

Historical documentation of right-of-way widths on the proposed Northern Pass burial route; Bethlehem, Sugar Hill, Franconia, Easton and Woodstock.

The Northern Pass proposed central 52 mile burial route begins where the existing Eversource 115kV line crosses Route 302 in Bethlehem, opposite Baker Pond. From here Route 302 is an unknown layout to the intersection of the road through the Rocks Estate, along route 302, south along Route 18/116 to 44.2731, -71.7429.

From these coordinates on 18/116 to the Bethlehem/Sugar Hill line the road was re-laid out 2 rods wide.

From the Sugar Hill line to Gilmanton Hill Rd. the road was re-laid out at 2 rods wide.

From Gilmanton Hill Rd. to Franconia Iron Foundry the road layout appears to have been re-laid out 3 rods wide. (see pg. 23.)

From the Iron Foundry to the Meeting House, the layout was 2 rods, from the Meeting House south on Route 116 to the Easton border, the road was laid out 3 rods wide, with recent takings for the bridge over the Gale River.

From Easton Franconia border south 88 rods on Route 116 the road was laid out in 1804 at an unspecified width. (Width on the ground to here will be determined from the width of Paine Rd. north end, this being the most preserved portion of the original 1804 layout.)

From this location: 303 rods laid out four rods wide, 14 rods laid out at 40', 104 rods laid out at four rods, for the next 710 rods the width is: to Stephen Kinsman saw mill, present Easton Town Hall, 40'. From here to the top of the rise south of Gibson Rd. intersection, the road 40', from here for 55 rods the road is 3 rods, from here to Paine Rd. intersection the layout is unknown, from Paine Rd. intersection to Slide Brook, the layout is unknown, from here to the end of the 710 rod section the road layout width was not stated

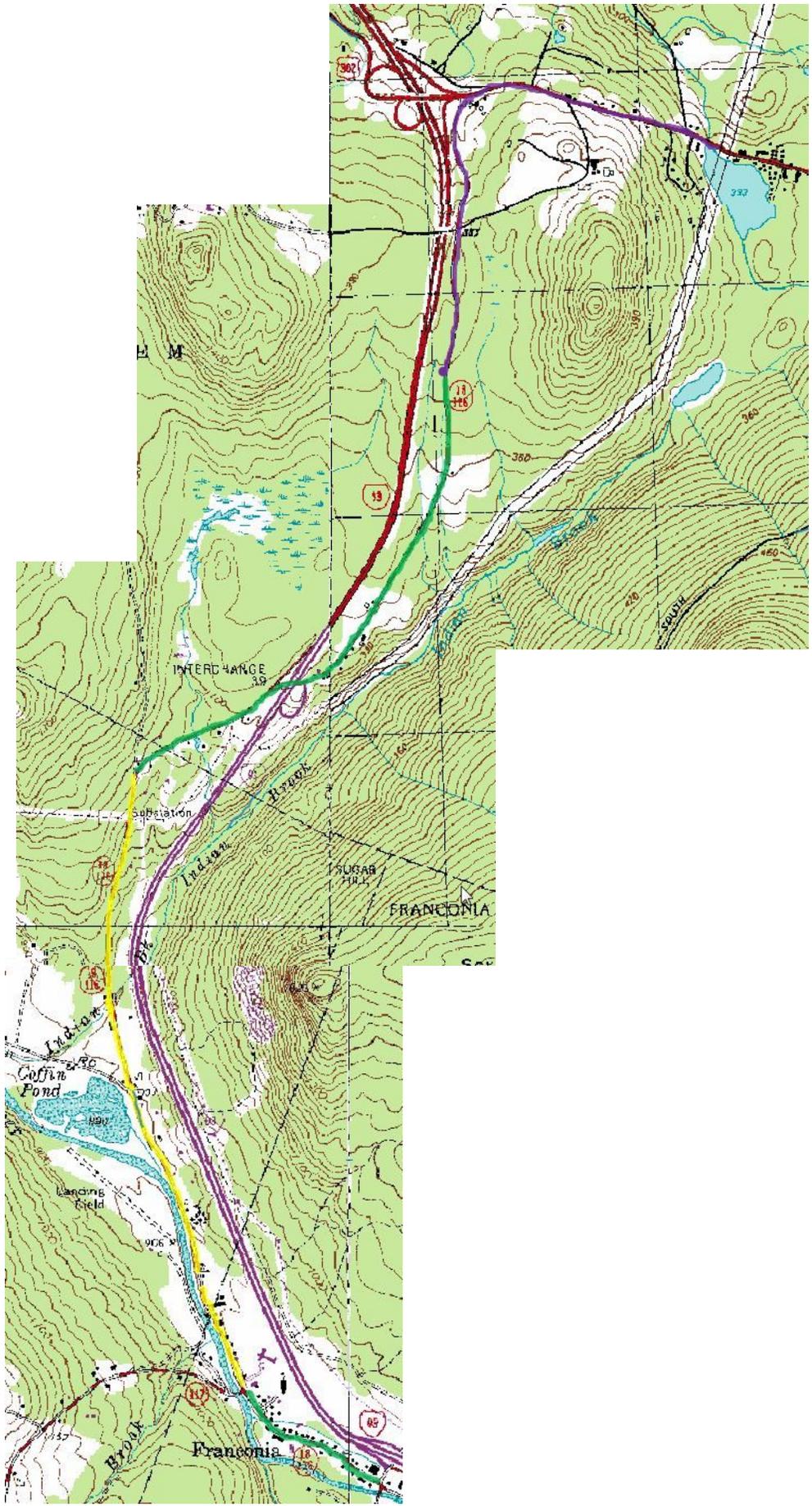
From the end of the 710 rod section to the intersection of Routes 116 and 112 the layout was four rods.

From 112 east to Woodstock border, the road layout was 3 rods, with substantial portions "upgraded" and taken by DOT.

From the Easton/Woodstock border to 60' from the northeast end of the bridge crossing the Moosilauke River the road was laid out 3 rods wide.

From 60' from the northeast end of the bridge crossing the Moosilauke River to the intersection with Route 3, the road was laid out three rods wide.

This documentation is based on three types of evidence: 1.) Historical road layouts, (Appendix 1), 2.) Historical references to roads, (Appendix 2), 3.) physical and photographic evidence (Appendix 3.)



Bethlehem to Franconia

Purple= Unknown layout

Green= 2 rod layout

Yellow= 3 rod layout

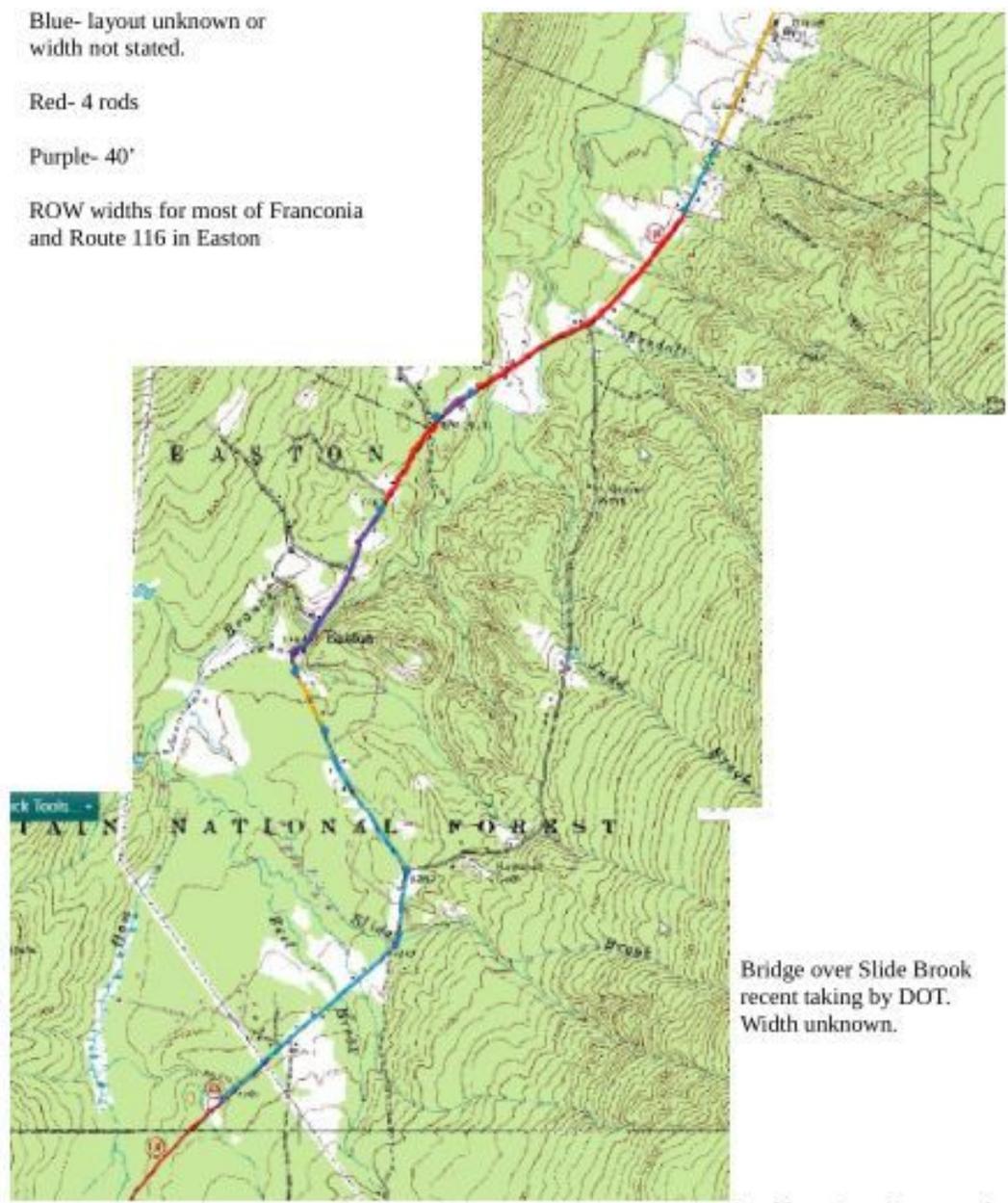
Yellow- 3 rods. At right, this 3 rod section continues from the Easton/Franconia line to the stone stack in Franconia.

Blue- layout unknown or width not stated.

Red- 4 rods

Purple- 40'

ROW widths for most of Franconia and Route 116 in Easton



Bridge over Slide Brook recent taking by DOT. Width unknown.

4-rod layout continues south to junction with Route 112/Lost River Road, with more recent DOT "upgrades" within this section.

Above: Road layouts in central Easton to Franconia border and north.

Appendix 1: 1871 2 & 3 rod layout (Littleton,) Bethlehem. Lisbon, Franconia

N. H. HIGHWAY DEPT.

1-17

Sheet.....Of.....

RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of Bethlehem, Lisbon & Franconia
 S. A. Taken from

Town }
 County } - - Book..... Page..... 334..... Year..... 1871

Grafton }
 County }
 General Court Sessions Records

EXTRACT

The petition of Cyrus Eastman and others respectfully represents that for the accommodation of the public there is occasion for a new highway in the towns of Bethlehem, Lisbon and Franconia in said county beginning in the line between the towns of Littleton and Bethlehem at the termination of the highway leading from the Scythe Factory Village in Littleton to Bethlehem line; thence in towns of Bethlehem, Lisbon and Franconia in said county of Grafton to the Profile House kept by Teft Greenleaf in Franconia aforesaid.

Page 376:

We have therefore laid out a highway on the proposed route and the line run is the center of said highway--Commencing at a line between the towns of Littleton and Bethlehem at the termini of the highway leading from the Scythe Factory Village in Littleton in said county to Bethlehem line at a stake standing in said town line in the center of the highway, thence S. 8° W. 18 rods on the land of H. C. Redington and Co., S. 11° E. 24 rods; thence S. 13° E. 67 rods; thence S. 64° E. 22 rods; thence S. 64° E. 103 rods to land of O. W. Hatch; thence S. 85° E. 66 rods; thence S. 73° E. 14 rods on land of Ruth W. Norris; thence S. 22° E. 60 rods on land of Otis Crane; thence S. 10° E. 14 rods to a Balsam; thence S. 5° W. 10 rods to a Birch; thence S. 24° W. 16 rods to a stake.

thence S. 2° E. 10 rods to a stake;

" S. 18° E. 10 rods " " "

" S. 13° E. 10 rods " " "

" S. 64° E. 22 rods " " "

" S. 12° E. 14 rods " " "

" S. 14 rods to a stake on land of Euben Bakers; thence S. 12

rods to a stake; thence S. 2° W. 40 rods to the line of the main road leading from Littleton to Bethlehem and the town of Bethlehem is to maintain a cattle pass at a suitable place in the pasture of Luther Balla and the road laid to this last mentioned bound is 3 rods in width and the grade to this point is not to exceed 7 degrees.

Thence N. 62° W. 82 rods in the Littleton and Bethlehem road to the road leading by the Patchelder farm so called; thence S. 74° W. 48 rods; thence S. 5° E. 18 rods; thence S. 88° W. 46 rods; thence S. 78° W. 54 rods; thence S. 74° W. 40 rods to the road running over the Jeremiah Phillips farm so called, the last 500 rods from said Patchelder farm to said Phillips farm is laid 2 rods in width; thence S. 5° E. 68 rods; thence S. 18° W. 60 rods; thence S. 10° E. 72 rods; thence S. 25° W. 46 rods; thence S. 40° E. 178 rods; thence S. 70° E. 18 rods; thence S. 87° W. 40 rods; thence S. 77° E. 54 rods; thence S. 68° W. 10 rods; thence S. 80° W. --- rods to Lisbon line, the last 476 rods 2 rods in width; thence S. 64° E. 24 rods, to the road from Littleton to Franconia, the last 24 rods is laid 2 rods in width, thence S. 2° E. 32 rods; thence S. 13° W. 18 rods

" S. 33° W. 18 rods; " S. 20° W. 24 rods;

" S. 3° W. 58 rods; " S. 74 rods to the road leading from Franconia by the South Branch; thence S. 5° E. 76 rods; thence S. 15° E. 54 rods;

" S. 8° E. 116 rods; to the line of Franconia;

" S. 15° E. 66 rods; thence S. 35° E. 42 rods;

" S. 18° E. 22 rods; thence S. 67° E. 38 rods;

N. H. HIGHWAY DEPT.

Sheet.....Of.....

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RIGHT OF WAY SOURCE RECORDS

.....Highway T. L. Town of.....
S. A. Taken from

.....Town }
.....County } - - Book....., Page....., Year.....

