

THE ROADS AND STREETS OF PETERBOROUGH

A chronological listing of Town Meeting Action regarding the  
streets and roads of Peterborough

From 1922 through 2003

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This information has been found in the Town Records and Town Reports, starting around 1922. Warrant articles for any given year are found in the report for the previous year. Thus articles for the year 1957 are found in the report dated 1956 Etc. Since the adoption of planning and zoning most streets and roads have been laid out by developers. The new street or road is named by the developer and if it meets the requirements of the 9-11 system, it becomes official. The actual lay out should be found at the Community Development Office. In 1994 the Town Meeting adopted RSA 674:40a giving the Board of Selectmen the authority to accept DEDICATED streets. As of 2002, the Board has not used this authority, but has held to the tradition of having the Town Meeting accept any new street or road.

## 1922 ARTICLE 28

Discontinue the highway leading past the residence of George D. Pushee, 600 ft. south of said residence, thence North to the foot of the hill, about 800 ft North of said residence. To take effect when the new road, laid out by the Selectmen and built at no cost to the Town is completed. MOTION PASSED. Town Records Vol. 6 page 598

## 1925 ARTICLE 23

Discontinue Clubby Scott Road, from Windy Row to the Middle Hancock Road MOTION LOST. Town Records Vol. 7 page 86

## 1926 ARTICLE 21

Move to discontinue a section of the highway near the top of Gray Hill, so called, on the road leading from Sand Hill Road, past the residence of George S. Parker, whenever a new road shall be built to take the place of said section. INDEFINITELY POSTPONED Town Records Vol. 7 page 155.

## 1927 ARTICLE 11

Move to discontinue that portion of the highway leading from Peterborough Center Village to South Peterborough, from a point opposite the Fred Waite residence, to the junction of The Contoocook Valley Highway. Project number 223E. Maintaining the right to maintain water pipes laid in the old road bed. MOTION PASSED. Town Records Vol. 7 page 288. See further action taken in 1939 Article 30. This section ran from the West end of the Morrison Bridge, near the Dichteliller residence Southerly to Noone Falls.

## 1932 ARTICLE 10

Move to construct a cement highway on Union Street, from the junction of Main, High and Union, to the Adams Playground. AMENDED AND PASSED. Town Records Vol. 7 page 594. See also Special Town Meeting Town Records Vol. 7 page 600. Highway

was constructed to the Dublin Town Line with new alignment from the Junction of Briggs Road, near the Richard Johnson residence to the Westerly junction of Briggs Road with Union Street. Briggs Road was part of the original layout of Union Street.

## 1932 ARTICLE 13

Move to discontinue the highway from Sand Hill Road, past the residence of George S. Parker to the junction of the Old Greenfield Road. AMENDED: Committee to study and report to the next Town Meeting. Town Records Vol. 8 page 11

## 1933 ARTICLE 15

Move to discontinue the highway from Sand Hill Road, past the residence of George S. Parker, to the junction with the Old Greenfield Road. NO RECORD OF ACTION. You might assume that this article was passed, as the next Town Meeting authorized building a new road over some of the old layout.

## 1934 ARTICLE 12

Move to build a road from Parks Cottage on Sand Hill Road, Northerly on Gray Hill Road approximately 900 feet.  $\frac{1}{2}$  the cost to be paid by George S. Parker. MOTION PASSED Town Records Vol. 8 page 73.

## 1935 ARTICLE 14

Move to discontinue the road from Old Dublin Road, through the property of A. E. Goyette, to South Peterborough. MOTION PASSED. Town Records Vol. 8 page 115.

This road is possibly part of the road laid out in 1760, from the mill at Elm and River street, on what is now Noone Avenue, joined the Cornish Road and ran over what is now part of Old Jaffrey Road and what is now called Old Town Farm Road, to the Jaffrey Town Line. Connecting with Turner, Sanders and Parker Roads in Jaffrey. Richard Sandersons information indicates that the part from the end of Noone Avenue, Southwesterly to the Old Jaffrey Road was discontinued in 1835. Perhaps there was need of a Legal Document indicating discontinuance of this road, and this Town Meeting provided that document. If so, why did it take 100 years?

## 1936 ARTICLE 13

Move to discontinue the highway laid out as Factory Street, from a point opposite the gate at the Fletcher Steele property, to a point near the former foot bridge, over the Nubansuit River. MOTION PASSED. Town Records Vol. 8 page 168

## 1937 ARTICLE 23

Move to discontinue Factory Street and to accept Nubansuit Lane, as laid out by Mrs. Mary L. C. Schofield. AMENDED AND PASSED. Save Factory Street from Winter Street to Nubansuit Lane. Town Records Vol.8 page 212

## 1939 ARTICLE 30

Move to discontinue the following highways:

A. The South Road from Old Mountain Road to the Hughes Road. MOTION PASSED. Town Records Vol. 8 page 212

B. The Clubby Scott Road, from the Middle Hancock Road to Windy Row. MOTION LOST. Town Records Vol. 8 page 212

C The former Jaffrey Road, from Waites Corner to the former railroad crossing near Noones Mill. MOTION PASSED Town Records Vol. 8 page 212. Previously discontinued by the 1927 Town Meeting Article 11. Town Records Vol. 7 page 288.

D. Highway from Windy Row, near residence of Fred Gilchrest to the Harrisville Road, near the Howison residence. MOTION LOST. Town Records Vol. 8 page 218. This road ran very close to the present Spring Road. This road sometimes referred to as Reuel Road or Spring Road. Martin Keenan called it the Clubby Scott Road Extension to the Harrisville Road west. It was called the West Side Road in the agreement with the Corps of Engineers of 1949, when MacDowell Dam was constructed.

C. Highway leading from the Greenfield Road, now rt. 136, near the Simons barn to the Old Greenfield Road. MOTION PASSED, Town Records Vol. 8 page 218

## 1943 ARTICLE 23

Move to discontinue, subject to Gates and Bars, the road from the Garfield Place, so called easterly to the Dublin, Peterborough Town Line. INDEFINITELY POSTPONED. Town Records Vol 8 page 316. (It is difficult to travel Easterly in Peterborough and hit the Dublin Town Line.)

## 1945 ARTICLE 17

Move to construct a new highway from Vine Street, across School Property, to High Street. MOTION PASSED. Town Records Vol. 8 page 347.

## 1946 ARTICLE 29

To see if the Town will "Takeover" the road to East Mountain from Bird Pond to the Old Mountain Road. NO MOTION PRESENTED. The Selectmen to look into this mater and report later. This



would be part of Diamond Road from Bird Pond to the now so called East Mountain Road.

MARTIN J. KEENAN'S SURVEY ENDED IN 1947.

1948 ARTICLE 19

Move to discontinue the Old Harrisville Road, from the Verney Dam Property to the residence of Edgar E. Brown; on completion of a new road from the Old Harrisville Road to Windy Row MOTION PASSED Town Records Vol. 8 page 426.

1948 ARTICLE 20

To see if the town will vote for the reconstruction and alteration of West Side Road and Spring Bridge. MOTION PASSED Town Records Vol.8 page 426

1948 ARTICLE 22

To see if the Town will vote to rescind any former vote, whereby any public highway was discontinued through error, and also to correct any erroneously laid out public highway. MOVED: by Martin Keenan; The vote taken at the 1938 Town Meeting, whereby the South Road to Hughes Road was discontinued, be rescinded and that the Road properly known as Carley Road, laid out by the Selectmen March 1827 Town Records Vol. 2 page 86, is hereby re-instated. MOTION PASSED MOVED by Martin Keenan; If the following layouts are found to be improper or in error. The Selectmen shall correct them in the manner prescribed by law. Nubansuit Lane Overseer' Row. MOTION PASSED Town Records Vol. 8 page 427

1949 ARTICLE 21

Move to discontinue a part of the main road to Greenfield, from a point at the edge of the present highway to the Thomas Burke farm, opposite the Fred Greer residence, Northeasterly to the present highway. MOTION PASSED. (Note) The Greenfield main road is State Route 136. The State eliminated a sharp corner at this point. This is where Burke Road joins route 136.

1950 ARTICLE 11

Move to discontinue the Old Harrisville Road. Beginning at a point 10 feet Northerly from the Verney Dam, extending Northwesterly 6180 feet to a point off the boundary, now or formerly of Hazen P. and Harold Whitney and land of The U.S. Corps of Engineers. Also from the Southerly side of the new West Side Road Southwesterly 240 feet to the Harrisville connection. MOTION PASSED. Town Records Vol. 8 page 507. (Note) See Town Records Vol. 8 page 426 for previous vote to discontinue this road.

## 1951 ARTICLE 9

To see if the Town will appropriate 25000 dollars for construction and drainage of a road from Cheney Avenue to the Wilton Road, over Lookout Hill, so called. Amended to 10000 dollars. MOTION PASSED. Town Records Vol. 9 page 16. ( Note) Now known as Lookout Hill Road.

## 1953 ARTICLE 21

To see if the Town will discontinue the highway leading from the Drury Stone Bridge, so called, on the Jaffrey-Peterborough highway route 202, to Drury Station; as laid out by the Selectmen November 13, 1909. Town Records Vol. 5 page 688. MOTION PASSED. Town Records Vol. 9 page 81 (Note) Property now owned by Mary Graves. The Kimball Davis family was the last known resident on this road.

## 1954 ARTICLE 10

Moved by the Planning Board: That the Town vote to name its streets and roads in the following manner.

MAIN STREET from the Public Library to Union Street  
 RIVER STREET from Main Street to Elm Street  
 HIGH STREET from the junction of Main and Union streets to Middle Hancock Road.  
 VINE STREET: from High Street to the former Harriet Cheney property  
 JONES STREET: from Vine Street to High Street, via the High School.  
 MACDOWELL ROAD: from High Street to Windy Row.  
 UNION STREET: from Main Street to the Dublin Line.  
 PROSPECT STREET: from Union Street via Sumner property back to Union Street.  
 WHITE STREET: from Prospect Street, easterly to the Durgin property.  
 STEELE ROAD: from Union Street to the former Governor Steele property, now Swanson property.  
 BRIGGS ROAD: from Union Street via Marshall Wilder property westerly to Union Street.  
 WINDY ROW: from Union Street to Hancock Line.  
 SPRING ROAD: from Windy Row to Dublin Line.  
 RICHARDSON ROAD: from Spring Road to MacPartland property.  
 MORRIS STREET: from Union Street to James Holden property.  
 OVERSEER'S ROW: from Union Street, Westerly, rear of West Peterborough Post Office back to Union Street.  
 ALTEMONT STREET: from Union Street via Gaston Paquet property back to Union Street.  
 WILDER STREET: from Union Street to MacDowell Dam property.  
 MAY STREET: from Wilder Street to Alfred Grimes property.  
 ROBBE ROAD: from Union Street to Dublin Line via Green property.  
 ELM STREET: from Union Street to Old Dublin Road.

## 1954 ARTICLE 10 (Continued)

NUBANUSIT LANE: from Elm Street to Winter Street.  
 WINTER STREET from Elm Street to Vale Street.  
 EVANS ROAD: from Elm Street to Morin property.  
 GROVE STREET: from Main Street to Waite' Corner.  
 DEPOT STREET: from Main Street to Grove Street.  
 WALL STREET: from Depot Street to Granite Block property.  
 VALE STREET: from Grove Street to Nubansuit River.  
 SCOTT STREET: from Vale Street to Laurel Street.  
 CENTRAL STREET: from Vale Street to Scott Street  
 LAUREL STREET: from Grove Street to Fish Property.  
 BRIDGE STREET: from Grove Street to Granite Street.  
 OLD DUBLIN ROAD: from Grove Street to Upper Union Street.  
 AMES COURT: from Old Dublin Road to LaFleur property.  
 MERCER AVENUE: from Old Dublin Road to Piggott property.  
 FOUR WINDS FARM ROAD: from Old Dublin Road to Dublin Line, via Hoffman property.  
 GOYETTE DRIVE: from Old Dublin Road to Cherwin property.  
 CORNISH ROAD: from Old Dublin Road via Emmes property to Old Jaffrey Road at Kereazis property.  
 JAFFREY ROAD (202 State Highway) from Grove Street to Jaffrey Line.  
 NOONE ROAD: from Jaffrey Road to Old Jaffrey Road.  
 OLD JAFFREY ROAD: from Noones Station, via Moore Farm property to Jaffrey Line.  
 OLD TOWN FARM ROAD: from Old Jaffrey Road to Jaffrey-Dublin Line.  
 SHARON ROAD: from Jaffrey Road at Blanchette property to Sharon Line.  
 DRURY ROAD: from Drury Bridge to Jaffrey Road (202)  
 SPAULDING ROAD: from Sharon Road to Spaulding Corner-Old Sharon Road.  
 OLD SHARON ROAD: from Noone's Station, over the bridge, via Shedd Hill to Spaulding Corner.  
 MORISON ROAD: from Grove Street-Waite's Corner to Old Sharon Road.  
 UPLAND FARM ROAD: from Old Sharon Road to Old Street Road.  
 BOYNTON ROAD: from Upland Farm to Dr. Robert Morison property.  
 WILTON ROAD: (101 State Highway) from Junction of Granite and Bridge Streets to Temple Line.  
 MIAL WOODS ROAD: from Wilton Road to Old Sharon Road at Motts Corner.  
 LOOK-OUT HILL: from Wilton Road to Cheney Avenue.  
 OLD STREET ROAD: from Sharon Line (Town Line Brook) to North Peterborough Bridge.  
 BASS ROAD: from Old Street Road to Wilton Road.  
 FIELD ROAD: from Wilton Road to Henry Field property.  
 OLD MOUNTAIN ROAD: from Wilton Road via Cunningham Pond to Sally Spring Corner to top of Temple Mountain.  
 CONDY ROAD: from Wilton Road Westerly to Sharon Line.  
 MILLER PARK ROAD: from Wilton Road to Miller Park Reservation.

## 1954 ARTICLE 10 (Continued)

EAST MOUNTAIN ROAD: from Old Mountain Road, Sally Spring Corner to Caper Corner, Sand Hill Road.

PINE STREET: from Public Library to Wilton Road.

CHENEY AVENUE: from Pine Street to Old Street Road.

CARLEY ROAD: from Old Street Road, via Hughes property to East Mountain Road.

DIAMOND ROAD: from Carley Road to Diamond Pond, now Called Bird Pond.

LITTLE ROAD: from Old Street Road to former Scott land, now Pioli's.

CONCORD STREET: from Main Street (Public Library) to North Peterborough Bridge.

SAND HILL ROAD: from Concord Street to Brantwood Road.

BRANTWOOD ROAD: from Sand Hill Road to Greenfield Line.

HOLT ROAD: from junction of Brantwood Road and Sand Hill Road to Old Greenfield Road.

GENERAL MILLER ROAD: from Sand Hill Road to Old Greenfield Road.

GRANT ROAD: from General Miller Road to Grant property—formerly Adams Miller.

HOWE ROAD: from Sand Hill Road to the former HUGH Murphy property

GRAY HILL ROAD: from Sand Hill Road to the Old Greenfield Road.

SUMMER STREET: from Main Street to junction of High Street and Middle Hancock Road.

ALEXANDER ROAD: from Summer Street to J. Alexander property.

SHADOW LANE: from Summer Street to West line of Clark property.

MIDDLE HANCOCK ROAD: from junction of High and Summer Streets to the Hancock Line.

CLUBBY SCOTT ROAD: from Middle Hancock Road to Windy Row.

HADLEY ROAD: from Middle Hancock Road to Peterborough Player's property.

HUNT ROAD: from Summer Street to Hancock Road (202) at North Peterborough.

MITCHELL HILL ROAD: from Hancock Road (202) over the hill to Hancock Line.

GREENFIELD ROAD: (136) from North Peterborough Bridge to Greenfield Line.

BOGLE ROAD: from Greenfield Road to Trufant property

GULF ROAD: from Greenfield Road at Happy Valley Easterly to Old Greenfield Road.

CROSBY ROAD: from Gulf Road via Ayers Farm to Greenfield Road.

BURKE ROAD: from Greenfield Road via Burke Farm to Greenfield Line.

OLD BENNINGTON ROAD: from Greenfield Road to Greenfield Line via McQuade property.

OLD GREENFIELD ROAD: from main Greenfield Road to Gulf Road.

SLAB ROAD: from Old Greenfield Road to Gulf Road—Happy Valley.

SMILEY ROAD: from Old Greenfield Road to Kline property.

It is further moved that the Selectmen shall cause all roads and streets to be properly marked by their official designations as adopted by this motion, and that the expenses



of the same shall be a charge upon the Emergency Highway Appropriation. MOVED TO AMEND BY PROF. CARLTON WHELLER: That Shadow Lane be amended to read Ames Street. AMENDMENT LOST: ORIGINAL MOTION PASSED.

## 1954 ARTICLE 15

To see if the Town will raise and appropriate 2000 dollars to construct a highway on Evans Flat Road. MOTION PASSED Town Records Vol. 9 page 106.

## 1954 ARTICLE 16

To see if the Town will raise and appropriate 1000 dollars to construct a highway on Shadow Lane. MOTION PASSED: Town Records Vol. 9 page 106.

## 1954 ARTICLE 19

To see if the Town will vote to discontinue the following highways;

A. Chapman Road; from the Dogulas Hatfield residence to the Sharon Road route 123, as laid out by the Selectmen May 10 1796, Town Records Vol. 1 page 36 (note) This residence was once known as Farover Farm. Road is now a private drive, the last road on the left before Town Line Brook when going South on route 123.

B. Dodge Road; from Old Street Road to the residence of Dr. C. T. Lawrence, as laid out by the Selectmen March 26 1826. Town Records Vol. 2 page 80.

C. Day Road, from Route 101, Wilton Road, to the former German Day property, as laid out by the Selectmen June 20 1826. Town Records Vol. 2 page 81. (Note) This was the residence of James White when laid out in 1826. MOTION PASSED: Town Records Vol. 9 page 107.

## 1955 ARTICLE 10

To see if the Town will vote to discontinue, subject to Gates and Bars, the following Public Highway; leading from Spring Road to the Bond's Corner Road. MOTION PASSED. Town Records Vol.9 page 141. (Note) This road runs Northerly from Spring Road along the Dublin Line. It abuts property of Paul Hanaford and property of the Warren Plimpton Estate. In Peterorough it abuts property of Seselect and Suzi Schofield.

## 1957 ARTICLE 8

To see if the Town will vote to extend Goyette Drive 1200 feet from it's terminal with Mercer Avenue. AMENDED: 2000 dollars voted for this work. PASSED AS AMENDED.



## 1958 ARTICLE 26

To see if the Town will vote to name or re-name one or more of it's streets. MOVED by Dr. Lee; To change the name of Mial Woods Road. from the junction of Pine Street and Wilton Road to Morison Road; to Powersbridge Road. MOTION PASSED: Town Records Vol. 9 page 256.

## 1959 ARTICLE 10

To see if the Town Will vote to discontinue, subject to Gates and Bars, the following highways;

1. SPAULDING ROAD, sometimes called Drury Road, from Sharon Road to the Sharon Town Line. MOTION PASSED: Town Records Vol. 9 page 319. (Note) See also Town Meeting 1996 Article 18 for vote to discontinue.
2. GENERAL MILLER ROAD: from the residence of Howard E Thompson to the Old Greenfield Road. MOTION PASSED. Town Records Vol. 9 page 319.
3. GRAY HILL ROAD: from the Old Greenfield Road to the entrance drive to the George S. Parker estate. MOTION PASSED. Town Records Vol. 9 page 319.

## 1959 ARTICLE 13

To see if the Town will vote to construct a gravel road from Goyette Drive to the Old Dublin Road. MOTION PASSED. Town Records Vol. 9 page 320 (Note) This completes Goyette Drive from Mercer Avenue to the Old Dublin Road.

## 1959 ARTICLE 14

To see if the Town will vote to construct Lobacki Drive from a point near the residence of Carl Lang, over a Deeded Right of Way to another entrance on route 101. AMENDED: To construct the drainage after the Developer has graded the road. PASSED AS AMENDED. Town Records Vol. 9 page 407.

## 1960 ARTICLE 23

To see if the Town will vote to construct a highway through and around a portion of the so called Robbin's Development. MOTION PASSED: Town Records Vol. 9 page 372 (Note) Ended in court.

## 1962 ARTICLE 22

To see if the Town will vote to name the Highway in the Robbin's Development, laid out by the Selectmen in 1961 Maple Lane. MOTION PASSED: Town Records Vol. 9 page 476

## 1963 ARTICLE 21

To see if the Town will vote to discontinue a section of the Highway known as Windy Row, as laid out by the Selectmen June 14, 1764 Town Records Vol. 1 page 20. MOTION PASSED: Town Records Vol. 9 page 516. There is a lengthy description of this project in the Town Records. It was a re-alignment project moving the highway away from the property of Arthur and Roselle Eldredge and the property of Mary P. and Sidney Williams.

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## 1963 ARTICLE 22

To see if the Town will vote to discontinue a section of the East Mountain Road as laid out by the Selectmen November 12, 1735 and recorded in the Town Record Vol. 1 page 358. Beginning on the Highway known as Sand Hill Road, going in a Southerly direction, past the home of Paul V. Bacon Jr. approximately 250 feet to the substitute Road as deeded to the Town by Bernard A. Larson September 29, 1945. MOTION PASSED. (Note) This was a re-alignment project, moving the road away from the residence.

## 1963 ARTICLE 23

To see if the Town will vote to extend Noone Avenue.  
AMENDED  
Refer back to the Planning Board for study and report to the next Town Meeting. MOTION PASSED AS AMENDED. Town Records Vol. 9 page 517

## 1963 ARTICLE 25

To see if the Town will vote to name the new streets in the Scott-Farrar area, known as the F.C.Mercer Land Development:  
WINTER STREET  
OAK STREET  
LAUREL STREET  
HATCH STREET  
motion PASSED: Town Records Vol. 9 page 517

## 1965 ARTICLE 24

To see if the Town will vote to discontinue the highway between Station 78+100 and Station 93+75 on old route 136. Project S-7278. MOTION PASSED. Town Records Vol. 10 page 37 (Note) Vol. 10 covers years 1964-1973

## 1965 ARTICLE 25

To see if the Town will officially name the following streets;  
ORCHARD HILL ROAD from Cheney Avenue to the Keever residence.  
SCOTT-WILLIAM ROAD Phase 1, Union Street to MacDowell Road.  
CURRIER DRIVE: from Hunt Road to end of water line on Pineridge

Drive.

ARTICLE 25 Continued

HALL COURT: from Currier Drive, Northwesterly, including the circle back to Currier Drive.

MOUNTAIN VIEW TERRACE: from route 101 Northerly then Westerly and South, back to route 101.

NOONE AVENUE: from Old Dublin Road to Webb Road.

MOTION PASSED: Town Records Vol. 10 page 37

1967 ARTICLE 32

To see if the Town will vote to Officially name the following streets;

BLUEBERRY LANE, which is the street off Sand Hill Road, serving the Peterson Housing Development.

REYNOLDS DRIVE: which is the street off Sand Hill Road, serving the Lloyd Reynolds Development.

All the new streets in the Pineridge Housing Development, which are:

LOUNSBURY AVENUE

PICKARD DRIVE

NICHOLS ROAD

TAYLOR ROAD

AIMLESS STREET

PINERIDGE ROAD KEENAN DRIVE. MOTION PASSED.

1970 ARTICLE 16

To see if the Town will vote to rename Depot Street to School Street. AMENDED TO READ: From Main Street to the A & P will be Depot Street, and Grove Street to the A & P, School Street. MOTION PASSED AS AMENDED. Town Records Vol. 10 page 303

1971 ARTICLE 15

To see if the Town will vote to discontinue the following roads as open highways and make them subject to Gates and Bars.

CLUBBY SCOTT ROAD, from Middle Hancock Road to Windy Row

CROSBY ROAD: from Fairfield Raymond residence to route 136, near the Courser residence.

BURKE ROAD from the former Tom Burke residence to the Greenfield Town Line.

CORNISH ROAD: from the Grip residence to the Old Jaffrey Road at the Kereazis residence.

ALEXANDER ROAD; from Summer Street to the Contoocook River.

SCOTT-MITCHELL ROAD: from a point 6/10 of a mile Easterly of route 202 to the Hancock Line.

FOUR WINDS FARM ROAD; from the Kenney residence to the Dublin Town Line.

HOLT ROAD from the O'Keefe residence to the Ross residence.

and also to close the Holt Road from the intersection with the Brantwood Road to a point beyond the Pirovano residence; wherethe

new section of Holt Road intercepts the old road, and revert ownership to the abutter. AMENDMENT: TO exclude CORNISH ROAD. Amendment LOST. Original motion PASSED. Town Records Vol. 10 page 258

## 1971 ARTICLE 16

To see if the Town will vote to accept a realignment of HOLT ROAD at the Pirovano residence and also to accept NICHOLS LANE, KEENAN DRIVE, NICHOLS ROAD, TARBELL ROAD, GLENN DRIVE and HIGHLANE AVENUE. MOTION PASSED. Town Records vol. 10 page 358

## 1972 ARTICLE 16

To see if the Town will vote to discontinue the following roads as open highways and make them subject to Gates and Bars. CORNISH ROAD: from Old Dublin Road to Four Winds Farm Road. SCOTT -MITCHELL ROAD: from a point 2/10 of a mile Easterly of route 202, to a point 6/10 of a mile Easterly of route 202. Said point being the point of previous closing. ARTICLE WITHDRAWN. Town Records Vol. 10 page 385

## 1972 ARTICLE 17

To see if the Town will vote to abandon a portion of Hunt road from Nutters to route 202 and convey a Quit Claim Deed to the Peterborough Industrial Development Corporation. MOTION PASSED. Town Records Vol. 10 page 385.

## 1972 ARTICLE 20

To see if the Town will vote to raise and appropriate 5000 dollars to eliminate a dangerous curve on the OLD SHARON ROAD near the Morison residence. ARTICLE WITHDRAWN.

## 1972 ARTICLE 28

To see if the Town will vote to raise and appropriate 450 dollars to construct a turn-around, on Town Property at the end of EVANS ROAD. MOTION PASSED.

## 1972 ARTICLE 29

To see if the Town will vote to name the following unnamed street in South Peterborough, CABANA DRIVE; Commencing at the first Westerly street off Route 202, North of the intersection of Route 202 and OLD JAFFREY ROAD, thence continuing straight to the Cabana Property and turning in a Southerly direction to border the Dumis and Bauhan Property on the left, with Evans and Parker Property on the right to connect onto the OLD JAFFREY ROAD of Peterborough, N.H. MOTION PASSED.

1972 ARTICLE 30

To see if the Town will vote to designate the following roads as SCENIC ROADS;

WINDY ROW	SLAB ROAD
OLD GREENFIELD ROAD	OLD TOWN FARM ROAD
GULF ROAD	OLD JAFFREY ROAD
CARLEY ROAD	CROSBY ROAD

MOTION PASSED.

1973 ARTICLE 16

To see if the Town will vote to raise and appropriate 7500 dollars to replace the deck on the NOONE BRIDGE. MOTION PASSED. Town Records Vol. 10 page 417

1973 ARTICLE 17

To see if the Town will vote to raise and appropriate 2600 dollars to make safety improvements at the intersection of HIGH, SUMMER and MIDDLE HANCOCK ROAD. MOTION PASSED. Town Records Vol. 10 page 417.

1973 ARTICLE 28

To see if the Town will vote to raise and appropriate 6500 dollars to widen and improve a portion of the OLD SHARON ROAD near the Herbert Jordan Residence. MOTION PASSED. Town Records Vol. 10 page 419.

