further inventory and a visual impact assessment are recommended to understand the extent of visual impact.

New Identified Properties or Resources that Intersect the ZVI

SEARCH identified a total of 221 properties or resources that intersect the ZVI. These properties include residences, schools, cemeteries, recreation facilities, municipal and commercial buildings, and transportation-related structures. The state and national register eligibility of these properties is considered based on their association with specific NHDHR historic contexts (as a basis for establishing historical significance under National Register criterion A). Additionally, for the purposes of determining the viewshed impact of the proposed NPT project, recommendations for inventory (and visual impact assessment) are based not only on historic significance (as aforementioned) but also assessments of integrity of setting.

Properties that do not retain integrity of setting, or where setting is not considered an integral aspect of the property, are not discussed except as representative examples of certain architectural styles or property types. For example, numerous Greek Revival residences were observed in the White Mountains that retain high levels of architectural integrity. These buildings are exemplary of a specific architectural style, but the setting of these residences is not preserved, or setting is not a key component for interpreting the property's historical significance. Consequently, the proposed project does not diminish the integrity and significance of its historic architecture, and because there is no impact to integrity of setting, these properties are neither considered nor recommended for inventory. Based on the key eligibility criterion of setting, nine individual properties are recommended for inventory and/or visual impact assessment. Recommendations are provided broadly within each historic context section below and a summary table of specific recommendations is provided at the end of this section (Table 3).

4. The granting of land and towns, 1623-1835

Based upon preliminary survey, it does not appear that any buildings date to this period; however built resources in Clarksville and Pittsburg have the possibility of dating to the Indian Stream Republic (1832-1836). Review of archival materials, including original land deeds at the New Hampshire State Archives, did not yield definitive data to positively identify any buildings

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within the project area that date to the Indian Stream Republic; however, intensive research of specific properties recommended for inventory could prove otherwise. Two buildings, possibly related to the Indian Stream Republic period include a nineteenth-century cape on Hall Stream Road in Pittsburg (FID-1823, Photograph #85) and a farm complex on Old Country Road in Clarksville (FID-1825, Photograph #86). As the history of the Indian Stream Republic is a unique chapter in New Hampshire history, any building associated with this early settlement would be considered historically significant. While neither building retains architectural integrity, both retain a rural agricultural setting and if further research yields that these buildings do in fact have associations with the Indian Stream Republic, they would be considered historically significant under criterion A. Consequently, these buildings are recommended for inventory to determine their historical significance (Table 3).

51. Mixed Agriculture and the Family Farm, 1630–present

Resources that may be considered significant within this context generally will consist of farmsteads that must retain their original main house, barn, and associated outbuildings in order to convey the feeling of historic farming practices. Resources must also retain their design and spatial organization, and must be representative of historic farming practices. Background research should verify this association. A farmstead may use modern farming methods and equipment, but these must not detract from the overall integrity of the complex. Buildings should retain their original form, design, and materials, and retain a high degree of integrity. Alterations should have been made during a period of historical significance and not detract from the original materials of the buildings. A rural setting is imperative for a farmstead; ideally no modern developments or intrusions should be in the vicinity. The retention of historic acreage is not necessarily required, although historic boundary markers (e.g., stone walls) enhance overall integrity of setting. The integrity of setting is critical to a farmstead's ability to convey its agricultural significance.

Farmsteads that were not selected for further inventory are those where setting has been diminished. Most farms have been encroached upon by subdivisions or commercial developments which have compromised the integrity of setting. For example, the connected farm on Main Street in Northumberland (FID-1607, Photograph #36) has lost its acreage to commercial development to the east and residential development to the north and west. The application of asphalt siding and altered windows have further diminished the farmstead's integrity, and therefore is not recommended for further survey.

Only two connected farm complexes documented within the ZVI are recommended for inventory and visual impact assessment (Table 3). The farm complex on Lunn Road in Stark (FID-1850, Photograph #87) not only retains its architectural integrity and agricultural buildings and associated acreage, but also appears to have minimal intrusions on its setting. It retains much of its original materials and design. The gable front barn has also undergone minimal alterations. The area surrounding the farm has not been impacted by modern intrusions, and much of the original pasture and farming acreage is intact. The farm complex on Old Country Road in Clarksville (FID-1825, Photograph #86) is recommended for its potential historical significance and association with establishment of the Indian Stream Republic (see discussion above).

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Other farms have already been impacted by modern installations on the landscape such as cell towers, transmission lines, or commercial developments; therefore installation of a new feature would not necessarily have an adverse effect on the setting of these properties. Additionally, a number of farms have lost associated acreage or outbuildings, and no longer appear as rural farms. An example of this is seen in Pittsburg (FID-3642, Photograph #2). While the farm appears to retain its integrity of design, materials, and workmanship, the feeling, association and setting of the farmstead has been interrupted by a suburban development of ranch houses to the southwest. The setting of these types of farmsteads lack integrity and the rural character that is needed in order to be recommended for intensive-level inventory.

73. Summer and vacation home tourism, 1880-present

Resources that are considered significant within this context will consist of buildings that must be in proximity to the natural resource or recreational opportunity that attracted tourism to this resource during its period of significance. Background research should verify this association. Buildings within this context must be in proximity to the natural resource or recreational opportunity that attracted tourism during its period of significance. Resources must retain their original form, design, and materials, and retain a high degree of integrity; alterations should not detract from these original features. Retention of landscaping features and natural settings and/or panoramic views are imperative for these resources; ideally no modern developments or intrusions should be in the vicinity. Conversion of a property into a year-round residence does not necessarily diminish its integrity of setting.

Small vernacular cabins are found within the project area and ZVI; however, many of these cabins lack the significance and integrity of design, workmanship, and materials, due to the application of vinyl siding, additions, and alterations. These alterations have led to the building no longer reading as a late nineteenth or early twentieth century cabin. Large developments encroaching on the once rural areas have also diminished integrity of setting and feeling. Properties exhibiting modern alterations and intrusions are not recommended for inventory.

Three cabins around Pike Pond in Stark are recommended for further inventory (see e.g., FID-1733, Photograph #70, FID-1734, Photograph #88, FID-1732, Photograph #71) (Table 3). Each of these cabins retains original wood clapboard siding, and has not undergone any major modern alterations or additions. The area around Pike Pond remains unobstructed by modern installations, and the area has remained pristine from any encroaching developments. These properties retain their historical setting that originally attracted seasonal tourists at the turn of the twentieth century. Further inventory and visual impact assessment is recommended for these three properties. In addition, these cabins may be associated with other nearby cottages and cabins along Pike Pond, which collectively may represent a larger historic district related to this context.

136. Public and private cemeteries and burials

Resources that may be significant within this context will consist of public and private cemeteries and burials that are linked with important events or trends. These trends would include early exploration/settlement, significant battles, mass burials associated with a disaster,

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or long-term trends related to social history and community planning such as the Rural Cemetery Movement. Cemeteries may also be significant if they contain distinctive artistic or architectural features, including monuments, gates, and planned landscape designs, and grave-markers. The setting of cemeteries becomes significant when the landscape plan and design is a key component to the cemetery itself. The Rural Cemetery Movement began in the early nineteenth century, and sought to create a place of rest, not only for the deceased, but for the living. The Rural Cemetery Movement introduced a new aesthetic of cemetery design. This included varied topography to create visual interest, picturesque landscapes, laid out paths and roads, and planted landscapes and vegetated spaces (Mass. Dept. of Environmental Management 2002, 8). A setting that retains elements of the resource's association with important events or trends or artistic or architectural features is important; ideally no modern developments or intrusions should be in the vicinity. A cemetery designed following the Rural Cemetery Movement retains significance if modern intrusions do not detract from the planned landscape design (NPS 1992).

Three cemeteries are recommended for inventory and visual impact assessment (Table 3). South Hill Cemetery in Stewartstown (FID-1772, Photograph #89) and North Hill Cemetery in Stewartstown (FID-1789, Photograph #65) are both situated on hillsides and take advantage of scenic vistas. The Young Cemetery (FID-1821, Photograph #66) utilizes open space, elevated topography, vegetation, and planned paths within its design. The setting of these cemeteries appears to be intact, with little or no modern intrusions. These cemeteries could be affected by the proposed project, and individual inventory form survey and visual impact assessments are recommended.

Percy Cemetery in Stark (FID-1719, Photograph #90) has lost its integrity of setting and feeling with the increase in traffic along Route 110. Blake Cemetery in Stark (FID-1619, Photograph 63), Hollow Road in Stewartstown (FID-1785, Photograph 68), and Terrill Cemetery in Stewartstown (FID-1793, Photograph 6) do not appear to embody enough characteristics to classify them as vernacular examples of the Rural Cemetery Movement, and it is unlikely the proposed project would affect the setting of these cemeteries, as defined by National Register Bulletin 41.

New Identified Individual Properties and Resources Recommended for Inventory and/or Visual Impact Assessment

Nine new identified individual properties (some of which have overlapping historic contexts) are recommended for inventory and visual impact assessment (i.e., NHDHR Individual Property or Historic Area Inventory Forms) (Table 3). These properties are contained within or partially intersect the ZVI whose historical significance and integrity of setting (under Criterion A of the *National Register Criteria for Evaluation*) may be affected by the proposed project.

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Table 3. New Identified Properties and Resources in the Great North Woods that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-1823	Hall Stream Road	Pittsburg	19th-century cape	4. The granting of land and towns, 1623-1835	85	Building lacks architectural integrity, but setting is intact and may be significant under criterion A for association with Indian Stream Republic (1832-1836) and early settlement of region. Individual Inventory Form and visual impact assessment is recommended.
FID-1825	Old County Road	Clarksville	Farm complex	4. The granting of land and towns, 1623-1835; 51. Mixed Agriculture and the Family Farm, 1630–present	86	Building lacks architectural integrity, but setting is intact and may be significant under criterion A for association with Indian Stream Republic (1832-1836) and early settlement of region. Individual Inventory Form and visual impact assessment is recommended.
FID-1850	42 Lunn Road	Stark	Farm complex	51. Mixed Agriculture and the Family Farm, 1630–present	87	This farmstead retains all aspects of integrity, and there are no visible alterations. The farm also retains large tracts of pasture and open field to the south, east, and north. Individual Inventory Form and visual impact assessment is recommended.
FID-1733	52 Montgomery Road	Stark	Early 20th-century vernacular cabin	73. Summer and vacation home tourism, 1880-present	70	This cottage retains integrity of design, materials, workmanship, feeling, and association. Integrity of setting is also intact, as the area appears to be unobstructed by modern installations and developments. Individual Inventory Form and visual impact assessment is recommended.
FID-1734	39 Montgomery Road	Stark	Early 20th-century vernacular cabin	73. Summer and vacation home tourism, 1880-present	88	This cottage retains all aspects of integrity and the surrounding area remains pristine with no visible modern installations and/or developments. Individual Inventory Form and visual impact assessment is recommended.

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Table 3. New Identified Properties and Resources in the Great North Woods that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-1732	18 Montgomery Road	Stark	Early 20th-century vernacular log cabin	73. Summer and vacation home tourism, 1880-present	71	The cabin retains all aspects of integrity. The only noticeable alteration is the installation of storm windows on the enclosed porch. This does not detract from the overall integrity of design or materials. The surrounding area appears to be unobstructed by modern installations and development. Individual Inventory Form and visual impact assessment is recommended.
FID-1772	Noyes Road South Hill Cemetery	Stewartstown	19th-century cemetery	136. Public and private cemeteries and burials	89	The cemetery retains all aspects of integrity, and its raised topography makes use of scenic vistas. The setting remains pristine with no visible modern installations. Individual Inventory Form and visual impact assessment is recommended.
FID-1789	North Hill Cemetery	Stewartstown	19th-century cemetery	136. Public and private cemeteries and burials	65	The cemetery is designed on a hilltop, utilizing a scenic vista. No modern installations have detracted from the rural setting. All other aspects of integrity also appear to be intact. Individual Inventory Form and visual impact assessment is recommended.
FID-1821	Route 145 Young Cemetery	Clarksville	19th-century cemetery	136. Public and private cemeteries and burials	66	Retains all aspects of integrity. The cemetery utilizes open space, elevated topography, vegetation, and planned paths within its design. The setting appears to be intact, with no noticeable modern intrusions. Individual Inventory Form and visual impact assessment is recommended.

AREA FORM**AREA NAME: NORTHERN PASS – GREAT NORTH WOODS**

23. Periods(s) of Significance

N/A

24. Statement of Integrity

Overall, the project area consists of interspersed residential developments in rural agricultural and former industrial areas, such as the former paper mill industry in Groveton and related residential areas. The lumbering industry within the Great North Woods played a significant role in the area's development. Existing clusters of former worker housing and commercial developments have varying degrees of architectural integrity, and generally lack integrity of setting. However, small clusters of tourist cabins and cottages in the region may retain architectural integrity and intact settings. Other cabins and motor courts, particularly those still in use, have lost architectural significance due to modern alterations and additions. Despite industrial and suburban encroachment, there are representative buildings, structures and rural landscapes from the late-eighteenth through the mid-twentieth century located within the viewshed of the project area that both retain and convey their setting and historical significance. Although not entirely widespread, preservation of historic buildings is more evident in rural areas. Residential, seasonal tourist cabins and farm buildings in rural settings maintain a greater degree of design, materials, feeling and location than their suburban counterparts.

Built resources relating to mixed agricultural uses and the family farm represent the majority of potentially eligible resources in the hilly and mountainous landscapes of the Great North Woods. These properties include connected farms complexes located in Pittsburg and Stark, which retain much of their original design and materials, as well as their associated acreage, despite the decline of agriculture and farming in the area. In most cases, however, rural agricultural properties have suffered several impacts to their integrity including but not limited to: the loss of associated barns and/or outbuildings, the loss of agricultural landscapes consisting of pasture, fields and woodlands to suburban or industrial development, and significant architectural alterations. The decline of agriculture in the Great North Woods during the late nineteenth and early twentieth centuries contributed to a decline in the upkeep of many farm complexes; in several cases, farm acreage was parceled out and sold for other uses. Within the project area, former pristine acres of farmland are now tracts of late twentieth century residential developments and strips of commercial establishments. Overall, the majority of the buildings in the project area have undergone significant alterations and the historic integrity has been diminished by recent developments; only sparse examples of architectural heritage remain untouched by modern alterations.