General Court Sessions Records.....

EXTRACT

- thence S. 45° E. 58 rods; thence S. 53° E. 64 rods;
- " S. 59° E. 56 rods; " S. 39° E. 66 rods;
- " S. 28° E. 60 rods; " S. 89° E. 118 rods;
- " S. 55° E. 18 rods; " S. 13° E. 34 rods;
- " S. 7° E. 34 rods; " S. 5° E. 52 rods;
- " S. 29° E. 78 rods; " S. 5° E. 16 rods;
- " S. 22 rods; " S. 11° E. 86 rods;
- " S. 19° E. 72 rods; " S. 29° E. 60 rods;
- " S. 16° E. 118 rods; " S. 5° E. 26 rods;
- " S. 17° E. 26 rods; " S. 6° E. 38 rods;
- " S. 5° E. 14 rods; " S. 14° E. 31 rods;

to a stake. Leaving the old road at this point and running south 4 rods; thence S. 17° E. 4 rods; thence S. 5° E. 6 rods; thence S. 5° E. 10 rods; thence S. 27° E. 10 rods; thence S. 42° E. 14 rods; thence S. 55° E. 6 rods to the old road to a stake standing in the line of the old road.

The highway laid by us from said Ruchen Baker to the Profile House in Franconia is over and existing highway except the last 50 rods,-

- thence S. 23° E. 16 rods; thence S. 80° E. 24 rods;
- " S. 55° E. 18 rods; thence S. 70° E. 36 rods;
- " S. 48° E. 28 rods; thence S. 45° E. 12 rods;
- " S. 38° E. 28 rods; thence S. 25° E. 14 rods;
- " S. 30° E. 18 rods; thence S. 25° E. 10 rods;
- " S. 30° E. 34 rods; thence S. 42° E. 18 rods;
- " S. 1° E. 18 rods; thence S. 12° E. 60 rods;

to a stake standing 4 rods from the southeast corner of the Profile House in said Franconia.

The whole distance and length of said highway laid out by us in said towns of Fethlehem, Lisbon and Franconia, is 11 miles 63 rods. The width of the road laid from the intersection of the road leading from Franconia to the Profile House in said Franconia is 3 rods.

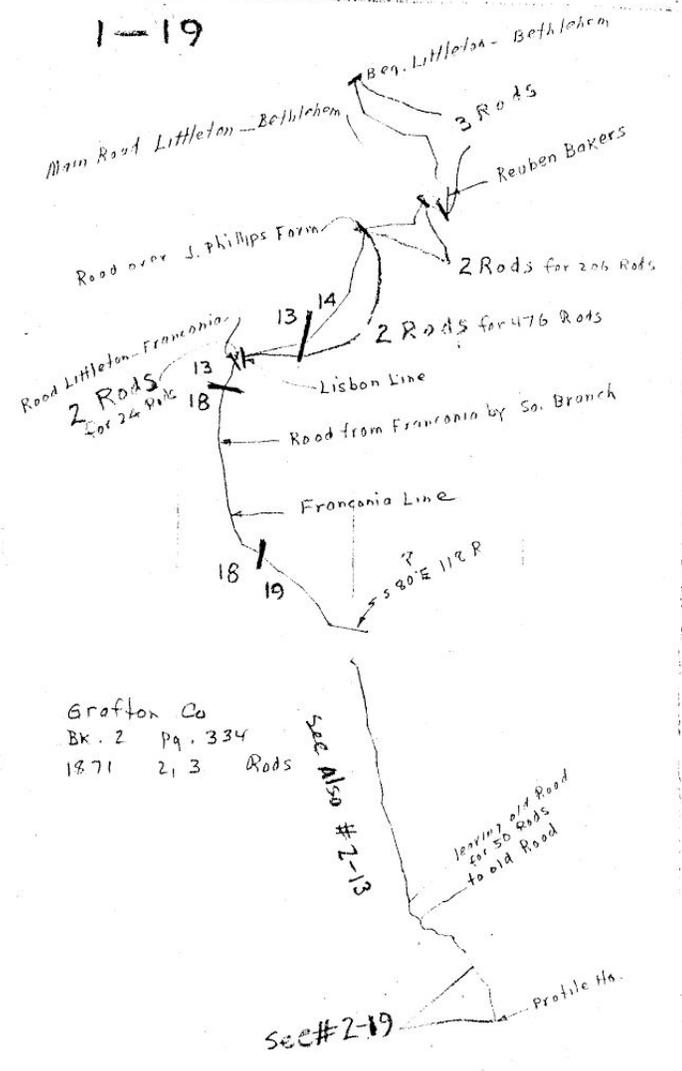
Damages Awarded:

H. C. Redington and Co--\$62.50; O. T. Hatch \$54.50; Ruth C. Morriss \$40.00; Otis Crane \$300; Luther Wallace \$200.00; Ruchen Baker \$175.00; N w Hampshire Iron Co. \$12.50; John G. Sinclair \$1750.-; All but the last two are in Fethlehem--the last two being in Franconia.

J. E. Bridgman }
F. H. Mason } COMMISSIONERS:
L. C. Pattee }

Petition allowed by Court.

1-19



N. H. HIGHWAY DEPT. Sheet.....Of.....
RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of.....
S. A. Taken from.....
Franconia Town }
Salem County } -- Book.....2, Page.....10, Year.....
General Court Sessions Records.....

EXTRACT

July 20 1796 Laid out a road for Caleb Baker beginning at his. thence running south to the corner of his land and John Aldrich thence running eastwardly on the supposed line when found between said Aldrich land & George Jesseman's to the main road.

Sept 15, 1797. Laid out a road through the town beginning at the supposed Lincoln line at a stake & heap of stones on the left hand called 2 rods wide running as straight - a line on the ground will admit to Rogers Mill Brook to a stake & stones in an old pine stump near the shaft house. thence northerly a straight line to Crooked Bridge thence to a stake & stones near Jessedec Applebees house nearby on a straight line to a stake & stones at the mill yard thence nearly a straight line to Capt. Knight's River where bridge is to be built thence running between Capt. Knight's house & Barn thence through the woods nearly a straight line by marked trees to the supposed Tom line in Solomon Cooks field to a stake & stones

Vol. 2, page 222

Road altered & straightened by the Selectmen beginning about 30 rods East of the First Bridge running a straight course on the land will admit of to the East School house in Franconia. Said road laid out by the Selectmen in 1816.

Vol. 2, page 257

March 10, 1818. Voted to put up the Hatch road to Vendue to see who will keep the same clear one year and it was struck of to David Aldrich 2^d for \$1,98

Vol. 2, page 306

April 1, 1822. Road beginning at the main road leading from the Iron Works in Franconia by John Wallis to Bethlehem 12 rods south of the Club of Bethlehem on the east side of said road from thence running a straight line on the land will admit of 2 rods wide to the corner of John Wallis Jr. stone wall on now built standing north westerly from his house thence running by the side of said wall 2 rods wide

1797 2 rod layout from Franconia Iron Works to Easton (Lincoln) line.

1797 3 rod layout from Landaff to line of Lincoln (Easton) (#5):

N. H. HIGHWAY DEPT. Original records, 1783-1828 Sheet One of Two

RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of LANDAFF Taken from County

General Court Sessions Records Width 1787

Return of Roads. EXTRACT Whereas a petition has been presented to us the subscribers...

#1 One, beginning at a maple tree marked HW standing on or near the line between said Landaff and Concord alias Gunthwait, about 80 rods north of John Sweats dwelling house...

C. 5600

#2 Another beginning at the bridge near the dwelling house of Capt. Ephraim Corey thence running as the path is now trod by the dwelling house of John Gross...

#3 rods southwesterly of Messa Knight's barn, thence running as the path is now trod by the dwelling house of David Atwood, James Snow, Linus Moss to a birch tree marked H. standing about 60 rods westerly of said Moss's house...

Merriell mt 3 oct-

#4 standing about 70 rods westerly of said burying yard thence running southerly on the easterly line of the lots numbered 2 in the 4th, 5th, 6th, 7th and 8th ranges of the first division to the northwesterly corner bound to Thomas Noyes lot on which his barn now stands...

Center Hill Rd -> o-c Hill

#5 standing about 25 rods easterly of Stephen Rice's dwelling house thence running as the path is now trod by Samuel Marshall and Capt. Nathaniel Noyes to the line of Lincoln. The last described highway is laid out THREE RODS WIDE, allowing the path that is now trod to be the center thereof.

Line of Lincoln Marshall East 600 Chandler 1787

#6 spotted, standing about 40 rods westerly of John Gross dwelling See sheet No. 2.

1802: #13 To see if the town will vote to discontinue the following highways viz; one beginning at the highway that leads from Esqr. Webbers to Mr. E. Eatons near Mr. Ezra Chandlers thence running Easterly by the house of Esqr. Edmond as formerly laid out and described until it meets the road that leads from Mr. Isaac Coles to Lincoln. (Landaff town records.)

1804: #6. To see if the Town will lay out a road from Nathan Kinsmans in Lincoln to Coventry Bridge in Landaff through a part of the Town of Landaff agreeable to the request of the Selectmen of Lincoln. Voted for the Selectmen of Landaff to lay out a road from Coventry Bridge, so called, to Lincoln line. (Landaff town records)

1813: To see if the town will lay out a road from Stephen Kinsmans mill to Joseph Jackman's in Landaff. (dismissed) p. 300 (Landaff town records)

1833 intermittent 4 rod layout Franconia to Haverhill

N. H. HIGHWAY DEPT. *1100* Sheet *1* of *2*

RIGHT OF WAY SOURCE RECORDS

Highway *1100* T. L. Town of *Franconia* ~~Landoff~~ *Benton*
 S. A. Taken from *Haverhill* ~~Concord~~ *Concord*

Town *Grafton* Sessions *Progrs Nov Term 1833*
 County *Grafton* Book *.....* Page *.....* Year *.....*

General Court Sessions Records

EXTRACT

The Petition of Paul Chase and others represents that a road leading from the Iron Works in Franconia through the towns of Landoff and Concord to the Court House in Haverhill in said County would be of great public utility.

Proceeded to examine the route from the old meeting house in said Haverhill to the Tavern House near the Lower Iron Works in said Franconia, when after further leaving the parties interested, we recommenced our examination at said Tavern House passing on the present travelled highway by the Upper Iron Works and Lake Brooks to the northerly line of Landoff 7 miles & 166 rods, thence on said highway to George Majwells 88 rods, which in our opinion need no alterations, thence leaving said highway at said Majwells house and running 548°W 74 rods, thence 549 1/2°W 40 rods, thence 565°W 24 rods, thence 571°W 45 rods, thence 565°W 12 rods to intersect the present highway 17 rods northerly of Wid. Rice's house, thence on the present travelled road 14 rods to said Wid. Rice's house no alterations was deemed necessary, thence 547°W 30 rods, thence 538°W 74 rods to intersect said present travelled highway, thence to Joseph Spooner's house 710 rods the highway as now travelled, need, at present in our opinion no alteration then commencing at said Spooner's house and running 557 1/2°W 42 rods, thence 548 1/2°W 20 rods, thence 565°W 12 rods, thence 552 1/2°W 18 rods, thence 561°W 54 rods, thence 539°W 14 rods, thence 542°W 12 rods, thence 575°W 16 rods, thence 567 1/2°W 18 rods, thence 540 1/2°W 26 rods, thence 537°W 14 rods, thence 546 1/2°W 12 rods, thence 563°W 8 rods, thence 581°W 4 rods, thence 561°W 14 rods, thence 560°W 16 rods, thence 548°W 8 rods, thence 537°W 12 rods, thence 564°W 12 rods, thence 567°W 12 rods, thence 568°W 12 rods, thence 558 1/2°W 12 rods, thence 575°W 24 rods, thence 569°W 10 rods, thence 558°W 8 rods, thence 561°W 14 rods, thence 568°W 8 rods, thence 552°W 18 rods, thence 541°W 14 rods, thence 535 1/2°W 8 rods, thence 520°W 12 rods, thence 514°W 14 rods, thence 535 1/2°W 6 rods, thence 565°W 6 rods, thence N 82°W 14 rods, thence N 72°W 6 rods, thence N 68°W 8 rods, thence N 67°W 10 rods, thence 576°W 10 rods, thence 538°W 8 rods, thence 524°W 6 rods, thence 531°W 8 rods, thence 542°W 10 rods, thence 541°W 14 rods, thence 539°W 12 rods, thence 520 1/2°W 8 rods, thence 515°W 14 rods, thence 531°W 6 rods, thence 512 1/2°W 8 rods, thence 59°W 8 rods, thence 5..... 8 rods, thence 515°W 10 rods, thence 55°W 6 rods, thence 55 1/2°W 6 rods, thence 56°E 18 rods, thence 510 1/2°W 6 rods, thence 516 1/2°W 6 rods, thence 511 1/2°W 16 rods, thence 537 1/2°W 10 rods, thence 515°W 12 rods, thence 552°W 12 rods, thence 547°W 8 rods, thence 537°W 8 rods, thence 536°W 6 rods, thence 544°W 6 rods, thence 560 1/2°W 8 rods, thence 559 1/2°W 10 rods, thence 557 1/2°W 10 rods, thence 530°W 8 rods, thence 522°W 6 rods, thence 535°W 8 rods, thence 544°W 6 rods,

marked
98 ft
1452
14 R
277
303
5000
R. X
104
(710)

3-23
m. G. S.