1973 ARTICLE 29

To see if the Town will vote to accept HUNTER FARM ROAD as a Town Street. MOTION PASSED. Town Records Vol. 10 page 419

1973 ARTICLE 30

To see if the Town will vote to officially name the following streets;

CABANA DRIVE	GLEN DRIVE
HIGHLAND AVENUE	HUNTER FARM ROAD
PHEASANT ROAD	

And to rename the following roads;

HOWE ROAD to MURPHY ROAD      ROBBE ROAD to OLD DUBLIN ROAD  
OLD MOUNTAIN ROAD from Route 101 Northerly to the Sally Spring House, CUNNINGHAM POND ROAD.  
OLD MOUNTAIN ROAD: from Sally Spring House Easterly to Route 101; EAST MOUNTAIN ROAD.



## 1973 ARTICLE 30 (Continued)

And to correct errors;

KAUFFMAN DRIVE to KAUFMAN DRIVE  
LOOK OUT HILL ROAD to LOOKOUT HILL ROAD  
SCOTT-WILLAIMS ROAD to SCOTT-WINN ROAD

MOTION AMENDED: Strike out from the Sally Spring House, Easterly to 101. MOTION PASSED AS AMENDED. (Note) The Road from the Sally Spring House, Easterly to Route 101 remains as OLD MOUNTAIN ROAD. Town Records Vol. 10 page 419.

## 1973 ARTICLE 39-58

To see if the Town will vote to designate MIDDLE HANCOCK ROAD as a scenic road. MOTION LOST

ARTICLE 40; SPRING ROAD. MOTION LOST.  
ARTICLE 41; Roads other than Class 1 or 2. PASSED OVER.  
ARTICLE 42; HIGH STREET: from Main and Union to Middle Hancock Road. PASSED OVER.  
ARTICLE 43; MACDOWELL ROAD: from High Street to Windy Row.  
ARTICLE 44; HUNT ROAD: PASSED OVER.  
ARTICLE 45; OLD DUBLIN ROAD, from Route 101, opposite Hatch Street to the Dublin Line. PASSED OVER  
ARTICLE 46; FOUR WINDS FARM ROAD. MOTION LOST  
ARTICLE 47 OLD SHARON ROAD. PASSED OVER.  
ARTICLE 48; UPLAND FARM ROAD. PASSED OVER.  
ARTICLE 49 BASS ROAD. PASSED OVER.  
ARTICLE 50; POWERSBRIDGE ROAD. PASSED OVER.  
ARTICLE 51; CONDY HILL. PASSED OVER.  
ARTICLE 52; EAST MOUNTAIN ROAD. PASSED OVER.  
ARTICLE 53; OLD MOUNTAIN ROAD. PASSED OVER.  
ARTICLE 54; BRANTWOOD ROAD. MOTION LOST.  
ARTICLE 55; HOLT ROAD. PASSED OVER.  
ARTICLE 56; OLD BENNINGTON ROAD. PASSED OVER.  
ARTICLE 57; SAND HILL ROAD, from Old Street Road to Brantwood Road. MOTION LOST.  
ARTICLE 58; OLD STREET ROAD. PASSED OVER. Articles 39 through 58 were all lost or passed over. Town Records Vol. 10 page 421.

## 1974 ARTICLE 14

To see if the Town will vote to raise and appropriate 3000 dollars for improvements at the intersection of SAND HILL ROAD. MOTION PASSED. Town Records Vol. 11 page 39. Vol. 11 of Town Records covers the years 1974 through 1977.

## 1974 ARTICLE 15

To see if the Town will vote to raise and appropriate 25000 dollars to rebuild a portion of SAND HILL ROAD and MURPHY ROAD.

MOTION PASSED. Town Records Vol. 11 page 36

1974 ARTICLE 16

To see if the Town will vote to discontinue the most Northerly 600 feet of MURPHY ROAD running from the property of Richard and Patricia Parks Northerly to Sand Hill Road provided that William and Irene Parks and Richard and Patricia Parks deed to the Town, land for a new roadway fifty feet in width, easterly of the continued section, all as shown on the plan entitled Betterment Project- Sand Hill Road and Murphy Road Intersection, dated January 24, 1974, on file with the Office of the Superintendent of Public Works, Peterborough New Hampshire, said discontinuance to become effective when the new roadway has been constructed and opened for use by the public; and further that the Selectmen be authorized to quit claim to William and Irene Parks and Richard and Patricia Parks the discontinued portion of Murphy Road when said new highway has been constructed and opened for use by the public, or take any other action relating thereto. MOTION PASSED. Town Records Vol. 11 page 39.

1974 ARTICLE 38

To see if the Town will vote to accept and name BRIAN ROAD. MOTION PASSED. Town Records Vol. 11 page 43.

1974 ARTICLE 39

To see if the Town will vote to accept and name ARUNDEL ROAD. MOTION PASSED. Town Records Vol.11 page 43.

1975 ARTICLE 13

To see if the Town will vote to raise and appropriate 8000 dollars for relocation of the Intersection of Route 202 and GROVE STREET EXTENSION. MOTION PASSED. Town Records Vol. 11 page 73.

1975 ARTICLE 14

To see if the Town will vote to raise and appropriate 4975 dollars to install curbing and sidewalks on MAIN and GRANITE STREETS. MOTION PASSED. Town Records Vol. 11 page 73

1975 ARTICLE 15

To see if the Town will vote to raise and appropriate 25000 dollars to rebuild a portion of OLD STREET ROAD, between EAST HILL ROAD and the Repp Residence. MOTION PASSED. Town Records Vol. 11 page 73.

1975 ARTICLE 33

To see if the Town will vote to close, subject to Gates and Bars, a portion of SCOTT MITCHELL ROAD beginning at the

1975 ARTICLE 33 (Continued)

4

entrance to the Sanitary Landfill to a point where the road was previously closed. MOTION PASSED. Town Records Vol. 11 page 74

4

1975 ARTICLE 34

To see if the Town will vote to accept and name VOSE FARM ROAD. MOTION PASSED, Town Records Vol. 11 page 74.

1975 ARTICLE 35

To see if the Town will vote to accept and name BIRCH ROAD. motion passed, Town Records Vol. 11 page 74

1975 ARTICLE 39

To see if the Town will vote to designate FOUR WINDS FARM ROAD from the Old Dublin Road to the Dublin line, a scenic road. MOTION PASSED, Town Records Vol. 11 page 75.

1976 ARTICLE 24

To see if the Town will vote to raise and appropriate 28000 dollars for drainage on HUNTER FARM ROAD. MOTION PASSED, Town Records Vol. 11 page 118.

1976 ARTICLE 30

To see if the Town will vote to accept and name CASALIS ROAD. AMENDED: Deferred until next Town Meeting, when at least one house has been built. PASSED AS AMENDED, Town Records Vol. 11 page 119.

1977 ARTICLE 38

To see if the Town will vote to accept and name CASALIS ROAD. MOTION PASSED, Town Records Vol. 11 page 163

1977 ARTICLE 39

To see if the Town will vote to discontinue, Subject to Gates and Bars, a portion of BURKE ROAD, from the turnaround on plans of Peterfield Phase II, Northerly to the Greenfield Line. AMENDED: From North of the driveway of Donald Ring, Northerly to the Greenfield Line. PASSED AS AMENDED, Town Records Vol. 11 page 164.

1977 ARTICLE 40

To see if the Town will vote to convey a portion of the

SCOTT-WINN R.O.W. to Michael Sullivan. MOTION PASSED, Town Records Vol. 11 page 164.

Town Records Volume 12 covers the years 1978-1983

1978 ARTICLE 31

To see if the Town will vote to raise and appropriate 52785 dollars to construct granite curb and sidewalk on the Southerly side of UNION STREET from the Adams Playground to the Residence of Pearl Texteria in West Peterborough. AMENDED: To have a study made of the Town's sidewalk needs and report to the next Town Meeting. AMENDMENT PASSED. Town Records Vol. 12 page 206.

1979 ARTICLE 14

To see if the Town will vote to raise and appropriate 3000 dollars, plus salvage value of old bridge as the Town's share of replacing the STEELE ROAD BRIDGE. MOTION PASSED, Town Records Vol. 12 page 41.

1979 ARTICLE 23

To see if the Town will vote to raise and appropriate 30000 dollars to construct a sidewalk from West Peterborough Easterly toward the playground. AMENDED: From Adams Playground Westerly toward West Peterborough. PASSED AS AMENDED, Town Records Vol. 12 page 46.

1979 ARTICLE 24

To see if the Town will vote to close CARLEY ROAD, subject to Gates and Bars, from the Old Mountain Road, Westerly to it's intersection with Diamond Road. MOTION PASSED, Town Records Vol. 12 page 46

1979 ARTICLE 25

To see if the Town will vote to accept PHEASANT ROAD as a Town Road. MOTION PASSED, Town Records Vol. 12 page 79.

1980 ARTICLE 13

To see if the Town will raise and appropriate 20085 dollars to complete the sidewalk on UNION STREET. MOTION PASSED, Town Records Vol.12 page 79.

1980 ARTICLE 22

To see if the Town will vote to reclassify GENERAL MILLER ROAD, from it's intersection with Old Greenfield Road, Easterly approximately 2434 feet; from class VI to class V. MOTION PASSED, Town Records Vol. 12 page 84.

## 1980 ARTICLE 31

To see if the Town will vote to discontinue the CLUBBY SCOTT ROAD, from the Middle Hancock Road to Windy Row. The Peterborough Fire Department to have a key if a permanent gate is installed. MOTION LOST, Town Records Vol. 12 page 87.

## 1981 ARTICLE 25

To see if the Town will vote to accept as class V, roads in Pineridge:  
TAYLOR COURT, PICKARD STREET, and extension of LOUNSBURY LANE and TAYLOR ROAD. MOTION PASSED, Town Records Vol. 12 page 142.

## 1982 ARTICLE 21

To see if the Town will vote to accept the driveway to PROSPECT HEIGHTS as a Town Street. MOVE TO PASS OVER.  
Town Records Vol. 12 page 182.

## 1983 ARTICLE 27

To see if the Town will raise and appropriate 42500 dollars to construct a sidewalk on UNION STREET, from Texteria Park to the bridge over the Nubanusit River. NO MOTION PRESENTED,  
Town Records Vol. 12 page 221

Town Records Volume 13 covers years 1984-1985

## 1984 ARTICLE 21

To see if the Town will vote to raise and appropriate 9500 dollars to construct a pedestrian walk, along the abandoned rail bed, from the Basket Shop to Noone Falls. MOTION PASSED,  
Town Records Vol. 13 page 250.

## 1985 ARTICLE 19

To see if the Town will vote to raise and appropriate 40000 dollars to repair the NOONE BRIDGE. PASSED OVER, Town Records Vol. 13 page 281.

## 1985 ARTICLE 20

To see if the town will vote to raise and appropriate 500 dollars to convert the NOONE BRIDGE to a foot bridge. MOTION PASSED, Town Records Vol. 13 page 281.

Town Records Volume 14 covers years 1986-1989



1986 ARTICLE 29

To see if the Town will vote to designate CORNISH ROAD as a Scenic Road. MOTION PASSED, Town Records Vol. 14 page 323.

1987 ARTICLE 38

To see if the Town will vote to discontinue and permanently abandon three sections of former Route 202.

1. Between the JAFFREY-PETERBOROUGH LINE and highway station 265/00A.
2. Between station 227/00 and station 282/50.
3. Between station 61/00 and station 67/00. Results of project F-015-1 (1). MOTION LOST, Town Records Vol. 14 page 30.

1988 ARTICLE 38

To see if the Town will vote to abandon a portion of former Route 202, between station 60+00 and station 67+40. PASSED OVER. Town Records Vol. 14 page 73.

1988 ARTICLE 47

To see if the Town will vote to designate POWERSBRIDGE ROAD as a scenic Road. MOTION PASSED, Town Records Vol. 14 page 77.

1989 ARTICLE 31

To see if the Town will vote to accept and name LONG VIEW ROAD as a Class V road. MOTION PASSED, Town Records Vol. 14 page 22

Town Records Volume 15 covers the years 1990-1992

1990 ARTICLE 31

To see if the Town will vote to accept and name ASHLEE DRIVE as a Class V Road. MOTION PASSED. Town Records Vol. 15 page 89.

1991 ARTICLE 25

To see if the Town will vote to accept and name WEST RIDGE DRIVE as a Class V Road. MOTION PASSED Town Records Vol. 15 page 148.

1992 ARTICLE 10

To see if the Town vote to raise and appropriate 45000

dollars to replace a bridge on the OLD GREENFIELD ROAD. MOTION PASSED, Town Records Vol. 15 page 194.

1993 ARTICLE 26

To see if the Town will vote raise and appropriate 150000 dollars to purchase part of the Yankee Parking Lot. AMENDED: AMENDMENT LOST. ORIGINAL MOTION LOST. Town Records Vol. 16 page 36.

1993 ARTICLE 27

to see if the Town will vote to raise and appropriate 22000 dollars to repair a portion of the Yankee Parking Lot. PASSED OVER, Town Records Vol. 16 page 36.

1993 ARTICLE 31

To see if the Town will vote TO RENAME AIMLESS STREET as WHITON LANE. MOTION PASSED, Town Records Vol. 16 page 37.

1994 ARTICLE 21

To see if the Town will vote to accept SOUTHFIELD LANE as a Class V Road. MOTION PASSED, Town Records Vol. 16 page 39

1994 ARTICLE 22

To see if the Town will vote to adopt R.S.A. 674:40a authorizing the Board of Selectmen to adopt DESIGNATED STREETS. MOTION PASSED, Town Records Vol. 16 page 39.

1994 ARTICLE 34

To see if the Town will vote to raise and appropriate the sum of 150000 dollars to purchase a portion of the Yankee Parking Lot. AMENDED: The Town to raise 75000 dollars and accept gifts of 75000 dollars. PASSED AS AMENDED. Town Records Vol. 16 page 38.

1995 ARTICLE 19

To see if the Town will vote to raise and appropriate 77000 dollars for the Town's share of the SPRING ROAD BRIDGE. MOTION PASSED Town Records Vol. 16 page 54

1996 ARTICLE 18

To see if the Town will vote to discontinue SPAULDING ROAD, from the Old Sharon Road to the Sharon Town Line; in exchange for an easement for a foot trail. Four conditions. MOTION PASSED Town Records Vol. 17 page !!. (Note) This was a County Road, Town Records Vol. 9 page 319. Did Town have the right to discontinue?

## 1996 ARTICLE 19

To see if the Town will vote to layout and construct a new portion of HADLEY ROAD. A.K.A. STERNS ROAD. MOTION PASSED, Town Records Vol. 17 page 11-12

## 1996 ARTICLE 20

To see if the Town will vote to discontinue the replaced section of HADLEY ROAD A.K.A. STERNS ROAD. MOTION PASSED, Town Records Vol. 17 page 11-12.

## 1997 ARTICLE 11

To see if the Town will vote to raise and appropriate 48000 dollars for the DEPOT PARK PARKING AREA. MOTION PASSED. Town Records 1997.

## 1997 ARTICLE 23

To see if the Town will vote to reclassify a section of OLD ROUTE 202 on the Property of Hansul Inc. MOTION PASSED. Town Records 1997.

## 1998 NO HIGHWAY ACTION.

## 1999 ARTICLE 9

To see if the Town will vote to raise and appropriate 31000 dollars for new sidewalks on GROVE AND SCHOOL Streets. MOTION PASSED. Town Records 1999.

## 2000 ARTICLE 6

To see if the Town will vote to raise and appropriate 80000 dollars as the Town Share in replacing the STEELE ROAD BRIDGE. MOTION PASSED. Town Records 1999

## 2000 ARTICLE 21

To see if the Town will vote to discontinue a portion of OLD SHARON ROAD, from the intersection of POWERSBRIDGE ROAD to the intersection of MORISON ROAD, approximately 100 yards. MOTION PASSED, Town Records 2000.

## 2001 ARTICLE 18

To see if the Town will vote to designate OLD DUBLIN ROAD as a scenic Road. MOTION LOST, Town Records 2001

2001 ARTICLE 19

To see if the Town will vote to discontinue a portion of the FOUR WINDS FARM ROAD, from the end of the asphalt to The Dublin Town Line. MOVED TO PASS OVER, Town Records 2001.

2001 ARTICLE 23

To see if the Town will vote to accept REYNOLDS DRIVE EXTENSION, as a Class V Highway; with a R.O.W. of 50 feet and a travel way of 24 feet. Road extends from REYNOLDS DRIVE Southerly about 644 to a Cul-De-Sac. MOTION PASSED. Town Records 2001

2002 ARTICLE 5

To see if the Town will vote to replace the ELM STREET and THE GULF ROAD bridges. MOTION PASSED. Town Records 2002.

2002 ARTICLE 6

To see if the Town will vote to replace the WILDER STREET Bridge. MOTION PASSED, Town Records 2002.

2002 ARTICLE 18

To see if the Town will vote to designate the OLD DUBLIN ROAD as a Scenic Road. MOTION WITHDRAWN, Town Records 2002

2002 ARTICLE 19

To see if the Town will vote to designate HUNT ROAD as a Scenic Road. MOTION WITHDRAWN, Town Records 2002

2002 ARTICLE 22

To see if the Town will vote to accept LONG HILL ROAD as a Class V Highway, with a R.O.W. of 50 feet and a travel way of 24 feet. Road extends from Route 202 Westerly a distance of 1280 feet. MOTION PASSED, Town Records 2002

2002 ARTICLE 24

To see if the Town will vote accept 225 feet of GULF ROAD as a Class V Highway with a R.O.W. of 50 feet and return 130 feet of GULF ROAD AND !!¢) FEET OF SLAB ROAD to the adjoining property owners. CLD Engineers November 2001. MOTION PASSED, Town Records 2002.

2002 MEMO FROM PETERBOROUGH FIRE

BRUSH BROOK ROAD: Route 137 North of Route 101 in Dublin has been named BRUSH BROOK ROAD. There are five houses on the East side of this road which are located in Peterborough.

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SCENIC ROADS IN PETERBOROUGH

1972 ARTICLE 30

WINDY ROW  
OLD GREENFIELD ROAD  
GULF ROAD  
CARLEY ROAD

OLD TOWN FARM ROAD  
OLD JAFFREY ROAD  
CROSBY ROAD  
SLAB ROAD

1975 ARTICLE 39

FOUR WINDS FARM ROAD

1986 ARTICLE 29

CORNISH ROAD

1988 ARTICLE 47

POWERSBRIDGE ROAD

# THE OLD ROADS OF PETERBOROUGH

Transcripts of the early roads from 1760 to 1860  
with explanatory notes

## Introduction

Some years ago Mr. Martin Keenan took great pains to gather together all the transcripts of roads that were in the town records through 1947, thinking that his work would be helpful to future generations interested in the history of the town. However, at the time of his death his handwritten copies of the transcripts and his own notes had not been put into typewritten copy. This chore was completed by his wife Helen and his daughter Kathleen.

I came across Mr. Keenan's work stored away in the Town House vault and thought it a pity that it was not in a form that would be available to the public. So, with the assistance of Ellen Derby at the Historical Society I made photocopies of the typewritten transcripts and copied the whole thing into a word processor. Later I began adding my own notes and little maps illustrating the transcripts in the hope that it would make them clearer. At the present time I have drawn maps and written notes for transcripts through 1860, which covers the town's first century. Since my purpose was to illustrate the "early" roads, my purpose is accomplished. If time permits I shall carry the project forward.

Other than what is found in the transcripts there is very little on record concerning early roads in the histories of the town. In many cases, the roads existed long before the transcripts were written, especially the early roads. Later roads were laid out on paper before they were built. As you will see, the oldest transcripts are very vague about the precise location of roads. It is not very helpful, for instance, to read that a road was built "to the southeast corner of Wilson's barn" if we no longer have any knowledge of who he was or where his barn was located. Nevertheless, most of the roads are with us yet, with only slight modifications to smooth the curves.

There are some roads that do not exist in transcripts at all. In some instances they are roads that were built by the county; if any records exist, the county would have them.

I have always found it interesting to observe, while driving the back roads of Peterborough, that many earlier courses of the roads still exist as driveways (as with the Well School) or as overgrown paths in the woods with tell-tale walls on either side. In many cases, the passage of time has wiped out all living memory of the early locations of familiar roads, although indications of their existence may still be visible in the woods. An example of this is the earliest route of the Old Dublin Road at the top of the hill north of Rt. 101 (pages 12 and 21). Perhaps we should call it Old Old Dublin Road or Very Old Dublin Road. No one alive today can recall the time when that old road was in use.

Because I have spent most of my working life drawing maps for book publishers, it seemed obvious to me that if anyone were to make any sense of the transcripts they should have a map to show where each road was built. In some cases, because the transcripts are vague and other records are lacking, it has been necessary to make an educated guess about the exact line of a road. The transcripts of the earliest roads merely give changes of direction (such as "thence northerly") and in some cases distance in rods. In the instances where I am using conjecture, I have so indicated. Later roads give angles and distances written out by the surveyors. I have plotted these out with a computer and have discovered that in some instances errors have crept into the transcripts. For instance, it might say 24 degrees east when it is obvious that 24 degrees west was intended.

My scheme for drawing the maps is as follows: Roads which existed at the time of a particular transcript are drawn in solid black lines. The line of the road being described is drawn slightly bolder than the other roads. In order to make it easier for the reader to figure out exactly where the old roads were, I have also drawn present-day roads in gray lines. Wherever it seemed helpful to include labels of roads I have done so, using modern names. Early roads weren't "named", they were "called" in descriptive ways such as Sand Hill Rd., High St. or Old Jaffrey Road. A road that was called the old street road was eventually named Old Street Road. The old-timers didn't indulge themselves with names such as Woodcrest Drive or Edgewater Place.

On the earlier maps I have also included the original lot lines. The earliest settlers bought one or more lots as drawn up by the original proprietors of the town. In time most of the early lots became subdivided to the point that including the lot lines on my maps would be more confusing than helpful. The reader may notice that the early road builders attempted, wherever practicable, to run the roads along lot lines so that purchasers on either side would have access to the same road. This is particularly noticeable with Old Street Rd., the first road built in town.

There are bound to be errors in my notes that I would be happy to correct if those with greater knowledge of the town will point them out to me. Although my mother's family have had homes in town for over 200 years, I did not grow up in Peterborough (only vacationing here summers as a boy). Jennifer and I have lived here year-round since 1989. Therefore, my own memory is of little help to me and I welcome corrections.

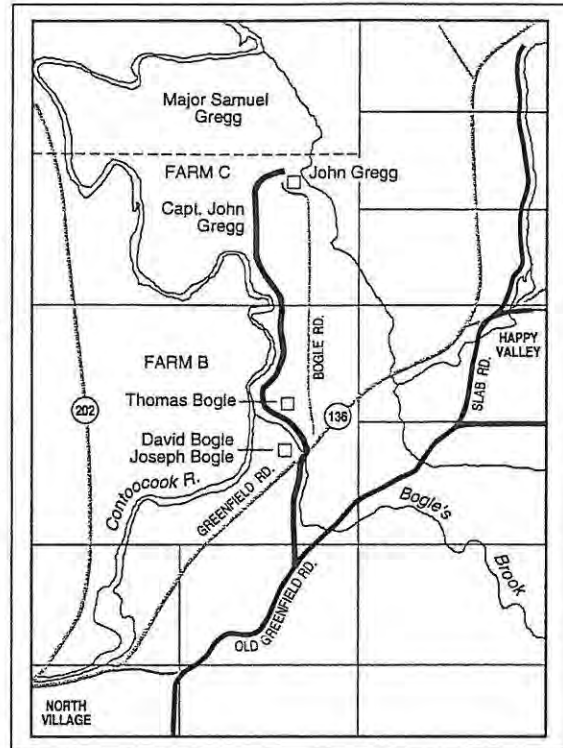
Richard H. Sanderson  
Peterborough 1999

VOLUME I, TOWN RECORDS, Page 15  
TRANSCRIPT OF ROADS  
A Road to Mr. Bogle's

Peterborough, Nov. ye 4th, 1760

We, the subscribers, having carefully viewed the land for a road have laid out and appointed the following places for the Town's use and benefit viz:

Beginning about twenty rods from a bridge over the brook called Bogles Brook, upon the north westerly side of said brook and thence down the brook as near as good ground will admit for a road until it goes opposite the east end of Joseph Bogle's house where it crosses the brook and keeps down the north easterly side, till it goes to Thomas Bogles house and thence along between his house and barn by the west end of the barn, from thence by the bank of the river about north to where the river makes a sudden turn from thence about north to the line between Captain John Gragg and his son John, from thence east about thirty rods to the north side of John Gragg's house, said road two rods and a half wide.



NOTES:

This road no longer exists as it was originally laid out. It began on the Greenfield Road just southwest of where it crosses Bogle Brook and followed the west side of the brook to the present Greenfield Road (Rt. 136), where it crossed to the east bank. Unlike the present Bogle Road, it apparently followed the brook to where it joins the Contoocook, then along the bank of the Contoocook to where the river swings west, then continued north and east to the home of John Gregg.

David Bogle bought Farm B, one of the four large 500 acre farms, from John Hill, the original proprietor. David Bogle had two sons, Thomas and Joseph, and one daughter, Martha, who was drowned in Bogle Brook. The farm was sold to William Alld in 1778.

Farm C, north of the Bogle Farm, was purchased by Maj. Samuel Gregg and his brother John before 1760. Samuel Gregg owned the north half, John and his son John the south half. I have no idea how the land was divided between Capt. John Gregg and his son John and, in drawing the road at the north end, have done some guesswork.

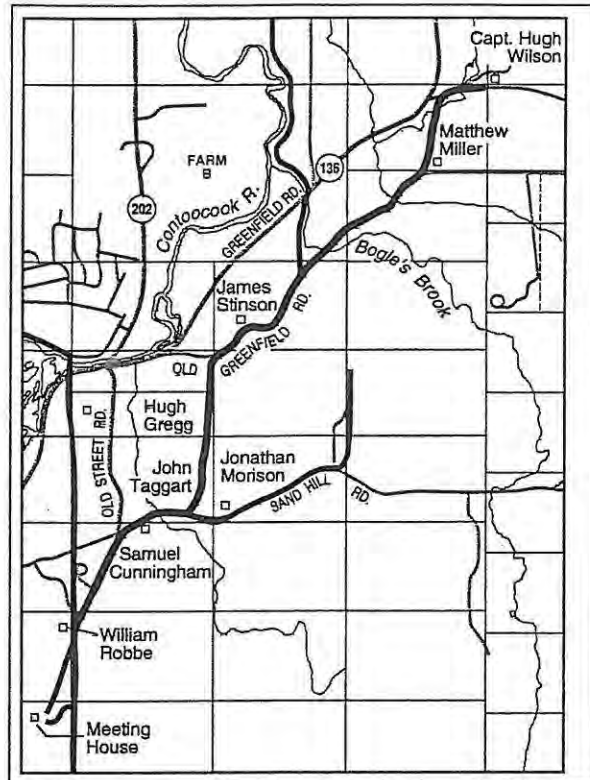


VOLUME I, TOWN RECORDS, Page 15  
TRANSCRIPT OF ROADS

A Road from the middle of the town to Hugh Willson's,  
Esq.