25. Boundary Justification

N/A

26. Boundary Description

N/A

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS

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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS

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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: _____

of noncontributing resources: _____

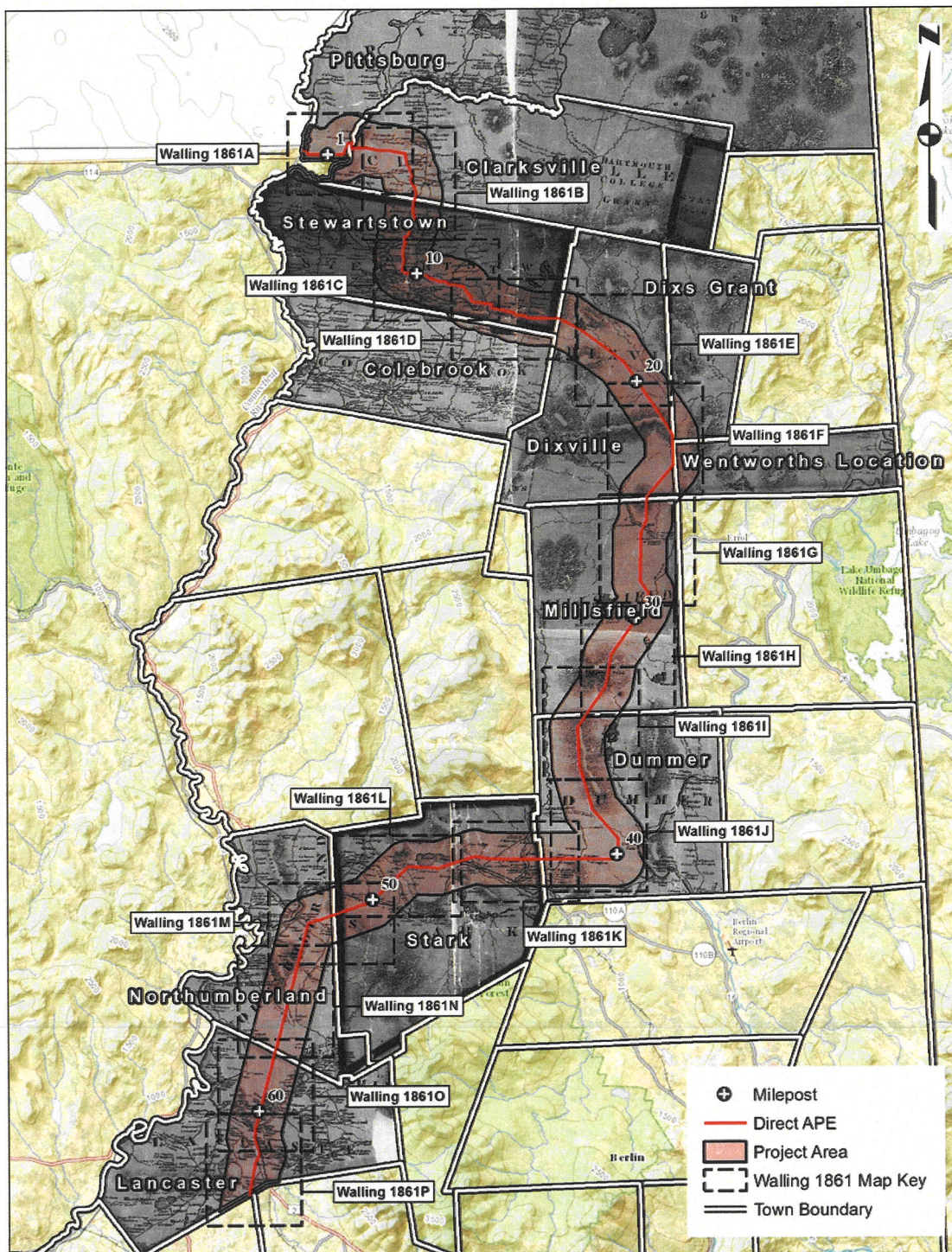
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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS

Walling Historical Map Series (1861)

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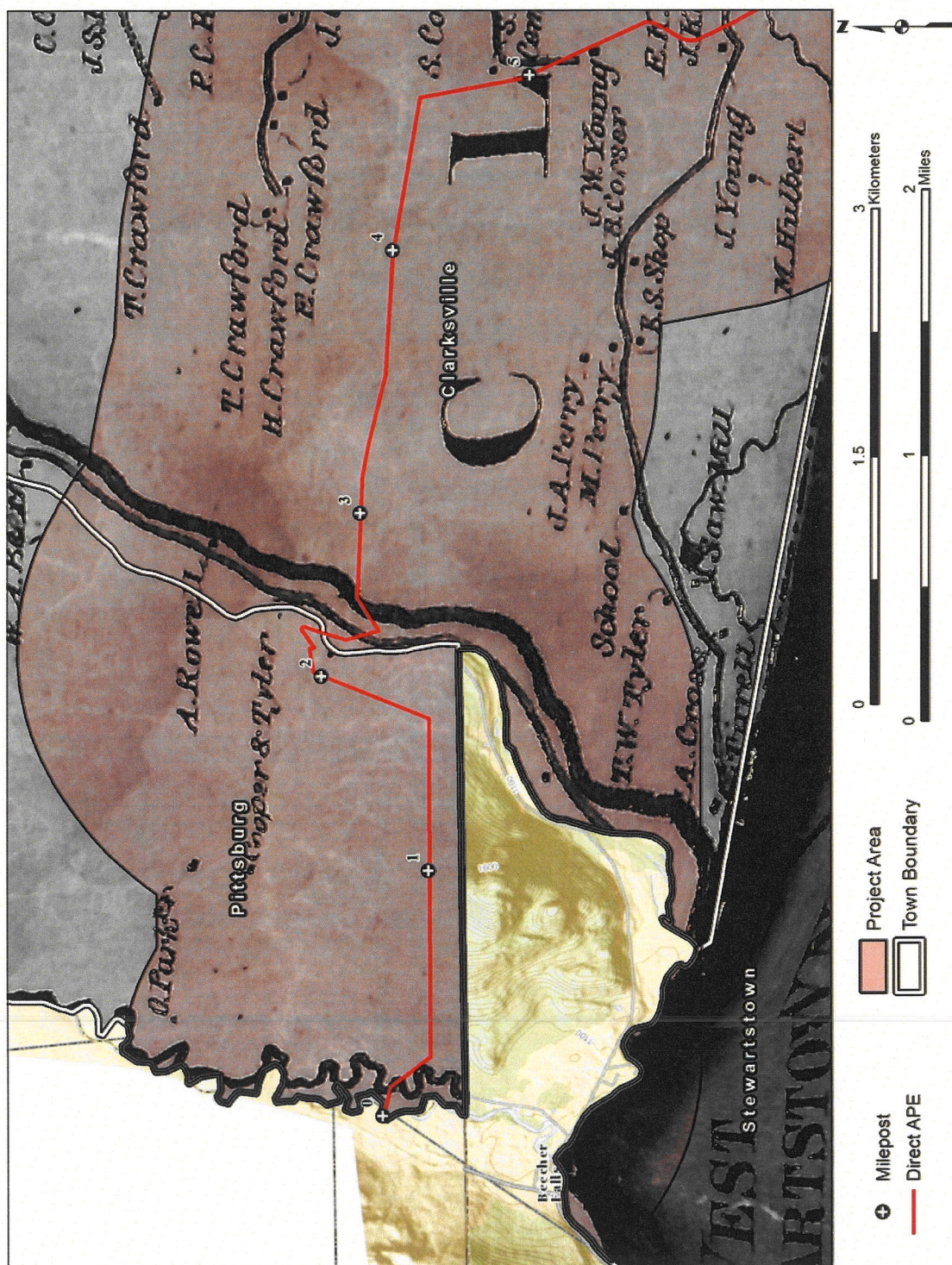
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Walling 1861 Map Key.

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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



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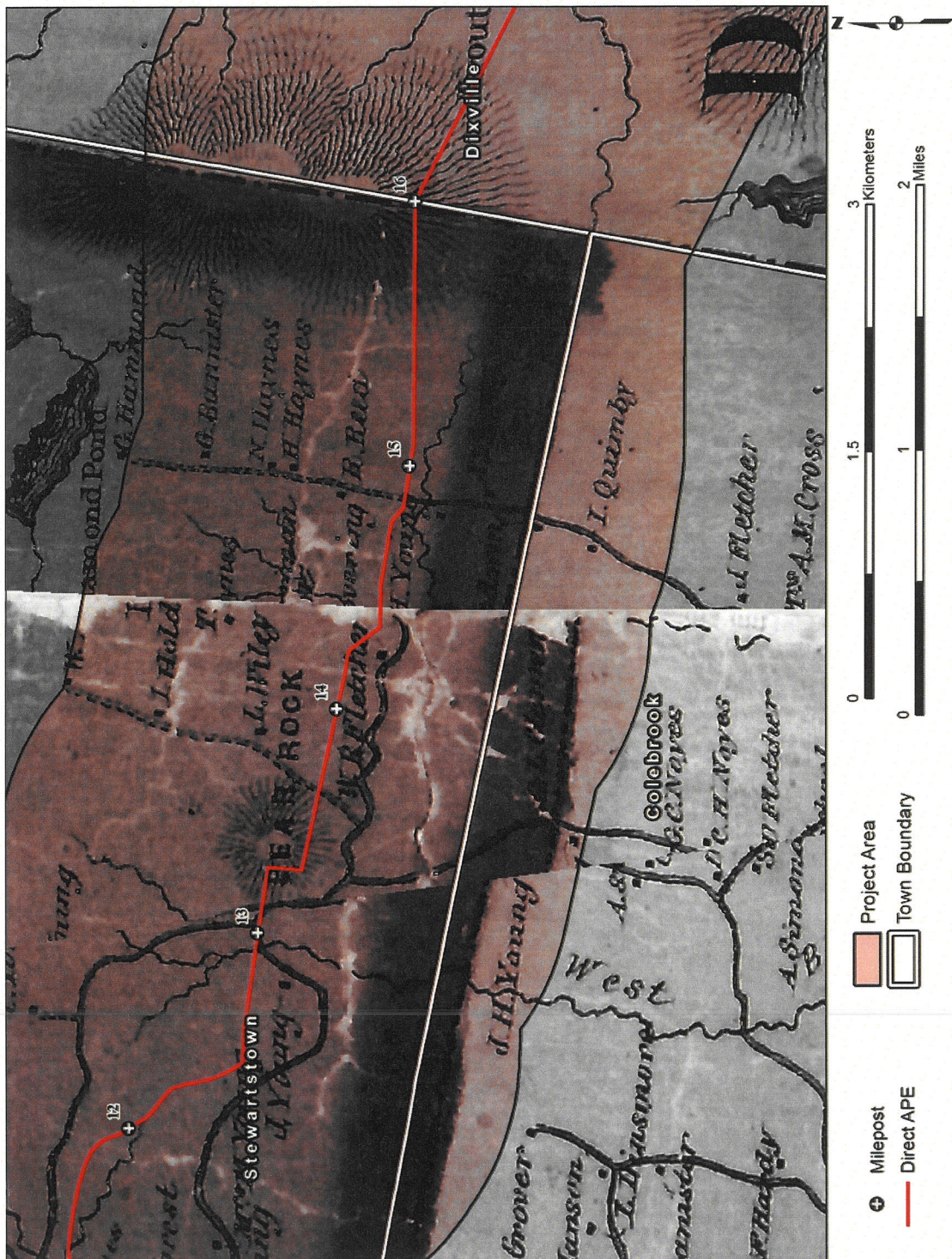
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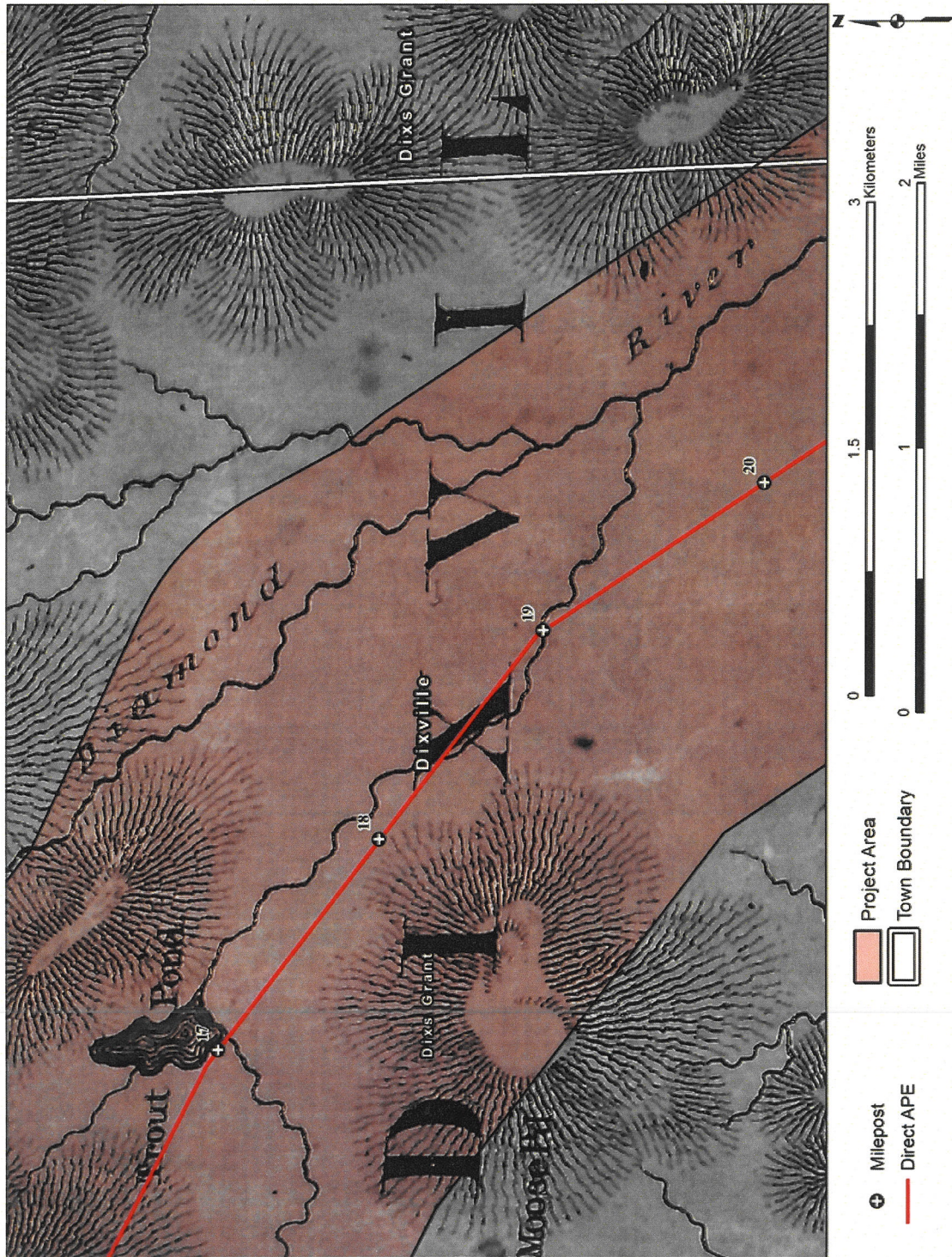
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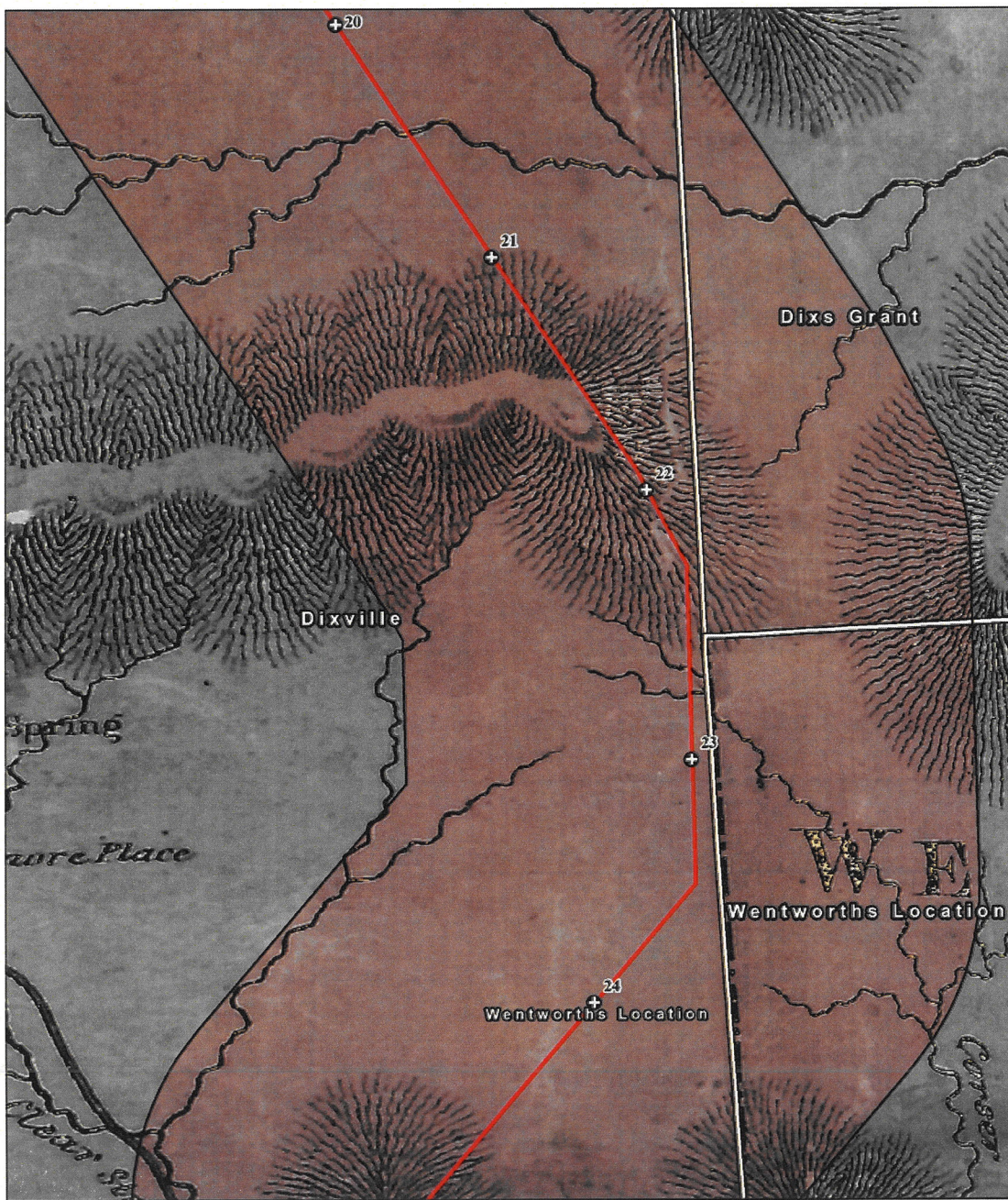
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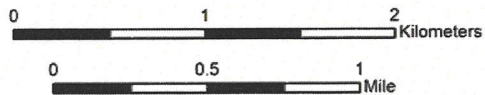
E