thence 532°W 10 rods, thence 554°W 6 rods, thence 560½°W 8 rods,
 thence 563°W 8 rods, thence 559½°W 16 rods, thence 562°W 6 rods,
 thence 562°W 22 rods, thence 561½°W 10 rods, thence 547°W 12 rods,
 thence 552°W 16 rods, thence 568°W 8 rods, thence 575°W 4 rods,
 thence 557°W 8 rods, thence 556°W 4 rods, thence 577°W 8 rods,
 thence 586°W 12 rods, thence N 86°W 10 rods to the County road as called
 on Wild Ammonoosuc River, from thence on said County road
 down said river 250 rods, in our opinion needs no alteration,
 from thence across said river 537°W 2 rods, thence N 71°W 10 rods,
 thence N 68°W 14 rods, thence N 83°W 14 rods, thence N 79½°W 10 rods,
 thence N 70°W 10 rods, thence N 67½°W 10 rods, thence N 49°W 8 rods,
 thence N 62°W 8 rods, thence N 74°W 16 rods, thence S 80°W 10 rods,
 thence 560°W 12 rods, thence 572°W 8 rods, thence N 88°W 8 rods,
 thence N 70°W 8 rods, thence N 32½°W 12 rods, thence N 34°W 10 rods,
 thence N 82°W 12 rods, thence 588½°W 16 rods, thence N 86°W 22 rods,
 thence N 80°W 6 rods, thence N 84°W 18 rods, thence N 80°W 18 rods,
 thence N 65½°W 10 rods, thence N 76°W 52 rods, thence N 82°W 10 rods,
 thence N 84°W 16 rods, thence N 82°W 14 rods, thence N 86°W 68 rods
 to the northerly line of said County, from thence N 86°W 20 rods,
 thence N 82½°W 24 rods, thence N 79°W 76 rods, thence N 84½°W 6 rods,
 thence 583°W 12 rods, thence 541°W 18 rods, thence 527°W 14 rods,
 thence 514°W 12 rods, thence 562°W 6 rods, thence N 38°W 16 rods,
 thence N 77½°W 38 rods to William White's dwelling house, thence
 from said White's house 196 rods on the road now travelled to
 near the westerly line of John Stow's land in our opinion,
 need, no alteration. From thence N 69°W 48 rods to Abel
 Patchelder's house, thence N 23°W 14 rods, thence 581°W 36 rods,
 thence 548°W 32 rods, thence 561°W 10 rods, thence 583½°W 26 rods,
 thence 549°W 8 rods, thence 532°W 16 rods, thence W. 10 rods,
 thence 588°W 18 rods, thence W. 10 rods, thence 587½°W 14 rods,
 thence 569°W 6 rods, thence 574°W 20 rods, thence 576°W 8 rods,
 thence 581°W 10 rods, thence W. 8 rods, thence N 82°W 10 rods,
 thence N 58°W 10 rods, thence N 27½°W 10 rods to the northerly line of
 said Haverhill, thence N 57½°W 10 rods, thence N 69½°W 34 rods,
 thence N 82½°W 10 rods, thence N 83½°W 16 rods, thence N 69°W 12 rods,
 thence N 76°W 6 rods, thence N 66°W 18 rods, thence N 65½°W 14 rods,
 thence N 41°W 12 rods, thence N 67°W 14 rods, thence N 61°W 18 rods,
 thence N 37½°W 8 rods, thence N 79°W 10 rods, thence N 71½°W 14 rods,
 thence 583°W 30 rods, thence N 81°W 14 rods, thence N 87°W 16 rods,
 thence N 79°W 8 rods, thence 589°W 16 rods, thence 556½°W 20 rods,
 thence 562°W 12 rods, thence 574½°W 20 rods, thence 546°W 16 rods,
 thence 555°W 20 rods, thence 537½°W 30 rods, thence 559½°W 78 rods
 to intersect the road now travelled near Joseph Day's house, from
 thence on said road 40 rods need in our opinion no alteration, from
 thence 544°W 42 rods, thence 558°W 18 rods, thence 553°W 10 rods,
 thence 553°W 6 rods, thence 563°W 10 rods, thence 565°W 10 rods,
 thence 546½°W 6 rods, thence 547°W 12 rods, thence 549°W 10 rods,
 thence 547½°W 6 rods, thence 565½°W 8 rods, thence 578°W 6 rods,

County road
 250 rods
 cross river
 4.25'

48 rods
 N. line Co.
 7075'

RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of Franconia, Landoff, Coventry, Hanshill
 S. A. Taken from Sessions Paper Nov. Term 1833
 Town }
Grafton County } -- Book , Page , Year
 General Court Sessions Records

EXTRACT

thence S 82° W 12 rods to intersect ~~said~~ highway as now travelled, from thence on said highway as now travelled 310 rods to the brook easterly of Baron Glaziers' house, in our opinion needs at present no alteration, from thence S 71° W 46 rods to intersect the road now travelled as aforesaid, from thence your Committee have examined the highway as now travelled 4 miles 256 rods to the river road in said Hanshill near the old meeting house so called and deem it inexpedient at present to make any alterations.

The whole distance from the Tavern house at the lower north side in Franconia to the old meeting house in Hanshill as measured by us is 23 miles 301 rods, of which 4 miles 166 rods lies within the limits of said Town of Franconia and 9 miles 27 rods of which lies within the limits of the town of Landoff of which we have laid out as a new road or highway, as will appear by the foregoing survey, 5 miles 252 rods - and 2 miles 104 rods of which lies within the limits of the Town of Coventry, 1 mile 228 rods of which we have laid out as a new highway - and 8 miles 4 rods lying within the limits of said Town of Hanshill of which we have laid out as a new highway 2 miles 38 rods.

And we have laid out the whole of said new highway 4 rods wide and the foregoing survey to be considered the center of said road, and we are fully of opinion that no damages ought to be assessed to any individual through whose land said highway will pass.

Nov. 16, 1832

Samuel Burns
 Eph. H. Matwin (Committee)
 D. C. Churchill

"Road Established"

* See Act 2 pag 253 1865 Portion in Landoff discontinued.

1838 3 rod layout from Franconia to Easton (Landaff) line.

Feb. 18. 1838 Warrant Vol. 2. page 125
 Art. 9. To see what course the town will take
 in regard to the math of the road from the
 Meeting Home to Landaff line.
 March 13. 1838. Town Meeting page 128
 Voted that the road from the meeting
 home to Landaff line shall be 3 rods wide

March 12. 1839. Vol. 2. page 148
 Voted that the Selectmen are
 authorized to lay out a road from H. R. Dakes
 to Bethlehem line on his line between his land
 and Jason Barretts as far as practicable or near
 his barn as now travelled

March 10 1840 Vol. 2. page 176
 Voted that the Selectmen lay
 out the road from Hugh Dakes to Bethlehem line
 by William Carletons.

March 12. 1841. Vol. 2 page 201
 Agreeable to a vote taken in March
 Meeting 1840 by the undersigned Selectmen,
 lay out same as follows. Beginning
 at a Gate about 20 rods south of H. R. Dakes
 on the road leading from Franconia to Lincoln
 thence about north easterly to intersect with the
 Bethlehem road. Said road to be 3 rods wide
 He arrived to Hugh R. Dakes owner of the land
 through which said highway is laid out the
 following sum to be paid by said town of
 Franconia. Hugh R. Dakes \$25.00
 March 9. 1841

N. H. HIGHWAY DEPT. Sheet.....Of.....
RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of.....
S. A. Taken from
Lincoln Town }
State House County } -- Book... 1 ... Page... 2 ... Year.....
General Court Sessions Records

EXTRACT

At a Town Meeting Legally holden in Lincoln Oct 4 1804
Voted to except the way as it is now laid out from Franconia Line to Landaff which is as follows viz.

Beginning at Franconia line at a Rock with stones on it thence to a hemlock tree marked thence to a spruce marked thence to a hemlock stub thence to a maple stump thence to a spruce stump thence to a hemlock to a hemlock tree thence to a spruce tree thence to a Birch tree thence to a maple tree at Stuarts Road thence to a hemlock stump thence to a maple tree thence to a Birch Stub thence to a spruce tree thence to a stake thence to the corner of the fence at Jon^a Tuttle's field thence to a rock with stones on the same thence to a stump thence to a maple in Mr. Shattucks land thence to a hemlock thence to a maple thence to an oak thence to a hemlock thence to a heap of stones at the NW corner of the grave yard thence to the way as now trod to Mr. Knismans thence to a large rock thence to a hemlock thence to a spruce thence to a hemlock thence to a birch thence to a maple thence to a hemlock at Landaff line. Bound^s are all marked and to be considered the south East side of the road.

road from Franconia to Lincoln Line 2 rods

5 of Whitcomb's

Vol. 1. page 128.

Description of the Road laid out from the Road in Lincoln leading to Franconia to Landaff line on a direct to Stephen Knismans Saw mill beginning at a heap of stones south side of Joshua Kndalls brook and running southerly on the Ridge between the morning and brook land to the River then crossing said River and following the on or near the spotted line in the best place for a Road to Landaff line. Said road to be considered 40 feet wide

June 20. 1811

1804 Layout from Easton (Lincoln) Franconia line through Easton (Lincoln) to Landaff line (now Easton.):

N. H. HIGHWAY DEPT.

Sheet.....Of.....

RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of Lincoln
S. A. Taken from

Town }
State of New Hampshire }
County } - - Book 1, Page 108, Year 1811
General Court Sessions Records

EXTRACT

Description the road laid out from
the road in Lincoln leading to Menosia
to Landaff's mill on a direct to Stephen
Kinsman's saw mill beginning at a heap
of stones south side of Joshua Kindalls
Brook and running southerly on the
Ridge between the morning and road
said to the River then crossing said
River following the on or near the
shelter line in the best place for a
road to Landaff's mill said road to
be considered forty feet wide.

Laid out at the request of Janniah
Stuart and others by us.
June 20. 1811
Jas Thittes } Selectmen
Ephm Kendall } Lincoln
Francis Westcott

This is the first record in which any
width of highway is mentioned

March 10. 1812. page 110 the town voted
to accept the road laid out by the
Selectmen to Stephen Kinsman's saw mill

1811 40' layout from where 1804 layout crossed Kendall Brook, to Stephen Kinsman's saw mill.

RIGHT OF WAY SOURCE RECORDS

T. L. Highway S. A. Town of LANDAFF Taken from

Town

County

General Court Sessions Records

-- Book...6....., Page...68....., Year.....

Width

1856

EXTRACT

June 25.1855 Petition of John Noyes and ten others to the Selectmen, that the highway in said town leading from Webster and Peavey's Starch Factory to John Noyes, a portion of which should be altered, beginning at the foot of the Dug Hill, so called, and running as near the brook as practicable up said brook and intersecting with the road as now traveled at the little hollow a few rods west of Asa Merrill's house.

We therefore lay out the same as follows, Beginning at a stake in the highway leading from Webster and Peavey's Starch Factory in said Landaff to John Noyes, near the foot of the Dug Hill, so called, thence S.26 deg.W.20 rods to a stake., thence S.18 deg.W.6 rods to a stake., thence S.6 deg.E.7 rods to a stake., thence S.37 deg.E.9 rods to a stake., thence S.45 deg.E.6 rods to a stake., thence S.60 deg.E.8 rods to a stake., thence S.67 deg.E.6 rods to a stake., thence S.71 deg.E.13 rods to a stake in the highway standing in the hollow a few rods westerly of Asa Merrill's house; the above through land of Lyman Elliot. The line above described to be the middle of the highway and the highway to be THREE RODS WIDE. We award to Lyman Elliot, the owner of the land taken for said highway the sum of \$5.00 to be paid by the town.

June 25.1855.

See page 96

April 3.1856. Petition of Sargent Moody and six others to the Selectmen for a new highway in said town beginning at or near the top of the hill between the Henry Hall road and Sargent Moody's house and near the Judd house, so called, and ending in the old road some 40 rods above said Moody's house at or near a small spruce tree marked.

We therefore lay out as requested in said petition., Commencing at a stake on the west side of the County road at the top of the hill south of the junction of the Henry Hall road said stake standing S.70 deg.W. from the south face of a large boulder on the top of the knoll about 25 rods distant westerly of said Moody's house, and also S.39 deg.40' W. from center of a large pine stump across the brook in pasture about ten rods distant., thence S.13 deg.45' E. 55 rods through swamp land to a maple tree, spotted on the west side of said County road at the bend of the road westerly of William Shattucks house; the said line being the center of said road and the road is to be THREE RODS WIDE.

B.K. Eastman the only land owner, waives all claim to damages.

June 10.1856.

Copied from the original records and checked by *W.C.F.*

720

400 ✓

3
55
16

330
330
522

400

1855 3 rod re-route south of present Gibson Rd.

11

July 14, 1834. Road from Royal Jacksons Mills
to the Mount Cilly near Robert Smiths.
Beginning at a met in Shirt Brook near
Jacksons Mill and running S 88° E 28 rods
thru S 77° E 14 rods thru S 67° E 20 "
" S 72° E 16 " " S 42° E 16 "
" S 30° E 14 " " S 30° E 20 "
" S 70° E 20 " " S 85° E 10 "
" S 43° E 10 " " S 20° E 14 "
" S 13° N 50 " " S 32° N 10 "
" S 16° N 12 "
It being 3/4 of a mile + 14 rods
no damage included.

Dec. 2, 1839 Vol. 1, page 301
Elbow Pond Brook Road.
Beginning at the west side of the main
road leading through Woodstock feeling 1 1/2
rods south of the S E corner of Stillman
B xxx hindstead (about 80 rods southerly of
Running ground) thence N 63° W 50 rods
N 30° W 24 rods " N 22° W 20 " to
Elbow Pond brook through land of Benj Rogers
thru N 22° W 4 rods thru S 75° W 30 rods
through land of Stillman Bays - S 76° W 38 "
thru N 77° W 40 rods to Walter Sellingshams road
" N 67° W 54 " " Egards Tuxburys road through
land of Benj Rogers thru S 50° W 26 rods thru
S 62° W 34 rods " S 56° W 24 " "
S 72° W 20 " " S 87° W 20 " "
S 74° W 14 " to Josiah Batchelders land through
land of Joseph Samborn. The line the center
3 rods wide. Damage Benj Rogers 8⁰⁰
Joseph Samborn 50⁰⁰

1908 "Last River Rd" Vol. 1, page 303 8-19
Moosehillock New Road. from the
Main road near Capt A. Merrills to intersect
with Moosehillock road near J.B. Demeritts Esq.
Beginning on the main road 3 rods south of
the S E corner of Charles Merrills Orchard + mill
N 88° W 20 rods thru N 54° W 25 rods thru
N 30° W 23 " to the east channel of Paul Brook
so called. thence N 26° W 26 rods to the main channel
of said brook thence N 70° W 20 rods to the line
between no 20 + 21 in the 7th range. thence N 58°
W 80 rods on the line between 20 + 21 in the 7th range
thence S 63° W 128 rods to an apple tree south of
Jas. B. Demeritts house being the S E corner of
no. 20 in the 8th range. 3 rods wide
Damage Charles Merrill 8⁰⁰ John Rogers 5⁰⁰
Orison W Harris 8⁰⁰ Sand May 5⁰⁰
Sept. 2, 1840

N. H. HIGHWAY DEPT. Original records, 1818-1836 Sheet..... Of.....

RIGHT OF WAY SOURCE RECORDS

Highway S. A. Town of LANDAFF Taken from

Town County -- Book..... 2....., Page..... 502....., Year..... General Court Sessions Records Width

EXTRACT

December 29, 1834. We the subscribers have laid out a road on the west side of the Ammonoosuck River, beginning at Lisbon Line at the River from thence following on the bank of the River to Bath line. Said road is to be TWO RODS WIDE from high water. Damage nothing.