Peterborough, Nov. ye 11th, 1760

We, the subscribers, having carefully viewed the places that we thought most beneficial for the use of the town in a road leading from the middle or great road to Captain Willson's have laid out and appointed the following places for the Town's use and benefit viz: Beginning at the foresaid middle road about twenty rods north of Mr. William Robbe's and from thence by marked trees on land partly belonging to John Taggart and partly belonging to Samuel Cunningham, to a bridge about ten rods north east of the foresaid Cunningham's house, from thence it passeth along on the old road formerly cleared and improved, one half on the foresaid Taggart's land and the other half on Cunningham's, to the line between John Taggart and Ensign Jonathan Morison's, from thence it bears about north east on the foresaid Taggart's land to his north line, thence north on the east end of lot where on Mr. Hugh Gragg lives, thence along the old road by the southeast corner of James Stinson's house and from thence to a bridge over a large brook, called Bogles Brook, from thence to Mathew Miller's, from thence to Captain Willson's, all on the road now cleared and improved. Said road to be two rods and a half wide.



Signed: Thomas Morison  
Hugh Willson  
Jonathan Morison  
Joseph Caldwell  
John Swan, Jr.  
Selectmen

NOTES:

This was the original road to Greenfield. It began at Old Street Road north of the original meeting house (at the curve north of the old cemetery), turned east onto Sand Hill Road (the precise course is uncertain), down the hill over Dunbar Brook. At that point it turned north on a now-discontinued (although very walkable) portion that goes through the present Shieling Forest, joining the present Old Greenfield Road at the first sharp bend. It then followed Old Greenfield Road to present-day Slab Road to Happy Valley. It probably ended on present-day Gulf Road near the pond on Otter Brook.

- William Robbe owned land between Old Street Road and the river.
- Sand Hill Road runs roughly between land of Cunningham and Taggart.
- Samuel Cunningham lived near the bottom of the hill near Dunbar Brook (probably where Rev. Elijah Dunbar later lived).
- Jonathan Morison lived up the hill beyond Dunbar Brook. The old Gen. Steele house which is there today was built after this road to Greenfield was put through.
- Hugh Gregg lived west of present-day Old Street Road (just north of the hospital). It is believed the present reconstruction of his house was moved and rebuilt nearer Old Street Road in the early 1800s. His land (50 acres) extended well to the east of Old Street Road, north of present-day Shieling Forest.
- James Stinson lived on the present Old Greenfield Road. The house is long gone.
- Capt. Hugh Willson owned three large lots totaling about 600 acres.



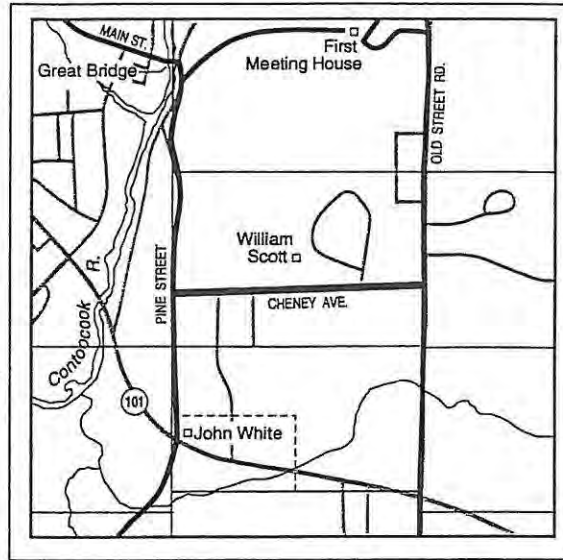
VOLUME I, TOWN RECORDS, Page 16 1764  
TRANSCRIPT OF ROADS

A Road leading from the Street to the south side of the Town.

Peterborough, Nov. ye 18th, 1760

We, the subscribers, having carefully viewed the land for cross roads from the middle road or Street to the road that leads from the Great Bridge to the south side of the town; first beginning at the north east corner of the lot whereon William Mitchell now lives, thence west on the old road as it is now cleared and improved to the north west corner of said William Mitchell's land to the fore mentioned road. Said road to be two rods and a half wide.

Cheney Avenue. William Scott, an early settler, owned the lot through which this road was built.



The next cross road beginning:

Beginning at the south east corner of the lot whereon William Smith now lives, thence west about eighty rods to a rocky hill where it turns out of the old road about two rods to the south, thence it takes the old road and continues well to another bad hill, near to an old causeway where it turns out about two rods to the north, then it takes the old road where it is now and improved and continues along the lane to the forementioned road leading to the south side of the town. Said road to be two rods and a half wide.

Thomas Morison  
Joseph Caldwell  
Jonathan Morison  
Hugh Willson  
John Swan, Jr.  
Selectmen



Except for its starting point, at Mr. Smith's southeast corner, it is not possible to be confident in following the description given here. Perhaps some clues could be found on the ground (the "old causeway", for instance), but after a couple of centuries, who knows? Roads were, if possible, built along lot lines, but sometimes, as in this case, the contours of the land make a straight line difficult.

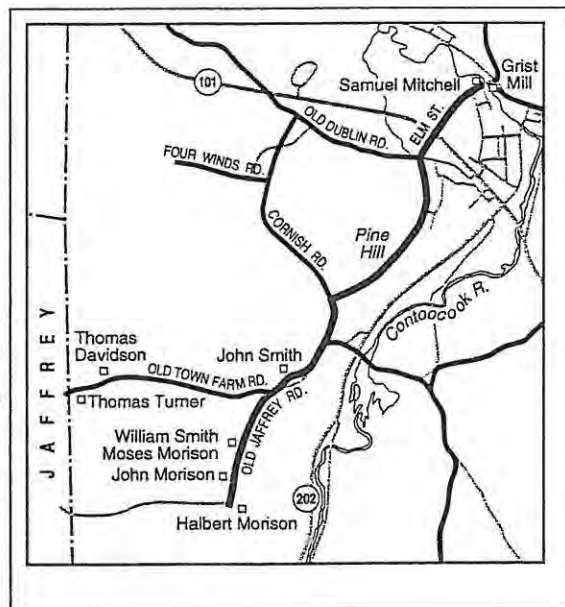
VOLUME I, TOWN RECORDS, Page 17 1764  
TRANSCRIPT OF ROADS

A Road leading from the grist mill to the John Smith and Turner houses.

Peterborough, Nov. ye 18th, 1760

We, the subscribers having carefully viewed the land for a road have laid out and appointed the following places for the town's use and benefit viz:

Beginning at the grist mill from thence over the bridge by Samuel Mitchell's, a little to the westward, and south to the top of the hill, thence along the road now cleared and improved by the south end of John Smith's house, thence to where it branches, the one part leading along by the east side of Moses Morison's house, thence by the east side of John Morison's house, then as straight as good land for a road will admit, about ten rods of the westerly end of Halbut Morison's house, and the other branch leading along the road now cleared and improved to Thomas Davidson's and Turner's, and thence to the town line west of said Turner's barn and said road two rods and a half wide.



Thomas Morison  
John Swan, Jr.  
Hugh Willson  
Selectmen

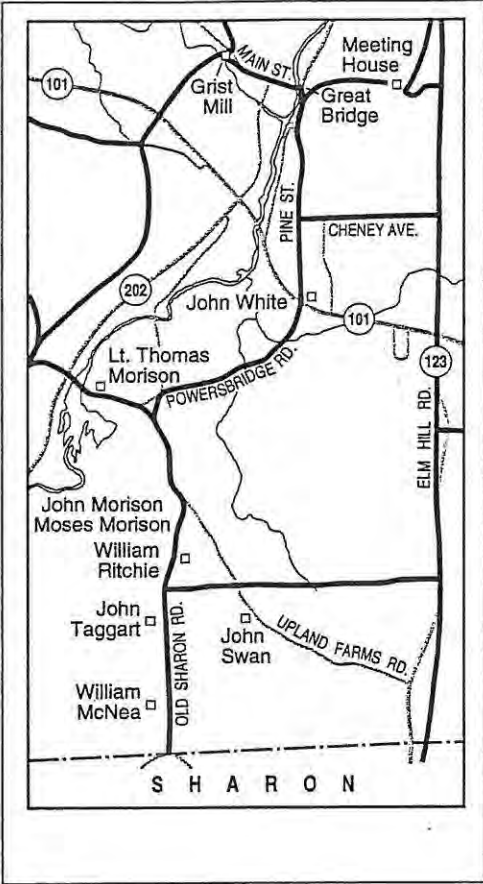
This road started at the first grist mill which was located on what is now River Street. The mill was built by Jonathan Morison in 1751, but in 1760 was owned by Samuel Mitchell. Three of the earliest roads are described as beginning at the grist mill, indicating how vital the mill was to the townspeople. This road followed the line of present-day Elm Street and Noone Ave. But the portion which continued over the hill to the bend near the end of Old Jaffrey Road has been long discontinued. The course of the road in front of the John Smith house been shifted to the east. The old course is now the driveway. The Old Jaffrey Road was only built at this time as far as the home of Halbut Morison, at which point the road now makes a sharp turn to the west. The other portion described in the transcript is now called Old Town Farm Road. The Town Farm was operated as a Poor Farm in the 19th century.



Peterborough, Dec. the 17th, 1760

We, the subscribers, having carefully viewed the land for a road have laid out and appointed the following place for the town's use and benefit viz:

Beginning at the south line of the town on the east end of William McNea's lot, thence north along on the east end of John Taggart's and cross the land where on William Richey now lives, and cross the land belonging to John and Moses Morison, thence on land belonging to Lieut. Thomas Morison near to the place where clay had been dug, where it branches, the one part leading to his house and from thence to his saw mill all on the place where it is now cleared and improved, and the other leading about north cross a small corner of his field to the old road being about twenty five rods, thence it leaves the old road and keeps along about two rods south of the same till it goes to the top of the hill when it takes the old road to a bridge over a small brook, thence as straight as good ground will admit to a large brook near the north line of Lt. Morison's land when it crosses a little below the old ford, thence takes the hill on an easy ascent to the old road and thence keeps along the old road now cleared and improved to John White's house, thence north on the old road till it comes near a small brook where it crosses the same a little below the old ford, thence north to the old road formerly improved, thence along the old road over the great bridge and thence to the grist mill. Said road two and a half rods wide.



Joseph Caldwell  
 Hugh Willson  
 John Swan, Jr.  
 Selectmen

NOTES:

- This single long road in 1760 is now broken up into four or five roads: Old Sharon Road, Powersbridge Road, Pine Street, Main Street, to River Street. The fact that it was built from the Sharon line all the way to upper Main Street demonstrates how important it was for all the settlers to have a way to get to the Grist Mill, which was on the present-day River Street.
- To get to the Meeting House people would have gone to Pine Street and branched off at the corner of Cheney Ave. where there was a (long ago discontinued) road shown on the map that angled off directly to the Meeting House. There does not seem to be any transcript of this road, so I am unsure how early it was used. If it was not yet in use by 1760, people would have continued north on Pine Street to just before the Main Street bridge where a road was built up the side of East Hill to the Meeting House at the top of the hill.
- Lt. Thomas Morison operated a sawmill on the Contoocook at what is now Noone Falls.
- In 1760 most streams were crossed at fords. Bridges were used only for crossing the rivers. However, even in crossing the Contoocook at North Village, near the dam, they first forded the river for a few years until they built a bridge. Of course, there was no dam on the river at that time, so the river must have been shallower.

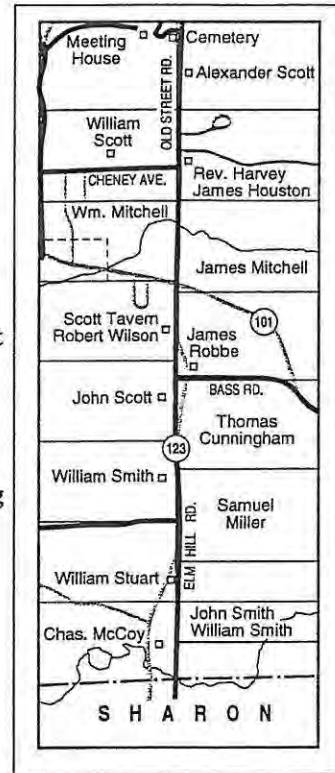
VOLUME I, TOWN RECORDS, Page 18 1764  
 TRANSCRIPT OF ROADS  
 A South road along the Main Street to the Meeting House

Peterborough, Dec. the 17th, 1760

We, the subscribers, having carefully viewed the land for a road, have laid out and appointed the following place for the town's use and benefit viz:

Beginning at a bridge over the brook on the south line of this town on land belonging to Jane McKay [McCoy] and from thence about north east to the west end of land now in the possession of William Smith, from thence north on the east end of the aforesaid Jane McCoy's land and passeth along on the east end of the William and Margaret Stewart's lot, William Smith's, John Scott's, Robert Willson's, William Mitchell's and William Scott's on the old road as it is now cleared and improved. Said road as wide as originally allowed in the laying out of the land

Thomas Morison  
 Joseph Caldwell  
 John Swan, Jr.  
 Hugh Willson



The first road built in Peterborough, known as the Street Road, was an extension of a road put through from Townsend to New Ipswich and Sharon. The original proprietors were eager to get settlers in the new town and probably had the route laid out before 1740. The road almost exactly splits the town down the middle, running on a vertical line between the middle two ranges of lots. In general, it was desirable to make roads between lots rather than directly through someone's farm, although that was not always possible.

Old Street Road is described in two separate transcripts: this one laying out the southern end of the road from the Sharon line to the Meeting House, and the following transcript laying out the road from the Meeting House to the Contoocook.

The road originally ran straight south to the Sharon line along the ridge to the east of the present crossing of the town line. Those who made the original road scrupulously followed the line between lots despite the hill and the unfortunate location of the Town Line Brook. By the 1790s it was finally altered by shifting the road to the west (as shown by the gray road on the map), continuing in Sharon to the intersection of routes 123 and 124. The original line of the road may still be seen in the walls and trees east of the curve in the road north of the Sharon line.

Present-day Bass Road was the beginning of the route over the mountain to Wilton. The Wilton Road, Route 101, was not built until the 19th century.

The road shown between William Smith and William Stuart has long been discontinued.

The records do not tell us how the Street Road turned up to the Meeting House. However, as the cemetery was created about 1754, the road must have continued on a straight line below the ridge, as it does now. The early road from the Street Road to the Meeting House can still be seen running up the hill on the north side of the cemetery, as can the line of the road from the Meeting House to the curve of the road just to the north (see the map accompanying the next transcript).

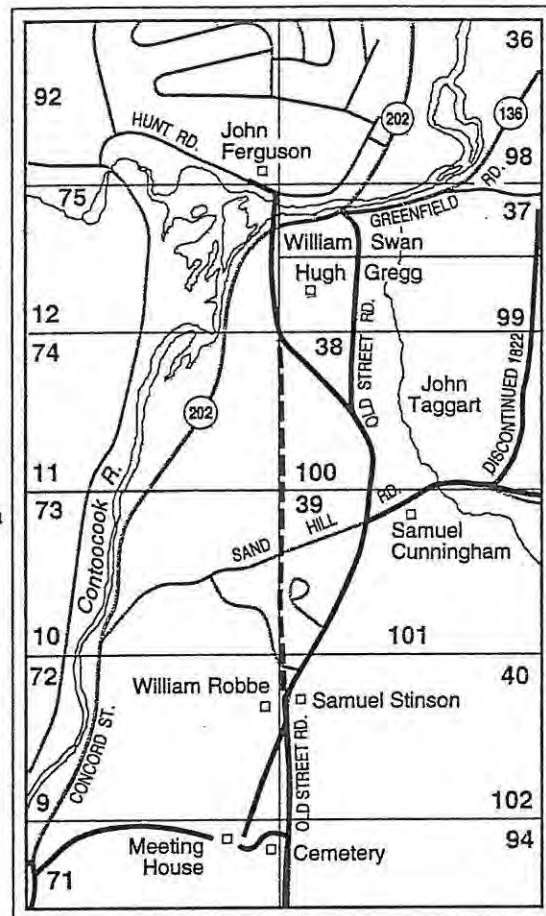
VOLUME I, TOWN RECORDS, Page 16 1764  
 TRANSCRIPT OF ROADS A Road from ye meeting  
 house to Hugh Gragg's and from thence over the river to  
 John Ferguson's

Peterborough, Dec. ye 17th, 1760

We, the subscribers, having carefully viewed the land for a  
 road have laid out and appointed the following place for the  
 town's use and benefit, viz:

Beginning at the meeting house from thence about north  
 east on land belonging to William Robbe to the west end of  
 Samuel Stinson's land opposite his house north on the east  
 end of said Robbe's land along the old road as it is now  
 cleared and improved until it comes a little to the south of  
 Hugh Gragg's house, from thence keeping a straight line to a  
 great rock that is on John Ferguson's land, then leaving it  
 to the discretion of the surveyor's to lead down as near the  
 island brook as the land will admit to the bridge place or  
 ford by a great rock that stands in the river, and crosses the  
 river by that rock, then a turning up the river on the north  
 side keeping as near to the river as good land will admit for  
 making a road until it comes into the main street again.  
 Said road to be five rods wide.

Hugh Gragg  
 Thomas Cunningham  
 John Gragg  
 Selectmen



NOTES:

It is difficult for us to imagine what the northern end of Peterborough looked like in 1760. Most of the early settlement had been in the southern end of the town, partly because settlers moved into town from the south but also because there was more good farm land in the south, more wetland in the north. So as we consider the northern extension of Old Street Road north of the Meeting House, we must understand that Hugh Gregg and John Ferguson were the only people in immediate need of an improved road in 1760.

The transcripts for the first roads were all made in 1760, the year the town was incorporated. Prior to incorporation all the land not already sold to settlers was owned by four Massachusetts men who were called the Proprietors. The Street Road from Sharon to the Meeting House was the only one actually built by the Proprietors. The necessary roads to various settlers' farms were built cooperatively by the settlers themselves. Where the topography made it possible, the roads followed lot lines so that lot owners on each side of the road had access and also so that farms would not be divided by roads any more than was necessary.

The road past Hugh Gregg's house and across the river to John Ferguson's was probably little more than a cart path before 1760, and it was probably laid out following the northerly course along lot lines as shown on the map by a dashed line. However, if you were to walk along this line you would quickly conclude that the dip in the land at the point between lots 39-101 and 38-100 is too steep for a road. (This dip is just south of the hospital) Therefore, they probably soon began to go around the gulf by following the Greenfield Road to the present intersection of Old Street Road and Sand Hill Road, then curving northwest back to the lot lines.

It appears that the road was eventually built on a line that crosses the present-day hospital parking lot to Hugh Gregg's western lot line, then down the hill to the Contoocook, where it forded the river. A causeway that may go back to the original road can still be seen at the curve in the road south of the hospital entrance going through the



woods to the hospital parking lot. The transcript above describes the road as going west of Gregg's house and across the river some distance above (west of) where the dam is located. The dam was not built until about 1813, so the water level above the dam would have been much shallower, permitting an easier crossing than would be the case today. The road went to John Ferguson's house (exact location unknown), whereas in the 1800s it went to the North Factory, at the dam, so the present route of the north end of the road eventually came to be preferred.

The question of the early location of the north end of Old Street Road has been of particular interest to me, as the Hugh Gregg house, long ago having been rebuilt and relocated on the lot, has been in my family since the 1860s. In walking about in the woods I have been able to find portions of the early road as it went down the hillside to the river, although unfortunately it now vanishes into the cut made for the highway. It would have crossed the river pretty much along the original north-south lot lines west of Gregg's house. The slope of the land on the Hunt Rd. side of the river is quite gentle at that point, in contrast to where the present bridge crosses.

In a letter written in 1841, Daniel Abbott remembers in great detail how Peterborough looked in 1785, when he was a boy. He names and locates all the families in town, to the best of his recollection. In his reference to the north end of the Street Road he says, "The inhabitants of the East side of the Street road...: Isaac Mitchell (near the old pound) Adams Gragg (Thayer place), Daniel Warren (Dea. Hunt place)." Adams Gragg was Hugh Gregg's son. The Dea. Hunt place is still standing (the large house on Hunt Road near the sharp turn in the road next to the old dam). Note that both Gregg and Warren are referred to as living on the East side of the road.

However, it gets a bit complicated. For decades after 1760 there were periodic votes taken at town meetings requesting changes in the location of the road. I will reprint some passages from town meeting records which are relevant to this section of highway.

**April 1761. Article 10: To see if the town would build a bridge over the river on the main road that leads from Hugh Graggs to John Farguson's. Voted down.**

**March 29, 1763. (8) Voted...that the road that was laid out between Hugh Gragg's house and Swans battery [sic] be changed or disannulled etc...."**

**March 26, 1765. It was voted to build two good bridges this year. One over the river near to Capt. Morison's and the other over the river *near to John Farguson's.* [italics added]**

**1773. ....if the town will disannull the road that was laid out from Adams Graggs to the place that John Robbe formerly lived on in order that they may have a road more convenient the owners of the land give the consent and vote the same.**

**Sept. 30, 1793. Art. 7: To see if the Town will discontinue the road that leads from the north bridge in Peterborough to the crotch of the roads north of the Pound, and in lieu thereof lay out a road from said Bridge on the west side of the hill west of Christopher Thayer's where the land will best accommodate for a road.**

**Action under Art. 7: Voted under the seventh article to choose a committee to view the land upon the west side of the hill west of Christopher Thayer's [the Gregg house] and report.**

**At adjourned meeting, 4 o'clock the third Monday of October, 1793, the following vote was pased on Art. 7: Voted to discontinue the road from the north great bridge in Peterborough past Christopher Thayer's as far as the cause way south of the mullin hill, so called, and in lieu thereof lay out a road upon the west side of the hill where the land will best accommodate for a road from said bridge to said Cause way.**

**Nov. 16, 1795. Whereas the Town of Peterborough, upon the third Monday of October, 1793, voted to discontinue the road from the Cause way south of Mullin Hill so called to the north bridge in said Peterborough and as said vote has caused uneasiness, We, the subscribers, Selectmen of said Peterborough, do hereby reestablish said piece of highway from said Cause Way to said bridge to be five rods wide as was formerly laid out.**

What all this seems to indicate is that the road originally went west of Gregg's house but was changed in 1763 to its present location. The vote in that year refers only to how the road goes past Gregg's to "Swan's Battery", not to the part further south to the Meeting House. I confess ignorance as to the meaning of "Battery" in this context, but I believe William Swan owned Lot 37 in 1763, and apparently Daniel Warren lived there in 1785. The Hunt family bought it in 1790. A bridge was built in 1765, perhaps downstream at the narrower crossing place.

I believe the record from 1773 was to "disanull" the original line of the road as shown on the map by a dashed line. The question of the debate in 1793 is interesting. The piece of road they wanted discontinued was, I believe, from the bridge to a point just south of the present hospital entrance, at the low point of the road at the start of the curve. That is, the present-day route on the *east* side of the hill. The "Mullin Hill" was presumably the portion of the ridge on which the hospital and the houses to its north were built. (Since there was no one in town by the name Mullin I suppose the name came from an abundance of "mullein" on the hill, mullein being that very tall weed with yellow flowers on top) Apparently many were unhappy with the eastern route and wanted it relocated back to its original route on the west side of the hill. However, the disagreement over which route to accept simmered on for two more years until in 1795 the Selectmen agreed to retain the road as it is today. But what do we make of this 1823 entry:

**Voted to discontinue road north Peterborough Bridge to Deacon Thayer's [the old Gregg house]. Lay out a new road and alter old one.**

Did they finally have the matter settled for good, and was this the final abandonment of the old road west of the hill? How was the "old one" to be altered? The North Factory was by that time in full swing, making the present route more convenient. Also, the new route to Greenfield made the change desirable. It is interesting that in 1822, the year before this vote, the portion of the old Greenfield Road through Shieling Forest was discontinued, indicating that by that time people were going north to Greenfield along the present Old Street Road and turning east at the river, as we do today. The route we see through Shieling Forest was no longer being used.

**VOLUME I, TOWN RECORDS, Page 19 1764**

**TRANSCRIPT OF ROADS**

**The Transcript of the road to Mr. Alex Robb's  
Peterborough, Oct. ye 29th, 1761**

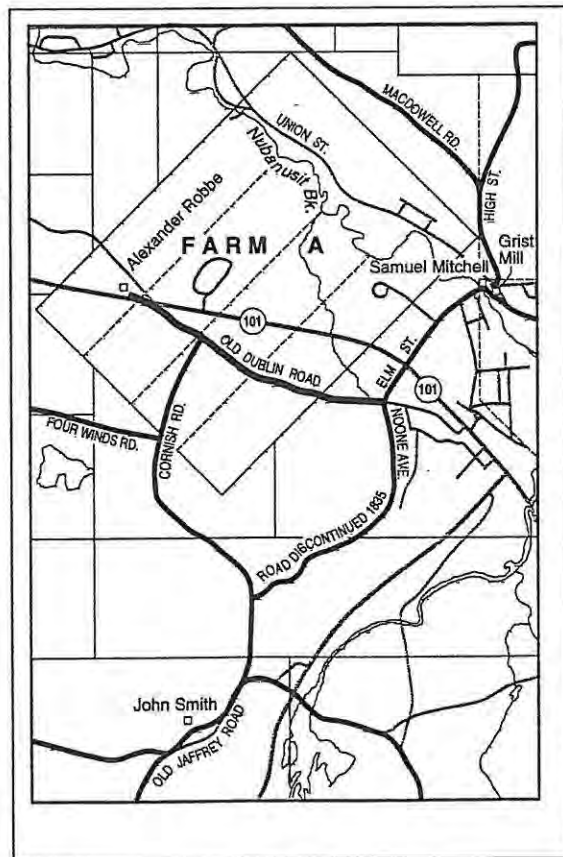
**Beginning at the crotch of the road that leads to John  
Smith's and following the road now occupied two rods and  
a half wide, to Alexander Robb's is being discretionally left  
with the surveyors to alter for the benefit of the road not  
exceeding four rods to either side.**

**William Smith  
Selectman Clerk, 1761**

**NOTES:**

This is a portion of the Old Dublin Road beginning at the intersection with Elm St. and Noone Ave., going west (crossing the present highway 101) to the top of the hill. A later transcript completes the road to the Dublin line. The road labelled "Road discontinued 1835" went over the hill from the end of present-day Noone Ave. and joined the Cornish Road a little north of the sharp bend near the beginning of Old Jaffrey Road.

Alexander Robbe lived on a portion of the original Farm A, which was one of four large farms (500 acres or more) originally carved out by the Proprietors for themselves. However, none of the original proprietors ever moved to Peterborough. The large farms were broken into smaller farms, of which the Robbe farm was the first settled.

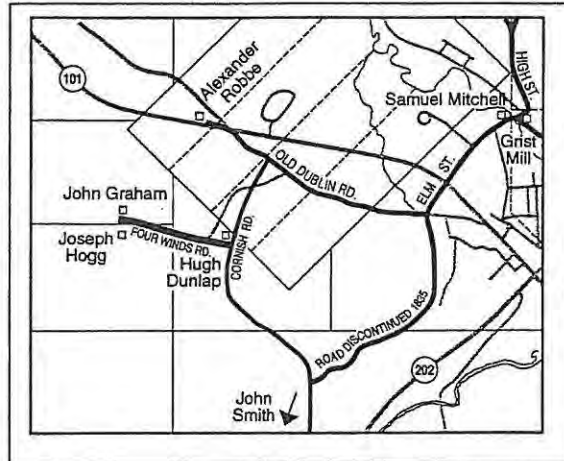




VOLUME I, TOWN RECORDS, Page 19 1764  
 TRANSCRIPT OF ROADS  
 Peterborough, Oct. ye 1st, 1761

A transcript of a road from John Graham's to the road that leads from John Smith's to the mill is as follows  
 Beginning at a white apple tree near the line between John Graham and Joseph Hogg and runs south east to a high maple stump marked with letter H and from thence as the road is now cleared to Hugh Dunlap's by the south side of his house and from thence to the road that leads to John Smith's, and to ye grist mill as it is now cleared. Said road to be two rods wide.