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



- ⊕ Milepost
- Direct APE
- Project Area
- Town Boundary



F

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



⊕ Milepost
— Direct APE

Project Area
Town Boundary

0 1 2 Kilometers
0 0.5 1 Mile

G

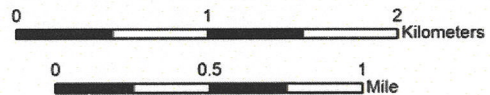
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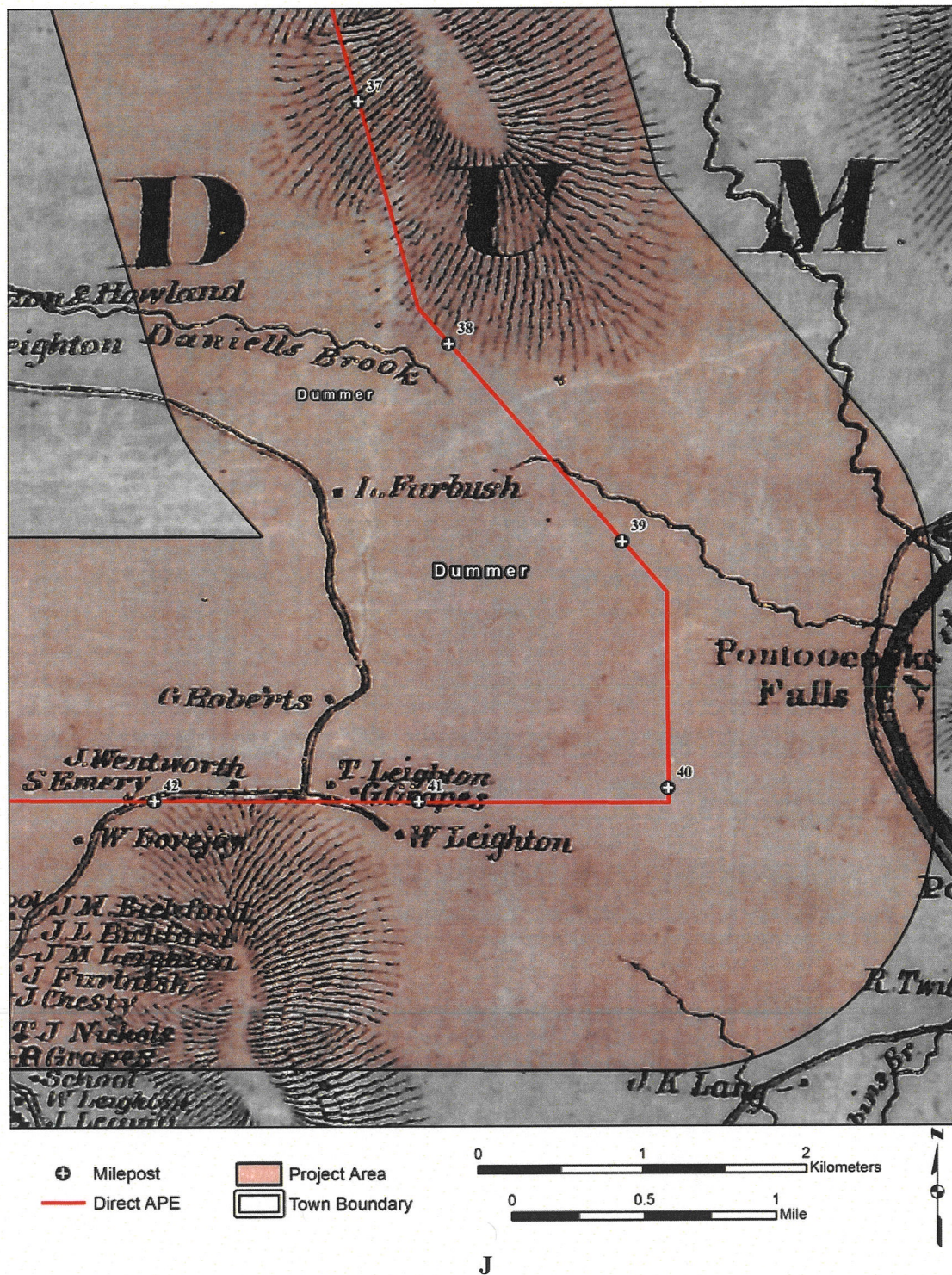
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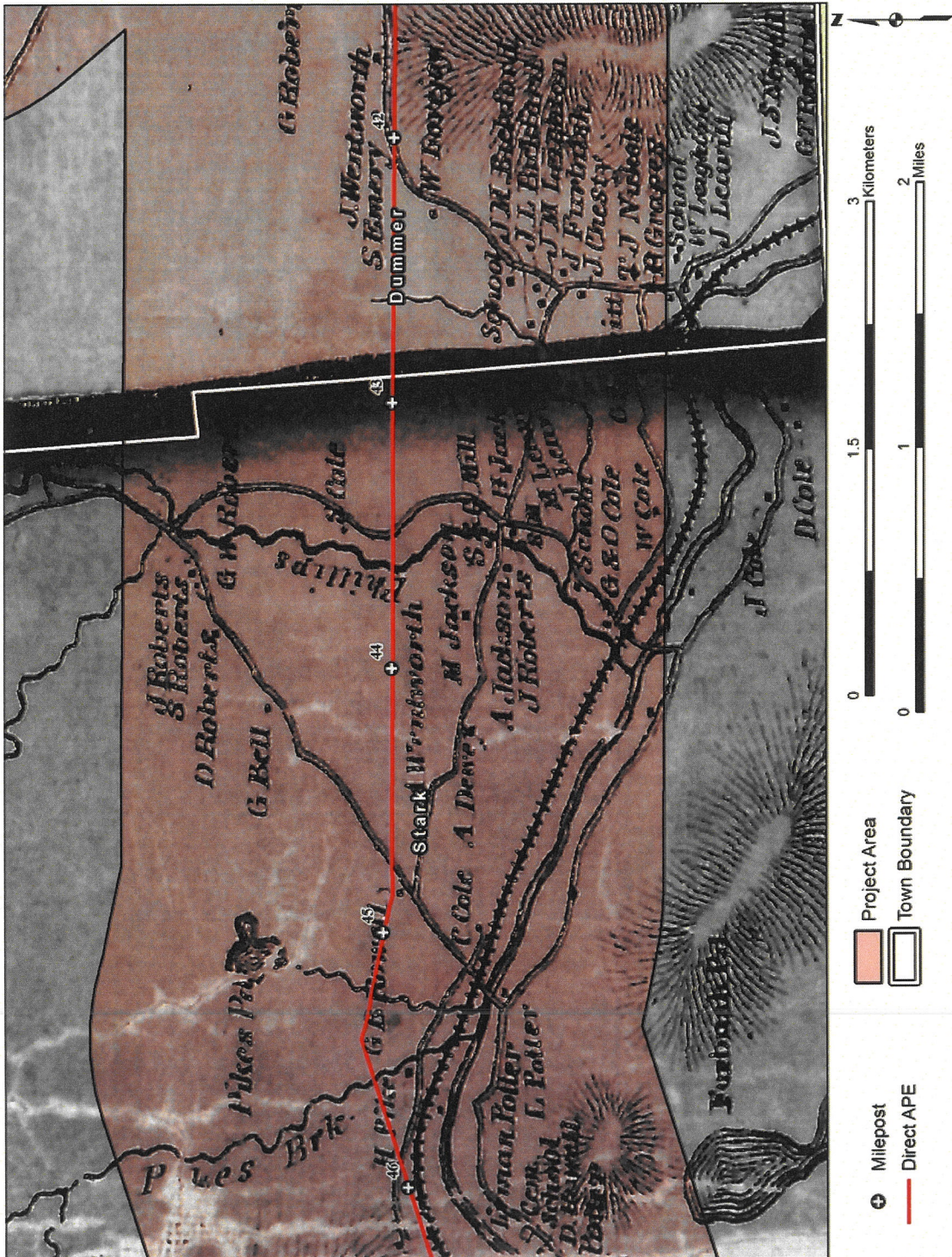
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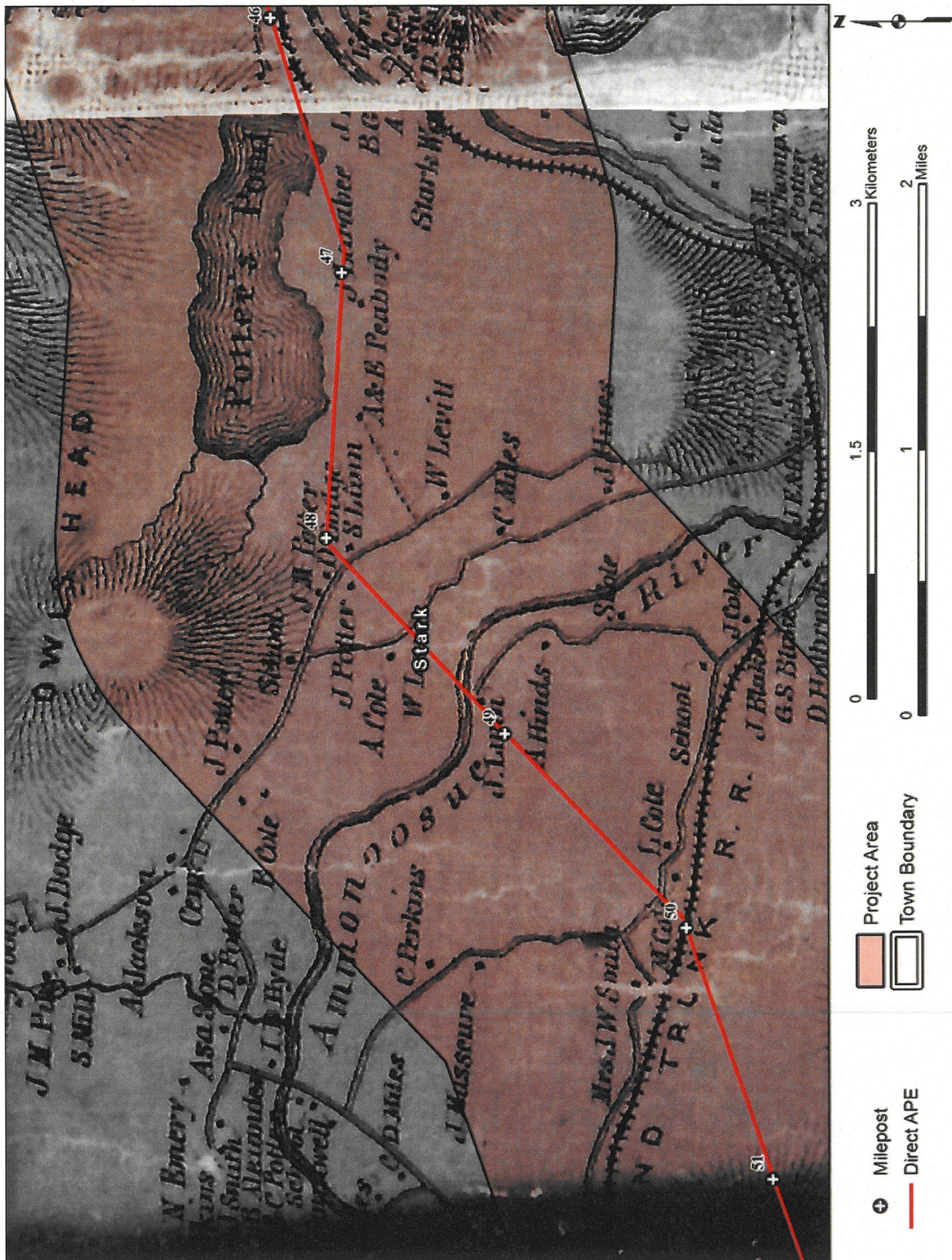
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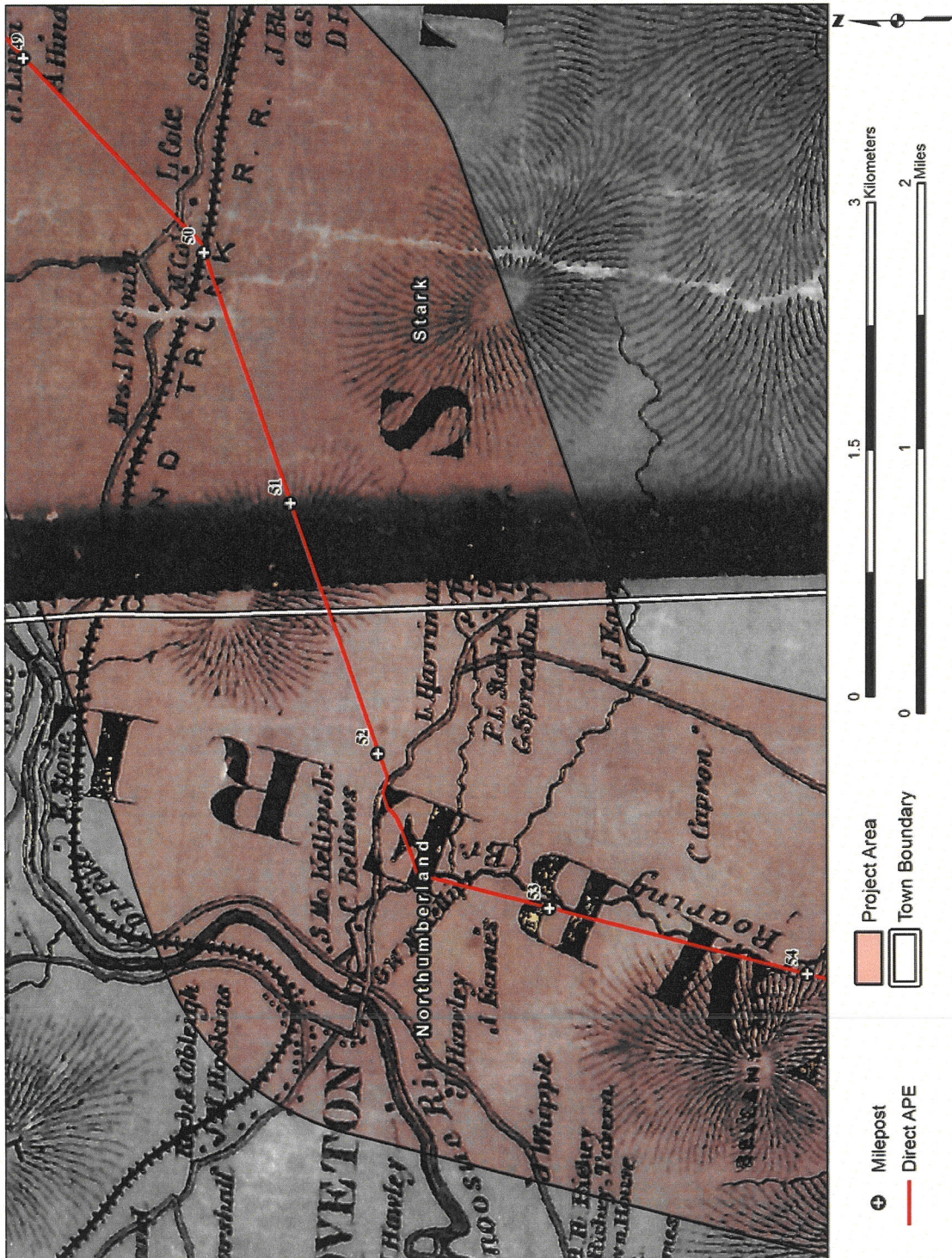
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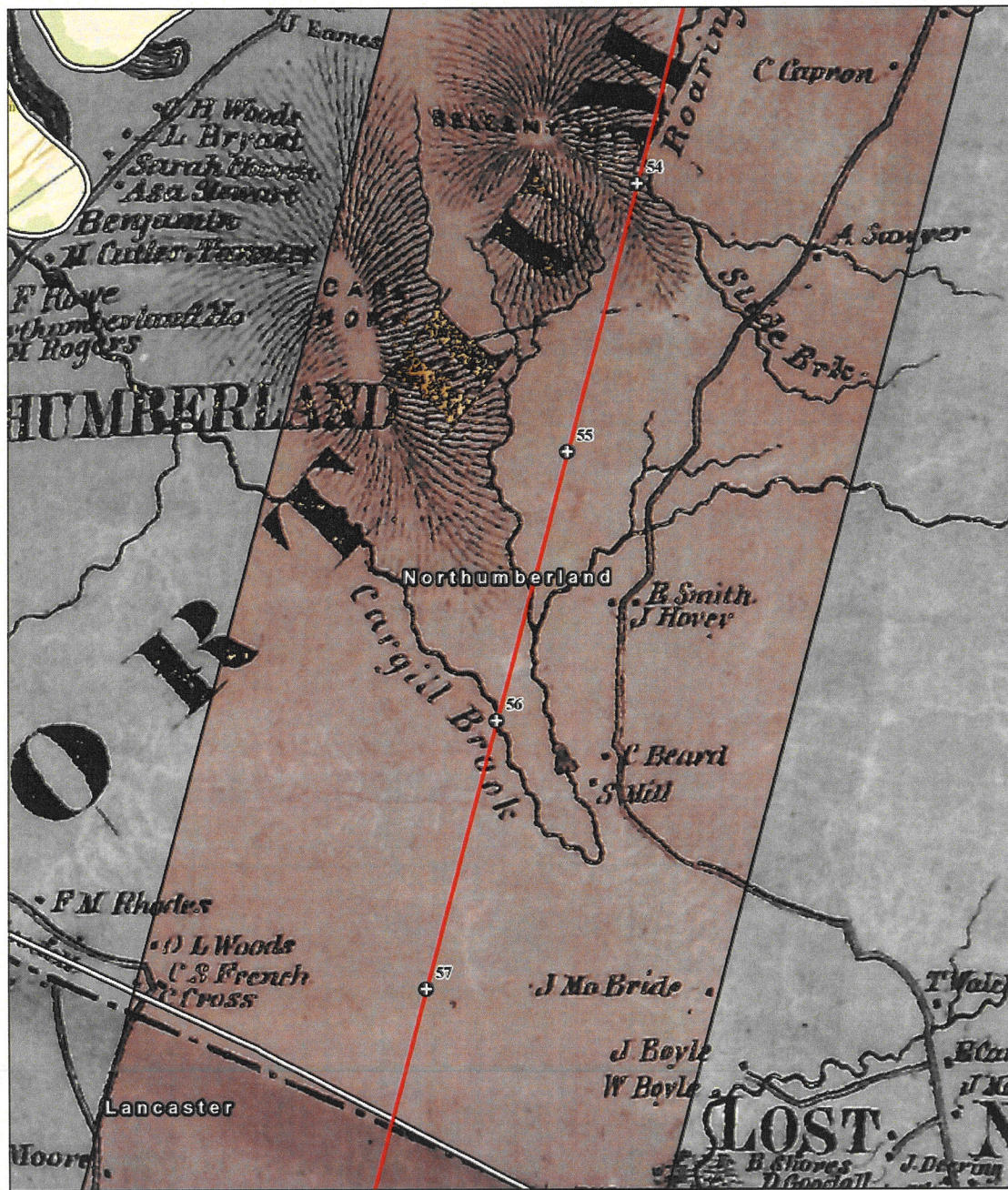
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