See page 503.

We the undersigned Selectmen of the town of Landaff do hereby lay out a road THREE RODS WIDE in said town the center of which to be on the following line., Beginning at a stake standing on Peeling line near an old house., thence N.10 deg.W. 49 rods., thence N.26 deg.W. 38 rods., thence N.33 deg.W.20 rods., thence N.58 deg.W.104 rods between B.Drury's house and barn., thence N.43 deg.W.160 rods., thence N.20 deg.W.25 rods., thence N.50 deg.W.10 rods., thence N.72 deg.W. 14 rods., thence S.60 deg.W.20 rods., thence N.33 deg.W.17 rods., thence N.48 deg.W.21 rods., thence N.34 deg.W.52 rods., between John Taylors house and barn, thence N.40 deg.W. 24 rods., thence N.18 deg.W.26 rods., thence N.35 deg.W.30 rods., thence N.44 deg.W.28 rods., thence N.26 deg.W.12 rods., thence N.10 deg.W. 5 rods., thence N.10 deg.E.13 rods., thence N.25 deg.W.38 rods., between Morrill's house and Mill., thence N.40 deg.W.17 rods., thence N.22 deg.W.12 rods., thence N.15 deg.W.7 rods., thence N.28 deg.W.4 rods., thence N.35 deg.W.3 rods., thence N.42 deg.W.66 rods to the County road near what is called Black Brook. June 16, 1835.

r12 to Woodstock

Copied from original records and checked by OBI

1840 Census	Peeling line		
John Drury	3,481'		
Winsor Drury	B. Drury		
Buck Drury	4,851' 5,263	2.56	miles
John Morse	John Taylor		
Henry Thrasher	2,904'		
John Taylor	Morrill's Mill		
Moses Merrill	1,881'		
William Merrill	Road to Brook		
Solomon Bunkles			

1834

Route 112

Peeling
49, 38, 20
104, 80, 160, 25
10, 14, 20
17, 21, 52, 35
24, 26, 30
28, 12, 5
13, 38, 11
17, 14, 7, 4
8, 66, Road
Brook

1835 3 rod layout 112/116 intersection east to Woodstock (Peeling) /Easton (Landaff) border.

31

(Woodstock Village)
RIGHT OF WAY SOURCE RECORDS
 Highway T. L. Town of Peeling (Woodstock)
 Taken from S. A. Sessions Papers Sept. Term 1829
 Town }
 Grafton }
 County } - - Book Page Year
 General Court Sessions Records

EXTRACT

The Petition of Winthrop Bagley & others for a new highway in the town of Peeling leading from the grave yard in said Peeling south of the dwelling house of Timothy Glover in a southwarily direction by the way of the county road (so called) passing by the old causeway (so called) and the site of the old Garman house (so called) to the dwelling house of Thomas Vincent Junr in said Peeling meaning a route along said county road in the most direct practicable course.

Proceeded to explore, survey & layout a highway 3 rods in width in the route contemplated in & lay said petition & on the courses & for the distances given in the annexed plan thereof drawn by us & marked by sufficient monuments, as follows viz - Beginning at a stake planted 1 1/2 rod east of the southeastern corner of the grave yard in said petition mentioned & running S 27° W 27 1/2 rods to a stake, thence S 33° W 38 rods where it leaves the highway leading from Lincoln to Peeling Bridge, so called, thence S 33° W 51 rods on land of John V. Barron to a stake, thence S 13° E 44 rods on said Barron's land to a stake, thence S 8° W 3 1/2 rods on said Barron's land & 49 1/2 rods on land of Thomas Vincent Junior to a stake, thence S 22° W 17 rods on said Vincents land to the road leading from the dwelling house of said Barron to the dwelling house of said Vincent & 26 rods to the said Vincents dwelling house all which stakes are in the center of the highway thus laid out

Damages.

To Thomas Vincent Junior \$50.
 John V. Barron \$100.

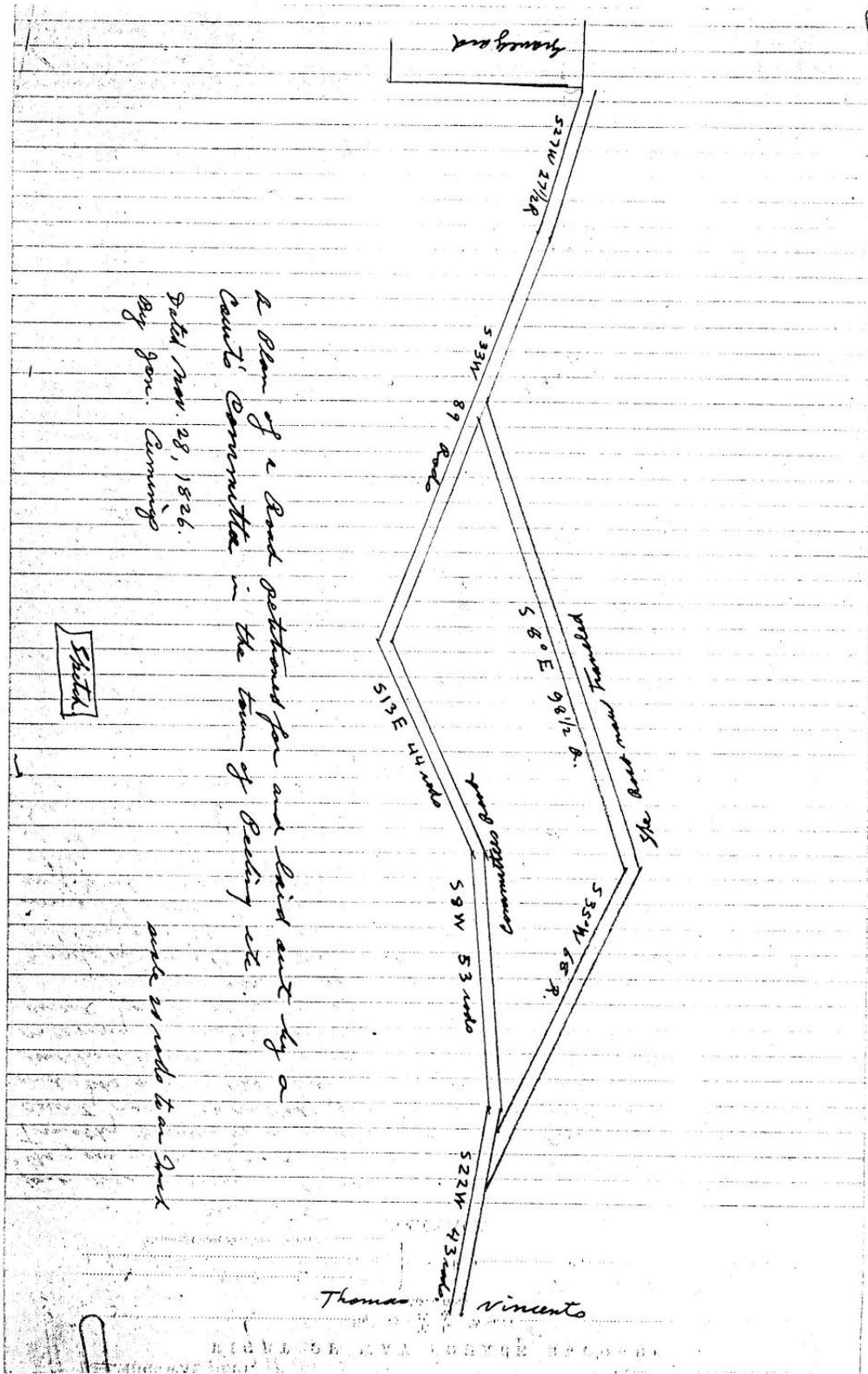
Caleb Keith }
 John Shepard Jr. } Comrs.
 Ephraim Elliot } Committee

Copied from Sessions Papers Sept. Term 1829



(over)

1829 3 rod layout from Jackman Cemetery east to present Route 3 intersection and west



KNOW ALL MEN BY THESE PRESENTS,

THAT, We, Murray W. Gordon, Merton H. Sawyer and James H. Fadden, Selectmen of Woodstock, Grafton County and State of New Hampshire, for and in consideration of the sum of valuable consideration to us in hand before the delivery hereof, well and truly paid by the State of New Hampshire have remised, released and forever quitclaimed, and by these presents do remise, release and forever quitclaim unto the said State of New Hampshire -- assigns forever,

A certain piece or parcel of land situate in the said Town of Woodstock described as follows: It being the highway or road known as the "Lost River Road" beginning at a stake sixty (60) feet from the northeast end of bridge crossing the Moosilauke River on the westerly side of the Warren Road in said Woodstock; and running in a northwesterly course to a stake set on the town line between the towns of Woodstock and Easton in the road built by the International Paper Co. from Beaver Meadows, so-called. The above described road is three (3) rods wide. The town of Woodstock by its Selectmen does hereby convey to the State of New Hampshire all its right, title and interest in said road.

To have and to hold the said premises, with all the privileges and appurtenances thereunto belonging to the said Grantee, assigns forever; and we do hereby covenant with the said Grantee that we will warrant and defend the said premises to him the said Grantee - assigns, against the lawful claims and demands of any person or persons claiming by, from or under us.

And we, and each of us do hereby release, discharge and waive all such rights of exemption from attachment and levy or sale on execution, and such other rights whatsoever, in said premises, and in each and every part thereof as our Family Homestead, as are reserved or secured to us or either of us by the statute of the State of New Hampshire passed July 4th, 1851, entitled, "An act to exempt the Homestead of Families from attachment and levy or sale on execution," or by any other statute or statutes of said State.

In witness whereof, we have hereunto set our hands and seals this 25th day of July in the year of our Lord one thousand nine hundred five.

Signed, sealed and delivered
in presence of us;

W. L. E. Hunt
A. B. Sawyer
C. H. Schofield

M. W. Gordon (L.S.) Selectmen
M. H. Sawyer (L.S.) of
J. H. Fadden (L.S.) Woodstock

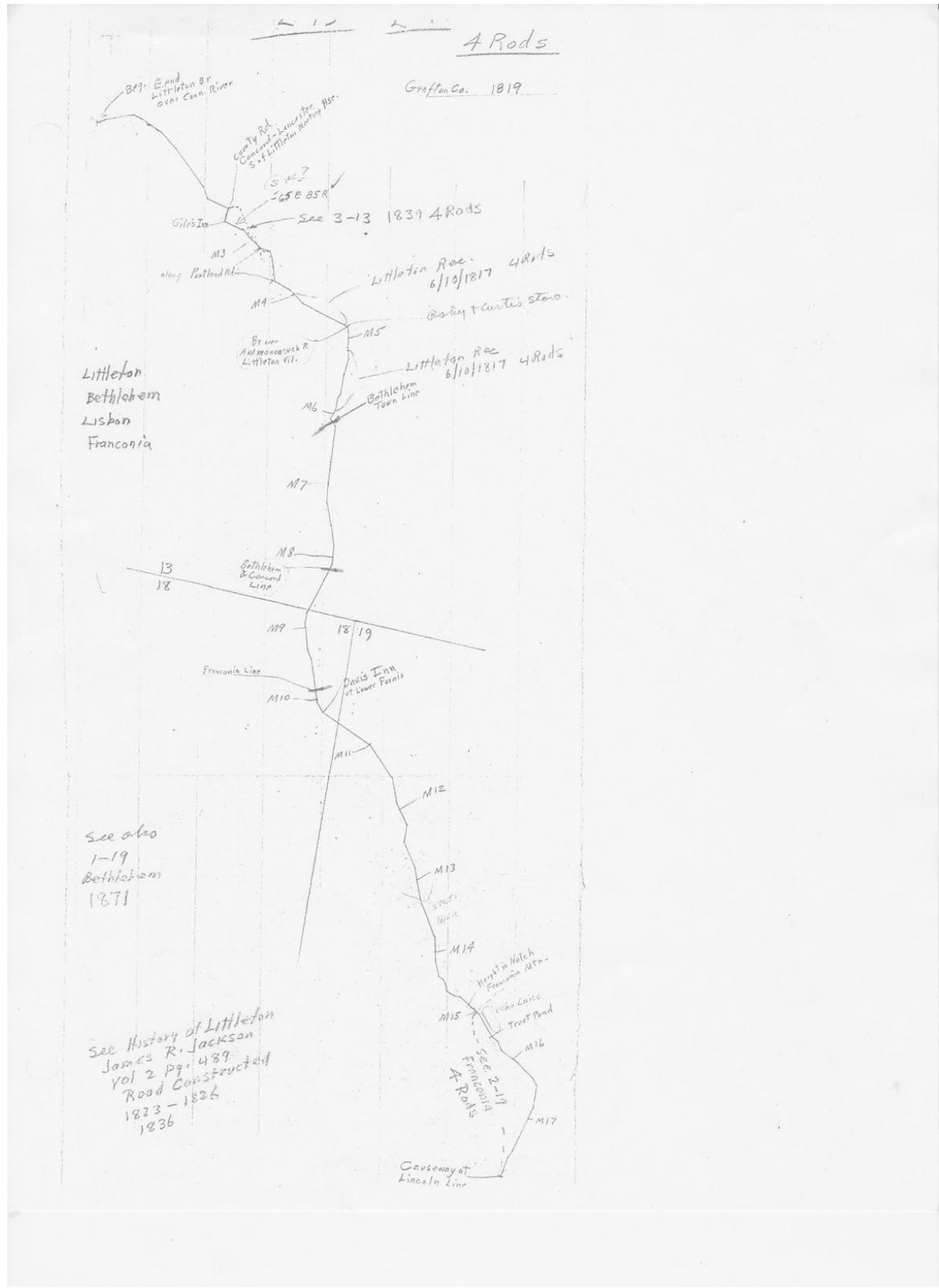
State of New Hampshire, Grafton, SS.
July 25th, A. D., 1905

Personally appearing the above-named M. W. Gordon, M. H. Sawyer and J. H. Fadden acknowledged the foregoing instrument to be their voluntary act and deed. Before me,

Wilbur L. E. Hunt
Justice of the Peace.