John Smith  
 William McNea  
 John Taggart                      Selectmen



I believe, but can't prove, that the original layout of Four Winds Road is as I have drawn it. I think that as originally laid out and described in this transcript, the road intersected Cornish Road on the south side of the Dunlap house (which preceded the old Penniman house on the same location). This is how it is shown on the town map of 1819. Four Winds Road today winds its independent way out to Old Dublin Road, as shown by the gray line. The ancient roadway between Cornish Road and Four Winds Road may still be seen on the hillside above the sharp bend in Four Winds Road. "The road that leads to John Smith's..." etc. refers to Cornish Road which goes south to Smith's and north to the grist mill.

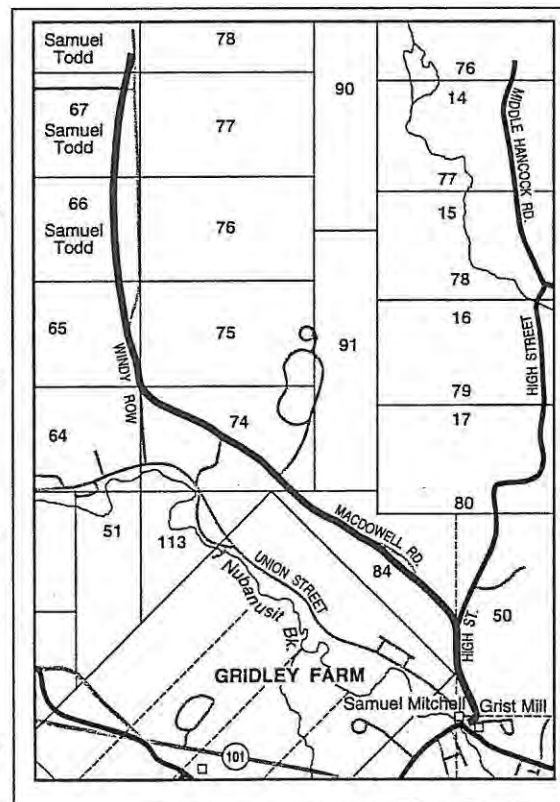
A Road from Samuel Mitchell's to Samuel Moore's

From near G. P. Felt's manufactories to Orrin Smith's in Windy Row, Oct ye 1st, 1761.  
 Beginning at the east end of Samuel Mitchell's house, from thence to a stake and stones, it being Mr. Gridley's south-east corner of his farm, from thence to Samuel Moore's, as the road is now occupied, it being discretionally left with the first surveyor to alter the same at any particular "pleace," for the benefit of the road, not exceeding two rods.

This description is taken from Smith's History of Peterborough, p. 185, as it was missing from my copy of the transcript of the roads. Therefore, in some instances Smith was using contemporary names to identify places rather than names of 1761.

This description begins at the mill on what is now River Street, near the bridge over the Nubanusit Brook at Elm St. Samuel Mitchell lived on the west side of Elm Street. The road passed through the intersection of Main Street and Elm Street, then up High Street to MacDowell Rd, followed MacDowell Rd. to Windy Row. It turned north onto Windy Row and, I believe, continued up along the ridge to the west of the present line of the road until it reached about to Spring Street, if I am properly interpreting the Town Warrant of 1789, p. 165.

The continuation of Windy Row to the Hancock line is described in the following transcript.



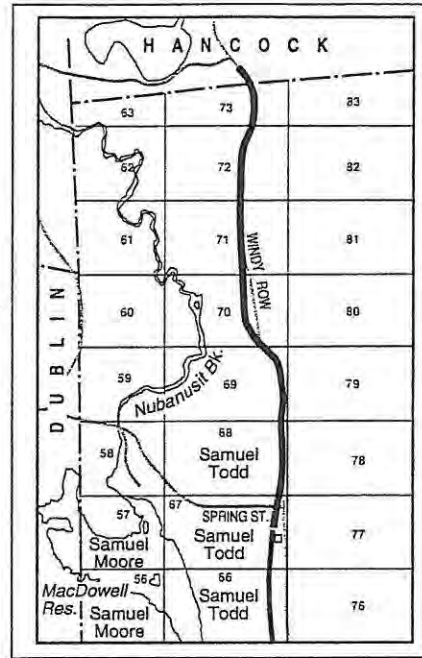
VOLUME I, TOWN RECORDS, Page 20 1764  
TRANSCRIPT OF ROADS

A road from Samuel Todd's to Peterborough north line

Peterborough, June 14, 1764

A transcript of a road between Samuel Todd's and the north line of Peterborough in order to accommodate the settlers of New Limrock. Being necessary, we the subscribers have therefore carefully viewed the land for same and judge it convenient to go on the following place, namely beginning where the old road now leaves Samuel Todd's east line and part of lots east thereof and from thence to the aforesaid Peterborough north line to a rock maple tree, upon the town line marked with the letter H, said road to be two rods and a half wide. Dated at Peterborough, June 14, 1764.

Hugh Willson  
Samuel Todd  
Henry Ferguson  
Selectmen



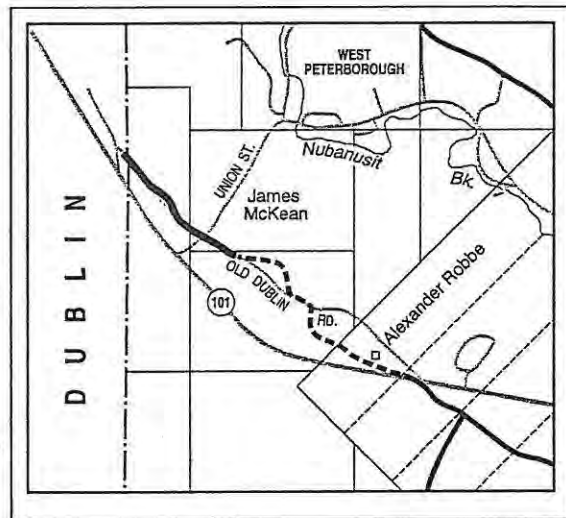
The norther portion of Windy Row was completed a few years after the first portion of the road was built from Elm Street bridge to Samuel Todd's house on Windy Row (see previous transcript). There has been some alteration of the old road in this northern extension, most notably at lot 70. The town of Stoddard, northwest of Hancock, was called New Limerick before its incorporation in 1774.

VOLUME I, TOWN RECORDS, Page 19 1764  
TRANSCRIPT OF ROADS

A road from Alexander Robbe's to Dublin line  
Peterborough, Sept. ye 26th, 1763

Beginning at Alex Robbe's east line and so over the cause way between his house and barn as the road is now occupied and so on the west side of said Robbe improvement to a hemlock tree marked with a letter H and from thence turning to cause way on the westerly part of James McKean's, then running westerly to a black birch tree marked with a letter H on the south side and from thence running northerly by marked trees as near as the surveyor shall think proper to a Hemlock tree marked with letter H on the south side at Dublin line. Said road to be two rods and a half wide.

Thomas Cunningham  
Hugh Gragg  
Alexander Robbe  
Selectmen



This transcript continues Old Dublin Road west from Alexander Robbe's farm. The road east of his farm is described on page 10. As the dashed line shows, the present-day line of the road is considerably altered from its first layout. In 1763 the road turned southwest of the present-day Old Dublin Road beginning at about the intersection with the highway, avoiding hill northwest of Alexander Robbe's house. West of that hill it also verred off to the north around a small hill. The old road (dashed line) may still be found in the woods near the highway and along Old Dublin Road.

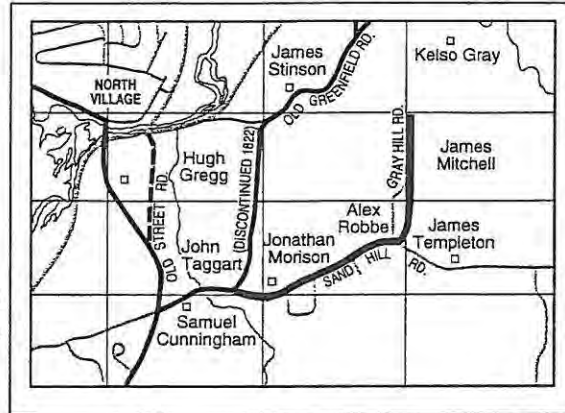
VOLUME I, TOWN RECORDS, Page 19 1764  
TRANSCRIPT OF ROADS

A road from Samuel Cunningham's to Jonathan Morison's and Mitchell's and to Templeton's Peterborough, Dec. ye 16th, 1762

A Transcript of highways that we, the subscribers, have laid out viz:

Beginning at a maple tree marked with the letter H standing on the left side of the road that leads from Samuel Cunningham's to James Stinson's house and from said tree running to Ens. Jonathan Morison's barn, and by the north end of said Morison's barn and from thence to the line between James Templeton's and Alex Robb's land as the road is now occupied and from thence to the south end of J. Templeton's barn and so the line through said Templeton's land, as also a highway, beginning at the foresaid line between Templeton and Robbe land and from thence to the south west corner of James Mitchell's land and from thence on said Mitchell's land to his north west corner and said highway is to be two rods and a half wide.

John Gragg  
William Robbe  
Samuel Mitchell  
Selectmen



The road to Greenfield as transcribed Nov. 11, 1760 followed the present Sand Hill Road over Dunbar Brook and took a sharp left into what is today Shieling Forest and went north to the Old Greenfield Road. The road which is described in this transcript from 1762 continues Sand Hill Road as far as Gray Hill Road. Roads were only extended as there was new settlement on lots.

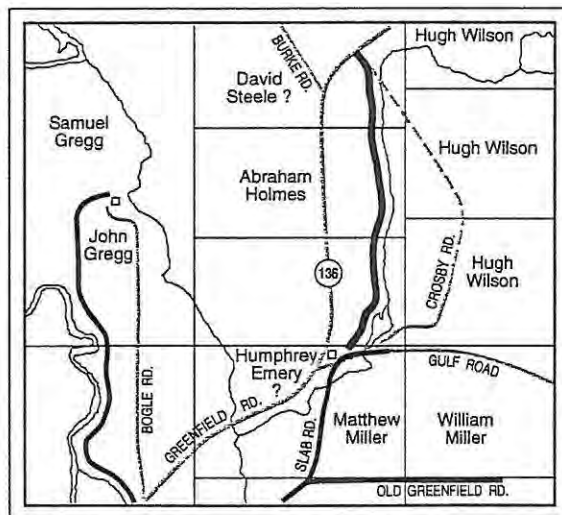
VOLUME I, TOWN RECORDS, Page 356 1769  
TRANSCRIPT OF ROADS

We, the subscribers, having carefully viewed the land for a road have laid out the following place for the town's use and benefit viz:

Beginning at Humphrey Emery's house and from there as the old road is now to the first brook, and from thence up the west side of a small brook to the line between Hugh Willson, Esq. and Sam Mitchell's land between H. Willson's and David Steele's land and so to join the north and main roads.

Oct. 20, 1769

John Gragg  
William Miller  
John Willey  
Selectmen

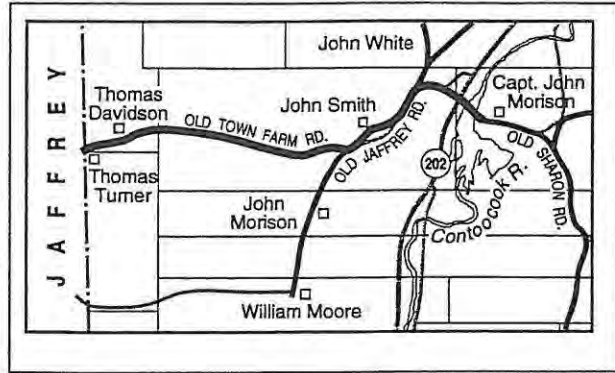


I do not feel great confidence in drawing this road because I have not come across any other description of what is surely a discontinued road. From the transcript it would appear that this road began at the Happy Valley intersection and followed the west bank of Otter Brook north to the point where Crosby Road formerly crossed the brook. The last sentence of the transcript reminds us that roads generally existed for some time before they were officially recognized. Greenfield Rd. (or Burke Rd.) may have been the north road, Crosby Rd. the "main" road.

**VOLUME I, TOWN RECORDS, Page 356  
TRANSCRIPT OF ROADS**

**August 13, 1768**

A transcript of a road from Captain Morison's to middle town line. By request, laid out the road from Capt. Thomas Morison's over the new bridge westward as the land has been improved by John Smith's house, through his land to Thomas Davidson's and from thence between T. Davidson's and Thomas Turner's land as the road has been cleared and is improved and to the town line beyond the Turner's barn.



**Samuel Cunningham  
John Young  
John Taggart  
Selectmen**

This road began at the east end of the Noone Falls bridge, crossed the river, went up Old Jaffrey Road to Old Town Farm Road and thence to the Jaffrey line. Most of this route had been included in the transcript on page 5. In the 19th century Peterborough maintained a Poor Farm on the north side of the Old Town Farm Road, thus the name.

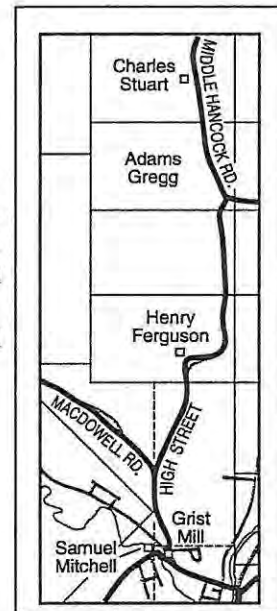
**VOLUME I, TOWN RECORDS, Page 356  
TRANSCRIPT OF ROADS**

A transcript of a road from Charles Stuart (Stewart) to Sam Mitchell's land

**July 24th, 1768**

After having examined the land and conveniences with the consent of the owners of the land being by their request, marked out a road from Charles Stuart's three rods wide, upon the east end of the lot Adams Gragg owns and so to extend upon the east end of the lots in the same range, from lot to lot until it comes to Sam Mitchell's land and from thence upon his line until it strikes the river, upon this proviso that when any other person shall demand pay and receive it of the town for road, Sam Mitchell is also to receive pay for his.

**Sam Cunningham  
John Taggart  
John Young  
Selectmen**



This section of road includes a portion of the Middle Hancock Road and all of High Street. The southern end of High Street to MacDowell Road was also included in the description of High Street to Windy Row on page 11.

The Henry Ferguson home is now the main building of the MacDowell Colony.

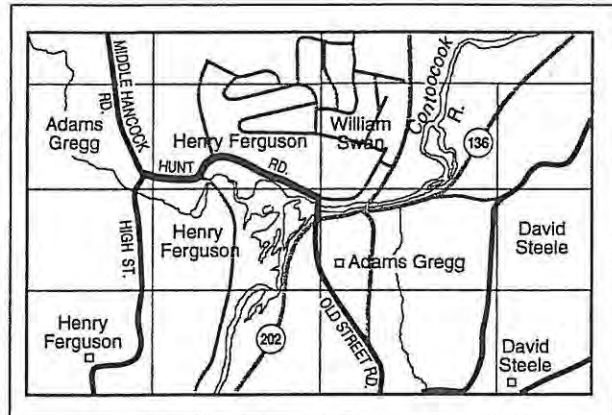


**TRANSCRIPT OF ROADS** June 11, 1771

A transcript of a road from Henry Fergerson's through land of Charles Stuart to the river.

We, the subscribers, having carefully reviewed the land from the great bridge adjoining the east end of Henry Fergerson's land and from thence westerly to the north west corner of Fergerson's, south lot, to the road that is already laid out and recorded from Charles Stewart's toward the mill.

Robert Wilson  
Samuel Gragg  
Henry Fergerson      Selectmen



Henry Fergerson was a son of John Ferguson, one of the earliest settlers in town. John Ferguson had built a cabin just northwest of the bridge over the Contoocook west of where the dam is today. He died in 1769. His son Henry had built a house on High Street (MacDowell Colony), but evidently still owned land he inherited from his father, for two lots are mentioned in this transcript belonging to Henry Fergerson.

The road described is Hunt Road west of the original bridge to the intersection with High Street and Middle Hancock Road. I sometimes have found that the descriptions preceding transcripts are not accurate. In this case the road in the transcript did not go "through land of Charles Stuart to the river," it went "to the road ... from Charles Stewart's toward the mill", the road in the previous transcript. This leads me to believe that the descriptions were added later.

**VOLUME I, TOWN RECORDS, Page 356**

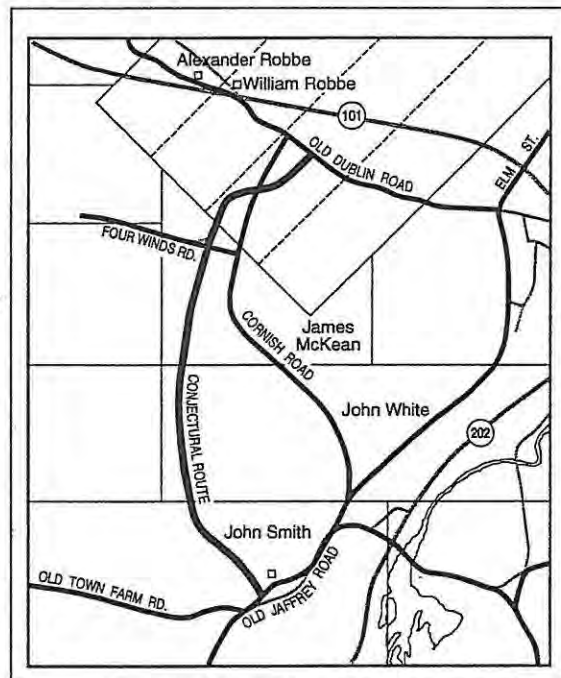
**TRANSCRIPT OF ROADS** Sept. 15, 1772

A transcript of a road from the road leading from the mill to Alex Robbe's to the south road

We, the subscribers, having laid out a road in said town, viz:

Beginning at the Main Road that leads from Mr. Alexander Robbe's to the mill known by the name of (Dean Ridge) from thence, near Smith's by the west side of the hill through that farm, from thence as near the old road as the land will admit, through John White's land to a great rock near John Smith's north line, on which rock a pile of stones, from thence through John Smith's pasture to a small spruce tree from thence to his pasture bars. The road to be two rods wide.

David Steele  
William Smith  
Alexander Robb  
Selectmen



At this point I am completely uncertain where this road went, except to say that at first glance it seems to be describing Cornish Road. However, Cornish Road has been described earlier, Oct. 1, 1761 (p. 11). This would appear to be a more westerly route ("by the west side of the hill.") through John Smith's pasture and out to the Old Jaffrey Road. Some evidence can be found of the old road in the woods but it can not have been in use for long. The description does not fit Cornish Road, which barely touches upon John Smith's land at all. I speculate that the eastern portion of the Four Winds Rd. (north of the sharp bend) may represent the northerly end of the road described here, as this road begins on Old Dublin Road. The land is more suitable to a road than Cornish Road.



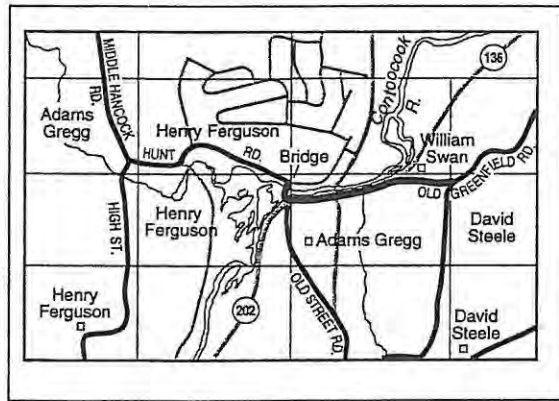
**VOLUME I, TOWN RECORDS, Page 356**

**TRANSCRIPT OF ROADS**

A transcript of a road from North Bridge to Evans and to Wm. Swan's house

September 15, 1773

Then we, the subscribers, did lay out a road beginning at the north end of the Great Bridge down the river as near as it will allow a road to a great hemlock tree east side, from thence to Will Swan's house and from thence as the road was formerly occupied to the east side of the brick yard to David Steele's land. The road to be two rods wide.



**Thomas Morison  
John White  
David Steele  
Selectmen**

This road connects the Old Greenfield Road with the north bridge over the Contoocook. Before this road was put in the Greenfield Road went south to Sand Hill Road (through present-day Shieling Forest) and west to Old Street Road. The new route was more convenient for traffic between Greenfield and the north bridge.

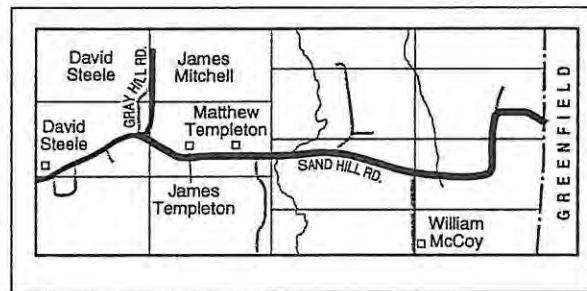
**VOLUME I, TOWN RECORDS, Page 357**

**TRANSCRIPT OF ROADS**

January 4, 1773

A transcript of a road toward Lyndeborough

The subscribers did lay out a road beginning a Mathew Templeton's house running easterly as the road is now cleared to the east line, or common land. The road to be two rods wide.



**John Smith  
David Steele  
John White  
Selectmen of the Town of Peterborough**

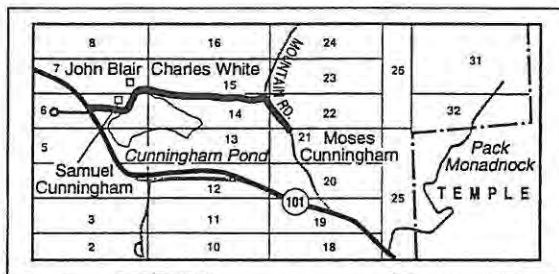
The transcript of Dec. 16, 1762 (p. 13) was extended as far as present-day Gray Hill Road. Since Mathew Templeton lived a bit east of that road, there must also have been a short extension of Sand Hill Road road to Templeton's house.

Matthew and James Templeton came to Peterborough and began their farms about 1770. They divided Lot 24-87.

VOLUME I, TOWN RECORDS, Page 357  
 TRANSCRIPT OF ROADS  
 A transcript of a road from Peterborough to Temple

December 29, 1773

Then we, the subscribers, have laid out a road beginning at the line betwixt John Blair and Sam Cunningham running east as the road is now laid out and cleared to Charles White's lot, and from thence by the north side of the pond until it strikes Lot 13, and from thence upon the line betwixt 13 and 14, as the road is now cleared to the lot now improved by Moses Cunningham. The road to be two rods wide.



John White  
 Thomas Morison  
 William Smith                      Selectmen for Peterborough

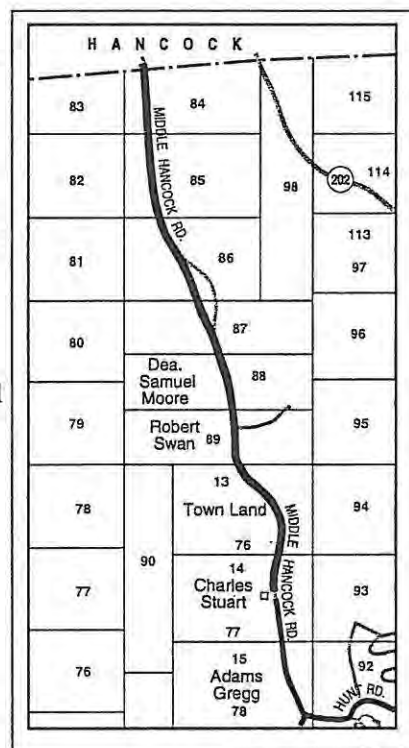
Cunningham Pond Road does not exactly follow the transcript. The layout describes the road as being on the line between Blair and Cunningham whereas today it begins somewhat to the south in Cunningham's land. It would also seem as though it originally followed the northwest shore to the line between Lots 13 and 14 but they may have found that route too soggy. On the other hand, perhaps they meant that the road ends "upon the line betwixt 13 and 14."

VOLUME I, TOWN RECORDS, Page 357  
 TRANSCRIPT OF ROADS  
 A transcript of a road from Charles Stuart's to Peterborough north line

June 18, 1780

Transcript of a road laid out by the subscribers beginning at Charles Stuart's house running north easterly through Stuart's improvements to a birch tree marked and thence northerly through the town's land as near to the ridge hill as the land will admit of following the road as it is now cleared to a hemlock tree marked R. S. and from thence through Rob Swan's land by marked trees running northerly till it strikes the road at Dea. Sam Moor's land, thence running as the road is now cleared to Peterborough north line as the whole of the road is laid out two rods and a half wide from Charles Stuart's improved land and it is to be opened by next May.

Sam Mitchell  
 Sam Gregg  
 Robert Holmes                      Selectmen



This transcript lays out the extension of Middle Hancock Road from Charles Stuart's farm (see p. 14) to the Hancock line. The road has changed little except that it now curves around Well School at Lot 44.

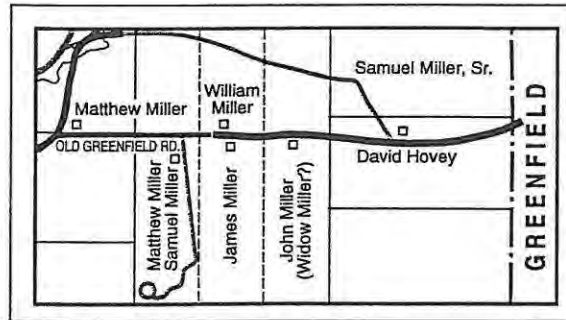
VOLUME I, TOWN RECORDS, Page 359  
TRANSCRIPT OF ROADS

A transcript of a road from Mr. William Miller's to the town line eastward

Begins on the line between William Miller's and James Miller's and runs one hundred rods on said line through William Miller's land to his east line about this same point to a stake and stones, thence through Widow Miller's land the same point of compass to a stake and stones by the bridge now built, then runs north of east to a stake and stones, in David Hovey's land and through said Hovey's land east to lot 15 and 16, to the Town line. Said road to be two rods wide.

John Gray  
John Wheeler  
Selectmen

Peterborough, June 14, 1787



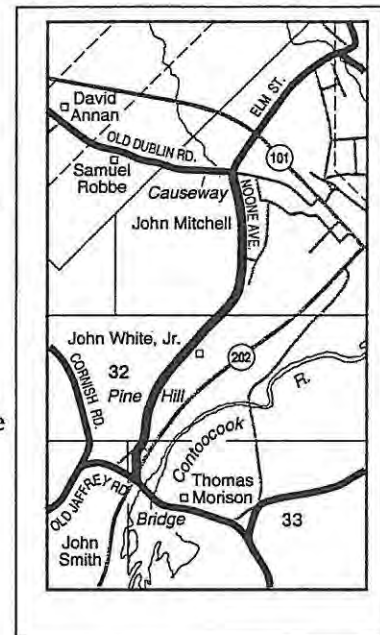
VOLUME I, TOWN RECORDS, Page 357  
TRANSCRIPT OF ROADS

A road from John Mitchell's cause way to Thomas Morison bridge over Pine Hill

Peterborough, September 10, 1781

According to the request of the Town we, the subscribers, Selectmen of the Town of Peterborough, for the time being, have viewed and laid out the road as marked out by the committee, beginning at the west end of the great bridge west of Capt. Thomas Morison's house and thence northerly upon the line between said Morison and John Smith's land to the foot of Pine Hill so called and from thence to the east of north through Capt. Thomas Morison's land to John White, Jr. land to said White's house, and from thence northerly through said White's and John Mitchell's land to the east end of the Cause way upon the road leading from Capt. Alexander Robb's house to John Mitchell's house, as marked by the committee, the said road to be 2 1/2 rods wide.