M

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



- ⊕ Milepost
- Direct APE
- Project Area
- Town Boundary

0 1 2 Kilometers

0 0.5 1 Mile

N

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



P

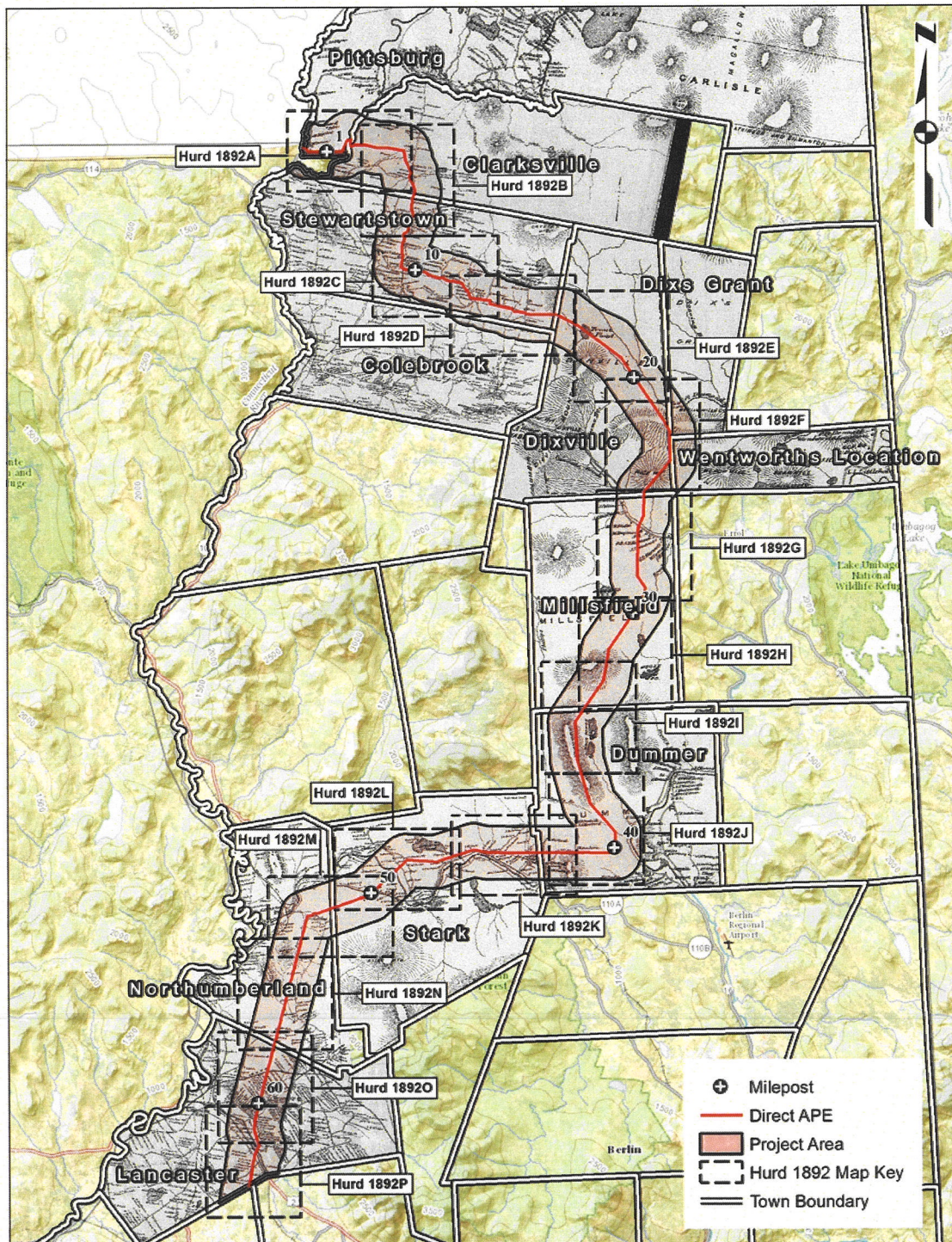
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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS

Hurd Historical Map Series (1892)

AREA FORM

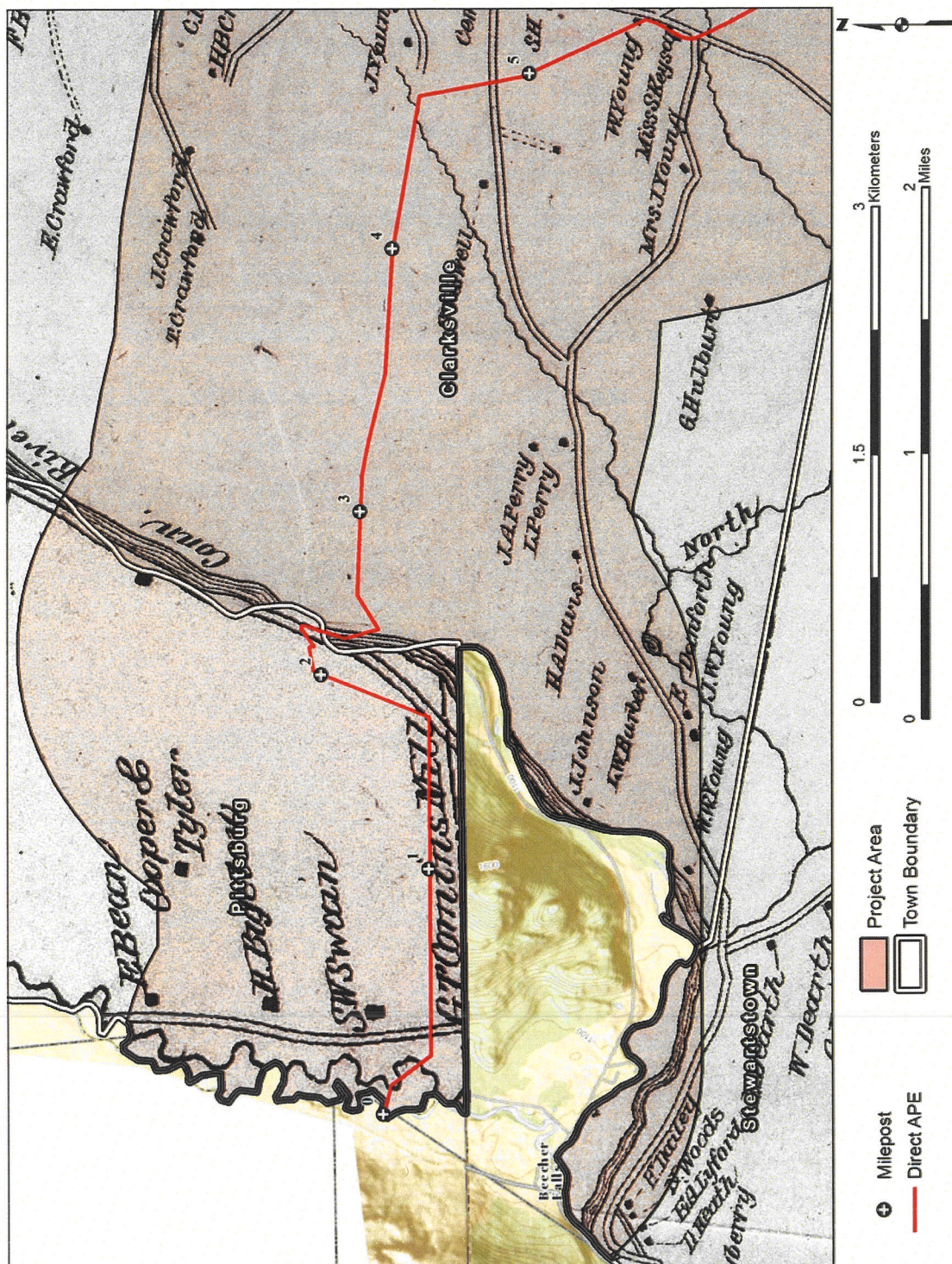
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Hurd 1892 Map Key.

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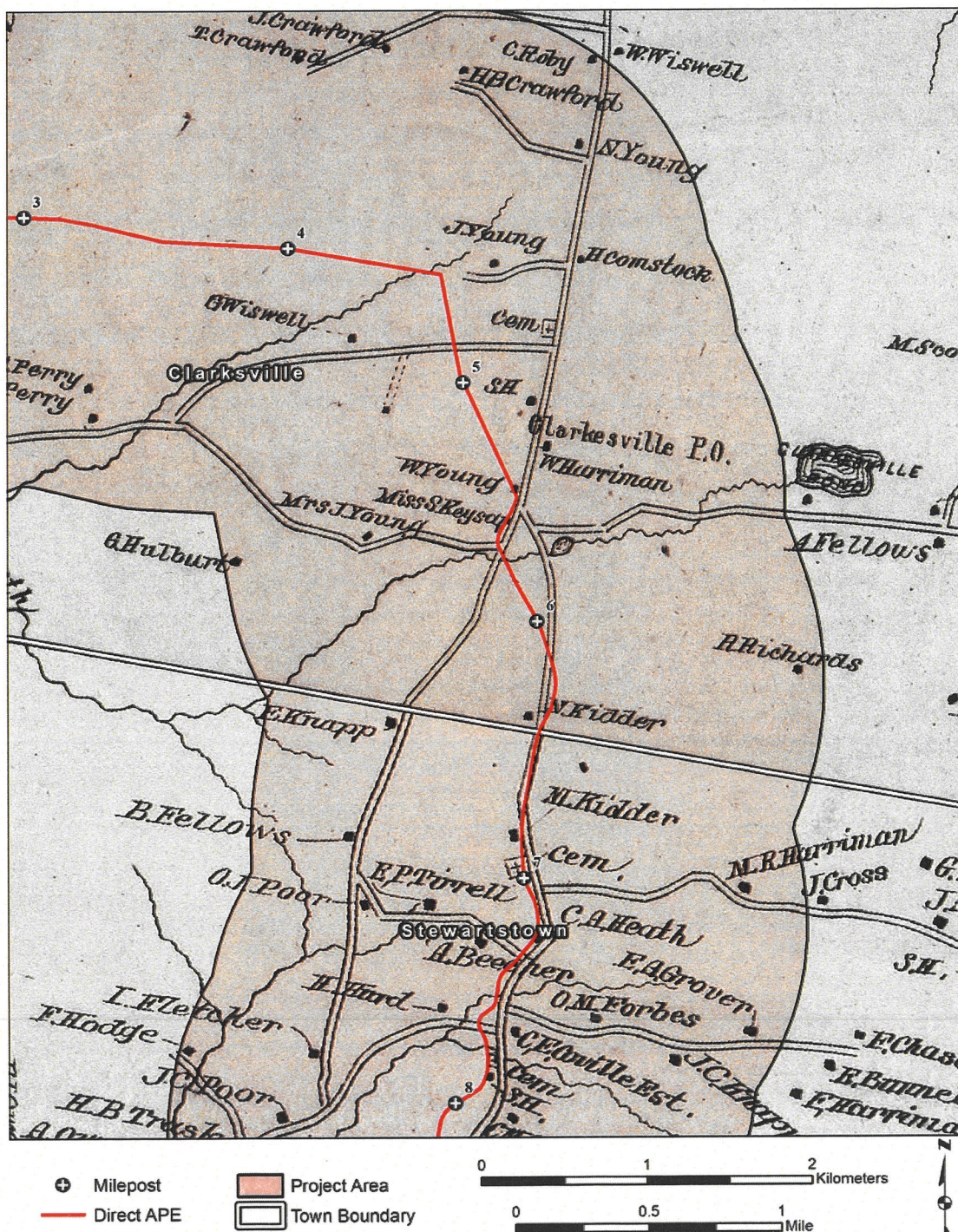
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A