Received October 15, 1905 8:00 A. M.
Recorded and examined, attests

F. J. Shores, Register.



1918 4 rod layout Littleton, Bethlehem, Lisbon, Franconia. Petition of Simon Oakes, et. al.

with # 2-13

November 17, 1936

Walter Goodwin
Franconia Road

Right-of-Way Department
59 North Main Street

Clarence M. Brooks, Division Engineer
State Highway Department
Opera Block, Littleton, New Hampshire

Dear Sir:

Referring to your request of November 12, 1936 in regards to the right-of-way width of the highway in Franconia from the village to Echo Lake and from Echo Lake to Lincoln Line.

This road is included in the southerly portion of a road laid out in 1819 four rods wide by a Courts Committee acting upon the petition of Simon Oakes and others. I am enclosing a copy of this layout #2-13, together with a paper tracing of the road layout as plotted by courses and distances on the scale of the Geological Sheets. This copy does not show the Book or Page of Record in the Grafton County Records.

Enclosed also is an extract of a Grafton County Layout in 1871, Book 2, Page 354, together with a paper tracing of the plotted layout #1 - 19.

The southerly portion of the road by this layout (In Lisbon and Franconia) would appear to be only three rods wide. The wording in the extract "the width of the road laid from the intersection of the road leading from Franconia to the Profile House in said Franconia is three rods" is not very clear.

Enclosed also is an extract of a deed from the Town of Franconia to the State of N. H., dated May 21, 1904, and recorded Grafton County Registry of Deeds, Book 467, Page 573, together with a paper tracing of the plotted layout, #2 - 19. The southerly portion of the road by this deed is four rods wide from the junction of the road to the Profile Golf Club, at Echo Lake to Lincoln Line.

In the History of Littleton by James R. Jackson in 1905, Vol. 2, Page 489, we find that there was a good deal of controversy regarding the construction of the road as laid out by the County in 1819. However, the portion in Littleton was constructed in the years 1825 - 1826. In Franconia Representative Isaac Smith was elected to the General Court in 1836 and he secured an appropriation from the State to aid that town in the construction of this road, which was then built to the Lincoln Line.

As this road was constructed under the four rod county layout of 1819 may I suggest that you examine the records of the Clerk of Court for Grafton County with particular reference to the document files of

N. H. HIGHWAY DEPT. Original records, 1853-1870 Sheet..... Of.....

RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of LANDAFF
 S. A. Taken from
 Town 6 120
 County -- Book....., Page....., Year.....
 General Court Sessions Records Width

EXTRACT

March 29. 1856. petition of Samuel Whitcher, Samuel Cole and fourteen others to the Selectmen for a new highway in said town beginning at or near the house owned and occupied by Samuel Cole thence northerly through lands of said Cole, Jonathan Brownson and Jonathan Noyes to the highway leading from East Landaff to Sugar Hill, about 40 rods south of Jonathan Noyes house.

We therefore lay out the same, beginning at a stake and stones 12 rods east 37 deg. south of the southerly corner of Samuel Coles house, thence N. 45 deg. E. through land of Samuel Cole 68 rods to a stake and stones standing on Samuel Coles northerly line by the woods, thence N. 45 deg. E. through land of Alonzo Cooley 11 rods, thence N. 42 deg. E. 14 rods through land of Jonathan Brownson, thence N. 51 deg. E. through land of said Brownson 26 rods to land of Jonathan Noyes, thence N. 46 deg. E. through land of said Noyes 32 rods to a stake by the side of the highway leading from H. Cooleys to East Landaff. The above described line to be the middle of the highway and the said highway to be TWO RODS WIDE. Subject to gates and bars to be erected and maintained by the said Samuel Cole.

Damages awarded to be paid by the town of Landaff
 Samuel Cole \$.50., Alonzo Cooley ten cents.,
 Jonathan Brownson Forty cents., Jonathan Noyes \$7.00

July 21. 1856.

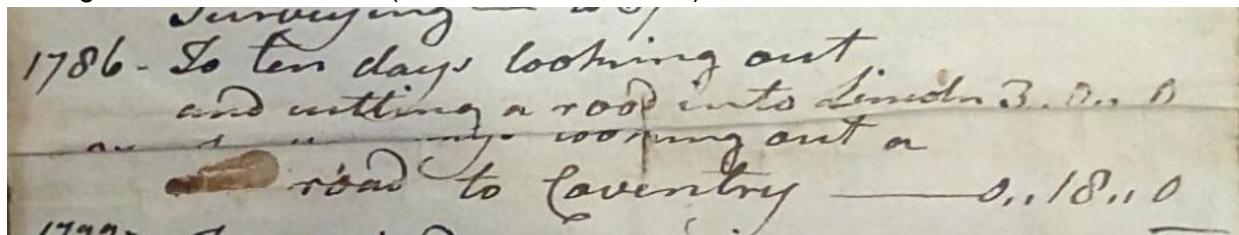
See page 196

February 18. 1859. Warrant
 Article 9. To see if the town will vote to discontinue the highway leading from the main road near John Grays barn to Stephen W. Eastmans house, agreeable to the petition of John Gray and others.

March 8. 1859. Town meeting See page 199
 Voted to discontinue the road leading from John Grays barn to Stephen W. Eastmans house

1859: Abandonment of road from John Gray's barn, possibly original road to Lincoln.

1786: Landaff Proprietors Records, town paid 3 pounds for 10 days of work “looking out and Cutting a road into Lincoln...” (Landaff Town Records)



1787: 3 rod layout “...beginning at a birch tree marked H. standing about 25 rods easterly of Stephen Rice’s dwelling house, thence running as the path is now trod by Samuel Marshal and Capt. Nathaniel Noyes to the line of Lincoln.” Return of roads. (Oscar Jewell Compilation.)

1792: road proposed from Landaff to Lincoln (Easton) over Old Kinsman Notch, by Bog Pond and to places south. “...by James Snow’s to Nathan Kinsman as the road is now trod.” (Oscar Jewell Compilation)

1802: #13” To see if the town will vote to discontinue the following highways viz; one beginning at the highway that leads from Esqr. Webbers to Mr. E. Eatons near Mr. Ezra Chandlers thence running Easterly by the house of Esqr. Edmond as formerly laid out and described until it meets the road that leads from Mr. Isaac Coles to Lincoln. (Landaff Town Records)

1804: #6. To see if the Town will lay out a road from Nathan Kinsmans in Lincoln to Coventry Bridge in Landaff through a part of the Town of Landaff agreeable to the request of the Selectmen of Lincoln. Voted for the Selectmen of Landaff to lay out a road from Coventry Bridge, so called, to Lincoln line. (Landaff Town Records)

1828: “We the subscribers have laid out a road THREE RODS WIDE, beginning at Bemsley Edwards Jr. house, running easterly on the way which is now trod to the westerly line of Stephen Kinsmans farm, thence a straight line to the main road to a stake about five rods north of the run which is north of said Kinsman’s house.” (Oscar Jewell Compilation) Book 2, p. 305

1828: “Nov.6, 1828. Road laid out 3 rods wide beginning at Benj. Eastmans in Landaff thence running N 14 degrees W 68 rods thence N 47 degrees 16 rods thence near the Easterly branch of the River about 100 rods thence S 75 degrees E 32 rods thence N 10 degrees 10 rods to the road as now trod by Peter Kinsmans in Landaff.” (Oscar Jewell Compilation) Vol. 2, p. 322

Appendix 2. Historical references to roads:

Below: deed locating 1804 road layout, Easton.

151
 J. Wendell
 J. Stewart
 land on
 which Joshua
 Kendal was
 1869
 around lot
 2 A 3
 1811

Know all men by these Presents that Joshua Wendell of New-Hampshire
 who in the County of Grafton and State of New-Hampshire has
 been and is now a husbandman, for and in consideration of three hundred dollars to me
 in hand by John Stewart of Franconia in the County and
 State aforesaid husbandman. The receipt whereof I do hereby
 acknowledge to have given granted bargained sold and by these
 Presents do give grant bargain sell alien confirm confirm and
 confirm to him the said John Stewart his heirs and assigns
 forever, a certain tract or parcel of land situated in Lincoln
 aforesaid and is the land which I the said Joshua Wendell
 now lie on and is bounded as followeth Viz. it begins at a stake
 and stones on the road that leads from Lincoln to Franconia
 thence westerly to a stake and stones on the Easterly side of said
 lot No: two in the second range. thence westerly to a stake and
 stones. thence southerly to a stake and stones. thence westerly of a
 well line with the North line of said lot No: two in the
 second range until it comes to lot No: two in the first
 range. thence southerly on said lot No: two in the first range
 until it comes to lot No: three in the second range. thence
 Easterly on lot No: three in the second range until it comes
 to the aforesaid road. thence southerly on said road to the first
 mentioned bounds - To have and to hold the said granted
 & bargained premises with all the appurtenances thereto be-
 longing to him the said John Stewart his heirs and assigns forever
 and I the said Joshua Wendell for myself my heirs & assigns
 do engage to warrant defend and defend the said granted and
 bargained premises free and clear of all incumbrances
 the said John Stewart his heirs and assigns forever against the
 lawful claims of all persons whatever. In witness whereof
 I have hereunto set my hand and seal this 13th day of January
 in the year one thousand eight hundred and Eleven
 Signed Sealed & delivered
 In the presence of
 Amos Brown
 Aaron Cooley
 Joshua Wendell (seal)

Thorp Feb. 24. 27. 1812 Recd. the Official
 in presence of Amos Cooley for the same
 J. Stewart
 J. Stewart
 J. Stewart

Grafton - April 22nd 1811 Recd. recorded & Paid
 Attest - J. M. Brooks Reg^r
 Grafton
 I hereby certify that on this 13th day of June A. D. 1811 Amos a
 Brook & Aaron Cooley the witnesses whose names are subscribers to

Above deed: "...the land which the said Joshua Kendall now lives on and is bounded as followeth, viz, it begins at a stake and stones on the road that leads from Lincoln to Franconia, thence westerly to a stake and stones on the easterly side of said lot no. two in the second range, thence westerly to a stake and stones, thence northerly to a stake and stones, thence westerly a parallel line with the north line of said lot numbered two in the second range, until it comes to lot no. two in the first range, thence southwardly on said lot no. two in the first range until it comes to lot no. three in the second range, thence easterly on lot no. three in the second range until it comes to the aforesaid road, thence northerly on said road to the first mentioned bounds..." April 22, 1811 53/154

57/44: Reuben Kendall to Jon'a Tuttle also references this road: "...beginning at a stake and stones at the brook near the middle of lot No two and third range Willard's survey at the road leading from Franconia to Mr. Nathan Kinsman's, thence southerly on said road..." 1812

also 55/154: Ephraim Kendall to Reuben Kendall "... beginning at a stake and stones at the brook near the middle of lot no. two and third range at the road leading from Franconia to Nr. N. Kinsmans, thence southerly on said road to the line of lot No. two in the second range. Thence eastwardly to the southeastwardly corner of Lot No. two in the third range. Thence northerly on said lot to the North branch of said Brook. Thence westerly on said brook to the first mentioned bounds."

1798: Nathan Kinsman to Stephen Kinsman: "...lying in Lincoln and Landaff, that parts of lot 5 in the first and second range which layeth the northerly side of Landaff and Franconia Road, and Lot 1, Range 1." 46/361

1831: Deed locating Stephen Kinsman Saw Mill: Stephen Kinsman to Charles Eastman, mortgage;

"...all my home farm on which I now reside having my dwelling house, barn and outhouses thereon containing about 150 acres, bounded northerly by Mrs. Royce farm, easterly by John Howland's Tuttle farm, southerly by Timothy Shattuck farm, westerly by Benjamin Knights farm, excepting about 3 acres where the saw mill is, deeded by me to Simeon Spooner..." 126/251

T

Stephen Kinsman
to
Timothy Shattuck
" "
" "
1826
1826

Know all men by these presents that I Stephen Kinsman of
Lincoln in the County of Grafton and State of New Hampshire
do hereby give grant bargain sell and convey unto
the said Timothy Shattuck Jun. his heirs and assigns forever,
a certain tract of land being the farme I now live upon
and bounded as follows, Beginning at the southeasterly corner
of Lot N^o four, second range of Hilland's survey in Monistown
and running westerly on said lot, ^{to lot} N^o four, first range, same
survey, thence on said lot to Sandaff Cove, so called, to the road
leading to my saw mill, thence westerly across said Cove to the
loted line in Sandaff on the southeasterly side of said road, thence on
said loted line to Sandaff old road leading to Kinsmans,
thence easterly on said road as the fence now stands to the
northerly end of the fence running to and Mr. Nathan Kinsman
been, thence northerly on the road leading to Franconia as
now led, to a stake and stones at Stephen Shattucks land
thence northerly forty rods on said Shattucks land to a corner
thence easterly on said Shattucks land forty rods to a corner
thence southerly on said land to a stake and stones at the
road side, thence easterly on said road to the bound first
mentioned

To have and to hold the said granted premises with
the privileges and appurtenances thereof to him the said Shattuck
his heirs and assigns forever, and I the said Stephen Kinsman
for myself my heirs executors and administrators do covenant
with the said Shattuck his heirs and assigns that I will
warrant and defend the same to the said Shattuck his heirs
and assigns forever against the lawful claims of all persons