Samuel Cunningham  
Mathew Wallace  
Charles Stuart  
Selectmen



This road modifies the earlier road over Pine Hill (p. 5) to make it more convenient for traffic over the bridge. The line of this road can probably be seen along the stone wall in front of the house at the intersection of Route 202 and Old Jaffrey Road. Following this line to the foot of the hill, it is possible to make out the cut of the road in the hill behind the old mill houses. In the days before the highway cut through the hillside, and before the old road was built down the river, this road over the hill was the only way from South Peterborough the west side of town. Cornish Road connected Old Jaffrey Road and Old Dublin Road to the west.

This road was discontinued about 1835. The only portion remaining in use is present-day Noone Ave.

John White, Jr. lived at the top of Pine Hill. His father had a home at the corner of Route 101 and Pine Street. In 1792 the present house, known as Bleakhouse, was built by either John White or his son. After that home was built, John White, Jr. moved into it with his father and sold the house shown on our map of 1781.

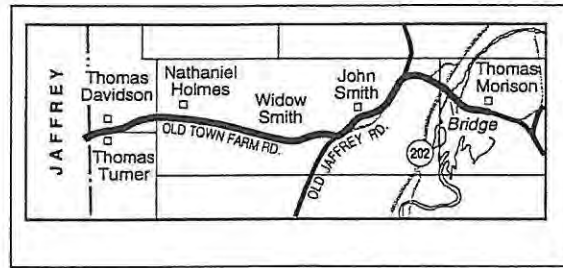
VOLUME I, TOWN RECORDS, Page 358  
TRANSCRIPT OF ROADS

Peterborough, October 22, 1785

At the request of sundry persons for us to establish the width of the road leading from Capt. Thomas Morison's over the bridge through John Smith's land and Thomas Davidson's and Thomas Turner's land as laid out by the Selectmen of said town, on thirteenth day of August 1768, and no width recorded have laid out the said road as follows:

Beginning at said Capt. Thomas Morison's, thence over the bridge westward as the road has been improved by John Smith house through his land to the widow Smith's land, thence through said Widow Smith land north to Holmes, Thomas Davidson and Thomas Turner land to the town line since the road has been improved, said road to be two rods wide.

Charles Stewart  
Alexander Robbe  
William Robbe, Jr.



This is the second layout of Old Town Farm Road (see p. 5). This layout begins east of the bridge on the Old Sharon Road where Capt. Thomas Morison had begun a farm by 1750. He had a sawmill where the dam is today. The transcript describes the road crossing the bridge and going along Old Jaffrey Road to where Old Town Farm Road forks off to the right. I am unable to determine whose widow the Widow Smith was.

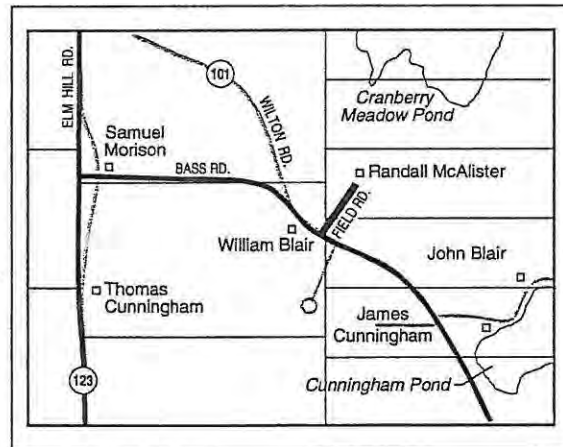
VOLUME I, TOWN RECORDS, Page 358  
TRANSCRIPT OF ROADS

Transcript of a road leading from the road known by the name of Temple Road

June 14, 1786

Beginning at the south side of said road at a stake shown to us to be in the line betwixt William Blair and John Blair land from said stake running northerly upon the east side of the aforesaid line, meaning said road to be in William Blair's land and to be two rods wide, said road is to run to it through Randall McAllister's fourth line of the farm he now lives on.

Alexander Robbe  
Thomas Steele  
William Robbe, Jr.



Randall McAllister, who came to town prior to the Revolution, lived on a farm at the end of Field Road. He was married in 1749 to Mary Blair, daughter of William Blair, owner of adjacent property. The McAllisters' daughter Mary married William Field, who subsequently took over the farm.



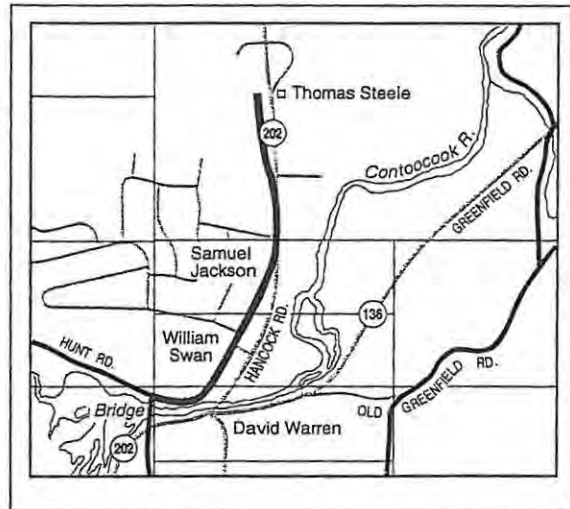
VOLUME I, TOWN RECORDS, Page 359  
TRANSCRIPT OF ROADS

Transcript of a road from the north bridge in Peterborough to the South line of Thomas Steele's farm he now lives upon:

Beginning at the north end of said bridge from thence running easterly as the road is now improved to William Swan's land to his north line to Samuel Jackson's barn that is in line with fence between Swan's from thence northerly through Jackson's land in the most convenient place till it strikes Thomas Steele's south line upon the westerly side of a birch stump that was marked by the Selectmen last year. Said road to be two rods wide.

Alexander Robbe  
Thomas Steele  
William Robbe, Jr.

Aug. 10, 1786



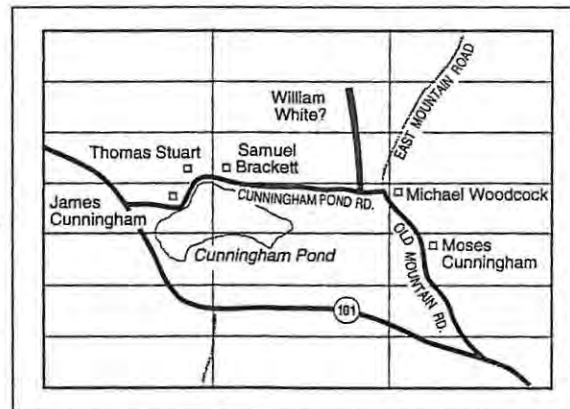
The main road to Hancock was begun from the north end of the old bridge over the Contoocook, some distance west of the present bridge. It followed the course of the present-day eastern end of Hunt Road which today ends in a dead end but formerly was the road to Hancock before the present highway was put through. Near the sharp bend in the road beside the dam is the large house built by the Hunt family in 1790. The Hunts first bought the Warren farm and subsequently added to it the Swan farm. This transcript was made four years earlier. The Steele farm was part of the large Farm B, on which is now built the high school and middle school, as well as the industrial park across the road. The Steele home has long since been demolished.

Peterborough, August 10, 1786

VOLUME I, TOWN RECORDS, Page 359  
TRANSCRIPT OF ROADS

A transcript of a road beginning at the road leading to Moses Cunningham's at the south east corner of the farm, Charles which formerly lived upon, running as the road is now occupied to William White's and northerly to William White's north line to bars. Road to be two rods in width Peterborough, June 14, 1786

Alexander Robbe  
William Robbe, Jr.  
Thomas Steele  
Selectmen

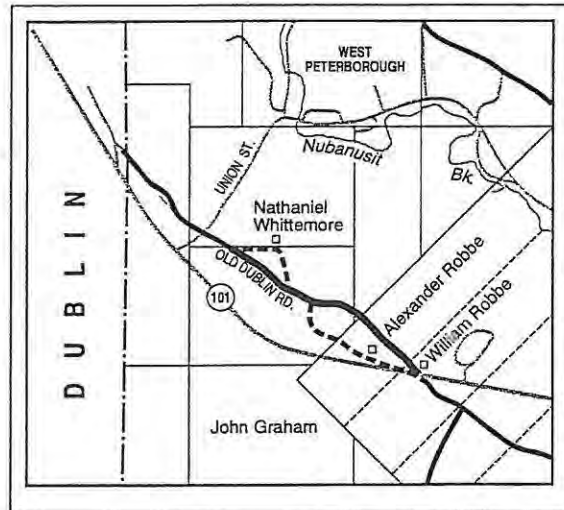


This transcript is very poorly written and I can only guess that it is describing a short road which ran north from Cunningham Pond Road to the Gibbs farm, as shown on the map of 1819. I am not sure whether William White lived on the lot shown or the one above it, as the farm was supposedly one-half mile north of the pond, further than where I have shown him. Although the transcript is hard to follow, it seems to mean that the road began at the southeast corner of the farm on which Charles White formerly lived. Samuel Brackett was living on the Charles White place in 1786 (Why didn't they use his name instead of Charles White?). I should note that Daniel Abbot, writing in 1841 his recollections of who was living in the town in 1785, listed those living north of the pond as Charles White, William White, Michael Woodcock, Uriah Bass (on Moses Woodcock land?). However, it is possible that Abbott's recollection are not reliable as to exact times when people lived in various places.



We, the subscribers, do alter the road from William Robbe, Jr., to Capt. Alexander Robbe's beginning said alteration where the east side of the hill easterly of said William Robbe's running easterly in some places six or seven rods north of the Old Road until it comes almost opposite Nathaniel Whittimore House. Road to be same width.

Asa Evans  
 Charles Stewart  
 Selectmen

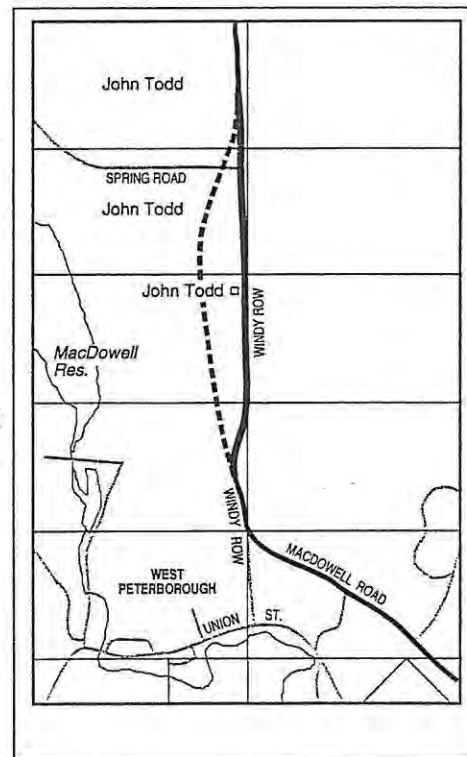


When driving over Old Dublin Road today it is hard to imagine that the stretch of road between the highway (101) and upper Union Street is an improvement over the original layout. Old Dublin Road was originally south of its present course by quite some distance in places. Just north of the highway opposite Good Shepherd Lutheran Church the old road can still be seen going around the hill where it meets Old Dublin Road at the steep cut on the back side of the hill. From that spot the road crosses a causeway going west but the old road then turned north to Nathaniel Whittimore's house. The old cellar hole and roadway may still be found as of this writing.

Article 3: To see if the Town will allow John Todd to alter the road from the top of the ridge west of his house to the road that leads to Hancock, near to where his house now stands, and vote the same. Voted to turn the road upon the top of the ridge south west of John Todd's house and to keep upon the top of said ridge to John Todd's house.

What was voted seems to contradict what was requested, but since the road is not now on the top of the ridge, I assume this alteration brought the road down from the ridge to its present location. At the southern end of my dashed line the ground does suggest that an early road might have gone up from there to the top of the ridge. At the northern end, just north of Spring Road at the intersection with Windy Row, there is also an indication of an early road. Perhaps also the road going off on the south side of Spring Street near the intersection, a road that now goes down to MacDowell Reservoir, uses some portion of the original roadway.

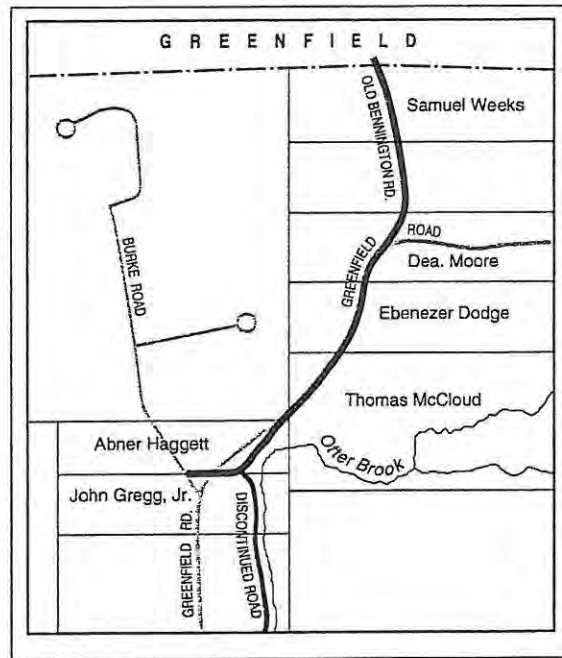
I am not sure exactly where John Todd's house was. He inherited three lots of land from his father, Samuel Todd, who had died accidentally while still a young man.



VOLUME I, TOWN RECORDS, Page 360  
 TRANSCRIPT OF ROADS  
 September 28, 1789

We, the subscribers examining the land for a road do lay out a road for the use of the public in the following place: Beginning at John Gragg's, Jr., house running east upon the line betwixt him and Abner Haggat to near the bank of the brook, thence northeasterly upon the line betwixt Haggat's land and Thomas McCloud land to it strikes Ebenezer Dodges land, thence across Dodge's field and betwixt his house and barn, thence northerly across Deacon Moor's land and northerly to the south line of the town near Samuel Week's house. To be two rods and one half wide.

Henry Fergerson  
 Thomas Steele  
 Selectmen



There is a good deal of guesswork in this map of a transcript which appears to be describing a section of Greenfield Road that goes from the intersection with Burke Road to Old Bennington Road, then turns onto that road to the town line. I have indicated lot owners as they would seem to be, according to this transcript, although I have no independent source.

The description sounds as though the road began with the short piece of road, no longer used, which forms the top of a triangle at the intersection of Greenfield and Burke Roads. The lower right portion of the triangle was not added until more recent times; Greenfield Road went straight north to the end of Burke Road where the transcript begins this layout.

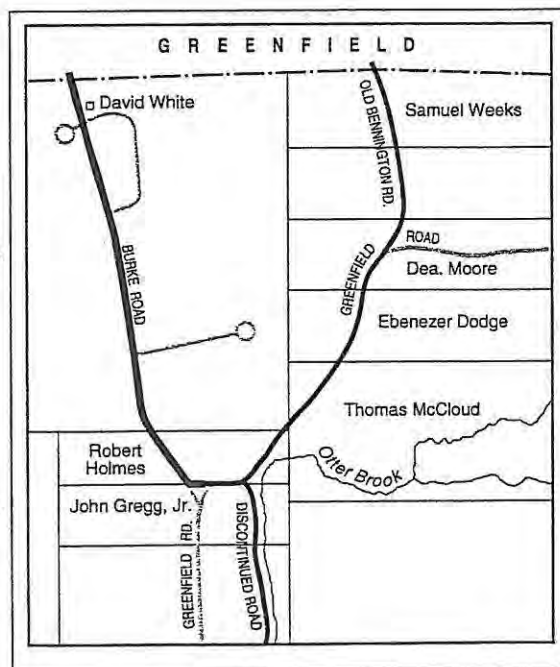
The transcript indicates the road ends at the "south line of the town;" obviously it is meant to say "north".

VOLUME I, TOWN RECORDS, Page 360  
 TRANSCRIPT OF ROADS  
 June 20, 1790

We, the subscribers, examining the land for a road do lay out a road for the of the public in the following place: Beginning at John Gragg, Jr., running a few rods west upon the line betwixt his land and the Robert Holmes place, thence northerly to David White's house, thence northerly to the north line of the town to be two rods and one half wide.

Henry Fergerson  
 Thomas Steele Selectmen of Peterborough

Martin Keenan, in his notes on the transcripts of roads, lists Robert Holmes in the lot just south of John Gregg. That would mean Burke Road began at Gregg's south line, which I find difficult to reconcile with the transcript. So the precise beginning of that road is uncertain, but the road originally ran in to Greenfield (still visible), which it no longer does.



VOLUME I, TOWN RECORDS, Page 360  
 TRANSCRIPT OF ROADS  
 October 28, 1793

Transcript of a road from Thomas Morison's in Peterborough to Joseph Miller's in Sharon, said road is to turn off the old road as the road is now improved at the south west corner of Jonathan Smith's pine field, from thence running south easterly through a piece of land Samuel Morison bought of Samuel Moor, Jr., to it strikes James Richey's land fifteen or twenty rods from Richey's north east corner, from thence south easterly across a corner of David Craig's land to Samuel Morison house, thence keeping pretty much the same corner across Samuel Morison's land and across a corner of John Smith's Stuart place to John Gray's north line upon said line to near the middle of Gray's lot, thence south easterly across said lot to Sharon line to be two rods and one half wide.

Thomas Steel  
 Asa Evans  
 Selectmen of Peterborough



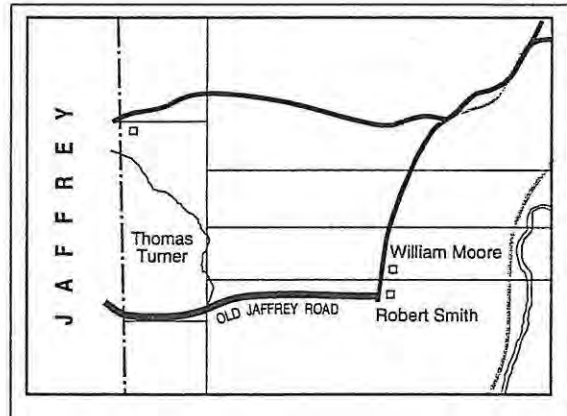
A transcript of Upland Farms Road. The only change that I am aware of is at the east end where the original Street Road was shifted to the west a year or two after Upland Farms Road was built. The Samuel Morison house is now owned by Upland Farms.

VOLUME I, TOWN RECORDS, Page 361  
 TRANSCRIPT OF ROADS  
 October 28, 1793

A transcript of a road from Howden's to Jaffrey line land within Moor's:

Beginning to the west of said Moor's barn running west upon a line betwixt said Moor and Robert Smith's to it strikes Thomas Turner's land several rods north of his south east corner, from thence running south west to it strikes his south line, thence upon said line to Jaffrey line to be three rods wide. We do hereby lay out the forementioned highway for the use of the public.

Charles Stuart  
 Asa Evans  
 Selectmen of Peterborough



This is a transcript of the extension of Old Jaffrey Road to the Jaffrey line.

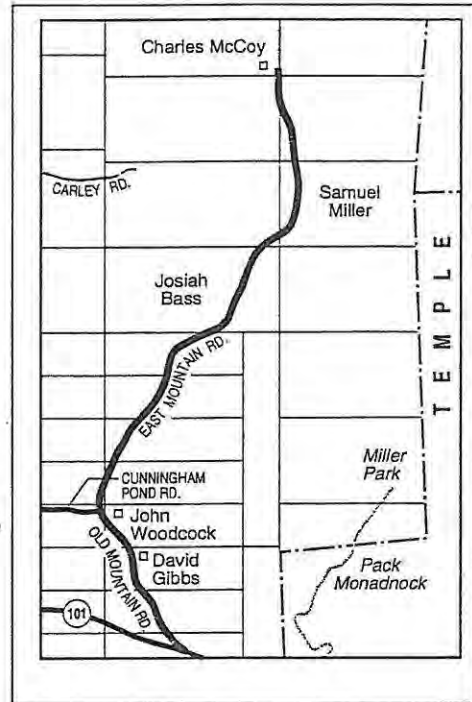
VOLUME I, TOWN RECORDS, Page 208  
 TOWN WARRANT  
 April 8, 1794

**Art. 3:**  
 To see if the town will accept or establish a road from the south east corner of Charles McCoy's land he now lives upon, southerly through land of Samuel Miller's and by Bass's to Mr. Gibbs.

The East Mountain Road and Old Mountain Road described in this article must surely have been in use for many years, as there were homes and farms on the roads long before this record of 1794.

On the transcript of the Cunningham Pond roads on p. 20, the house known today as the Silas Spring house is shown as belonging to Moses Cunningham in 1786. On this map of 1794 it is owned by David Gibbs, and the Michael Woodcock home now belongs to his son John.

The road is described as going to David Gibbs, although it must have continued to the top of the mountain. This is an article in the Town Warrant, not the transcript of a road to be built. It's intent is to officially accept these as town roads.

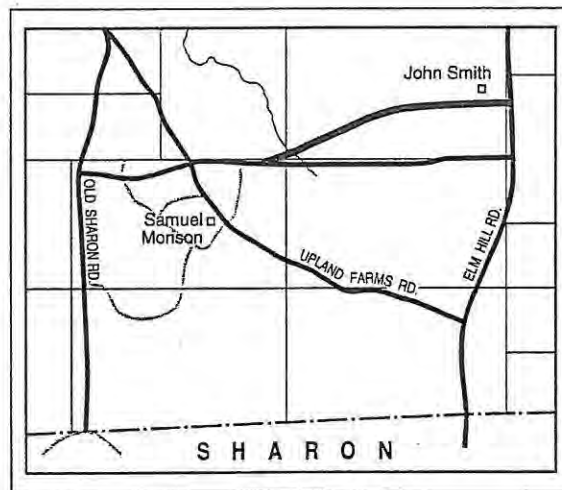


VOLUME I, TOWN RECORDS, Page 361  
 TRANSCRIPT OF ROADS

A transcript of a road from Esq. Smith's to Sam Morison's

Beginning at the said Smith's gate past the south side of his house and barn, down through his field to his pasture near the old brick yard, and out into the old road at the south west corner of said lot of land, to be two rods wide.

December 25, 1794      Thomas Steele  
                                  Asa Evans  
                                  Selectmen of Peterborough



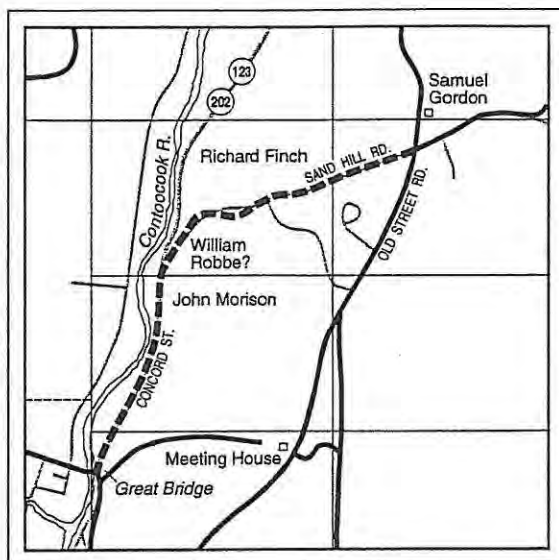
This road was short-lived, being discontinued in 1815, as was the old road it went to. It would appear that it was of little use to anyone but the Smiths. At about this time the layout of the Street Road (Elm Hill Rd.) was altered, shifting it westward to the town line.



VOLUME I, TOWN RECORDS, Page 361  
 TRANSCRIPT OF ROADS Sept. 28, 1795  
 Transcript of a road from the Pound to the great bridge:

Beginning at the crossing of the road at west of Samuel Gordon's, thence westerly north of the north apple trees or corner of the trod path to it strikes Richard Finch's land, then southerly as the path has been trod to William Robbe's old shingle camp, thence to the west of south through said Finch's land, Mr. Morison's land, and a piece of land originally belonging to the old mill farm to the great bridge. To be two rods and a half wide.

Thomas Steele  
 Asa Evans  
 Selectmen of Peterborough

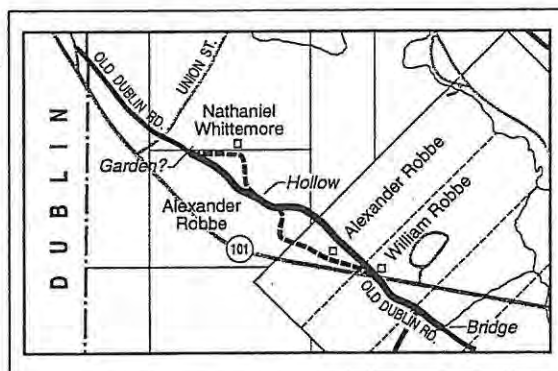


This was the first layout of Concord Street to Sand Hill Road to the intersection with Old Street Road, although it was not built until 1826. A later layout, shown on p. 32, is a description of the road as it was built to the Presbyterian Meeting House, built in 1825. The road as described in this layout was probably used unofficially for decades before it became officially recognized. However, the description is too vague to be certain of its route.

VOLUME I, TOWN RECORDS, Page 364  
 June 13, 1794

We, the subscribers, Selectmen of Peterborough for the year one thousand seven hundred ninety four, upon the thirteenth day of June in said year:  
 Upon examining the land from Nathaniel Whittemore's garden south easterly to a large hollow in the public highway west of Capt. Alexander Robbe's, do hereby lay out Whittemore's garden in south easterly to the aforesaid hollow a road two rods and one half wide in said Robbe's land. Damages tendered to Robbe \$20.

Thomas Steele  
 Asa Evans



VOLUME I, TOWN RECORDS, Page 364  
 July 8, 1794

We, the subscribers, Selectmen pursuant to a vote of the inhabitants of Peterborough on the fifth day of July, one thousand seven hundred and ninety four, do lay out a public highway for the use of the public from a small stone bridge in the highway across a small brook at the foot of the hill south easterly of William Robbe, Jr., easterly to the south west corner of Nathaniel Whittemore's garden and from thence to the hollow west of Capt. Alexander Robb's barn as it is improved and made by Nathaniel Whittemore, to be two rods and one half wide.

Asa Evans  
 Thomas Steele Selectmen of Peterborough

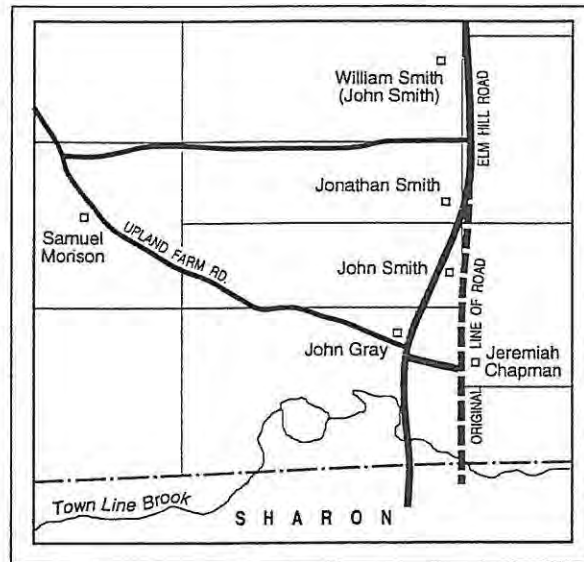
These two transcripts are written to confuse. What it boils down to is an official record of Old Dublin Road as it was finally built. I have included the old route in dashed line for comparison. It seems likely that the small brook in the second transcript is the one at the north end of Four Winds Road; William Robbe lived just north of the intersection of the present-day highway (101) and Old Dublin Road; the "hollow" is the dip in the road just west of the top of the hill, where there is a causeway; Whittemore's garden was north of where the old road turns into the woods at the west end of the dashed line on the map. The stone wall that formed Whittemore's boundary and the cellar hole of his home are still visible in 1997.