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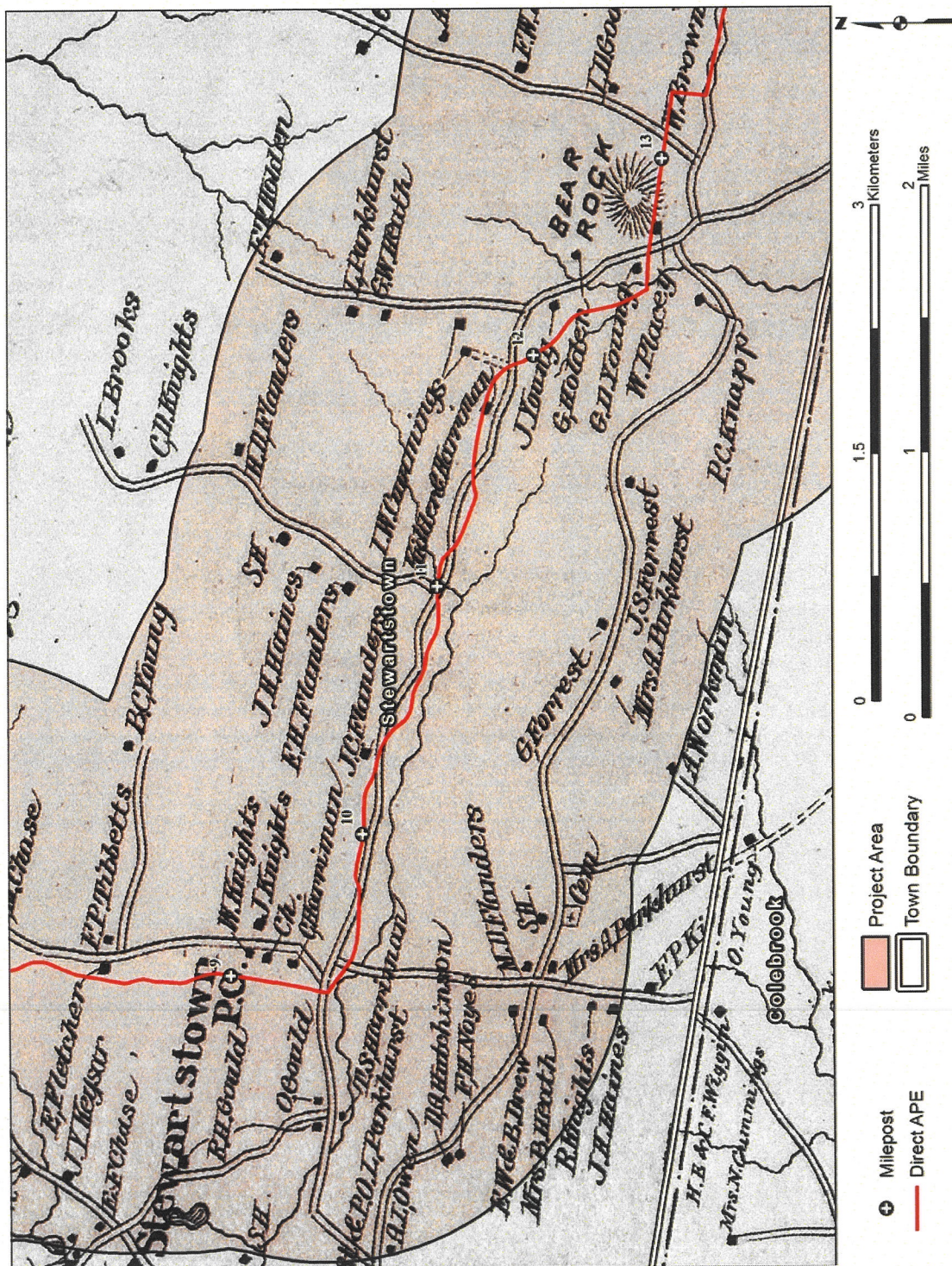
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B

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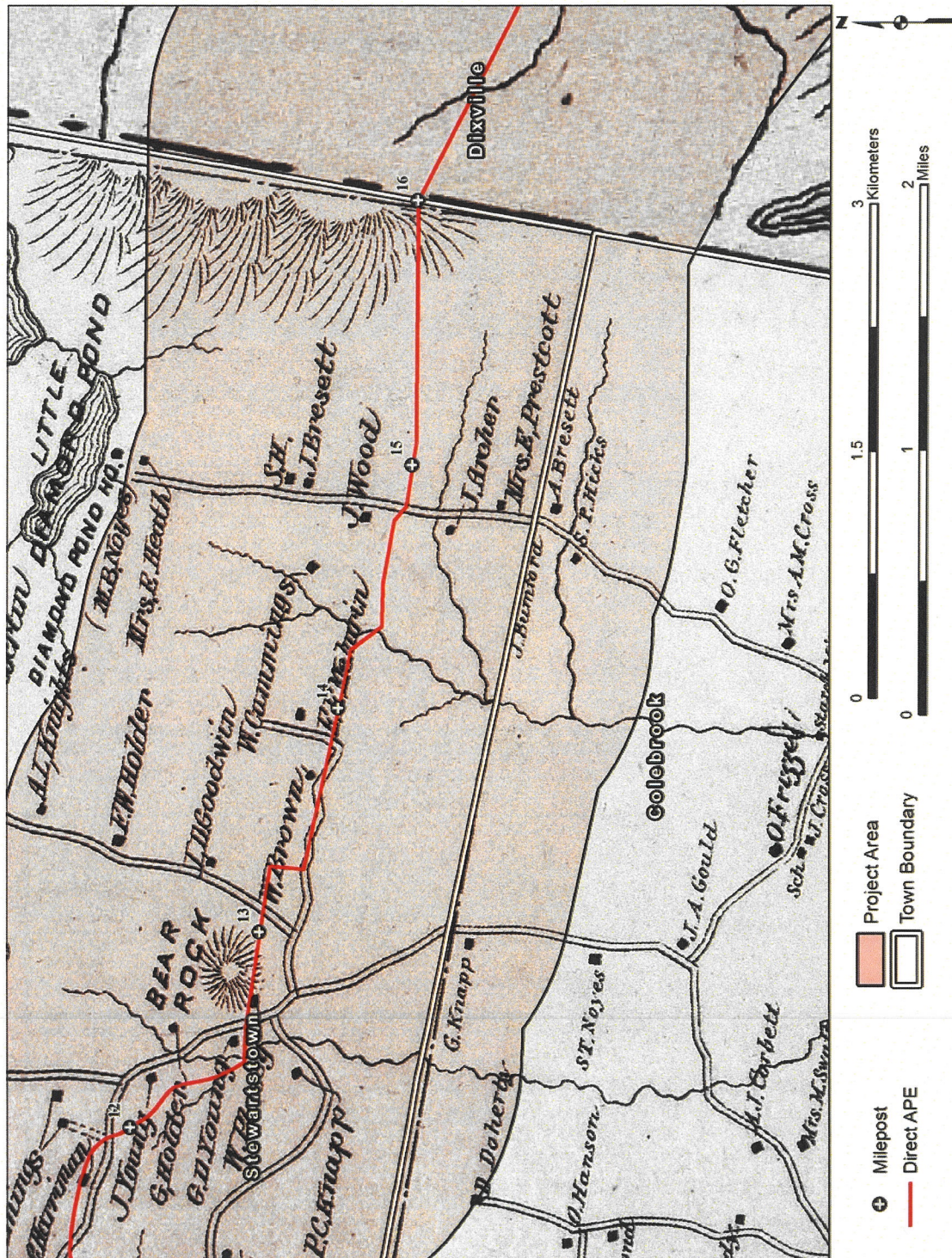
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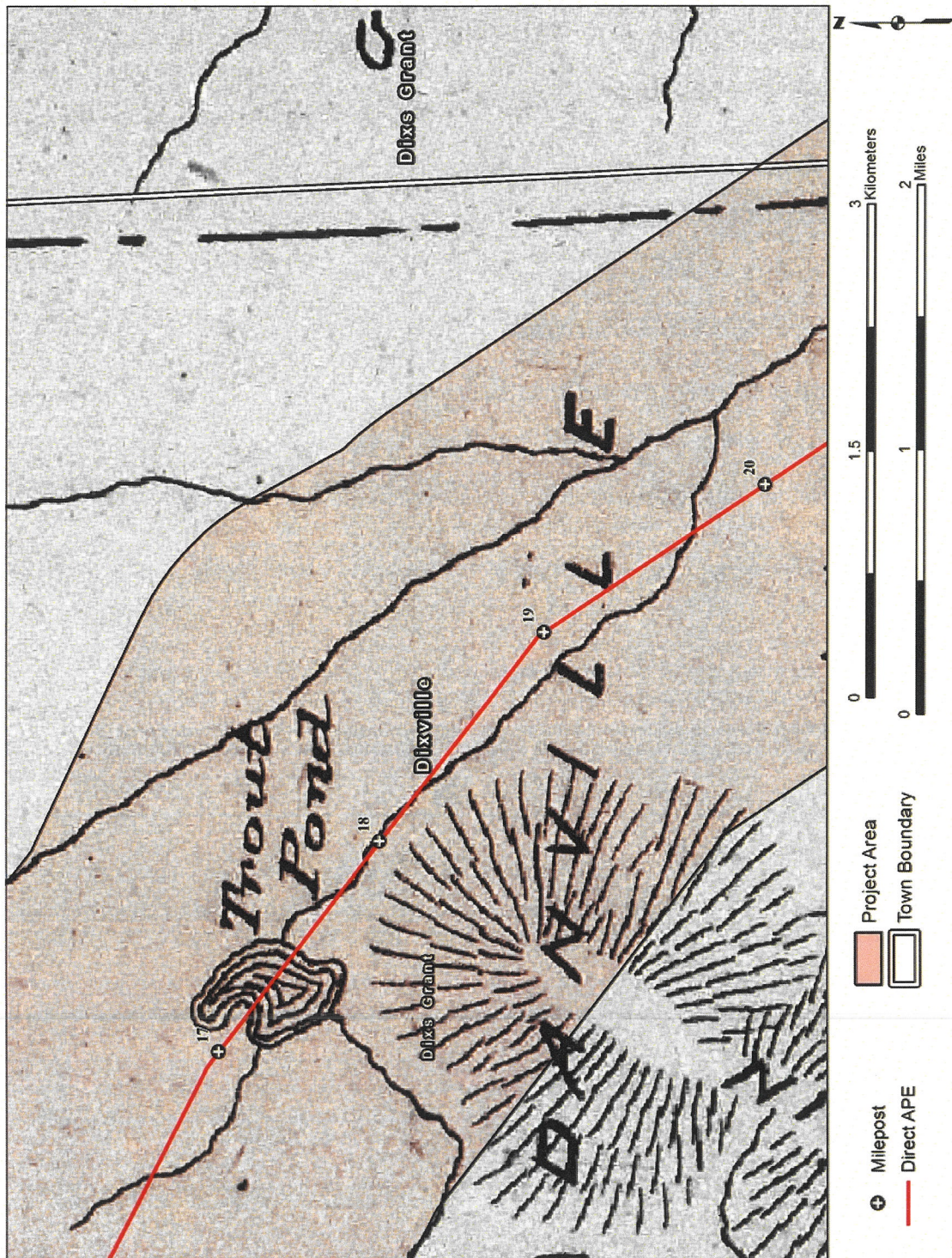
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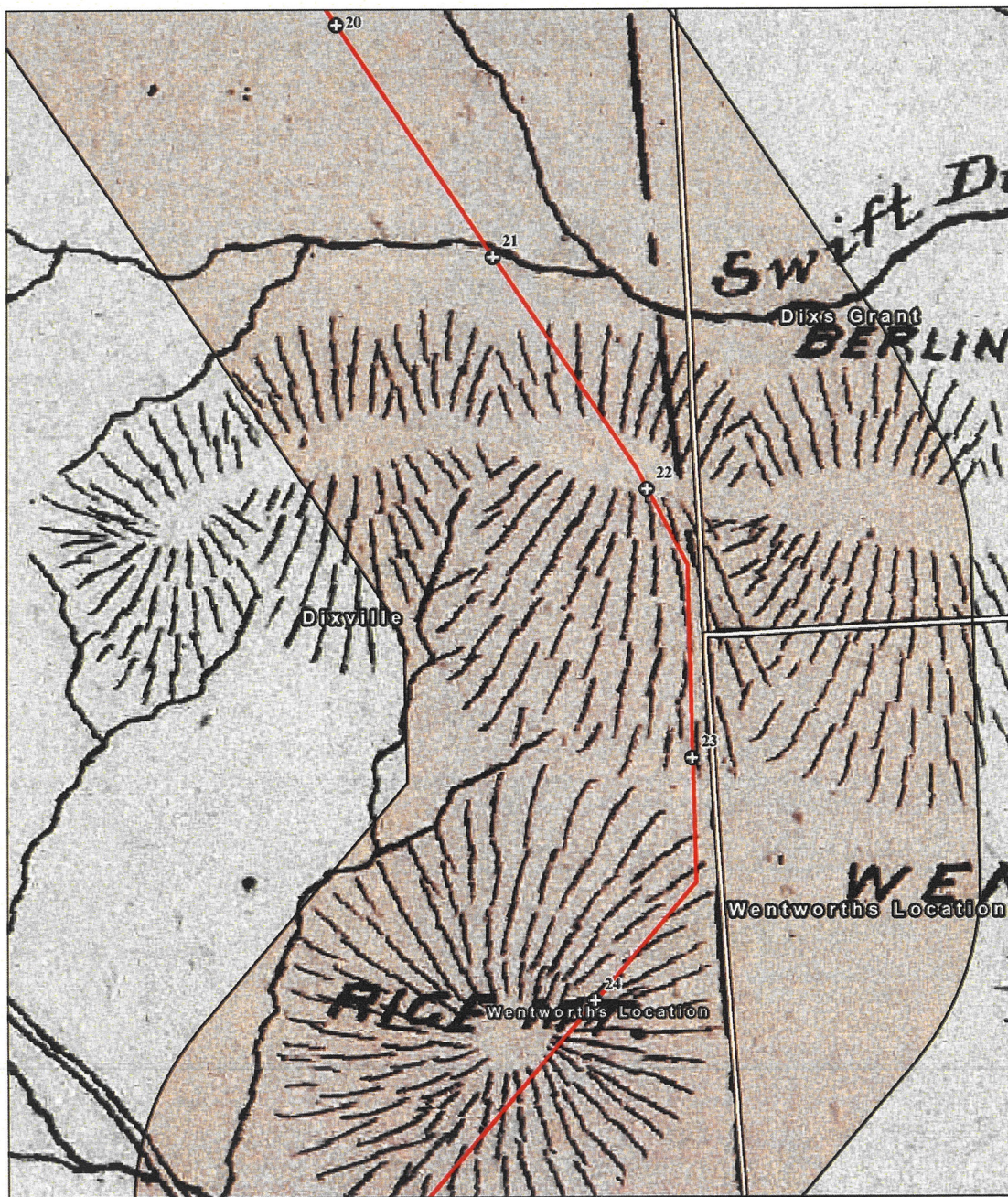
AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