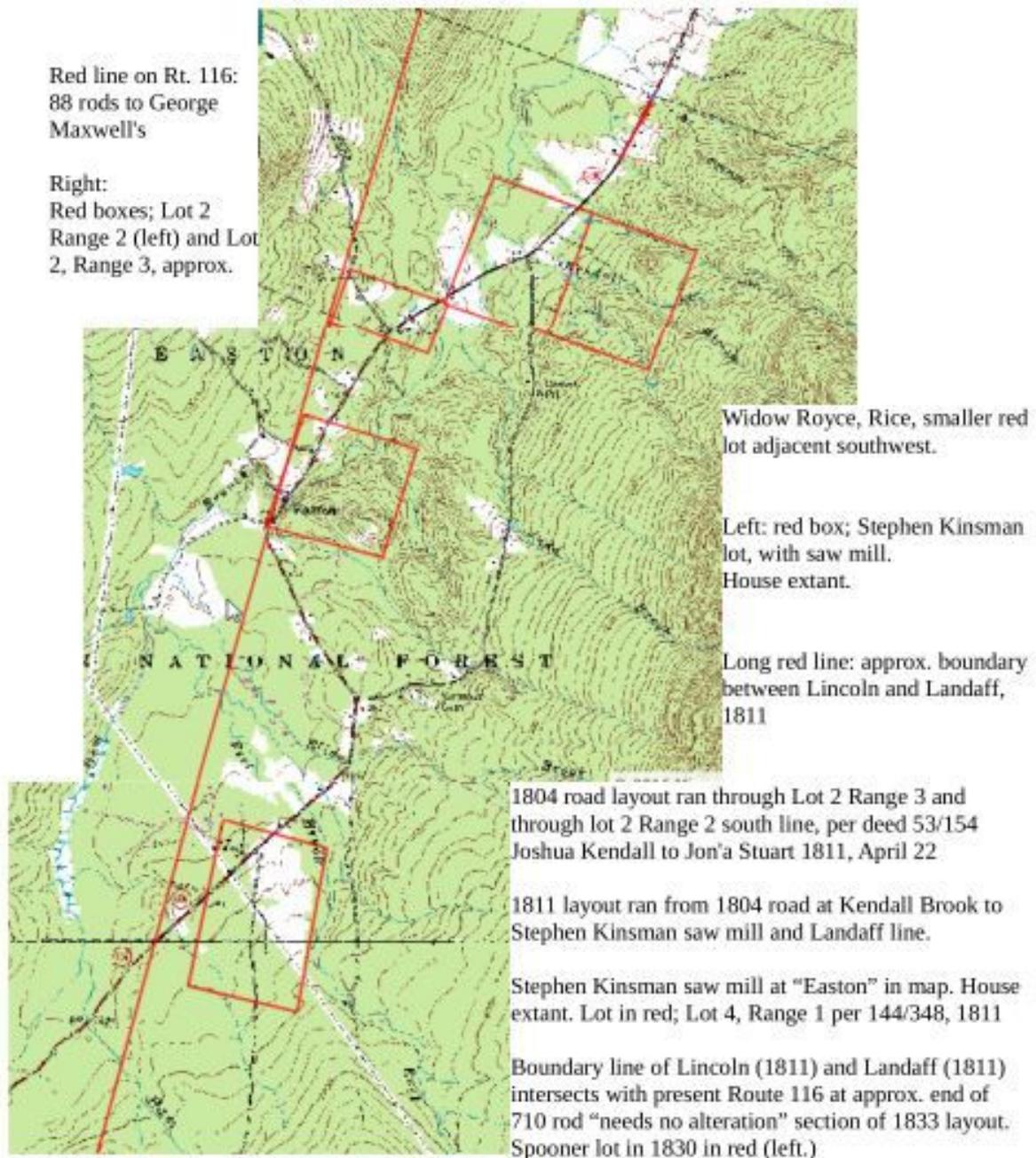
In witness whereof I have hereunto set my hand and seal the second day of March one thousand eight hundred and eleven

signed sealed and delivered } Stephen Kinsman (Seal)
in presence of us } Ruth Kinsman -
Stephen Shattuck

Benjamin Shattuck } Grafton N. H. November 8th 1826. Then Stephen
Kinsman and Ruth Kinsman the signors and sealors of the within
instrument appeared and severally acknowledged the same to be their
voluntary act and deed before me. Timothy Taylor - Just. Peace

Grafton N. H. Jan 17 1827. Recd. remanec
to record. att. Nathl. Chas. Day

"To the road leading to my saw mill" Stephen Kinsman 1811



Nancy Rice, Stephen Kinsman and Joseph Spooner are listed in the 1830 census for Landaff.
Nancy Royce named as northerly abuttor to Stephen Kinsman in 126/251 1836

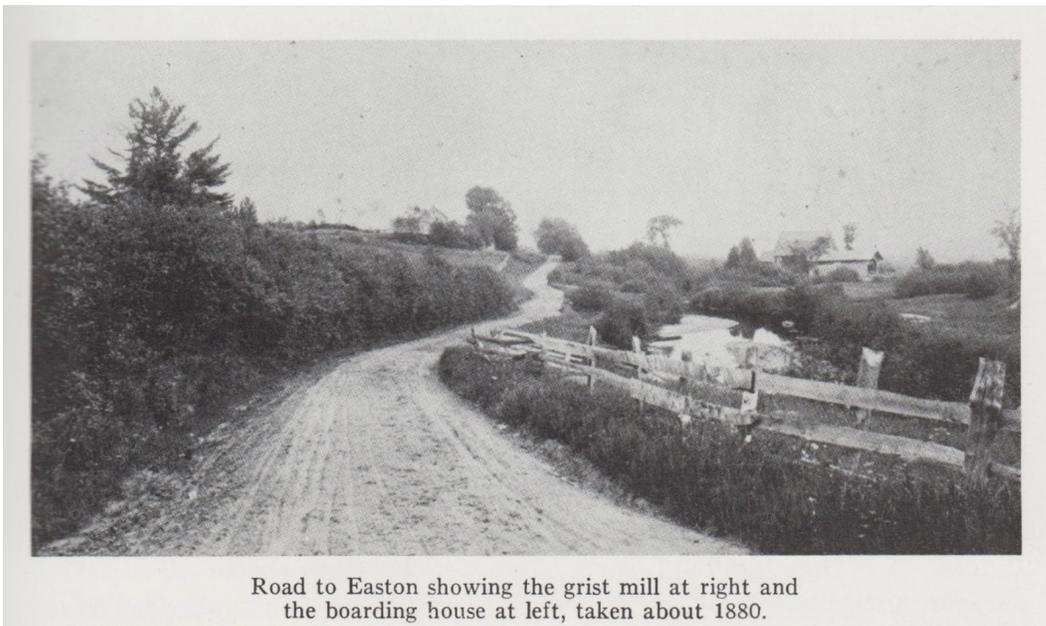
1828, present Gibson Road laid out "to the road as now trod by Peter Kinsman's in Landaff." Peter Kinsman lived at the southern junction of Paine Road and the present Route 116.

Appendix 3: On the ground and photographic documentation of ROW widths.



Above: Present routes 116/18, Franconia, approaching the Gale River, south of Coffin Pond.

Below: Route 116 just north of present Bickford Hill Rd.



Road to Easton showing the grist mill at right and the boarding house at left, taken about 1880.



Above: part of the extensive Morse Mill foundation. Visible foundations begin 30' from the center of the road. Route 116, Easton.

Right:
Solomon
Bowles
foundation, 30'
from road
center visible
behind it.
In WMNF,
Route 116
south of
Swamp Brook,
Easton.





Solomon Bowles' "Temple"
Probably built in the 1850's

Above: Note the fence behind the five people in the photograph, indicating private land in front of the house.



Robinson House taken from across Paine Road. (Old Kendall house before barn was taken down)

Above: Kendall house on present Paine Rd., Easton. Note the fence in front of the house and barn. The layout for Paine Rd. (1804, width not stated) continued south to present Route 116. Widths here from wall to wall approx. 30'- 45'.
Below, same location looking south (right.)

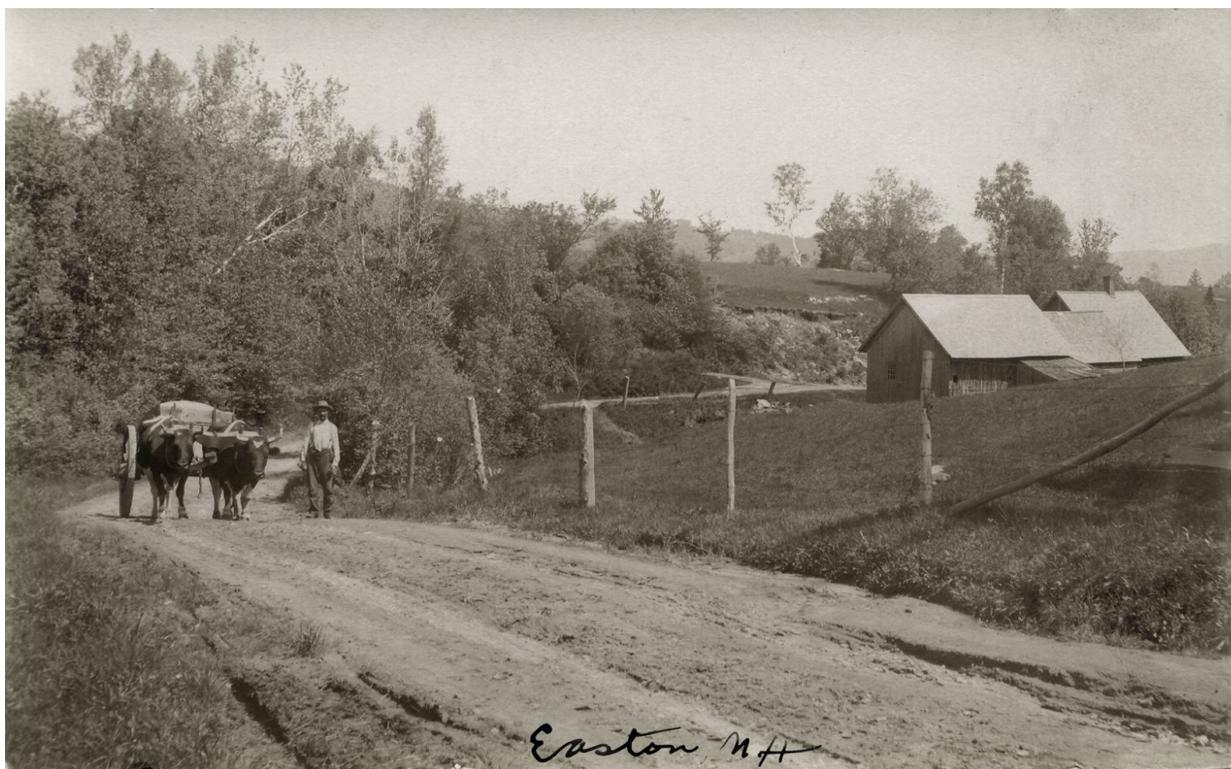




B.K.

Eastman stone wall, running northerly for $\frac{1}{4}$ mile approx. 12' from the east side of Route 116, (white line) from Paine Road southern junction north to Kempton Rd. Layout here is unknown.

Below: fenceline approximately 6' from the edge of the road. Route 116 just south of Gibson Rd.



Note how close Young's Store is to the road, and the fencing running south from it and in front of the houses invisible on the left, above. Note also picket fence in front of Stephen Kinsman house (extant) on right.

Looking North - Young's Store & Post Office on left and Daniel J. Witcher place on right.



Whitcomb (currently Ashton's) . whitcomb Peqmill . Dr Clarks (currently the Town Hall)

Above: Former Ebenezer Eastman house and the house that occupied the site of the present Town Hall, looking west across Route 116. Note the fences between the houses and the road. Below: Young's Store. Note how close the store is to the road (Rt. 116.) Existing foundation stones 17' from road center.



Young's Post Office and Store taken between 1888 and 1893
 Charles Amasa Young, Hattie Poor Young (latter Hatie Smith), Frank Young (driving team)
 Photograph donated to Easton Town Library by Ruth Towne September 1990



Above: Close-up of the Stephen Kinsman house, Young's Store and Route 116.



Left: Route 116 looking south toward present Thibeault house at northern junction of Paine Road and Route 116. Note stone wall on right and fenceline on left.

Below: Route 116 looking toward present Thibeault house.



Easton Road about 1918 looking toward Chase Farm



Left: Darvid barn, Easton, looking east, with Route 116 behind it.

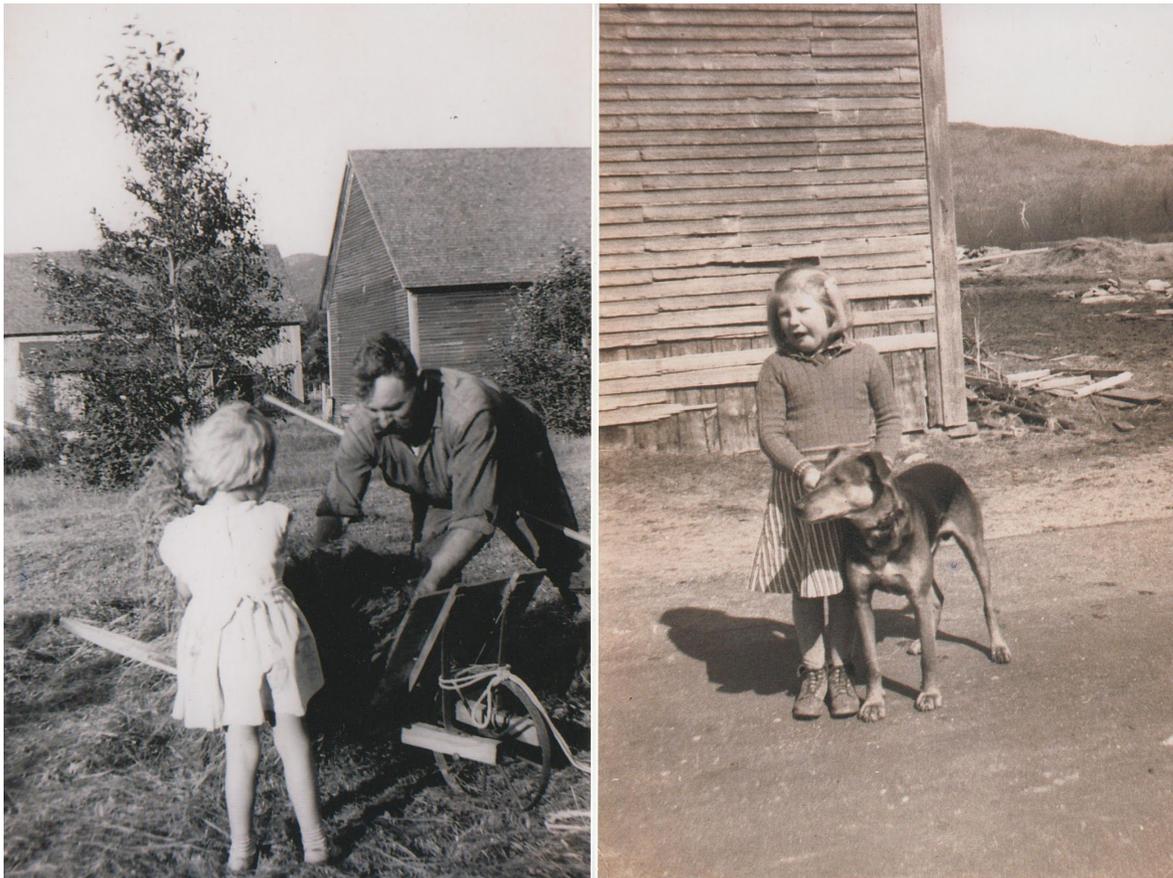


Stanley David and barn, Easton, looking west. Photo taken from the road. Note the distance between the fence line and barn.

Darvid house, Easton, 1940s. Route 116 as it was before pavement encroachment.



Left:
former
Grey
Farm,
opposite
Darvid
Farm.
Note
fence line
close to
116.