VOLUME I, TOWN RECORDS, Page 365

May 16, 1796

A transcript of a new piece of road in Peterborough from esq. William Smith's in Peterborough, to Joseph Miller's in Sharon, said road to leave or turn off of the old road a few rods north of the old barn place running to the west of south across a corner of Jonathan Smith's land, originally owned by Stuarts, upon or near the place where said barn stood to it strikes John Smith, Esq. land where he is fencing it out for a public road, thence southerly across his land to John Gray's land by a maple tree east of said Gray's house, and from said tree southerly a little to the east of where people have heretofore travelled to the foot of the hill, thence south easterly to the south line of the town as the road was laid out by the Selectmen and has been known as Sam Morison's road, and bridge across the Town line brook, allowing to surveyor at all times hereafter the right of making any small alterations upon said road having the consent of the Selectmen of said Town when it will better accommodate the public



Thomas Steele  
Charles Stuart  
Asa Evans

Selectmen of Peterborough

The southerly end of Old Street Road originally maintained a north-south line between lots from Sharon. As mentioned on page 7, this original line may still be seen by the line of wall and trees where the present road makes its bend. The new road evidently joined up with what was then the eastern end of Upland Farms Road. The transcript of that road (p. 23) indicates that it turned south at John Gray's house and continued to the town line. Therefore, I believe that when they altered the Street Road, they in fact brought it over to an existing road south across the brook.

VOLUME I, TOWN RECORDS, Page 365

Transcript of a road from Jerrimiah Chapman's to the road by John Gray's.

May 16, 1796

Beginning at said Jerrimiah Chapman's from thence running across the old road a little to the north of west to it strikes the new main road, leading from Esq. Smith's to Joseph Miller's in Sharon. We, the subscribers, Selectmen of Peterborough for 1796, do hereby lay out a road as is above described for the public use, as the said Chapman to be two rods wide.

Thomas Steele  
Charles Stuart  
Asa Evans

Selectmen of Peterborough

Mr. Jeremiah Chapman was left high and dry when they discontinued the old Street Road that had run past his door. So they gave him access with a short connecting road to the new Street Road. See map above.

VOLUME I, TOWN RECORDS, Page 368

We, the subscribers, having permission of the owners of the land which the following road passes through, do lay out a road for the privilege of the public, from Sam Miller's in Peterborough southerly to the road that leads from Matthew Templeton's to Samuel Treadwell in the following place:

To begin at the east of Sam Miller's house, then near a south point to the brook, thence across the brook, thence a little east of south as the path is now trod to Hugh Miller's to go betwixt Hugh Miller's house and barn, then southerly to it strikes the aforesaid road that leads from Templeton's to Treadwell's and said road to be two and one half rods wide.

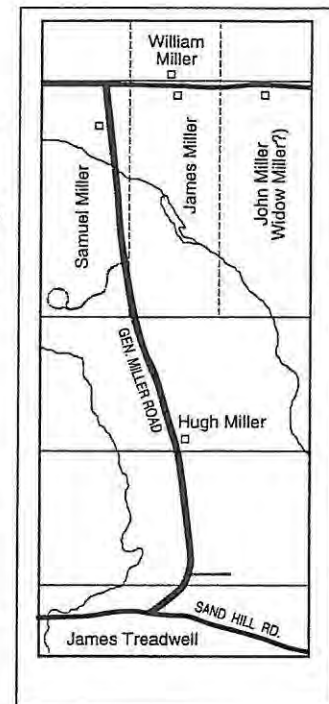
Peterborough, June 1, 1797

Charles Stuart  
Thomas Steele  
Selectmen of Peterborough

(Miller Road — Dr. Thompson) Gen. Miller Road – closed to subject to gates and bars to Gen. Miller birth place.

Samuel Miller lived on Lot 47

East side now property of Maude Grant. Road comes to "Caper Corner." Watch for a discontinuance of a part in Volume II.



VOLUME I, TOWN RECORDS, Page 368

A Transcript of a road from the Great Bridge in Peterborough by Hunt's blacksmith's shop in a south east direction as the road is now travelled to the east end of Stephen's house, thence south as the road is now travelled to the road laid by the Courts, to be four rods wide.

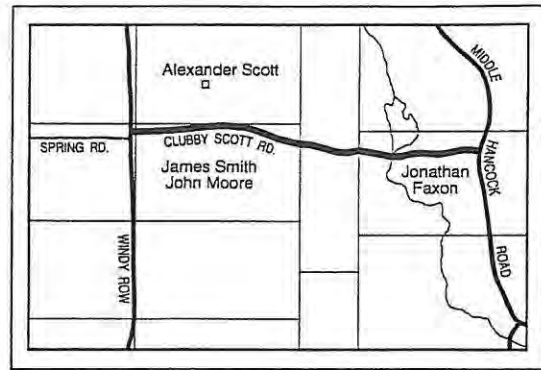
June 10, 1806

John Steele  
Hugh Miller  
Selectmen of Peterborough

In his notes on the transcripts of roads, Martin Keenan assumed that this was a transcript of Pine Street (because it refers to the "Great Bridge." I am more inclined to think it refers to the North Bridge, sometimes also called a "Great Bridge", as the Hunts lived north of that bridge. Perhaps this piece of road connected the bridge with Old Street Road, which had been "laid by the Courts." I find no references to the Hunts having a blacksmith shop, although they had a saw- and grist mill.

VOLUME I, TOWN RECORDS, Page 368

A Transcript of a road beginning at the north east corner of Mr. Jonathan Faxon's field west of the road that leads to Hancock running as the road is now occupied south of Alexander Scott's house and on line of a lot owned by James Smith and John Moor to the west road that leads to Hancock, to be two rods and a half wide.



Peterborough, Dec. 13, 1810

John Steele  
Hugh Miller

Selectmen of Peterborough

This road was apparently always known as Clubby Scott Road, named for a member of the Scott family (who lived just north of the road, off Windy Row) who had a club foot. In the earlier part of this century the town was considering discontinuing the road, there was evidently some agitation to keep it open, if only for the sake of nostalgia. The following anonymous poem was found among Martin Keenan's collection of notes on the transcript of roads.

Oh, progress stay your restless hands, And greed your ravages restrain, Despite the storage tank's demands Let Clubby Scott's Road still remain.	Stilled are the sounds of children's play, And gentle kine no longer low, In protest of a newer day, With memories of long ago.
Though bushes clog its ancient bounds, And storms encroach upon its crown, The forest' fastness still resounds While brook and birds sing its renown.	Shall sturdy beeches vigil yield To gasoline and steel and brass? Shall silvery birches be concealed? Then let the Clubby Scott Road pass.

VOLUME I, TOWN RECORDS, Page 410

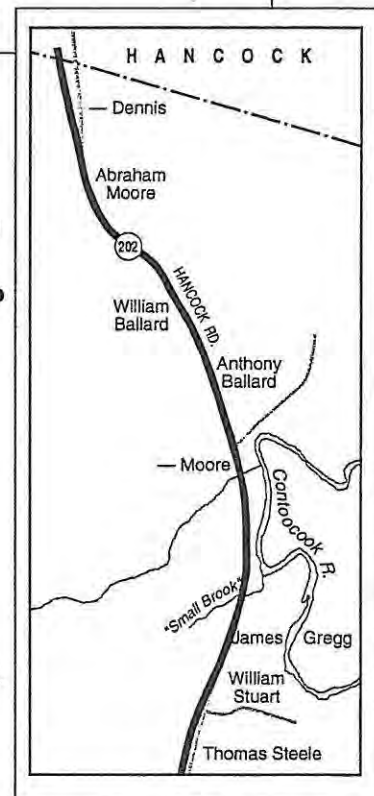
We, the subscribers, agree to lay out and do lay out a road three rods wide beginning at Thomas Steele's Farm, thence north on the west side of his wall to William Stuart's land past the west end of his building to James Gragg's south east corner on his line to near the river, then across the brook near two small elm trees, thence near the river as the land will admit till the river turns to the right in Moor's land, thence to Anthony Ballard's south west corner, thence to Mr. William Ballard's house, then as it is now travelled, past Abraham Moore's house through his land, then on the east of Mr. Dennis' wall within about ten rods of Hancock line, then bearing to the left to the fourth apple tree supposed to be the Hancock line.

Nov. 10, 1811

Hugh Miller  
John Scott

Selectmen of Peterborough

A continuation of the Hancock Road (Rt. 202) from about where the High School is today to the town line.

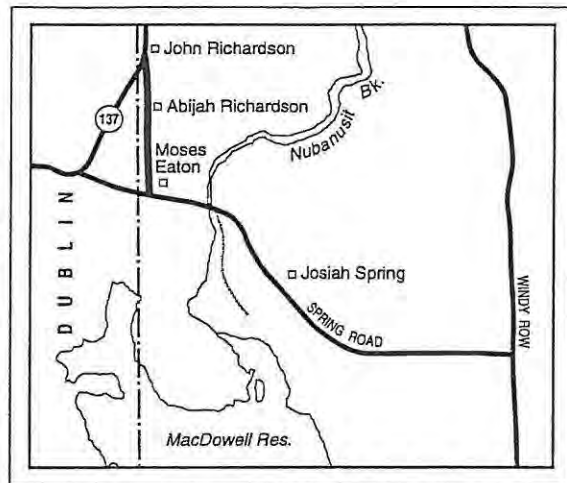


A Transcript of a road beginning at a rock on the north side of the road which leads from Spring's Bridge so called to Peterborough and Dublin through land of Moses Eaton about thirty three or thirty four rods, thence north bounding on said Dublin line through land of Abizah Richardson, about seventy (70) or seventy five (75) rods till it intersects the road as now travelled from John Richardson's to Dublin meeting house, said road to be two rods and one half wide and said road to be opened in one year from this date.

Peterborough, Oct. 1, 1816

Hugh Miller  
John Scott  
Wm. Wilson

Selectmen of Peterborough



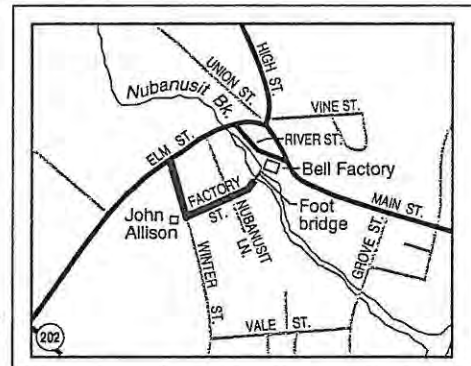
I find no transcript of Spring Road, here referred to as the road which leads from Spring's Bridge to Peterborough and Dublin. The transcript we have here is of a short piece of road from Spring Road north to present Rt. 137. This road is no longer in use, although it can still be found.

A Transcript of a road beginning at the south end of bridge built by the first cotton factory corporation running westerly between the houses to the house occupied by John Allison, thence northerly to the road leading to Dublin.

Nov. 24, 1814

Hugh Miller  
John Scott

Selectmen of Peterborough



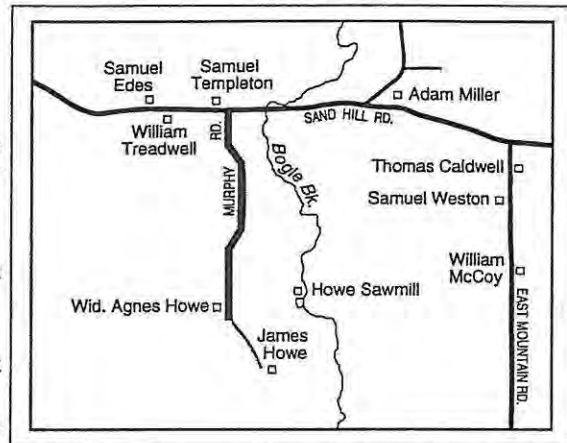
The road called Factory Street is not now anywhere near a factory, but in the 19th century it went between factory houses belonging to the so-called Bell factory which was situated on the opposite side of the Nubanusit Brook on what is now called River Street. Factory Street now runs only between Winter Street and Nubanusit Lane. However, at the time the cotton factory was in operation it continued down the hill to the river, where there was a foot bridge that crossed over the dam. The abutments for the foot bridge may still be seen at the dam. This bridge permitted mill workers to cross from the housing on Factory Street over the river to the mill.

It is interesting to observe that Factory Street originally included the north end of Winter Street to Elm Street. The layout for Winter Street was not transcribed until 1861 and when it was, it began at the angle of Factory Street where John Allison is shown on our map. Of course, as is often the case, roads may exist unofficially long before they are officially transcribed.



March 8, 1819 Transcript of a Road

Beginning on the face of the hill east of Samuel Templeton's house, thence turning south thirty one rods through land of said Templeton's and bounding on Wm. E. Treadwell land, thence south about twenty five degrees east twelve rods, thence south through land of said Templeton's twenty seven rods and continue same course through land of William E. Treadwell thirty one rods, thence south about twenty five degrees west, twelve rods through land of James Howe till it strikes the corner of burnt hill, so called, thence south on the line between Samuel Edes and James Howe, seventy one rods to the wall south of Widow Agnes Howe's house, said road to be two and one half rods wide.



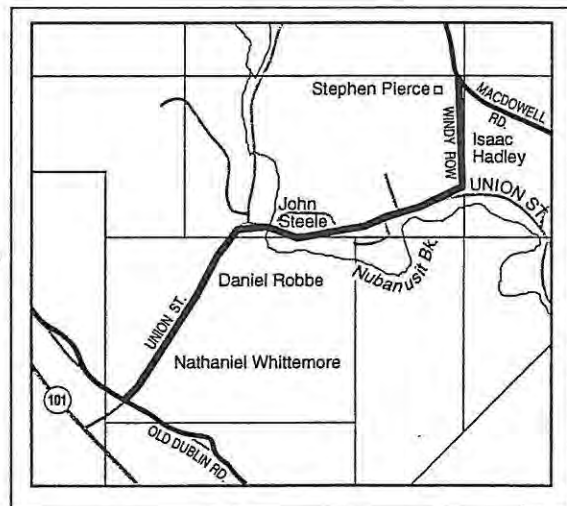
Recorded 1821

Hugh Miller  
Wm. Wilson  
Selectmen of Peterborough

This is a transcript of Murphy Road. For some reason it does not seem to describe the southern end of the road that angles down to James Howe's home. Perhaps, being entirely on his own land, that portion of Murphy Road was at the time a private road, as it served the use of Mr. Howe only. James Howe operated a sawmill on the brook which ran through his farm.

Sept. 20, 1823 Transcript of a road from Stephen Pierce's to Dublin line, recorded Jan. 1824

Transcript of a road three rods in width laid out by the selectmen of Peterborough beginning at an elm tree about six rods east of Stephen Pierce's dwelling house in Peterborough and running south two degrees east, sixty two rods in said Pierce's land and bounding on Isaac Hadley's land, thence west twenty five degrees south, twenty six rods in said Pierce's land, thence west sixteen degrees south, eighteen rods in said Pierce's land, thence west twenty four degrees south fourteen rods in said Pierce's land, thence west twenty one degrees south, eighteen rods in said Pierce's land, thence west twenty rods in said Pierce's land to land of John H. Steele, thence west twenty degrees north, eighteen rods in said Steele's land to the river, thence crossing said river, thence west ix degrees south, sixteen rods in said Steele's land, thence south thirty eight degrees west, eighteen rods in said Steele's land to land of Daniel Robbe, thence south twenty seven degrees west four rods in said Robbe's land to land of Nathaniel Whittmore, thence south thirty three degrees west sixty rods in said Whittmore's land to the road leading from Peterborough to Dublin. The road to be opened by the first day of June, 1824. The Selectmen further report that they estimated the damages to the several owners of land on which said road is laid out as follows, to



(Continued on next page)

wit: To Stephen Pierce \$150.00; To Nathaniel Holmes, \$125.00; to John H. Steele and Daniel Robbe, nothing.

Recorded January 1824

Stephen P. Steele, Town Clerk

Hugh Miller

William Wilson

Nathaniel Moore

Selectmen of Peterborough

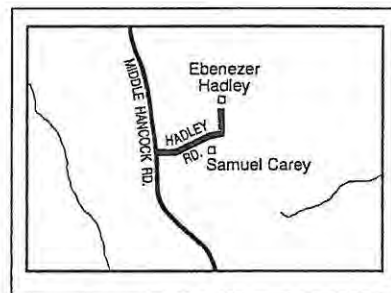
On page 11 there is laid out a road which included High Street from Main St. to MacDowell Road, all of MacDowell Road, and part of Windy Row. At the time this was all considered one road. Windy Row began, therefore, about 1760, at the intersection with the west end of MacDowell Road. The portion of Windy Row between Union Street and MacDowell Road is newer and is part of this present transcript. In fact, to make it more confusing, the southern portion of Windy Row and Union Street through West Peterborough are described here as a single road. That is because the present Union Street between the intersection at the top of Main Street and Windy Row did not exist at that time, as the map shows.

There was virtually no one living in West Peterborough in 1824, the date of this transcript. The reason this road was built was to accommodate the Union Mill, which was built that year on the Nubanusit. The mill cost \$100,000 to build, quite a large sum for 1824. It was a cotton mill, making cloth for sheeting and shirting. The principle stockholder was John H. Steele, who lived just over the river from Briggs Road. Mr. Steele was born in North Carolina and came to Peterborough as a young man in 1811 at the urging of Nathaniel Morison of Peterborough, who was at the time temporarily residing in Fayetteville, N.C. and recognized the young man's natural mechanical ability. Mr. Steele developed the first power looms in New Hampshire. Together with other investors he constructed and superintended the Union Mill until 1845.

#### VOLUME II, TOWN RECORDS, Page 76

Transcript of a road laid out by the Selectmen of Peterborough to be two rods and one half wide.

Beginning at the north west corner of Ebenezer Hadley's land, thence running south one degree east on the line between said Hadley's and Samuel Carey's land and twenty six rods, thence running west eleven degrees south, twelve rods in said Carey's land, thence south west twenty six degrees south thirty eight rods, thence west twenty rods to the road leading from Peterborough to Hancock. Said road to be opened and made passable by the 10th day of June 1826, and the Selectmen further reported that they have estimated the damage to the owners of the land on which said road is laid as follows, to wit: To Samuel Carey, ninety dollars; to Ebenezer Hadley, nothing.



Peterborough, June 10, 1824

Hugh Miller

Nathaniel Moore

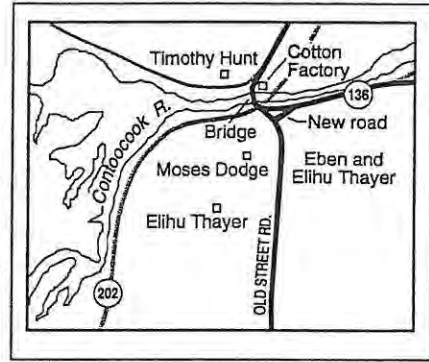
Alexander Robbe

Selectmen of Peterborough

This short road off Middle Hancock Road is now the access road to Peterborough Players. In 1824 it served two farmers. Ebenezer Hadley and his brother Samuel, as well as their father Thomas, were Minutemen at Lexington in 1775, that being their home. Samuel was among those left dead on the Lexington Green. Ebenezer had three sons, all of them brickmakers, who moved to Peterborough. They may have preceded Ebenezer, who came in 1804 and bought the farm shown on this map. The Hadley brothers made many of the bricks seen in the old buildings in Peterborough, notably in the Unitarian Church. Isaac Hadley had his brickyard on MacDowell Road on the brook near Windy Row. Another brickyard was in North Village off Hunt Road. A third was in what is now Shieling Forest, off Sand Hill Road.

A transcript of a road laid out by the Selectmen of Peterborough, to be three rods in width.

Beginning at an elm tree about twelve rods east of Capt. Moses Dodge's house, thence running west about ten degrees north on land of Eben and Eliher Thayer twelve rods to said Dodge's house and the Selectmen further report that they have estimated the damages to Eben and Eliher Thayer at eight dollars and fifty cents, and to Capt. Moses Dodge for fencing laid out road at fifteen dollars and fifty cents.



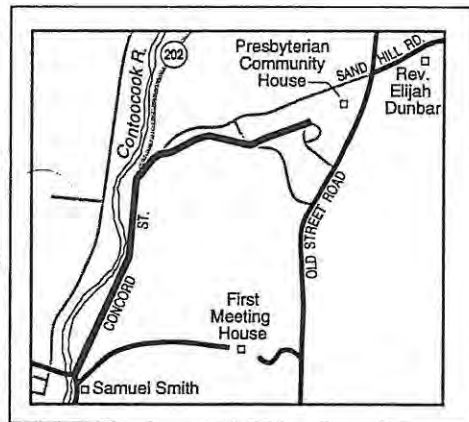
Peterborough, March 10, 1826

Hugh Miller  
 Nathaniel Moore  
 Alexander Robbe  
 Selectmen of Peterborough

I believe this little road(now discontinued) at an earlier time connected Old Street Road with the old Greenfield Road. This road was put in at the same time that the portion of the Old Greenfield Road through Shieling Forest was discontinued, so it would appear that it was easier to go north to the end of Old Street Road, then turn east on the short road here described, thence on to the Greenfield Road. The problem of the steep slope at the north end of Old Street Road was alleviated by this little connecting road. Their direction of "west about ten degrees north" looks more like west about ten degrees south. The Old Street Road end of this little road can still be seen as the lower driveway of the Cass home (1997).

1826

A Transcript of a road laid out by the Selectmen of Peterborough to be three rods in width, beginning at the east end of the Great Bridge, near the home of Samuel Smith, Esq., and on land of the said Smith, thence north on said Smith's land 24 1/2 degrees east 98 rods, thence north on Smith land 5 degrees east 60 rods, thence north on said Smith land 39 degrees east 20 rods, thence north on said Smith land 55 degrees east 6 rods, thence south on said Smith's land 81 degrees east 6 rods, thence north on said Smith's land 75 degrees east 4 rods, thence north 62 degrees east 20 rods, thence north on said Smith's land 74 degrees east 10 rods, thence south 77 degrees east 32 rods to land of Capt. Moses Dodge, thence north on Dodge's land 67 degrees east 14 rods, thence north in said Dodge's land 70 degrees east 20 rods, thence north 70 degrees east on land of said Dodge and the Rev. Elijah Dunbar 16 rods to the common in front of the Presbyterian Community House, said road to be opened and made passable on or before the first day of November next, and the Selectmen further report that they have estimated the damages to the several owners through which said road passes as follows, to wit: To Samuel Smith, Esq. four hundred and ninety seven dollars and fifty cents; to Moses Dodge, thirty five dollars; to Rev. Elijah Dunbar, one dollar.



July 1, 1826

Hugh Miller  
 Alexander Robbe  
 Nathaniel Moore  
 Selectmen of Peterborough

(Notes on following page)

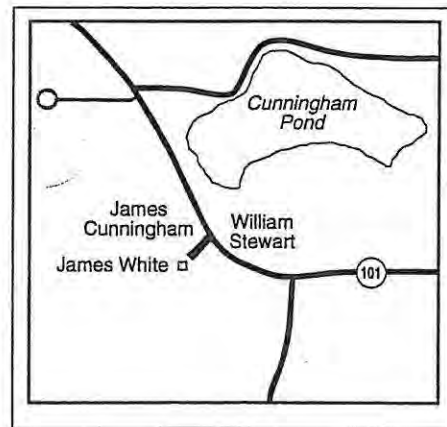
When I plotted this transcript following their angles and distances I found myself looking at a road I was not expecting to find. I assumed the transcript would be describing present-day Concord Street and that part of Sand Hill Road west of Old Street Road. But, as you can see, while Concord Street follows very closely the present line, Sand Hill Road is very different. Apparently the purpose of that piece of the road was simply to provide an easier route from what in 1826 was downtown Peterborough to the new Presbyterian Meeting House. This was a short time after the split in the church between the old-timers of the Scotch Presbyterian form of worship and the increasingly numerous settlers from Massachusetts who were predominantly Congregational in their worship. The distinctions would to us seem minor. For a time the Congregationalists were able to appease the Presbyterians by having Communion served once a year in the Presbyterian mode by a guest minister.

As the old Meeting House on the hill was becoming dilapidated and as the center of town was now down in the river valley (manufacturing utilizing water power was gradually replacing farming as a means of livelihood), the majority of members voted to build a new Meeting House in the new center of town. The church body then called itself the Congregational Society of Peterborough but eventually came to be known as the Unitarian Society. Meanwhile, the Presbyterian faction was having no part of moving the meeting house down town, so they broke away from the Congregationalists and built themselves a Presbyterian Meeting House at Gordon Corner (the intersection of Old Street Road and Sand Hill Road) in 1825. Both factions were building new meeting houses at the same time. Evidently the Presbyterians, slower to grasp the changing times, came to regret their decision to remain on the hill, for in 1839 they un-built the meeting house brick by brick and hauled it down to Concord Street and built what is now the Congregational Church. It is a bit confusing: the Congregationalists became the Unitarians and the Presbyterians became the Congregationalists. Meanwhile, Concord Street was becoming the place to live.

Back to the road. If it was built according to this transcript the road turned south as it went up the hill and did not directly connect with the existing east portion of Sand Hill Road but went to the Common in front of the new Presbyterian Meeting House. From there it was possible to go out to Old Street Road and go in any direction. On the next page there is a transcript indicating modification of Sand Hill Road. This could also have been prompted by the new Meeting House and the need for people to get to it more easily.

**VOLUME II, TOWN RECORDS, Page 81      June 20, 1826**

A transcript of a road laid out by the Selectmen to be three rods wide beginning at the north end of James White's land so called, thence north 45 degrees east ten rods and two thirds of a rod in William Stewart's land to land of James Cunningham, Jr., thence north in said Cunningham's land 45 degrees east seven rods, to the road leading from Peterborough to Temple, and the Selectmen further report that they have estimated the damages to owners of the land on which said road passes as follows, to wit: William Stewart, twelve dollars and fifty cents; to James Cunningham, Jr., two dollars. Said road to be opened and made passable by the first day of September next.



June 20, 1826

**Hugh Miller  
Nathaniel Moore  
Selectmen of Peterborough**

This would seem to be a short piece of road between Cunningham Pond and Conday Road.



A transcript of a road from E. Dunbar's to Gen. Steele's, 3 rods wide.

A transcript of a road laid out by the Selectmen of Peterborough to be three rods in width beginning about sixteen rods south easterly of the Presbyterian Meeting House on land of Rev. Elijah Dunbar, thence running north one and one half degrees east seventeen rods on the said Dunbar's land and bounding on the old road as now travelled through the said Dunbar's land and bounding on the old road as now travelled a few rods north of Ethan Hadley's barn, and the Selectmen further report that they have estimated the damages to the several owners of land on which said road passes through as follows, to wit: To the Rev. Elijah Dunbar, four dollars; to Gen. John Steele, ten dollars. Said road to be opened and made passable on or before the first day of November, 1826.

Recorded April 16, 1827

Hugh Miller  
Nathaniel Moore  
Alexander Robbe

Stephen P. Steele, Town Clerk

Selectmen of Peterborough

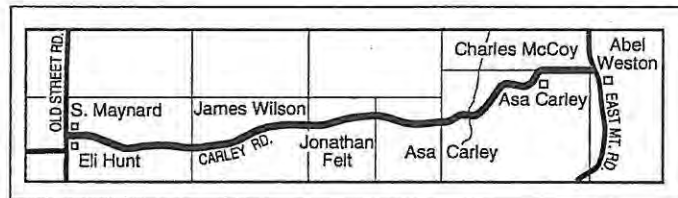
This is evidently a revised portion of Sand Hill Road from (roughly) the intersection with Old Street Road, down the hill to Dunbar Brook, then to the General Steele house, which is still to be found at the top of the rise east of Dunbar Brook. It is not clear from the transcript how the road was altered.