E

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



⊕ Milepost
— Direct APE

Project Area
Town Boundary

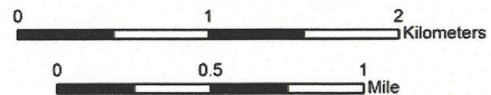
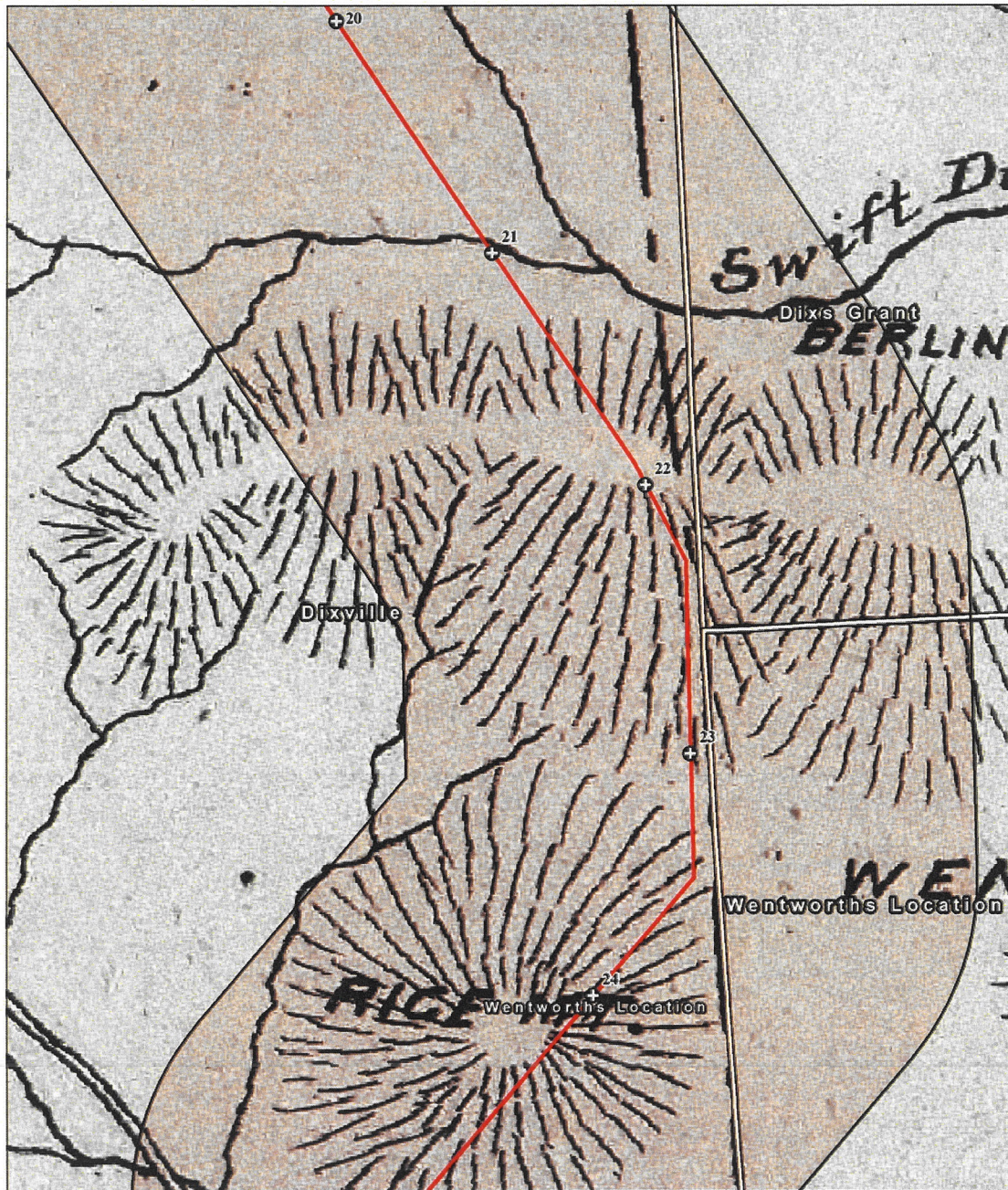
0 1 2 Kilometers
0 0.5 1 Mile



F

AREA FORM

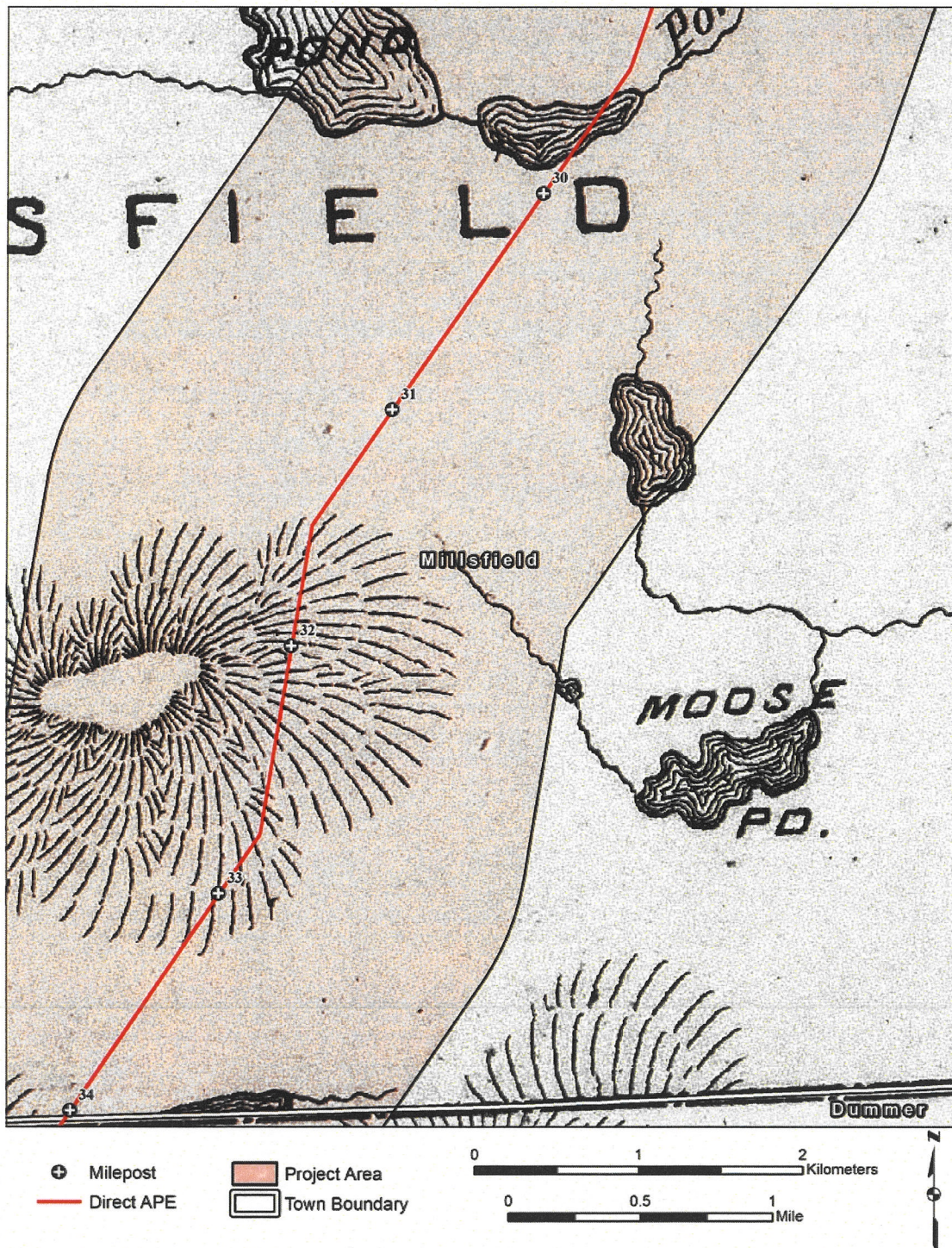
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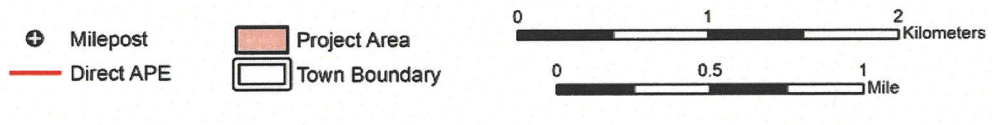
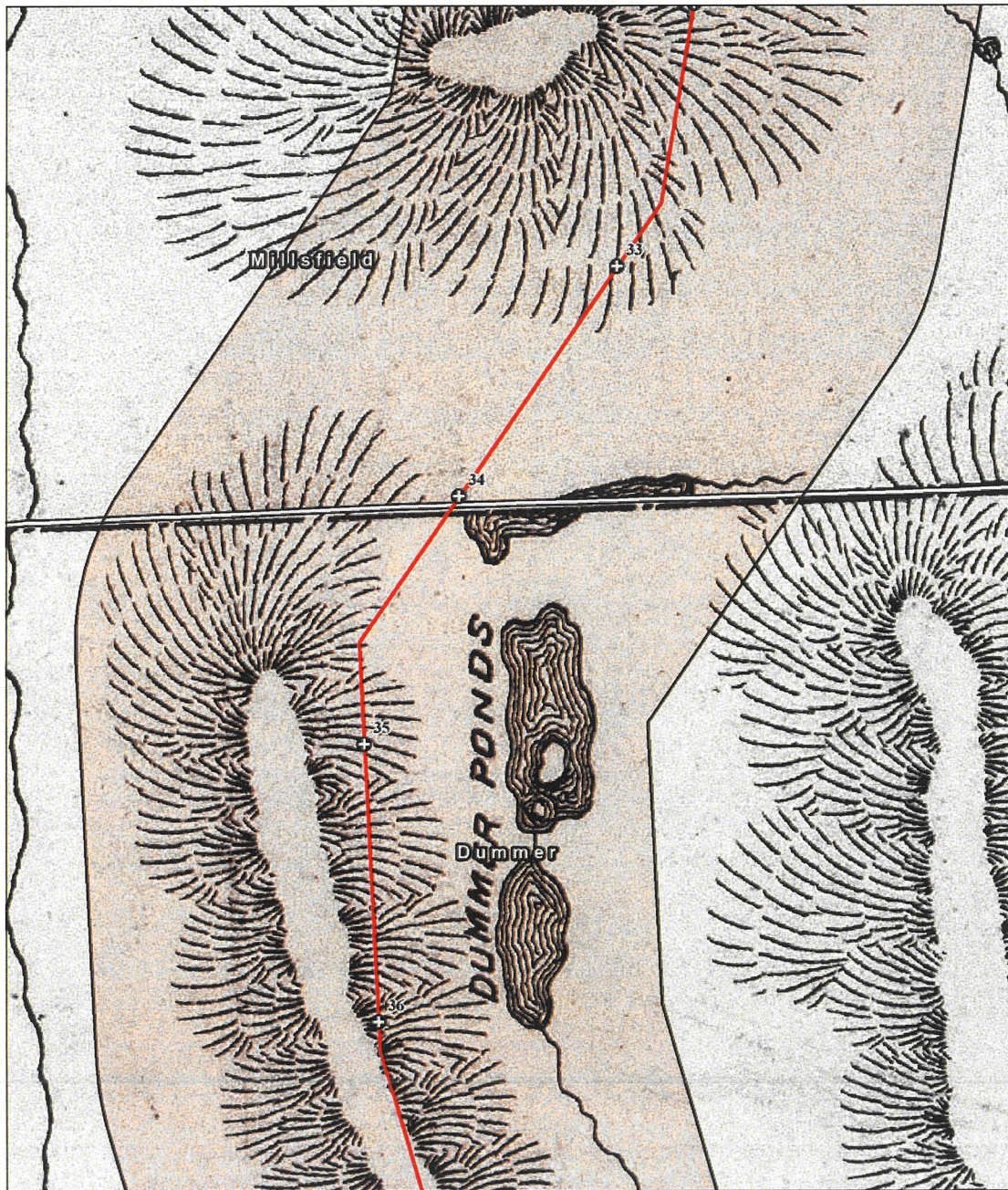
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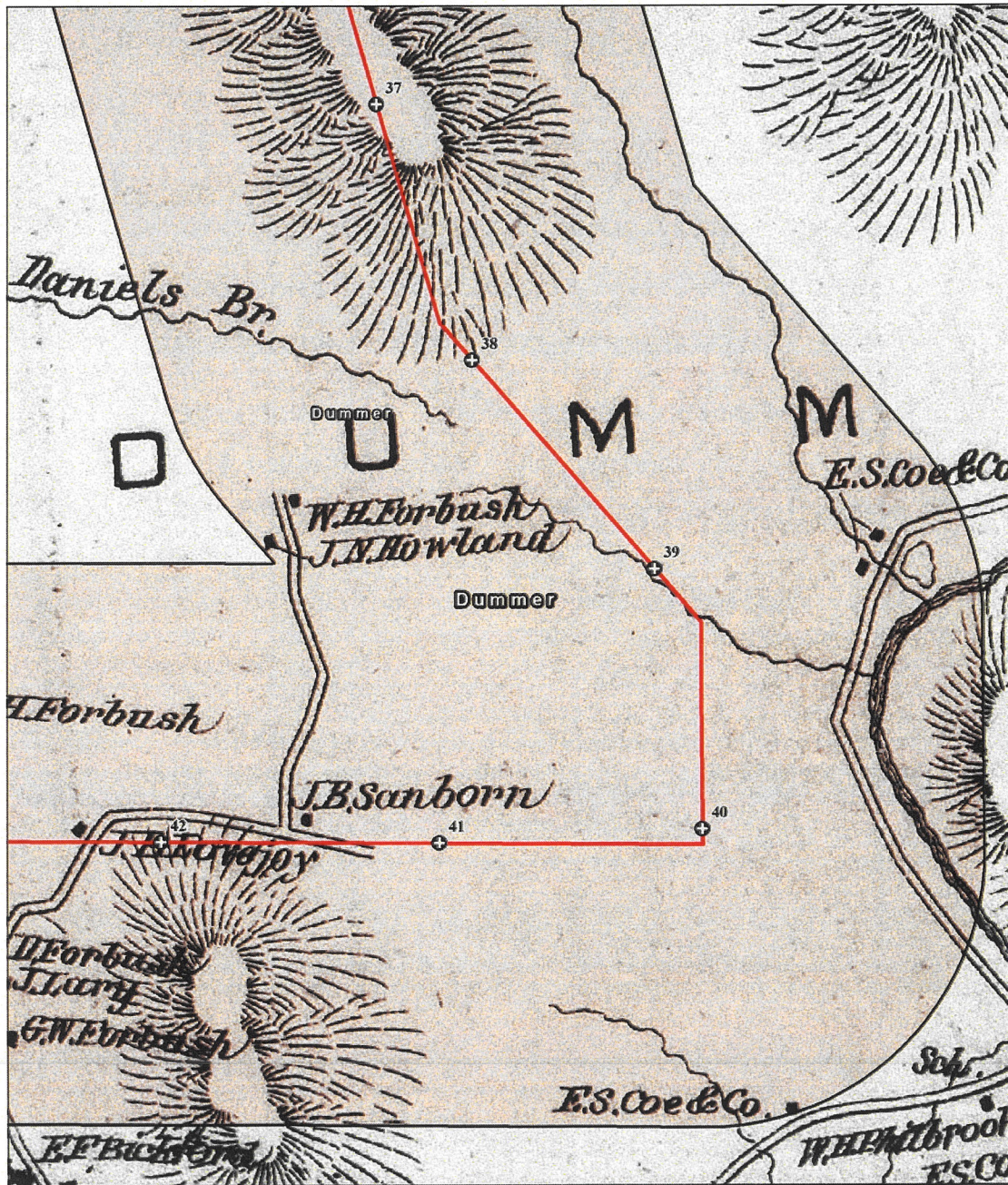
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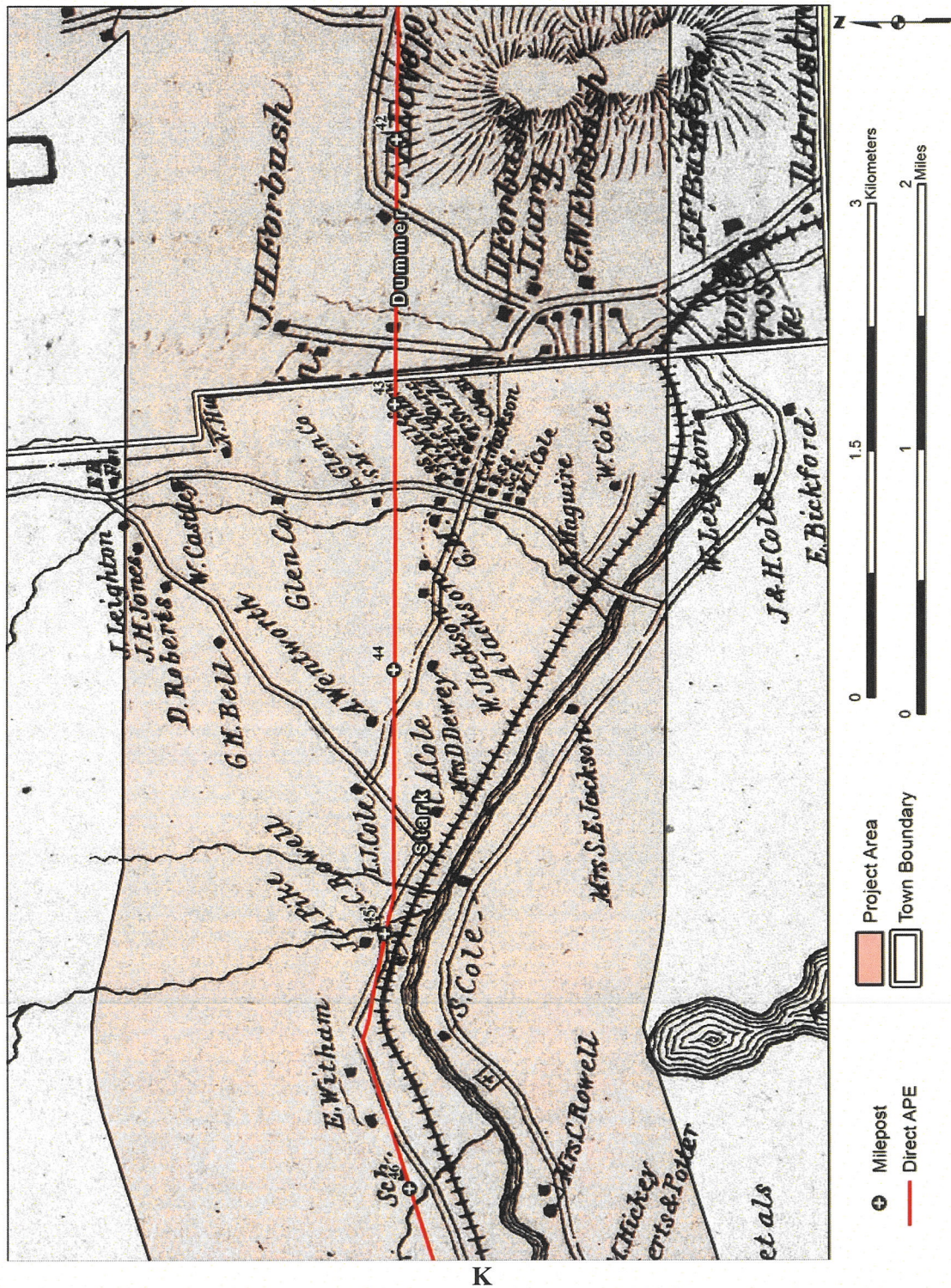
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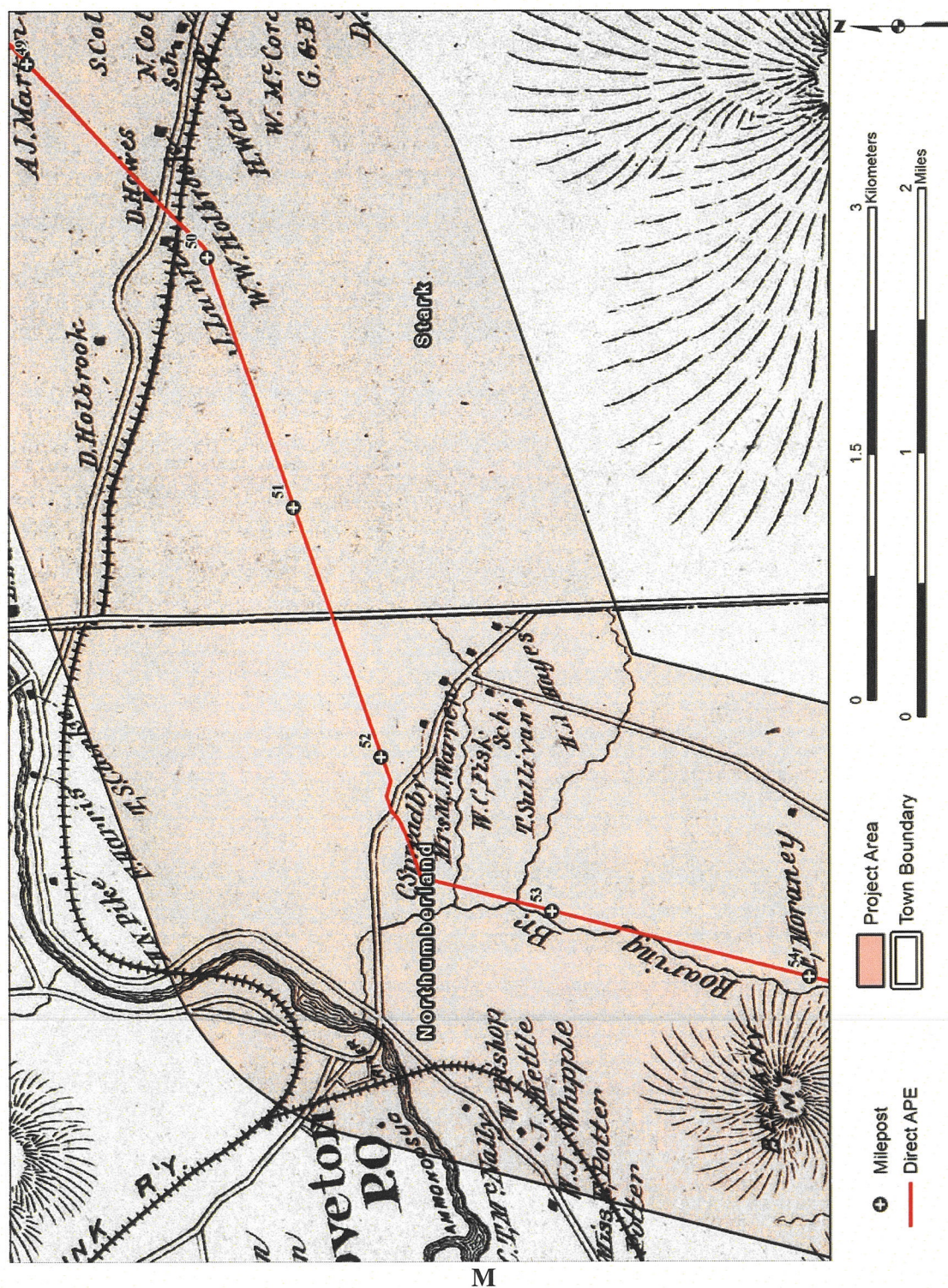
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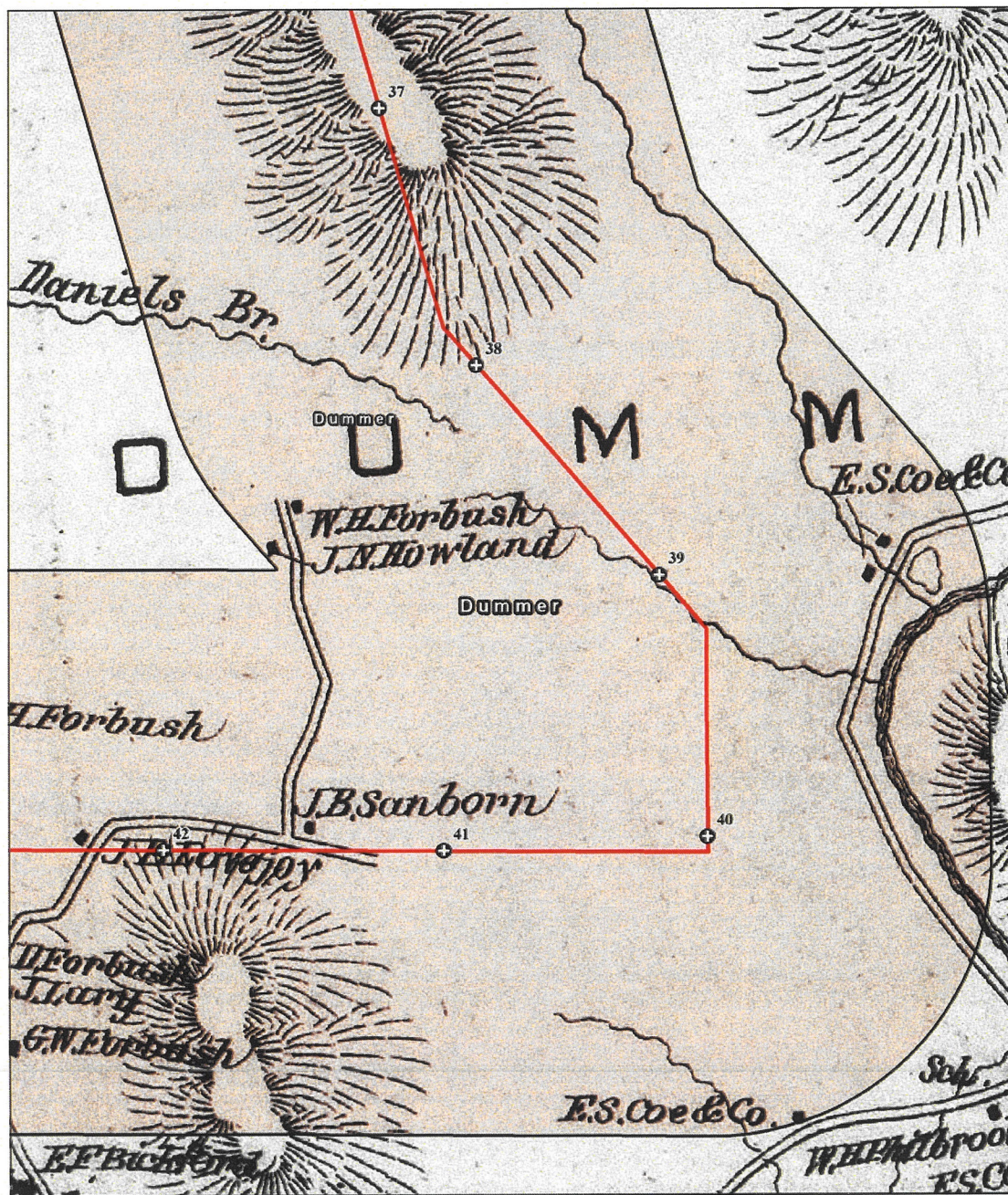
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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