Left: Anna and Stanely Darvid in front of former barn, just south of present barn on Route 116, Easton.

Right: Anna Darvid and dog on present Route 116, in front of barn shown at left.

Below: 1942; Leighton girls opposite present parking lot for Kinsman Trail, Route 116 behind them. Note the fence line behind them running completely across the photo, very close to the road, especially to the left in the photo. The pullout to their left is on the DOT Permit Package. This area is north of the Maxwell place and not superceded by the 1833 layout of 4 rods.

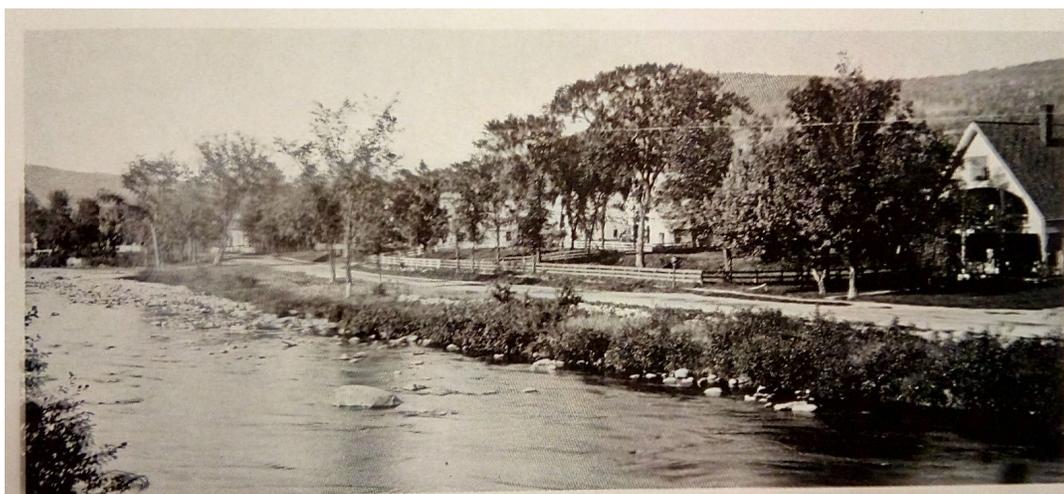


Franconia, view of Route 116 taken across the road from the Franconia Inn, looking south.

Note fence lines on both sides of Route 116.



Below: proposed route in Franconia looking north. Note fence lines close to road which is narrower than the present road. (photo from [History of Franconia](#), Sarah Welch.)



Main Street looking North from the Sugar Hill bridge, with Gale River in foreground.



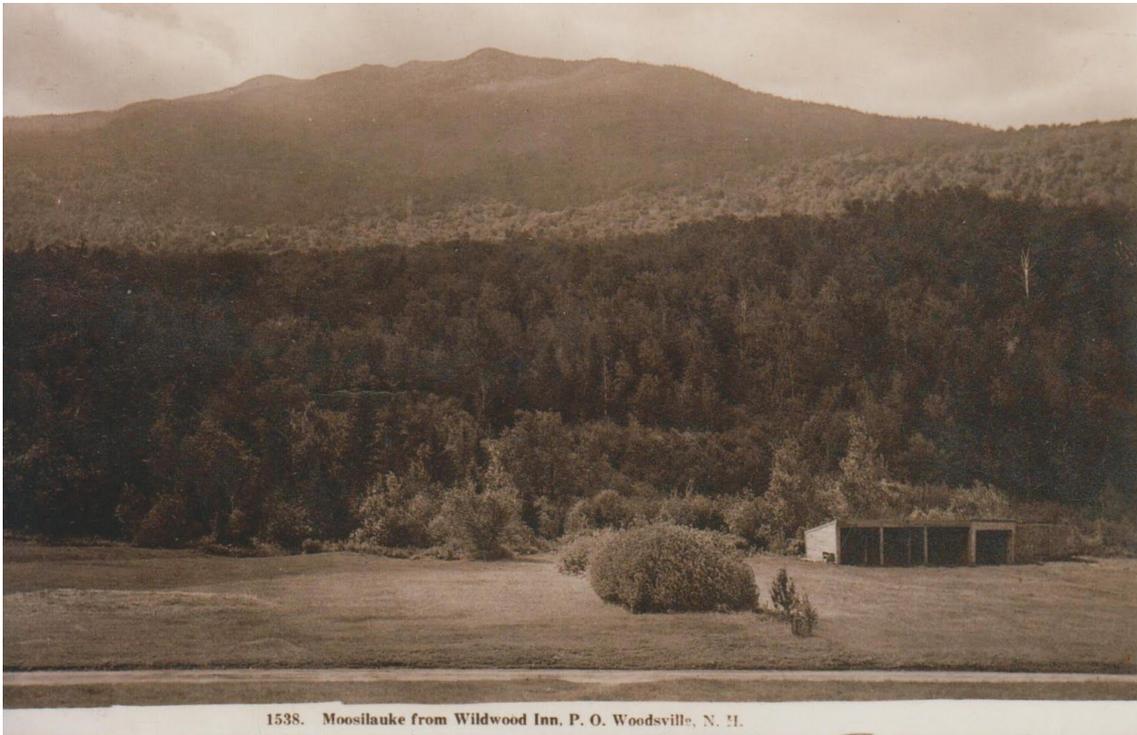
Above: post and barbed wire which runs for almost half a mile along Paine Rd, Easton. This road is part of the 1804 layout that began at the Lincoln (Easton)/ Franconia border and includes the 88 rod section running south from there that was not superceded by the 1833 4-rod layout.



Left:
proposed
Route,
Franconia.

Below:
View from
Wildwood Inn
across Route
112/Lost
River Road.
Private land.

Two oldtime photos of Gale River at flood stage. The upper picture shows the so-called Hillwinds bridge over the swollen stream, and the lower was taken from the Sugar Hill bridge looking north on Route 18.



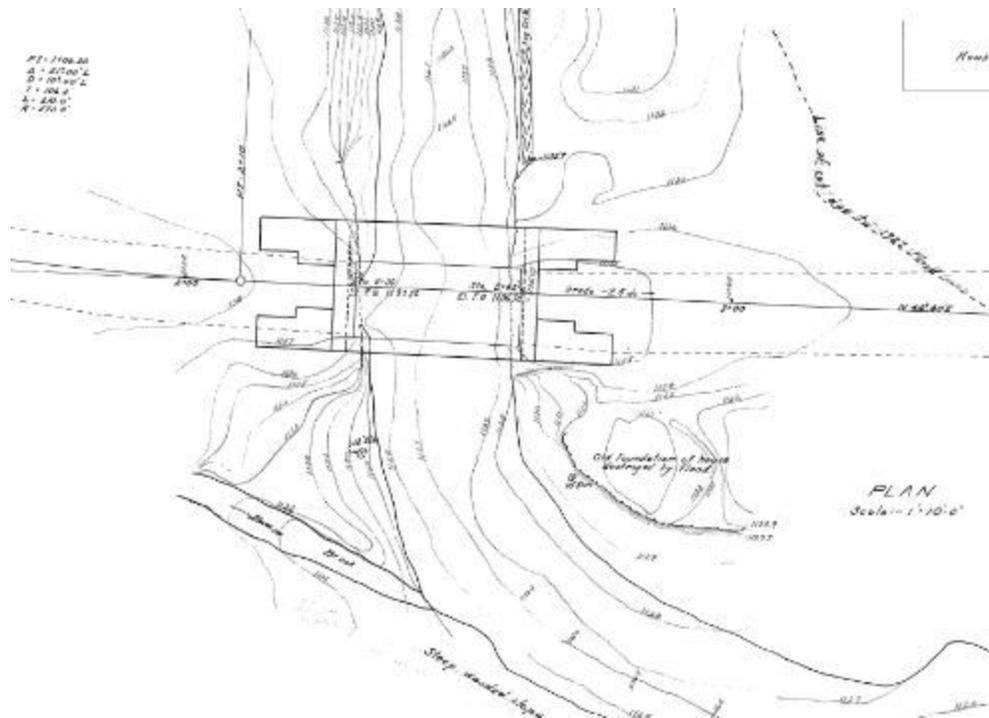
1538. Moosilauke from Wildwood Inn, P. O. Woodsville, N. H.



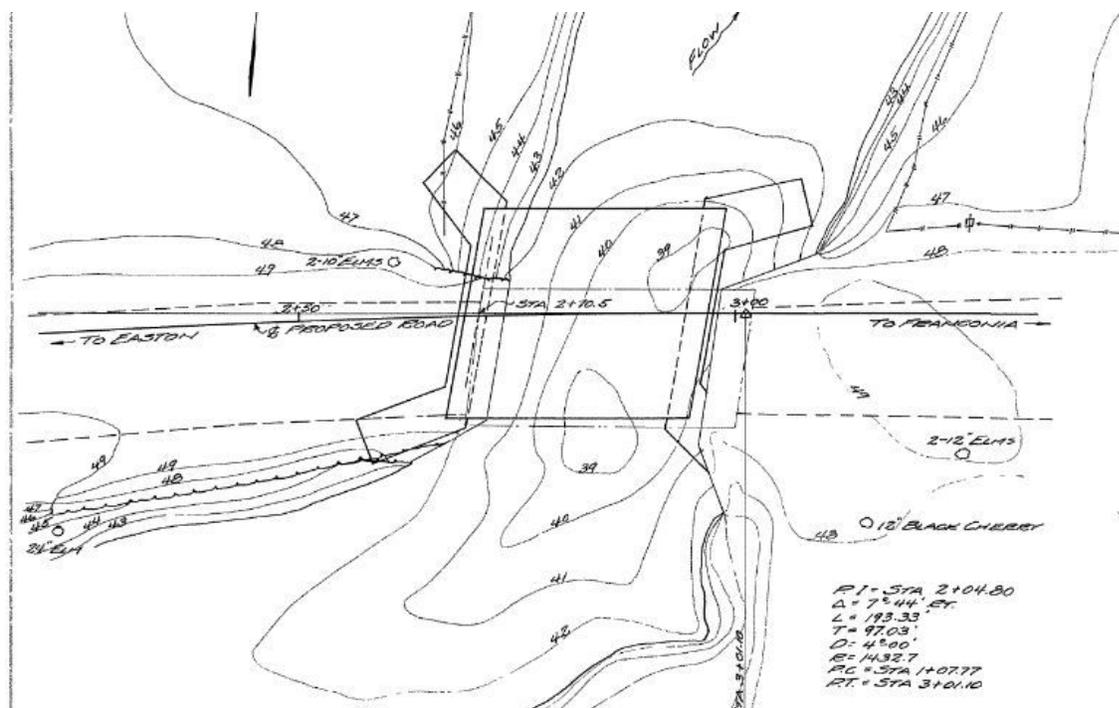
Above: Barbed wire on the back side of a large pine very close to Route 116, just south of Gibson Rd. and north of 3-rod section.

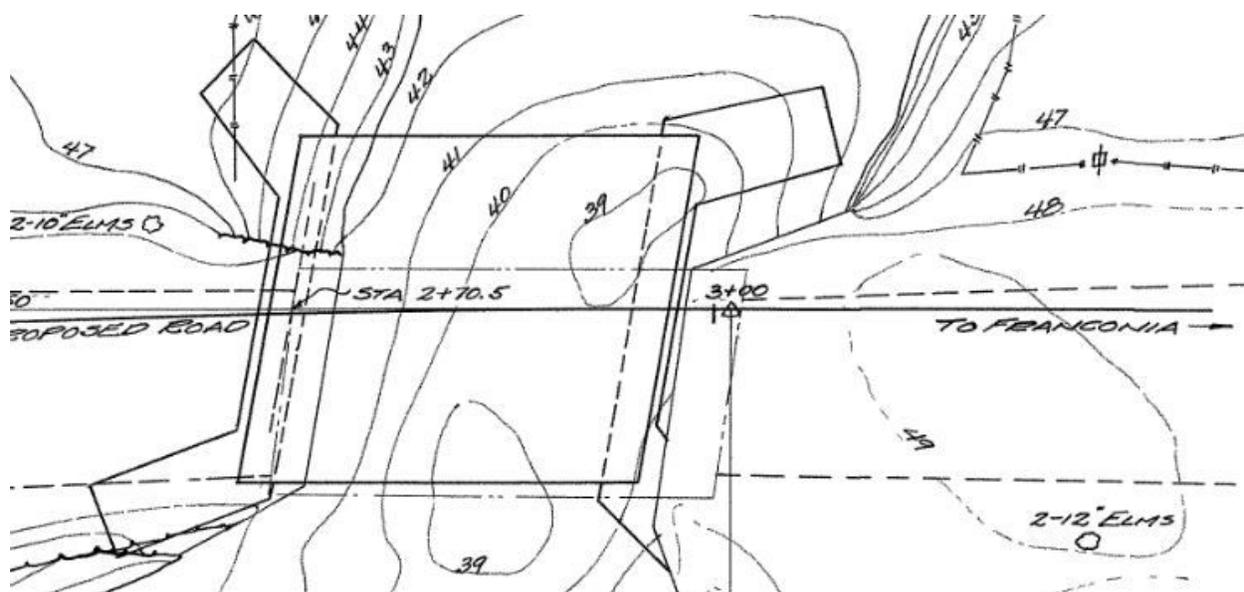
When the tree was smaller the wire was even closer to the road. The pavement width in many sections of Route 116 has been expanded by DOT without knowledge of the road width. The prescriptive width of 10' - 15' beyond the existing pavement is inaccurate in such locations.

1932 bridge specifications, Ham Branch crossing near Easton Town Hall. Note "Old foundation of house destroyed by flood."



1933 Bridge specifications, Ham Branch, Easton (upstream from the bridge shown above..)
 Note: "2-12" elms", "2-10" elms" and "24" elm" close to road, and barbed wire.





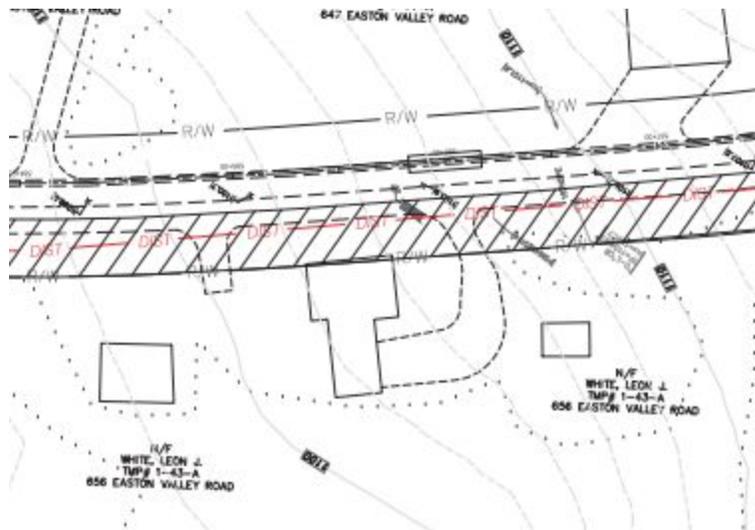
Above: Close up of previous image. Trees may well have been planted, or left to be ornamental. Road width is 1933, unpaved, narrower than the existing road.