The Rev. Elijah Dunbar was the minister of the church from 1799 until 1827 (the year of this transcript), about a year after the Congregationalist faction built their new meeting house (now the Unitarian Church) in the center of town. It would seem as though the Presbyterian Meeting House was built on land of Rev. Dunbar at the corner of Old Street Road and Sand Hill Road (see transcript on p. 32). That would be interesting since Rev. Dunbar went with the majority Congregationalists to the new meeting house down town. Perhaps, if he sold land to the Presbyterians for their meeting house, it was not appreciated by the others, since the year of this transcript is the same year he was dismissed as their minister. But that is just speculation; he remained in town until about 1845. After his dismissal did he then worship with the Presbyterians or did he continue worshipping with the people who had dismissed him?

VOLUME II, TOWN RECORDS, Page 86-87

March 1, 1827

Asa Carley Road, 2 1/2 rods



Transcript of a road laid out by the Selectmen of Peterborough to be two rods and a half in width.

Beginning at the north east corner of Asa Carley's land bounding on Abel Weston's house and west on said Carley's land bounding on Charles McCoy's land seventy four rods, thence south on said Carley land 35 degrees west twenty eight rods, thence west on said Carley's land thirty six rods, thence west on said Carley's land 45 degrees south fifty eight rods, thence west on said Carley's land 4 degrees south sixty rods, thence west on said Carley's land 3 degrees south eighty eight rods to Jonathan Felt land, thence west in said Felt's land 3 degrees south one hundred and two rods to land of James Wilson, thence west in said Wilson's land 3 degrees south fifty rods thence west in said Wilson's land 19 degrees south seventy two rods, thence west in said Wilson's land 4 degrees south fifty one rods to land of Eli Hunt, then west on said Hunt land 4 degrees south one hundred and six rods, thence west on said Hunt's land 26 degrees north forty two rods, then west in said Hunt's land thirty four rods to the street Road near to Samuel Maynard's house, and the Selectmen further report that they have estimated the damages to the several owners of land on which said road passes through as follows, to wit" To Eli Hunt, two hundred and ten dollars; to James Wilson, Esq., Jonathan Felt and Asa Carley, nothing. Said road to be opened and made passable on or before the first day of November, 1828.

(Continued on following page)

Peterborough, March 1, 1827  
Recorded April 16, 1827

Hugh Miller  
Alexander Robbe  
Selectmen of Peterborough

Carley Road today is used only from the Old Street Road end, as far as the brook shown on the map. The part of the road where Mr. Carley lived, between the brook and East Mountain Road, was hilly and difficult to maintain and was later discontinued.

VOLUME II, TOWN RECORDS, Page 51  
July 1, 1826  
Road south Factory to Smith's (Grove St.)

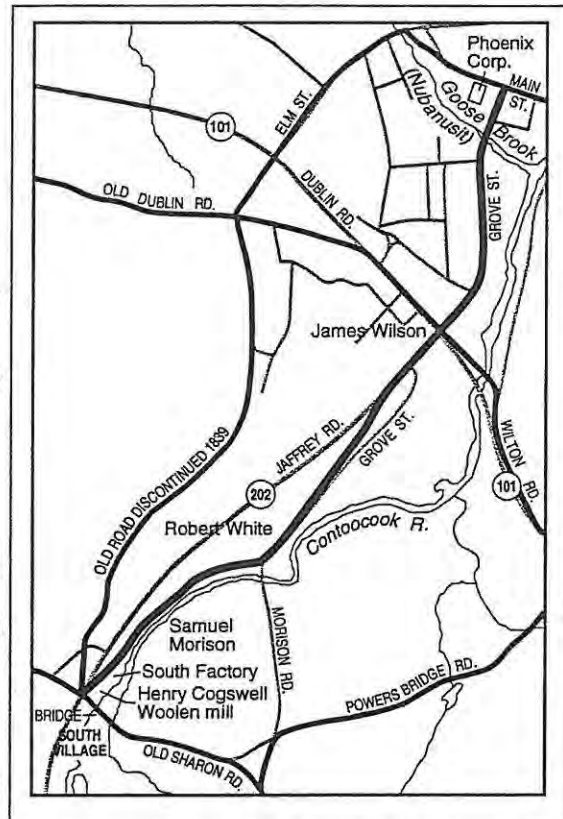
Transcript of a road laid out by the Selectmen of Peterborough to be three rods wide beginning at the south west corner of Capt. Henry F. Cogswell's land near the black smith shop owned by the South Factory Corporation, then running east 43 degrees north 17 rods in the said Cogswell's land to land owned by the 2nd Peterborough Collier Factory Corporation, thence east 43 degrees north 9 rods in said Corporation's land north 30 degrees east 4 rods in said Corporation land, thence north 40 degrees east 9 rods in said Corporation land to land of Samuel Morison's, thence north 40 degrees east 11 rods in said Morison's land to land of Robert White, thence north 40 degrees east 8 rods in said White's land, thence north 50 degrees east 14 rods in White's land, thence north 45 degrees east 6 rods, in said White's land, thence north 50 degrees east 18 rods in said White's land, thence north 40 degrees east 6 rods in said White's land, thence north 55 degrees east 8 rods in said White's land, thence north 6 degrees east [?] 10 rods in said White's land, thence east 9 degrees north 14 rods in said White's land, thence north 36 degrees east 86 rods in said White's land, thence north 25 degrees east 12 rods in said White's land, thence north 35 degrees east 20 rods to land of Hon. James Wilson, thence north 42 degrees east 44 rods in said Wilson's land where it intersects the road leading from Peterborough to Dublin, near the west end of the bridge over the river west of Jonas Loring's, thence north in said Wilson's land 42 degrees east 40 rods, thence north 20 degrees east 10 rods in said Wilson's land, thence north 14 degrees east 7 rods in J. Wilson's land, thence north 14 degrees 87 rods [?] in said Wilson's land, thence 2 degrees west 8 rods in said land, thence north 5 degrees west 40 rods in said Wilson's land, thence 14 degrees 8 rods in said Wilson's land, thence 2 degrees west 6 rods, thence north 4 degrees west 7 rods to Goose Brook, so called, and to land of Samuel Smith, Esq., thence north in said Smith's land 26 degrees east 9 1/2 rods to land belonging to Phoenix Factory Corporation, thence north in said Corporation land 26 degrees east 19 rods, to the road near to the Tavern House, now occupied by Charles Whitney, and the Selectmen further report that they have estimated the damages to the several owners of land on which said road is laid out as follow, to wit: To Capt. Henry F. Cogswell, twenty dollars; to Robert White, one hundred and fifty dollars; to James Wilson, Esq., one hundred and fifty dollars; to 2nd Factory Corporation, Samuel Morison, Samuel Smith and the Phoenix Factory Corporation, nothing. The said road to be opened and made passable on or before the first day of November 1827.

Peterborough, 1st of July, 1826

Hugh Miller Nathaniel Moore Alexander Robbe

Selectmen of Peterborough  
Stephen P. Steele Town Clerk of Peterborough

Recorded January 1, 1828



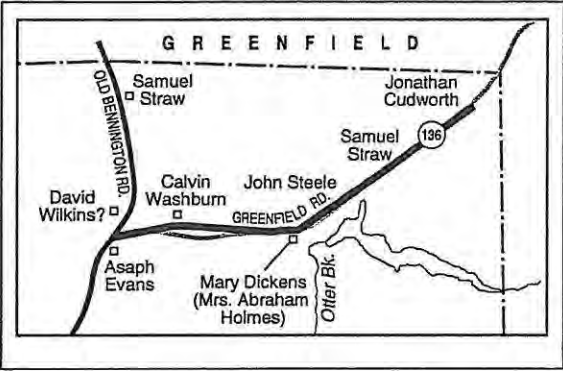
This first layout of Grove Street runs about 1 3/4 miles from the bridge at Noone Falls (where Old Jaffrey Road intersects the Jaffrey Road) to Main Street. The southern end of the road, from the old factory building at Noone Falls to Grove Street Extension near the bridge over the Contoocook, has been discontinued since the highway was built over the hill. It can still be walked as a foot path. To judge from my experience in walking that roadway, it must have been a muddy road in the spring; there is much water that drains out of the hillside.

The building of Grove Street reflected the development of the downtown and the building of factories in town, such as those at Noone Falls. The older road over the hill (shown on the map) between the bridge at Noone Falls and the intersection of Old Dublin Road and Elm Street was no longer useful to the changing town. Good roads were not only convenient for the local people but were essential for shipping the goods made in the local factories. This was in the days before railroads, so the thousands of yards of cloth and other goods made in these factories had to be transported by wagons to Boston and elsewhere. The old farm roads were not adequate.

In plotting out this transcript I observe that, while in most respects it seems consistent with Grove Street as it now exists, there are a couple of dubious directions and distances (noted by bracketed question mark [?]) that I conclude are typos in the copy of the transcript. If you plot it out as written, you end up on the hill near St. Peter's Church! One difference between the transcript and the present road, one that is probably accurate, is that Grove Street turned off what is now highway 202 a bit further south than it now does. This difference is shown on the map. It should be noted that about 1870 the railroad was put through parallel to Grove Street at this point (now a paved foot path), which undoubtedly required them to alter Grove Street.

**VOLUME II, TOWN RECORDS, Page 100**  
**May 4, 1829**

**Transcript of a road laid out by the Selectmen of Peterborough commencing on the east side of the road between Asaph Evans and David Wilkins in Peterborough fifty rods west twelve degrees south of Calvin Washburn's house, thence east ten degrees north fifty rods in said Washburn's land, thence east passing in front of said Washburn house ten rods, thence west five degrees north seventy six rods, thence east ten degrees north in said Washburn's land six rods to land of John Steele's, thence east in said Steele's land ten degrees north about nine rods**



**to land of Mary Dickens, now wife of Capt. Abram Holmes, thence east in said Mary Dickens land ten degrees north nine rods to land of said Steele's, thence east thirty three degrees north sixty rods to land of Samuel Straw, thence east thirty three degrees north in said Straw's land, thirty rods, to land of Jonathan Cudworth, thence east thirty five degrees north in said Cudworth's land about 95 rods to Greenfield line. Said road to be three rods wide, and the Selectmen further report that all the owners of land through which said road passes were notified of the purpose of laying out said road as the law direct, and that they have estimated the damages to the several owners of said land viz: Jonathan Cudworth, fifty dollars; to Samuel Straw, John Steele, Mary Dickens, and Calvin Washburn, nothing.**

Peterborough, Recorded May 4, 1829

Hugh Miller  
 Wm. Wilson  
 Tim Fox

Selectmen of Peterborough

Cyrus Ingalls  
 Town Clerk of Peterborough

(Notes on following page)



This transcript describes the extension of the Greenfield Road from the Old Bennington Road to the Greenfield town line. The town map of 1819 shows a short road (now discontinued) from the Old Bennington Road to the house of Calvin Washburn. The Washburn house has been torn down. The Greenfield Road as transcribed is slightly different from the modern road. The angles of sections are confusing, some described as eastward, others as westward. The description also comes short of the Greenfield line. The Holmes mills, a sawmill and a grist mill, were built on Otter Brook.

The name Mary Dickens should read Mary Dickey. She became the second wife of Abraham Holmes in 1828. Evidently the land on which the mill was built had belonged to her. Calvin Washburn, who came to town about 1795, was the present writer's great great great grandfather. He married his neighbor, Polly Straw, in 1804.

#### **VOLUME II, TOWN RECORDS, Page 135**

##### **Alteration of a Road**

**To the Selectmen of Peterborough, County of Hillsborough:**

The undersigned respectfully shows that for the accommodation of the public, there is occasion to make the existing highway wider and straighter leading from Henry F. Cogswell's in a south westerly direction around the land of Eli Upton towards the school house. Therefore, the undersigned request upon the said Selectmen to make the said highway wider and straighter and to cause a record of the alteration in the same highway to be made in the manner and form by law prescribed.

Eli Upton

The undersigned Selectmen of Peterborough upon the foregoing application having met the owner of the land and by his consent and wish, we have widened and straightened the foregoing highway as follows: Beginning at the south east corner of the land of the said Eli Upton as established by deed from George W. Senter to Bassy and Brown, thence north one and one half rods to a stake, thence from said stake in a north easterly direction to the wall on the line and from said stake in a south westerly direction till it strikes the wall on the line and we do hereby award the said Upton for the land taken for the purpose aforesaid the sum of two dollars to be paid by the Town of Peterborough, given under our hands at Peterborough this 21st day of June, 1832

Timothy Fox

George W. Senter

Selectmen of Peterborough

Cyrus Ingalls

Town Clerk

This transcript describes alterations to a now discontinued road south of the sharp turn in the Old Jaffrey Road.

#### **VOLUME II, TOWN RECORDS, Page 134**

1832

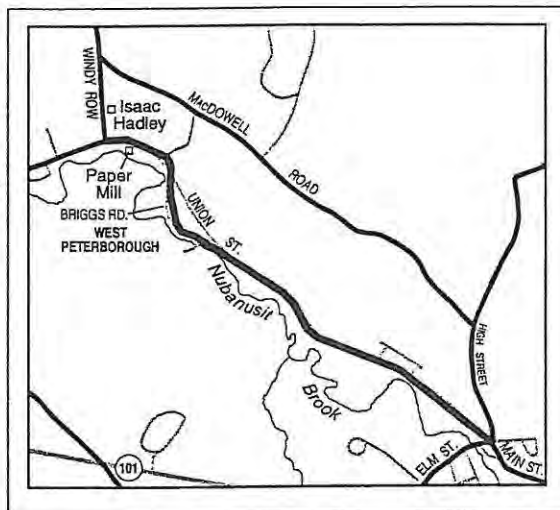
##### **Road from the Paper Mill to the Village**

Upon the application of John H. Steele and others for laying out a highway west of the paper mill to the center village, the undersigned Selectmen of Peterborough, having given notice as aforesaid to all the proprietors and owners of land through which the highway hereinafter mentioned is laid out to appear at the house of Charles Whitney in Peterborough on the fifteenth day of June instant at one o'clock P.M. to show cause if any they had why the request of said applicants should not be granted, and having met at the said time and place and heard all the proprietors and owners in relation to damages and the expediency of laying out said highway and having fully considered the application, are of the opinion that there is sufficient cause for laying out said highway. We therefore lay out the same as follows:

(Continued on following page)



Beginning at the turn of the road west of the paper mill, thence east 3 degrees south 20 rods to a stake standing in the center of the road one and one half rods from the north end of the paper mill, thence east 25 1/4 degrees south four rods to Hadley's line, thence same point thirty three rods and four links thence east 57 3/4 degrees south four and one half rods, thence south 12 degrees east four rods, thence south 14 degrees west five rods to Hadley and Scott's line, thence same points eight rods, thence south 4 1/2 degrees west nine rods and eighteen links, thence south 7 degrees east sixteen rods, thence south 27 degrees east seven rods and sixteen links, thence south 68 3/4 degrees east eleven rods and seven links, thence south 57 degrees east eighty seven rods, thence south 44 1/2 degrees east eleven rods eighteen links to Flint's east line, thence south 26 degrees east twenty rods and twelve links, thence south 50 3/4 degrees east eleven rods, thence south 67 degrees east five rods to Flint's east line, thence south 67 degrees east seventy two rods and fifteen links, thence south 63 3/4 degrees east eight rods and three links, thence south 52 degrees east forty eight rods and eighteen links to Holmes line, thence south 52 degrees east forty two rods to the road by the Priest House. The above described line to be the center of the highway and the same highway to be three rods wide and we do hereby award to the respective owners of the land through which said highway is laid out the following sums to be paid by the said Town of Peterborough, as follows: To Morrison Host Blodget for damages, nothing; To Isaac Hadley, seventy dollars; To William Scott 2nd, three hundred forty five dollars; To Jacob Flint, seventy dollars; To George W. Senter, two hundred twenty five dollars; to Samuel Holmes, one hundred and ten dollars; to wife of Samuel Holmes, as tenant for life, one hundred dollars. Given under our hands at Peterborough this twentieth day of June in the year of our Lord eighteen hundred and thirty two.



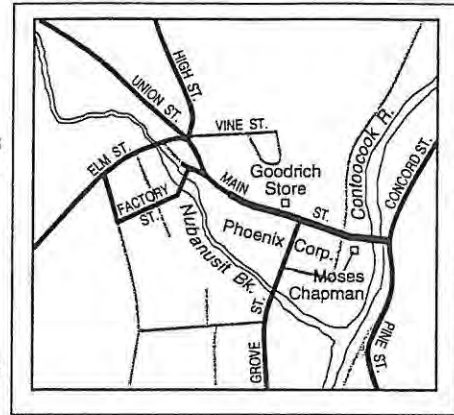
Timothy Fox  
 Alexander Robbe  
 George Senter  
 Selectmen of Peterborough

Cyrus Ingalls  
 Town Clerk

This transcript of Union Street begins at its intersection with Windy Row. The southern end of Windy Row and the portion of Union Street through West Peterborough were transcribed in 1823 (p. 30). The reason for this extension of Union Street to Main Street was to accommodate the new mills in West Peterborough. Union Mills, just off the left edge of this map, had been built in 1824. The paper mill, shown here, was built the next year. With all this new manufacturing it was essential to have a road to the town center more convenient than MacDowell Road. In 1835, three years after this road was built, Mark Wilder built a mill along what is now Briggs Road but was at that time the line of Union Street. The site of this mill, which produced pegs and later piano stools, may still be seen on Briggs Road, as well as the old dam.

Samuel Holmes, who received \$110, and his wife who received \$100, owned a hotel that has survived at the corner of Union Street and Elm Street. Probably built in the 1790s, the original house faced the river (since there was no street where Union Street now is). After Union Street was built the hotel was altered to face the new road.

The undersigned Selectmen of the Town of Peterborough have given notice as aforesaid to all the owners of land appropriated for the purpose of straightening and widening the road leading from Brown's store through the Village towards Dublin as hereinafter mentioned to show cause if any they had at the house of Whitcomb French in Peterborough aforesaid on Monday, the twenty third day of December, at one o'clock P.M. why the said highway should be made wider and to fix the bounds of the same, and having met at the said time and place, and fully heard all the said owners and who chose to be heard as well in relation to the propriety and expedience of making alterations and establishing the bounds of said highway, and as to the damages they might respectively sustain thereby, and having fully and maturely considered the subject have established the following bounds and points as the center of the highway aforesaid:



Beginning two rods north of the north bounds between Moses Chapman and Phoenix Corporation, thence east 5 degrees south 16 rods across the bridge, thence from first mentioned bound west 19 degrees north 30 rods the point being 47 feet south of Riley Goodrich's store, the width of this point to be three and a half rods, thence west 15 degrees north 15 rods the width of which is three rods, thence west 20 degrees north 5 rods, thence west 30 degrees north 7 rods, the width of which to last points to be two rods and a half wide, and we have awarded no damages to any of the proprietors. Given under our hands this sixth day of March, 1834, at Peterborough

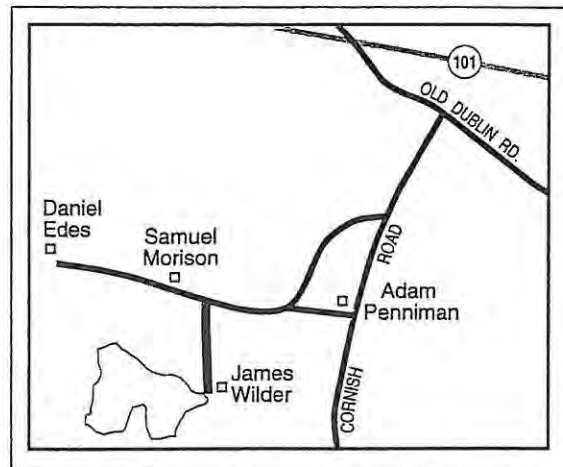
Recorded March 28, 1834

Timothy Fox  
 Alexander Robbe  
 George W. Senter  
 Peterborough Selectmen

The original layout of Main Street was part of a 1760 transcript (p. 6) that described a road from the Sharon town line to the grist mill on the Nubanusit below Elm Street. The present transcript evidently straightened it a bit, but unfortunately there is no way of knowing how the new transcript differed from the earlier line of the roadway. However, on a map of Main Street drawn in 1836 we can see that all the buildings, including the Unitarian Church, are perfectly aligned, and this line is not parallel to the present road. This evidence points to the likelihood that the earlier road went in a straighter line from the west end of the bridge than it does now or, in other words, closer to the front of the church.

VOLUME II, TOWN RECORDS, Page 157  
 Transcript of Wilder's Road

Upon the application of James Wilder and by vote and direction of the Town on the subject, we the undersigned Selectmen of Peterboro have examined the ground for laying out a road through land of the said Wilder to his house and have consulted and heard him on the subject of damages and as to the expediency of laying out said highway, and are of the opinion that there is occasion for said high, we therefore lay out same as follows:  
 Beginning at the road leading from Adam Peniman's to Daniel Edes about four rods from the north east corner of Samuel Morison's orchard on the south side of said road, thence south 33 degrees west 14 rods, 15 links, thence south



2 degrees east 31 rods to said Wilder's building the above described line to be the west bounds of said road which is laid out two and one half rods wide, and we have agreed with the said Wilder that for damages of land and making said road to the acceptance of the Selectmen for the time being he shall receive from the Town one hundred and fifty dollars. Given under our hands at Peterborough this sixth day of March, 1834.

Timothy Fox  
Alexander Robbe  
George W. Senter

Recorded March 28, 1834

Selectmen of Peterborough

This short road from Four Winds Road to Mr. Wilder's house is now discontinued.

VOLUME II, TOWN RECORDS, Page 463  
Feb. 16, 1835

Upon the petition of sundry individuals and by a vote of the Town, the undersigned Selectmen of the Town of Peterborough, having given notice aforesaid to all the proprietors and owners of land through which the highway hereinafter described is laid, to appear at the house of Samuel Oliver in said Peterborough on Wednesday the first day of October, 1834, at nine o'clock in the a.m., to be heard in relation to laying out said road and damages they respectively sustain and having met at said time and place and fully heard all the proprietors and owners in relation to damages and the expediency of laying out said road.

We, therefore, lay out the same as follows:

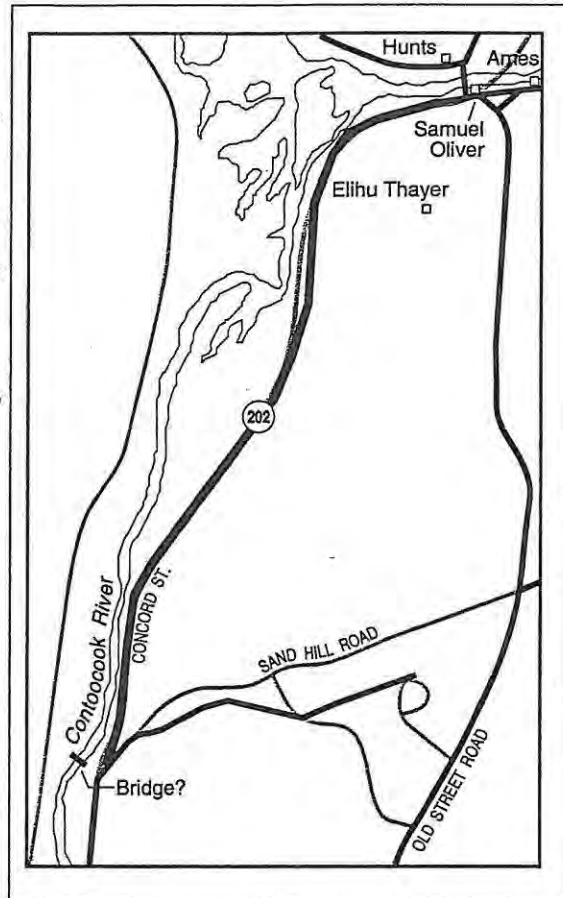
Beginning at the center of a small stone bridge north of the new grave yard, thence north 16 degrees east 22 rods, thence north 6 degrees east, 34 rods, thence north 82 degrees east 24 rods, thence north 30 degrees east 16 rods, thence north 37 degrees east 94 rods, thence north 23 degrees east 20 rods, thence north 18 degrees east 26 rods, thence north 4 degrees east 46 rods, thence north 21 degrees east 24 rods, thence north 37 degrees east 12 rods, thence north 64 degrees east 14 rods, thence north 75 degrees east 30 rods to the old road between Timothy Ames and S. Oliver's house on the east side of the small bridge passing through land of Guy Hannaford, Ethan Hadley, Wm. Follansbee, Eliler [Elihu] Thayer, Timothy and Norton Hunt, Ardulous Cragin and Robert Day. The

above described line to be the center of the highway and the same highway to be three rods wide, and we do hereby award to respective owners of the lands through which said highway is laid out the following sums to be paid by the said Town of Peterborough: To Ethan Hadley, one hundred and ten dollars; to Eliler [Elihu] Thayer, two hundred and thirty dollars; to Timothy and Norton Hunt, thirty dollars; to Ardulous Cragin, one hundred and fifteen dollars; to Robert Day, fifty dollars.

Given under our hands at Peterborough this sixteenth day of February, 1835.

Timothy Fox  
Alexander Robbe  
Tim K. Ames

Selectmen of Peterborough



(Notes on following page)



It is interesting that lower Concord Street, which to us seems such an obvious road, following the river north out of the town, was not built until the town had been settled for about 85 years. But it must be remembered that the first road in town, Old Street Road, was built along East Hill and most of the subsequent roads of the eighteenth century were built on the hills, except for the necessity of getting to the mills. Roads went to farms. The center of town was the meeting house on East Hill and it was necessary for all the farms to have roads to get to church. But after 1810 mills for the manufacture of cloth and paper, and other products began to be built along the rivers. Then it became important to have roads along the rivers to and from the mills.

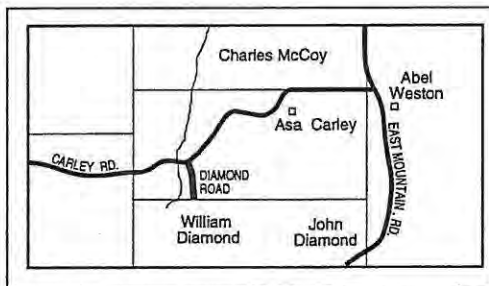
If you drive out of town on Concord Street, it is difficult to believe that Sand Hill Road predates lower Concord Street. There are many examples of roads like that in Peterborough, where the roads did not develop in the way they appear (e.g. Windy Row/Union Street, page 30). Apparently there was a small bridge across the Contoocook in the vicinity of where Jack Daniels motel is today. The transcript describes the new extension of Concord Street as starting "at the center of a small bridge". Well, it goes from there "north 16 degrees east 22 rods" which would seem to put it in the Contoocook River. So I have assumed that the new road starts at the small bridge, goes from there to the bend of the old road where Sand Hill Road turns up hill, then goes "north 16 degrees east". At least if we make that assumption the transcript works out.