⊕ Milepost
— Direct APE

Project Area
Town Boundary

0 1 2 Kilometers
0 0.5 1 Mile

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AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Milepost

Direct APE



Project Area



Town Boundary

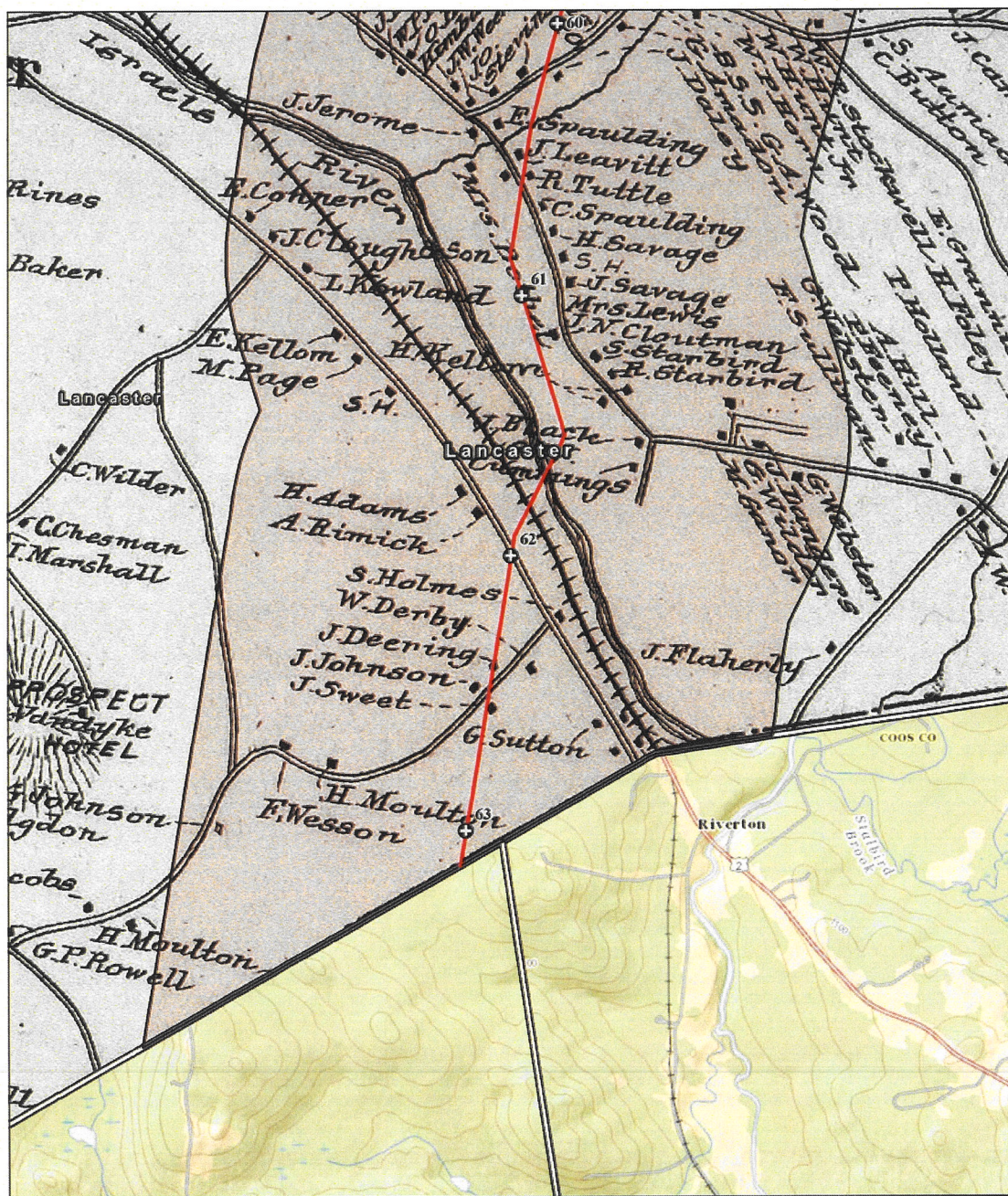
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AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



⊕ Milepost
— Direct APE

Project Area
Town Boundary

0 1 2 Kilometers
0 0.5 1 Mile

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Photograph 1: Georgian residence located at 290 North Road in Lancaster (FID-1537). View facing east, September 2013. Digital file (IMG_1033.jpg) stored at SEARCH.



Photograph 2: Residence on Route 3 in Clarksville (FID-3642). View facing northwest, October 2014. Digital file (DSCN3642.jpg) stored at SEARCH.

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Photograph 3: Residence at 411 North Road in Lancaster (FID-1512). View facing west, September 2013. Digital file (IMG_1049.jpg) stored at SEARCH.



Photograph 4: Residence at 249 Northside Road in Stark (FID-1689). View facing southwest September 2013. Digital file (IMG_1198.jpg) stored at SEARCH.

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Photograph 5: Greek Revival residence on Portland Street in Lancaster (FID-1517). View facing northeast, September 2013. Digital file (IMG_1008.jpg) stored at SEARCH.



Photograph 6: Residence on North Road in Lancaster (FID-1529). View facing southwest, September 2013. Digital file (IMG_1039.jpg) stored at SEARCH.

AREA FORM

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Photograph 7: Residence at Paris and Dewey Hill Road in Stark (FID-1714). View facing southwest, September 2013. Digital file (IMG_1227.jpg) stored at SEARCH.



Photograph 8: Gothic Revival residence at 887 Bear Rock Road in Stewartstown (FID-1777). View facing west, September 2013. Digital file (IMG_1314.jpg) stored at SEARCH.

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Photograph 9: Residence at 147 Hollow Road in Clarksville (FID-1799). View facing west, September 2013. Digital file (IMG_1335.jpg) stored at SEARCH.



Photograph 10: Duplex residences on Preble Street in Northumberland (FID-1645). View facing northeast, September 2013. Digital file (IMG_1091.jpg) stored at SEARCH.

AREA FORM

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Photograph 11: Residence at 229 North Road in Lancaster (FID-1543). View facing southwest, September 2013. Digital file (IMG_1029.jpg) stored at SEARCH.



Photograph 12: Residence on State Street in Northumberland (FID-4015). View facing northeast, October 2014. Digital file (DSCN4015.jpg) stored at SEARCH.