Kris Pastoriza, April 12, 2017

Note: Campbell McLaren's property survey with a property boundary $1\frac{1}{2}$ rods from the center line of Route 116 is not a definition of the road ROW. Charles Young, who had this boundary set in his survey of the property, had an eccentric nature which extended to his surveying, as shown in the boundary of this property at the top of the slope above the Ham Branch. It is exceedingly unlikely that he was acting on knowledge of the ROW, which is obscure. Previous deeds for this property simply name the road as the property boundary on that side. The majority of the private property markers along the route were set without knowledge of the ROW. The placement of these markers varies widely in distance from the center of the road, as can be seen on the Northern Pass DOT Permit Packages.

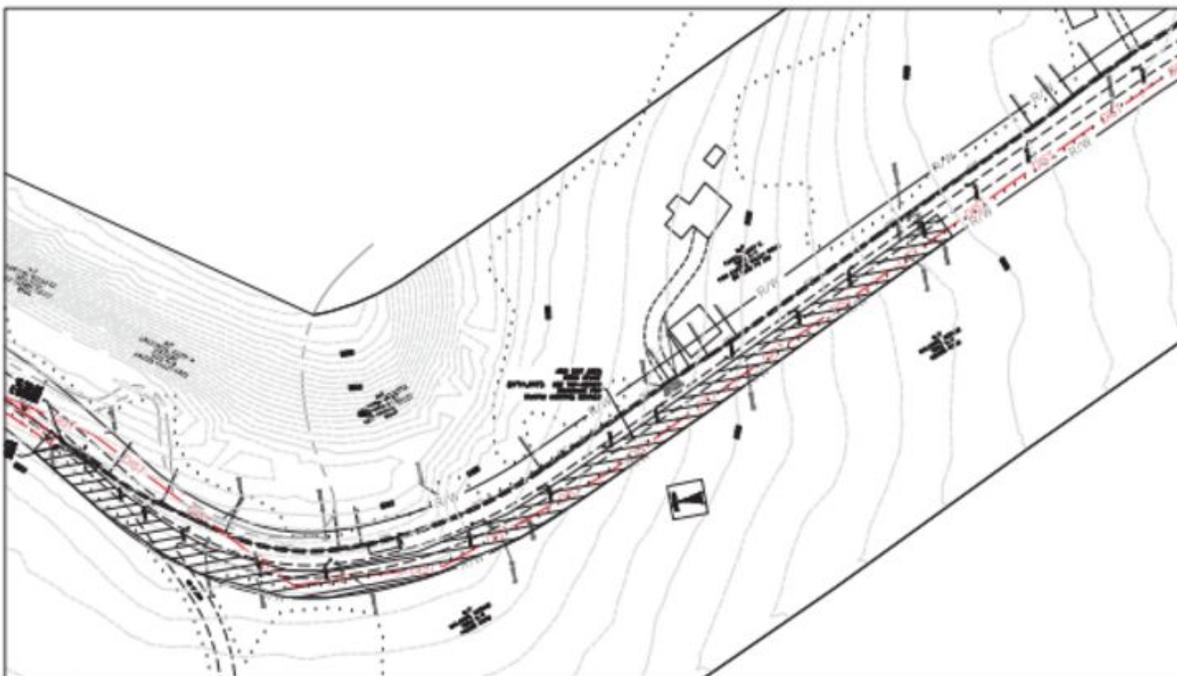
This work is based on data compiled over ten years. I have a B.A. from Wellesley College. I co-authored several submissions to the Section 106 review for Northern Pass, researched and wrote the application for the listing of the Ham Branch Watershed to the New Hampshire Rivers Management and Protection Program and a historical supplement to this application, and have written numerous submissions to the NH Site Evaluation Committee.

Encroachments:

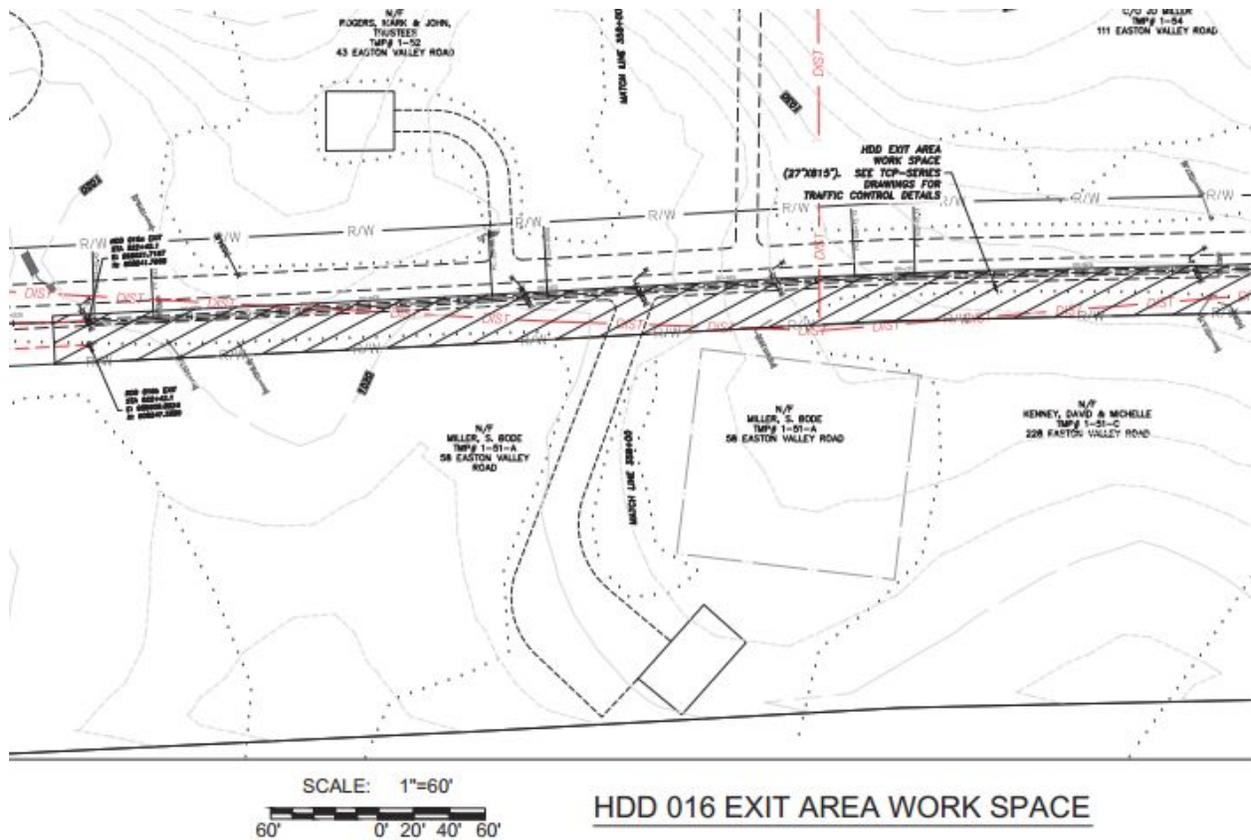


Above: 40' section of Route 116 in Easton shown at 66'. John Vail property.

Below: encroachment on Campbell McLaren's land and John Farrell's barn and property. ROWs here 40' and 3 rods, not 66' as shown. Easton

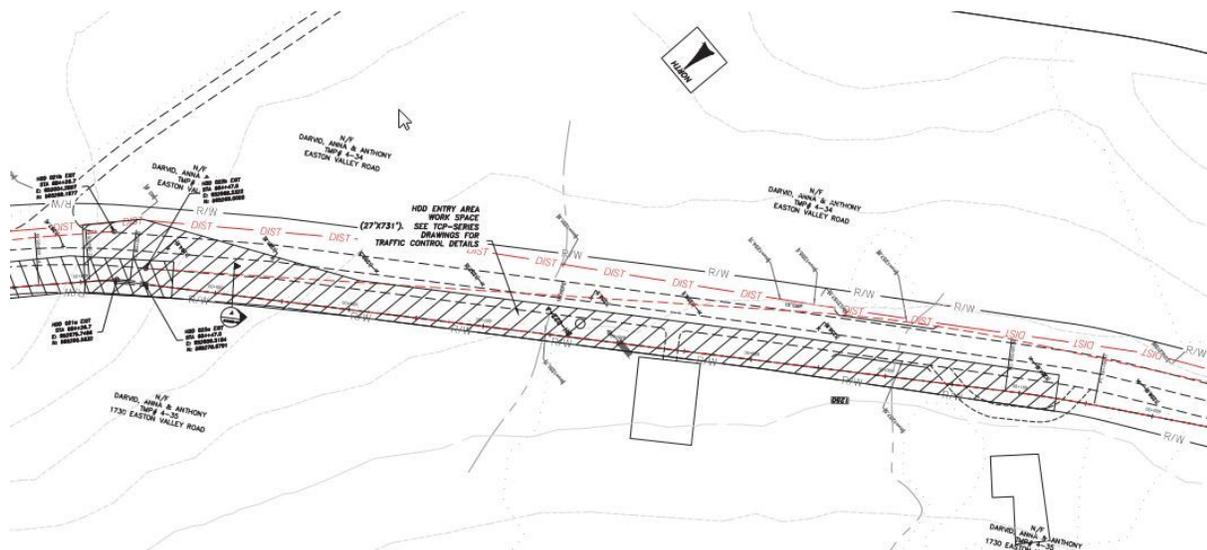


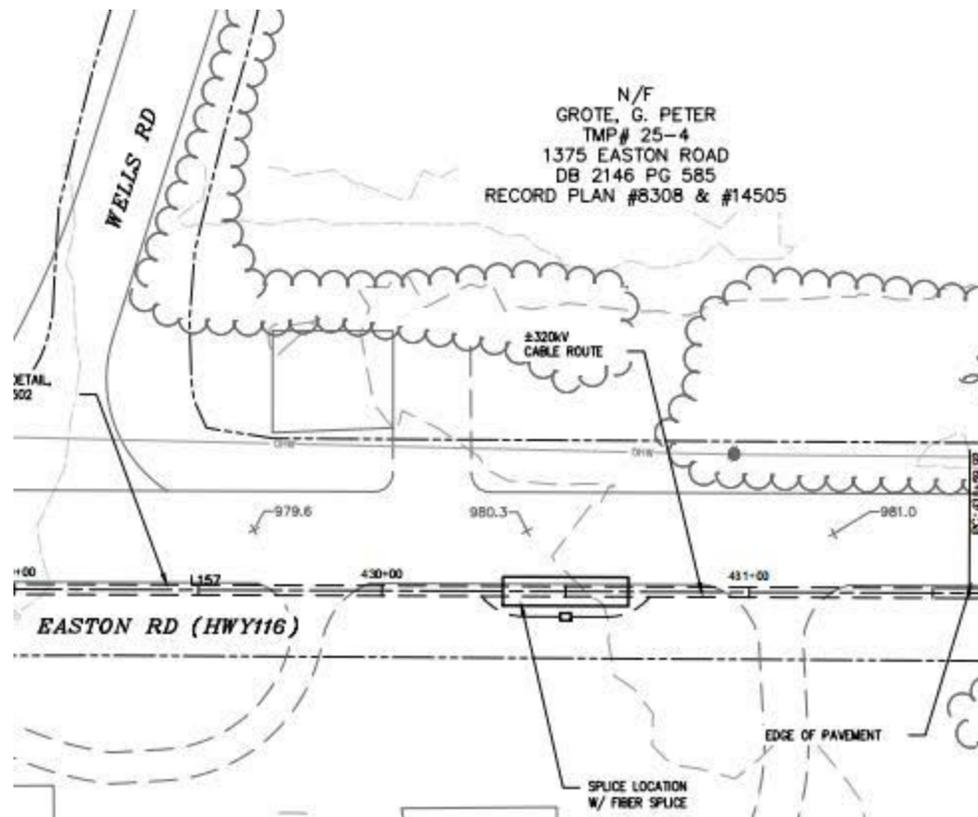
HDD 020 EXIT AREA WORK SPACE



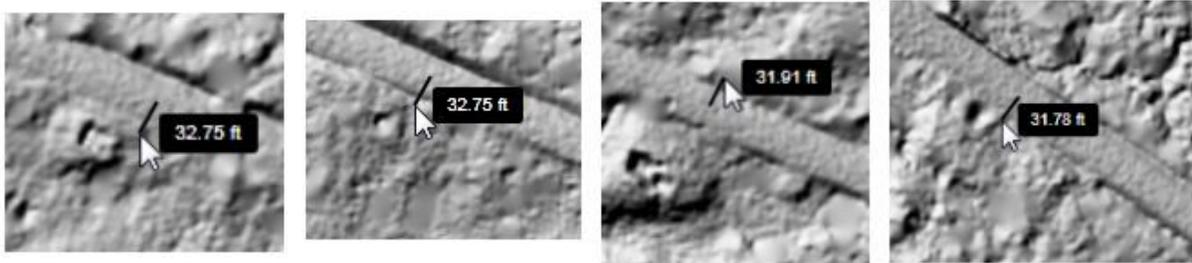
Above: Encroachment on Bode Miller property. 1804 layout of undefined width here, not 66'.

Below: Anna and Anthony Darvid, property under Conservation Easement with SPNHF on both sides of the road. Incorrect 66' easement with work space and passing lane encroaching on their land. Route 116 here is within the undefined 710 rod section not covered in the 1833 4 rod layout.





Above: Encroachment on Peter Grote property. ROW layout here 3 rods. ROW shown as 66'.



Work plans show no recognition of **encroachment on roadside historical resources in WMNF on Route 112, above.**

Encroachment on historical resources, 3 rod layout, road shown as 66'-100' in this section.

There are 33 locations where the ROW line in the DOT Permit Packages for Route 3 crosses through structures or passes within feet of them.



Quarried stone 20' from road center, Route 116, Easton, near Stephen Kinsman's Saw Mill site.