AREA FORM

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Photograph 13: Residence at 792 Lost Nation Road in Northumberland (FID-1575). View facing southeast, September 2013. Digital file (IMG_1073.jpg) stored at SEARCH.



Photograph 14: Queen Anne residence on State Street in Northumberland (FID-1649). View facing northwest, September 2013. Digital file (IMG_1132.jpg) stored at SEARCH.

AREA FORM

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Photograph 15: Residence on State Street in Northumberland (FID-1650). View facing northeast, September 2013. Digital file (IMG_1131.jpg) stored at SEARCH.



Photograph 16: Residence on Church Street in Stewartstown (FID-1810). View facing south, September 2013. Digital file (IMG_1361.jpg) stored at SEARCH.

AREA FORM

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Photograph 17: Side hall example on Lost Nation Road in Northumberland (FID-1571). View facing northeast, September 2013. Digital file (IMG_1069.jpg) stored at SEARCH.



Photograph 18: Residence at 285 Portland Street in Lancaster (FID-1508). View facing southwest, September 2013. Digital file (IMG_1005.jpg) stored at SEARCH.

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Photograph 19: Residences along Preble Street in Northumberland (FID-1648). View facing north, September 2013. Digital file (IMG_1093.jpg) stored at SEARCH.



Photograph 20: Colonial Revival residence on Brooklyn Street in Northumberland (FID-1596). View facing southeast, September 2013. Digital file (IMG_1181.jpg) stored at SEARCH.

AREA FORM

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Photograph 21: Residence at 112 Middle Street in Lancaster (FID-1558). View facing northeast, September 2013. Digital file (IMG_1017.jpg) stored at SEARCH.



Photograph 22: Residence at State Street in Northumberland (FID-4027). View facing southwest, October 2014. Digital file (DSCN4027.jpg) stored at SEARCH.

AREA FORM

AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Photograph 23: Residence on Second Street in Northumberland (FID-1682). View facing southwest, September 2013. Digital file (IMG_1121.jpg) stored at SEARCH.



Photograph 24: Craftsman style residence at 311 North Road in Lancaster (FID-1531). View facing southeast, September 2013. Digital file (IMG_1037.jpg) stored at SEARCH.

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Photograph 25: Craftsman style residence on Old Country Road in Clarksville (FID-1800). View facing north, September 2013. Digital file (IMG_1338.jpg) stored at SEARCH.



Photograph 26: One-story cottage on Route 3 in Northumberland (FID-4041). View facing east, October 2014. Digital file (DSCN4041.jpg) stored at SEARCH.

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Photograph 27: Cottages along Paige Hill Road in Northumberland (FID-1570). View facing north, September 2013. Digital file (IMG_1067.jpg) stored at SEARCH.



Photograph 28: Residence at 281 Portland Street in Lancaster (FID-1509). View facing west, September 2013. Digital file (IMG_1006.jpg) stored at SEARCH.

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Photograph 29: Twentieth-century cape at 57 First Street in Northumberland (FID-1678). View facing northwest, September 2013. Digital file (IMG_1116.jpg) stored at SEARCH.



Photograph 30: Residences on Percy Road in Stark (FID-1855). View facing northeast, September 2013. Digital file (IMG_1206.jpg) stored at SEARCH.

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Photograph 31: Ranch residence at 95 Portland Street in Lancaster (FID-1539). View facing southwest, September 2013. Digital file (IMG_1015.jpg) stored at SEARCH.



Photograph 32: Ranch residence at 42 Riverside Drive in Northumberland (FID-1589). View facing south, September 2013. Digital file (IMG_1167.jpg) stored at SEARCH.

AREA FORM

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Photograph 33: Residence on Potter Road in Stark (FID-1696). View facing southeast, September 2013. Digital file (IMG_1186.jpg) stored at SEARCH.



Photograph 34: Residence on Bridge Street in Stewartstown (FID-1808). View facing northwest, September 2013. Digital file (IMG_1352.jpg) stored at SEARCH.

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Photograph 35: Connected farmhouse on North Road in Lancaster (FID-1546). View facing west, September 2013. Digital file (IMG_1028.jpg) stored at SEARCH.



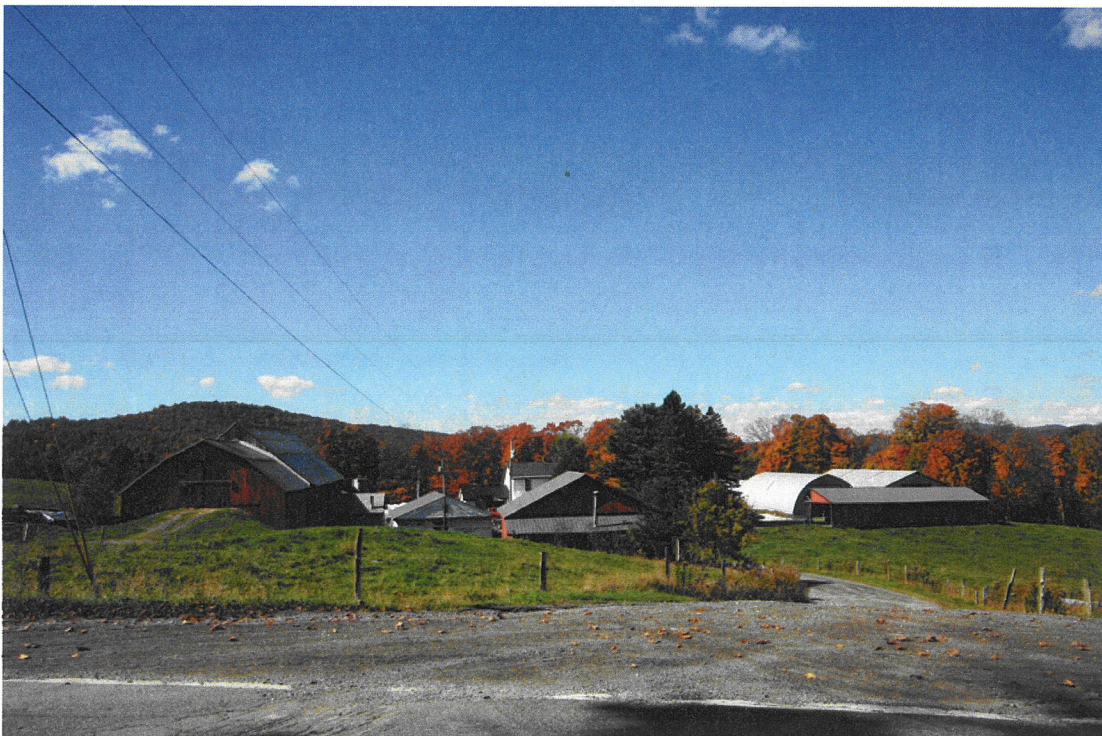
Photograph 36: Connected farmhouse at 30 Main Street in Northumberland (FID-1607). View facing northwest, September 2013. Digital file (IMG_1083.jpg) stored at SEARCH.

AREA FORM

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Photograph 37: Converted barn on Preble Street in Northumberland (FID-1642). View facing northwest, September 2013. Digital file (IMG_1089.jpg) stored at SEARCH.



Photograph 38: Gable front barn on Hollow Road in Stewartstown (FID-1794). View facing west, September 2013. Digital file (IMG_1331.jpg) stored at SEARCH.

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Photograph 39: Barn on Candia Road in Northumberland (FID-1613). View facing northwest, September 2013. Digital file (IMG_9382.jpg) stored at SEARCH.



Photograph 40: Barn on Lunn Road in Stark (FID-1851). View facing east, September 2013. Digital file (IMG_1189.jpg) stored at SEARCH.

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Photograph 41: Barn on Route 145 in Stewartstown (STE1013). View facing northeast, September 2013. Digital file (IMG_1327.jpg) stored at SEARCH.



Photograph 42: Barn on Cream Poke Road in Stewartstown (FID-1857). View facing north, September 2013. Digital file (IMG_13249.jpg) stored at SEARCH.

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Photograph 43: Sugar house in Northumberland (FID-4057). View facing southeast, October 2014. Digital file (DSCN4057.jpg) stored at SEARCH.



Photograph 44: Sugar house on Bear Rock Road in Stewartstown (FID-1776). View facing east, September 2013. Digital file (IMG_1310.jpg) stored at SEARCH.

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Photograph 45: Converted barn at 5 Hollow Road in Stewartstown (FID-1795). View facing north, September 2013. Digital file (IMG_1332.jpg) stored at SEARCH.



Photograph 46: Converted barn at 21 Eames Street in Northumberland (FID-1622). View facing southeast, September 2013. Digital file (IMG_1142.jpg) stored at SEARCH.

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Photograph 47: The Thibeault Farm in Pittsburg (PIT0006). View facing northwest, September 2013. Digital file (IMG_1367.jpg) stored at SEARCH.



Photograph 48: The Brooklyn Dam in Groveton (FID-1646). View facing west, September 2013. Digital file (IMG_1182.jpg) stored at SEARCH.

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Photograph 49: The Pontook Dam in Dummer (FID-1709). View facing southeast, September 2013.
Digital file (IMG_1236.jpg) stored at SEARCH.



Photograph 50: Worker housing in Northumberland (FID-1597). View facing east, September 2013.
Digital file (IMG_1155.jpg) stored at SEARCH.

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Photograph 51: Worker housing in Northumberland (FID-1598). View facing southeast, September 2013. Digital file (IMG_1154.jpg) stored at SEARCH.



Photograph 52: Worker housing in Northumberland (FID-1599). View facing southeast, September 2013. Digital file (IMG_1156.jpg) stored at SEARCH.

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Photograph 53: The North Hill Church in Stewartstown (FID-1781). View facing west, September 2013. Digital file (IMG_1317.jpg) stored at SEARCH.



Photograph 54: St. Mark's Episcopal Church in Groveton (FID-1616). View facing south, September 2013. Digital file (IMG_1095.jpg) stored at SEARCH.

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Photograph 55: St. Francis Xavier Church in Groveton (FID-1628). View facing south, September 2013. Digital file (IMG_1087.jpg) stored at SEARCH.

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Photograph 56: The United Methodist Church in Groveton (FID-1610). View facing northeast, September 2013. Digital file (IMG_1096.jpg) stored at SEARCH.



Photograph 57: Commercial building in Northumberland (FID-1625). View facing west, September 2013. Digital file (IMG_1085.jpg) stored at SEARCH.

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Photograph 58: The Groveton Post Office (FID-4021). View facing south, October 2014. Digital file (DSCN4021.jpg) stored at SEARCH.



Photograph 59: St. Albert's Presentation Hall in Stewartstown (FID-1820). View facing southwest, September 2013. Digital file (IMG_1359.jpg) stored at SEARCH.

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Photograph 60: Former schoolhouse on Old Country Road in Clarksville (FID-1809). View facing southwest, September 2013. Digital file (IMG_1341.jpg) stored at SEARCH.



Photograph 61: The Clarksville School (FID-1798). View facing northeast, September 2013. Digital file (IMG_1334.jpg) stored at SEARCH.

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Photograph 62: The Groveton School (FID-1606). View facing northeast, September 2013. Digital file (IMG_1097.jpg) stored at SEARCH.



Photograph 63: The Blake Cemetery in Stark (FID-1619). View facing northeast, September 2013. Digital file (IMG_1197.jpg) stored at SEARCH.

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Photograph 64: The Terrill Cemetery in Stewartstown (FID-1793). View facing west, September 2013. Digital file (IMG_1337.jpg) stored at SEARCH.



Photograph 65: The North Hill Cemetery in Stewartstown (FID-1789). View facing northwest, September 2013. Digital file (IMG_1322.jpg) stored at SEARCH.

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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Photograph 66: The Young Cemetery in Clarksville (FID- 1821). View facing west, September 2013. Digital file (IMG_1342.jpg) stored at SEARCH.



Photograph 67: The Perry Cemetery in Clarksville (FID-1806). View facing east, September 2013. Digital file (IMG_1345.jpg) stored at SEARCH.

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Photograph 68: The Hollow Road Cemetery in Stewartstown (FID-1785). View facing south, September 2013. Digital file (IMG_1329.jpg) stored at SEARCH.



Photograph 69: The Percy Summer Club on Christine Lake in Stark (FID-1731). View facing northwest, September 2013. Digital file (IMG_1205.jpg) stored at SEARCH.

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Photograph 70: Seasonal cottage on Montgomery Road in Stark (FID-1733). View facing northwest, September 2013. Digital file (IMG_1232.jpg) stored at SEARCH.



Photograph 71: Log cabin on Montgomery Road in Stark (FID-1732). View facing south, September 2013. Digital file (IMG_1234.jpg) stored at SEARCH.

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Photograph 72: Motor court cabin on Portland Street in Lancaster (FID-1520). View facing east, September 2013. Digital file (IMG_1009.jpg) stored at SEARCH.



Photograph 73: Motel along Route 3 in Northumberland (FID-4055). View facing south, October 2014. Digital file (DSCN4055.jpg) stored at SEARCH.

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Photograph 74: Motel at 200 Portland Street in Lancaster (FID-1521). View facing southwest, September 2013. Digital file (IMG_1010.jpg) stored at SEARCH.



Photograph 75: Motel at 1007 Portland Street in Lancaster (FID-1516). View facing west, September 2013. Digital file (IMG_1007.jpg) stored at SEARCH.

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Photograph 76: The Groveton Bridge (FID-1594). View facing southeast, September 2013. Digital file (IMG_1161.jpg) stored at SEARCH.

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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Photograph 77: The Route 3 Bridge in Clarksville (PIT0003). View facing southwest, September 2013. Digital file (IMG_1348.jpg) stored at SEARCH.



Photograph 78: The Groveton train depot in Northumberland (FID-1652). View facing southeast, September 2013. Digital file (IMG_1128.jpg) stored at SEARCH.

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Photograph 79: Pratt truss railroad bridge in Northumberland (FID-1587). View facing west, September 2013. Digital file (IMG_1163.jpg) stored at SEARCH.



Photograph 80: A plate girder bridge in Northumberland (FID-1692). View facing southeast, September 2013. Digital file (IMG_1185.jpg) stored at SEARCH.

AREA FORM

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Photograph 81: Service station in Northumberland (FID-4054). View facing southeast, October 2014. Digital file (DSCN4054.jpg) stored at SEARCH.



Photograph 82: Service station on Church Street in Northumberland (FID-1604). View facing south, September 2013. Digital file (IMG_1098.jpg) stored at SEARCH.

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Photograph 83: Service station on Route 110 in Stark (FID-1688). View facing east, September 2013. Digital file (IMG_1194.jpg) stored at SEARCH.

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Photograph 84: The Bell Hill Road Bridge (NHDOT 087/140) (STA0002). View facing southwest, September 2013. Digital file (IMG_1213.jpg) stored at SEARCH.

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Photograph 85: Nineteenth-century cape on Hall Stream Road in Pittsburg (FID-1823). View facing east, September 2013. Digital file (IMG_1363.jpg) stored at SEARCH.



Photograph 86: Farm complex on Old Country Road in Clarksville (FID-1825). View facing west, September 2013. Digital file (IMG_1343.jpg) stored at SEARCH.

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Photograph 87: The farmhouse on Lunn Road in Stark (FID-1850). View facing northeast, September 2013. Digital file (IMG_1190.jpg) stored at SEARCH.



Photograph 88: Cabin on Pike Pond in Stark (FID-1734). View facing west, September 2013. Digital file (IMG_1233.jpg) stored at SEARCH.

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AREA NAME: NORTHERN PASS – GREAT NORTH WOODS



Photograph 89: South Hill Cemetery in Stewartstown (FID-1772). View facing south, September 2013. Digital file (IMG_1316.jpg) stored at SEARCH.



Photograph 90: Percy Cemetery in Stark (FID-1719). View facing northeast, September 2013. Digital file (IMG_1214.jpg) stored at SEARCH.

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PHOTO KEY IS LOCATED ON PAGE 6-29

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 OR were printed using the following printer, ink, and paper: Infinite Imaging (Portsmouth, NH). (Color photos must be professionally printed.)

The negatives or digital files are housed at/with:

SEARCH

SIGNED:

Jenna E. Higgins