Note that the old road evidently went east of its present route in the area of the back entrance to the hospital, probably to keep the road out of marshy land. At the north end of the road as transcribed, it ends at "the old road between Timothy Ames and S. Oliver's house". However, when I plot it out the road ends considerably short of the intersection with Old Street Road and the Greenfield Road. I think this is because the earlier bridge had been upstream (see pages 8-9) and the Greenfield Road had been built east from that bridge. This would mean that the new road would have been built to the point where it met the old Greenfield Road, somewhat upstream from the present dam. I have no information on where Samuel Oliver lived but it is possible that he lived in the house that once stood at the intersection of Old Street Road and Greenfield Road. It was probably where Moses Dodge had had a cabinetmaking shop. It is also possible that his house was upstream where the earlier bridge had crossed the Contoocook, but there is nothing in the record to show it. Timothy Ames lived downstream, along the Greenfield Road where William Swan had earlier lived (page 16), near where Old Greenfield Road turns off.

#### VOLUME II, TOWN RECORDS, Page 174

Whereas a petition from Wm. Diamond for a road from his house through land of Asa Carley to the Carley Road, so called, and the Town of Peterborough having authorized the same, therefore it is ordered that Capt. Isaac Edes give notice to said Asa Carley to meet at said Diamond dwelling house in Peterborough on Friday the 11th day of September next at nine o'clock a.m., to be heard in relation to the damages he may sustain from the laying out of said road by giving said Carley or leaving at his dwelling house a copy of this notice and order thereon at least fourteen days previous to the said 11th day of September next.

Given under our hands this twentieth day of August, 1835.



We therefore lay out the same as follows:

Beginning at a stake in the center of the bars on the south side of the road leading from the street road to the East Mountain Road in said Carley's land about twelve rods easterly of the bridge and near a large hemlock stump, thence south twenty degrees east eleven rods to a birch stump, thence south five degrees east twenty five rods to a stake standing on the line being the north line of said Diamond's land and the south line of said Carley's land the above described line to be the center of the highway, and the same highway to be two rods wide. And we do award to said Carley forty dollars to be paid by the said Town of Peterborough in the month of February next reserving to said Carley the right to construct a dry bridge of sufficient width and height to enable cattle to pass from one pasture to the other, said bridge to be made in the hollow about fourteen rods from the place of beginning and in consideration of a part of the above forty dollars said Carley is obliged to build and keep in repair the abutments of said bridge or permit the same to be closed.

Given under our hands this eleventh day of September, 1835.

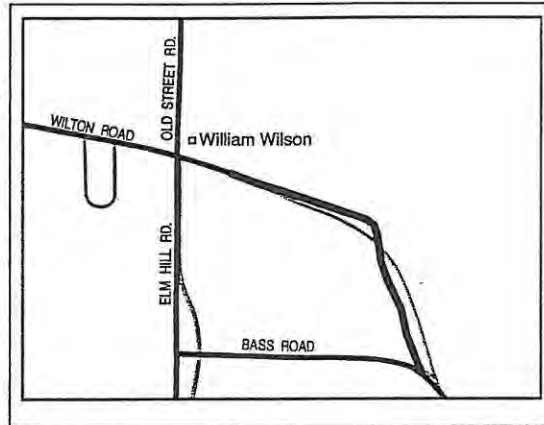


Alex Robbe    Tim K. Ames    Isaac Edes  
**Selectmen of Peterborough, August 28, 1835.**  
**Rufus Forbush, Town Clerk**

This transcript describes the beginning of Diamond Road just east of the bridge over the stream as shown, the easterly end of Carley Road as it exists today. The portion of Carley Road between Diamond Road and East Mountain Road is now discontinued. See p. 34 for transcript of Carley Road. Diamond Road was extended to the south in 1907.

VOLUME II, TOWN RECORDS, Page 258    1841

The undersigned Selectmen of the Town of Peterborough having given due notice to James Wilson, Esq., owner of land appropriate for the purpose of widening and straightening a road laid out by a Court's Committee round the Wilson hill, so called, in said Peterborough as hereafter mentioned to show cause if any he had at the house of Capt. William Wilson in said Peterborough on the 24th day of June last at 9 o'clock a.m. why the said highway should not be made wider and straighter and having met at the said time and place and fully heard all that chose to be heard as well in relation to the propriety and expediency of making any alteration in said highway as to the damages he might sustain thereby and having fully and maturely considered the subject are of the opinion that there is occasion for making said highway wider and straighter. We, therefore, widened and straightened the said highway as follows:



Beginning at a stake easterly of Capt. Wm. Wilson, thence south 69 degrees east 20 rods, thence 73 1/2 east thirteen rods, thence south 71 degrees east fourteen rods and four links, thence south 71 degrees east forty two rods, thence south 52 degrees east six rods, thence south 19 degrees east six rods and nine links, thence 8 1/2 degrees east eighteen rods, thence south 19 1/2 degrees east 12 rods, thence south 25 degrees twenty rods, thence south 12 degrees east 16 rods, thence south 21 degrees east twenty six rods, then it strikes the old road near the lock bars, so called, said road is to be 4 rods wide and we award said Wilson \$200.00 damages. The old road over the hill is to be discontinued. June 24, 1839.

Wm. M. White  
 John Smith  
 John Todd, Jr., Selectmen of Peterborough

Evidently there existed a rudimentary county road laid out by the Court's Committee which followed closely the present piece of Rt. 101 between the intersection of Old Street Road and Bass Road. The Wilton Road between Old Street Road and Pine St. was constructed in 1811. This transcript would seem to represent a desire to upgrade the eastern part of the county road to make it more usable. The transcript does not begin at Old Street Road but rather at a stake in the old road east of Wilson's house. He may have been using the short portion of the road beside his house and it did not need improving. On the map I have drawn that portion as a narrower line. Query: Does the term "lock bars" refer to a gate blocking access to the earlier roadway?

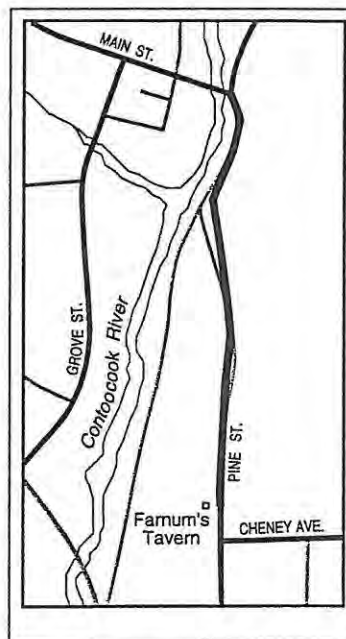
**Transcript of Sharon Road and Road from Stone Bridge to R. White's.    Nov. 4, 1842**  
 (No record recorded. Original found in vault)

On petition of David Smiley, Jr., and others to establish the boundaries and limits of the now existing highway leading from the new stone bridge to Robert White's, the undersigned Selectmen have fixed and established the line herein mentioned as the center of the road from the northern terminus to opposite the

brick Tavern formerly owned by John Farnum via commencing at a stake and stones at the meeting of the center lines of the road leading from the north and that crossing the new bridge, thence south 25 degrees east 8 rods, thence south 13 degrees east 2 rods, thence south 9 degrees west 12 rods, thence south 21 degrees west 20 rods, thence 10 degrees 15 minutes east 22 rods, thence south 8 degrees 30 minutes east 22 rods, thence 6 degrees 15 minutes east 8 rods, thence 4 degrees 30 minutes west 20 rods, thence 1 degree 30 minutes west 40 rods, thence 3 degrees east 5 1/2 rods, to a stake and stones opposite the sign post at said Tavern, thence as said road now is to Robert White's said being three rods wide through the whole extent.

Nov. 4, 1842

Time K. Ames  
 Wm. Scott  
 Ezra Pevey  
 Selectmen of Peterborough



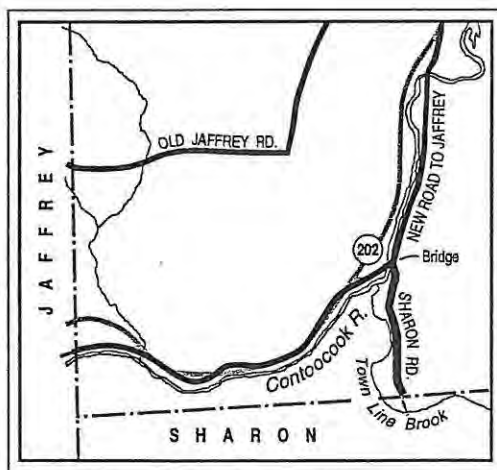
This is a transcript of the northern end of Pine Street. This road was part of an early road described in 1760 from the Sharon line to the grist mill on Elm Street. The old description included Sharon Rd., Powersbridge Rd., Pine St. and Main St. However, by 1842 there was a need to establish with more precision the line of the road. There are a few interesting things to note about the road and how it has been altered since this layout of 1842. First, most people driving south from the bridge on Pine St. would probably assume that Granite St. is the older street and that Pine St. went off it, whereas in fact Granite St. was added later. Also, note that the line of Pine St. where it turned at the present-day intersection with Granite St. was to the east of the present road. This is easily observed if you stand at the intersection and note the earlier walls and roadway up the hill from where it is now located. The houses at that portion of Pine St. were once closer to the road. When Granite St. was built they brought Pine St. down the hill a bit.

The tavern "formerly owned by John Farnum" appears to have been north of the intersection with Cheney Ave. At least that is where the transcript ends its description "opposite the sign post at said tavern."

Transcript of Road from the Jaffrey Road to Sharon line commencing at the angle off said Jaffrey Road where it cross the bridge at a stake and stones, thence south 18 degrees east 13 rods, thence south 8 degrees west 6 rods, thence south 23 degrees west 6 rods, thence 8 degrees west 3 1/5 rods, thence south 11 degrees west 21 rods, thence south 13 degrees east 5 rods, thence south 18 degrees east 17 rods, thence south 12 degrees east 13 rods, thence 1 degree 6 rods, thence south 41 rods, thence 10 degrees east 5 rods, thence 23 degrees thirty minutes east 14 rods 4 links, (153 rods 2 links) to Sharon line we have laid out above road three rods wide, the above described line to be center thereof and we hereby direct the Town Clerk to record the above transcript.

June 26, 1842

Tim K. Ames  
 Wm. Scott  
 Ezra Pevey  
 Selectmen of Peterborough



[Notes on following page]

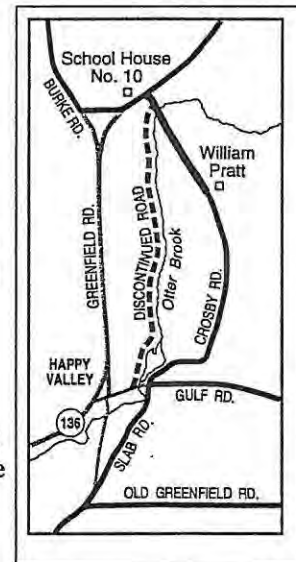
This will require a little bit of imagination. When the early roads were laid out, if you wanted to get to Sharon you either went over Elm Hill or you went out Pine St./Powersbridge Rd. to the Old Sharon Rd. If you were going to Jaffrey you turned west at the intersection of Powersbridge Rd. and Old Sharon Rd., crossed the river at Noone Falls (the bridge is not usable at the moment), and took the Old Jaffrey Road. There was no road south from Noone that followed the river, as Rte 202 does today. In 1826 Grove Street was built north from Noone, along the river (where it may still be seen), to what is now Grove St. Extension, then on to the present line of Grove St.

By 1842, with the center of town growing and with mills being built along the rivers, a better road was needed to get to East Jaffrey (where mills were also being built). The Old Jaffrey Rd. took you to Jaffrey Center, but that was no longer where the action was. So a "new" Jaffrey Road was built (but not yet the present line of Rt. 202) that is now called the Sharon Road. The new route to East Jaffrey began at Noone Mills, followed the line of the present-day highway to Sharon Rd. Today the highway turns west but the old road followed Sharon Rd. where it crossed a bridge to the east side of the river and then crossed back to the west side over another stone bridge, which is still standing. (That part of Peterborough was known as "Drury" and became a stop on the railroad.) On the west side of the river it went on into East Jaffrey more or less as it does today, although you can still see the curve of the old road in the "rest stop". The road did not go over the hill into Jaffrey but remained along the river where Community Lane turns off the highway.

I am speaking here about the new 1842 Jaffrey Road because I don't believe a transcript exists, unless the county has it. The small piece of road described in the transcript above is the portion of present-day Sharon Road that was built from the stone bridge to the Sharon line (where it connected with Spring Hill Rd. in Sharon). Thus, in 1842 a better route was provided for travel from the center of Peterborough to both East Jaffrey and Sharon.

**VOLUME II, TOWN RECORDS, Page 284 1843**  
**Transcript of a road from William Pratt's to School House, District No. 10.**

Upon the foregoing petition, the subscribers, Selectmen of Peterborough, having given notice as aforesaid to all persons owners of or interested in lands through which the highway hereinafter described is laid out to appear at the house of William Pratt in said Peterborough on Thursday, the twenty fifth day of May instant at ten o'clock in the forenoon to show cause if any they had why said petition should not be granted and having met at said time and place, and fully heard all parties interested who attended and all evidence offered by them and having made a personal examination of the route proposed and of the highway for which such new highway is designed to be a substitute and having duly considered said petition are of the opinion that there is occasion for a new highway on the route described in said petition. We therefore lay out the same as follow:  
 Beginning at the corner of the wall near William Pratt's in said Peterborough, thence north thirty three degrees [west?] fourteen rods, thence north thirty four degrees west twenty rods, thence north thirty one and a half degrees west thirty six rods, thence north twenty eight degrees west thirty two rods, thence north forty one degrees west, nine rods to the old road near the School House No.. 10 in said Peterborough, the line above described is to be the middle of the highway and the highway is to be three rods wide.



We award the owner of the land taken for said highway on said route the following sum to be paid by said Town: To William Pratt, one hundred and twenty five dollars.

Given under our hands at Peterborough this twenty fifth day of May, 1843.

Alex Robbe  
 Ardulous Cragin  
 Selectmen of Peterborough

(Notes on following page)



This transcript describes the (now discontinued) northern end of Crosby Rd. where it comes out to the Greenfield Rd. It is odd that the transcript makes no mention of Otter Brook, which had to be crossed. Since no bridge is mentioned, we may presume they forded the brook. As of this writing there are still the remains of a steel bridge built at a later date.

There is a very imprecise transcript (p. 13) from 1769 that describes a road from the Happy Valley intersection north along Otter Brook that apparently connects with the northern road to Greenfield. However, this northern Greenfield Rd. is not recorded until 1789 (p. 22). Burke Rd. has a transcript in 1790. Probably the Crosby Rd. extension of 1843 was a better road than the old road along the brook, which was discontinued the same year.

It is interesting that the next year, 1844, the county built the new section of the Greenfield Rd. (where I have labelled it Rt. 136) between Old Street Rd. and the Happy Valley intersection. It is not at all clear when the new Greenfield Rd. was extended along the modern line to Burke Rd, although it is shown on the county map of 1858.

The location and sequence of roads built in the Happy Valley vicinity is difficult to fathom since there are not transcripts of all the roads and there are only very vague descriptions of the early ones. There is no transcript for the southern portion of Crosby Rd.

**VOLUME II, TOWN RECORDS, Page 290**

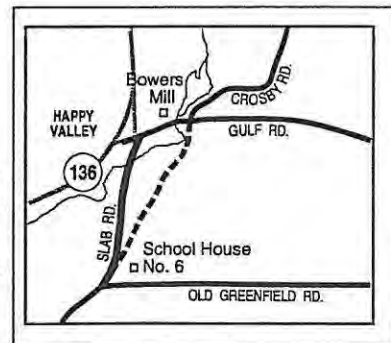
**1843**

**Transcript of road from E. Spaulding's to Cyrus Blanchard's**

Upon the foregoing petition the subscribers, Selectmen of Peterborough, having given notice as aforesaid to all persons owners of and interested in lands through which the highway hereinafter described is laid, to appear at the house of Cyrus Blanchard's in said Peterboro on Tuesday the twenty sixth day of August instant at nine o'clock in the forenoon to show cause if any they had why said petition should not be granted and having met at said time and place and fully heard all parties interested who attended and all evidence offered by them and having made a personal examination of the several routes proposed and of the highway for which such highway is designed to be a substitute and have duly considered said petition are of the opinion that there is occasion for a new highway on the route described in said petition.

We therefore lay out the same as follows:

Beginning at a stump in the highway at Bowers Mill, so called, in School District No. 6, in said Peterborough, thence south twenty degrees west eleven rods, through land of William M. White's, thence south nineteen degrees west eight rods, thence south eleven degrees west fifteen rods, thence south four degrees west fourteen rods, thence south seven degrees west seventeen rods eight links to the wall, thence south seventeen degrees west through land of Cyrus Blanchard four rods, thence south twenty one degrees west five rods, thence south thirty degrees west 8 rods to the old road near said School House. We award the owners of land taken for said highway on said route the following sums, to be paid by said Town: To William M. White, ninety Dollars; To Cyrus Blanchard, seventeen dollars.



Given under our hands at Peterborough this twenty sixth day of August, 1843.

**Alex Robbe**  
**Ardulous Cragin**  
**Selectmen of Peterborough**

This transcript describes an altered route for Slab Rd. between the Happy Valley intersection and the Old Greenfield Rd. The transcript calls this layout a "substitute." Albert Smith in his History of Peterborough, page 191, says this road was built to "avoid the mill hill, so called." Slab Road now goes down to the brook along the side of the hill. I have speculated how it might previously have gone over the hill to Crosby Rd.



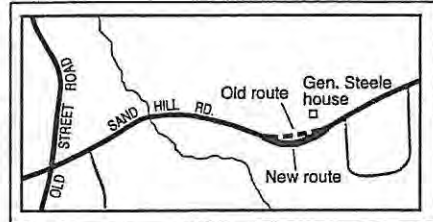
VOLUME II, TOWN RECORDS, Page 290  
A transcript of a road by Steele's hill, so called.

Upon the foregoing petition the subscribers, Selectmen of Peterboro, having given notice as aforesaid to all persons owners of and interested in lands through which the highway hereinafter described is laid out to appear at the home of John Steele in said Peterborough on Saturday, the seventh day of October at 1 o'clock p.m., to show cause if any they had why said petition should not be granted and having met at said time and place and fully heard from parties interested who attended and all evidence offered by them and having made a personal examination of the several routes proposed and of the highway for which such new highway is designed to be a substitute and having duly considered said petition are of the opin that there is occasion for a new highway on the route described in said petition.

We therefore lay out the same as follows:

Beginning at the foot of the hill near Gen. John Steele's, thence south 5 degrees east 3 rods, thence south 71 degrees east 10 rods, thence north 86 degrees east 8 rods, thence north 67 degrees east 12 rods, thence north 52 degrees east 6 rods to the old road north of said Steele's barn, the whole route passing through land owned by Steele. We award to said Steele for land taken for said highway on said route fifty one dollars to be paid by said Town.

Given under our hands at Peterborough this 3rd day of November, 1843.



Alex Robbe  
Ardulous Cragin  
Abel Pevey      Selectmen of Peterborough

The town wisely altered the route of Sand Hill Road to go around the steep hill past Shieling Forest. I'm not sure why they didn't build it there in the first place but probably the owners of the Gen. Steele house wanted the road as close to their barn as possible.

VOLUME II, TOWN RECORDS, Page 290  
Transcript of a road from Eli Spalding to Miller and Carters

To the Town Clerk of the Town of Peterborough:

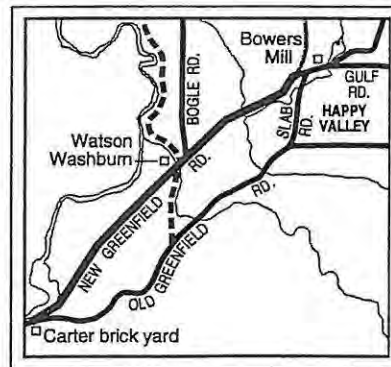
You are hereby notified that the Road Commissions for the County of Hillsborough have laid out a new highway in said Town of Peterborough, upon the petition of Samuel Miller and others pending in the Court of Common Pleas, October Term 1843. Commencing at a point in the old road leading from the Town of Greenfield to Smith's Village, so called, in said Peterborough, opposite the northeast corner of William M. White's and the southeast corner of Eli Spalding's land at a stake near the stone wall, thence south 41 degrees 3 rods 15 links to William N. White's land same course 14 rods to a maple tree marked, thence south 32 degrees west 16 rods to a birch tree marked, thence south 60 degrees west 14 rods to a stake, thence south 60 degrees west 74 rods to a stake, thence south 48 degrees west 39 rods to a stone wall on line between William M. White and Watson Washburn, thence south 49 degrees west crossing the bridge on the old road near Watson Washburn's 159 rods to a stake near James Wilson land, thence south 46 degrees west 50 rods and 10 links to a small birch tree marked, thence south 35 degrees west 55 rods to a stake on Norton Hunt's east line same course 23 rods to the north line of land belonging to Miller and Carter, thence same course 20 rods to a stake east of the brick yard, thence south 60 degrees west 18 rods to a stake south of the Brick Kiln thence south 51 degrees west 4 rods to land of Eliler Thayer same course 5 rods to the termination at a stake on the north side of the old road.

The aforesaid highway is laid out three rods wide, the stakes and marked trees to be considered the center of the highway. The Town of Peterborough is required to build and open the aforesaid road for the public travel as far as the old road near Watson Washburn's commencing at the eastern terminus within one year the date hereof and remainder to be completed within two years or by the first day of December 1845.

[Notes on following page]

The commissioners estimate the expense of building the whole road at \$660.00. and assess damages to Eliler Thayer, \$4.00; James Wilson, \$100.00; Norton Hunt, \$25.00; Miller & Carter, \$125.00; Watson Washburn, \$195.00; William M. White, \$180.00; Eli Spalding, \$2.00. A true copy of transcript and damages assess by the said Commissioners December 1, 1843.

Abraham Whittemore, Chairman  
Samuel Gates, Town Clerk



This large project was laid out by the county road commissioners. The length of this new road is about 1 1/2 miles from the point where Old Greenfield Rd. turns off from Rte. 136 to Happy Valley, where the Gulf Rd. turns off. The earlier route of Old Greenfield Rd. and Slab Rd. was windy and hilly. The new route was straight and level. I believe the route north from Happy Valley followed the Gulf Road and Crosby Road over the hill to the existing road to Greenfield, since they extended Crosby Road and discontinued the old road along the brook the year before they built this new route south of Happy Valley.

The old Bogle Rd. went from Old Greenfield Rd. (where it may still be seen), followed the brook and eventually the Contoocook to the Gregg farms in 1760. Probably the new Bogle Rd. was built after this new route of the Greenfield Rd. was built in 1844, although there is no transcript to give evidence for that. The house shown here as belonging to Watson Washburn predates the new highway, which was built conveniently close to it.

#### VOLUME II, TOWN RECORDS, Page 301

We, the subscribers, Road Commissioners for the County of Hillsborough in the State of New Hampshire hereby certify that upon the petition of Samuel Miller and others for a new highway in said Town of Peterborough recommitted to us April Term, 1844. We have laid a road commencing at a point in the old road at a stake on Eli Spalding's land, thence running south 41 degrees west 3 rods and 15 links to land of William M. White, thence same course 14 rods to a maple tree marked, thence south 32 degrees west 16 rods to a beech tree marked, thence south 60 degrees west 14 rods to a stake, thence south 66 degrees west 74 rods to a stake, thence south 48 degrees west 39 rods to a stone wall on the line of White and Washburn, thence south 47 degrees west crossing the bridge on the old road near Watson Washburn House 159 rods to a stake near the line of the Swan Farm, so called, thence south 46 degrees west 50 rods and 11 links to a small beech tree marked, thence south 35 degrees west 55 rods to a stake on the east line of Norton and Timothy Hunt's land same course 23 rods to the north line of Carter & White land, thence same course 20 rods to a stake east of the Brick yard, thence south 60 degrees west 18 rods to a stake east of the Brick yard, thence south 60 degrees west 18 rods to a stake south of Brick Kiln thence south 51 degrees west 4 rods to land of Eliler Thayer same course 5 rods to a point in the old road opposite to Carter Brick yard so called in the Town of Peterborough. We assess the damages sustained by the owners of land for said road as follows, and said road is wholly in the Town of Peterborough: Eli Spalding, \$200.00; Norton and Timothy Hunt, \$25.00 & \$180.00; Watson Washburn \$195.00; Joseph L. Carter & John S. White, \$125.00 Eliler Thayer, \$4.00; and to the owners of the Swan Farm, so called, \$110.00. We estimate the expense of making said road at \$660.00. The marked trees and the stakes above mentioned are considered the center of the road and said road is laid 3 rods wide. Aug. 27, 1844.

Abraham Whittemore  
Robert Goodale  
Asa McMillen  
Road Commissioners

This transcript is the second version of the new Greenfield Rd. It was recorded almost 9 months after the first.

VOLUME II, TOWN RECORDS, Page 320  
Petition for a road by S. Converse and others

To the Selectmen, Town of Peterborough in the County of Hillsborough:  
Your petitioners represent that for the accommodation of the public, there is an occasion for a new highway in said Town beginning at the north side of School House formerly No. 11, so called, thence northerly to the north line of Jonathan Bohonan land. Therefore, we respectfully request you to lay out on the road above described a highway of the width of two and one half rods and cause a record thereof to be made according to law.

Peterborough, May 27, 1845

Samuel Converse  
John Smith, 2nd  
Ira Holt  
Amzi Childs

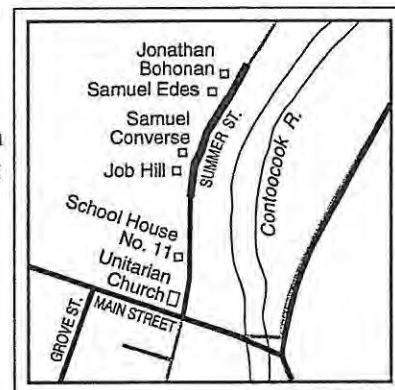
Jonathan Bohanon  
John Dickinson  
Job Hill

VOLUME II, TOWN RECORDS, Page 320-321

Upon the foregoing petition, the subscribers, Selectmen of said Peterborough having given notice as foresaid to all persons owners of or interested in land through which the highway hereinafter described is laid out to appear at the house of Col. W. French in said Peterborough on Saturday the 14th day of June next at one o'clock p.m. to show cause if any they had why said petition should not be granted, and having met at said time and place and fully heard all parties interested who attended and all evidence offered by them, and having made a personal examination of the several routes proposed and of the highway for which such new highway is designed to be a substitute and having duly considered said petition are of the opinion that there is occasion for a new highway on route described in said petition.

We, therefore, lay out the same:

Beginning at a stake near the north side of School House No. 11, so called, in said Peterborough, thence north 17 degrees east 7 rods, 16 links through land of Job Hill being 38 1/2 rods from Hill's dwelling house to the center of the road, thence north 25 degrees east through land of Edward Leathers 3 rods 15 links, thence north 16 1/2 degrees east through land of Samuel Converse 4 rods being 43 feet from said Converse dwelling house to the center of the road, thence north 32 degrees east through land of John Smith 2nd and John Dickinson 9 rods 15 links, thence north 28 degrees east through land of Samuel Edes 7 rods 9 links to a stake on the north line of said Jonathan Bohonan dwelling house. The line above described is to be the middle of the highway and the highway is to be two rods and one half wide. We award to the owners of land taken for said highway on said route the following sums to be paid by said petitioners: To Job Hill, 6 cts.; Samuel Converse, 6 cts.; John Smith 2nd, 6 cts.; John Dickinson, 6 cts.; Widow Russell, 6 cts.; Samuel Edes, 6 cts.; Jonathan Bohonan, 6 cts.; Given under our hands at Peterborough this twenty sixth day of June, 1845.



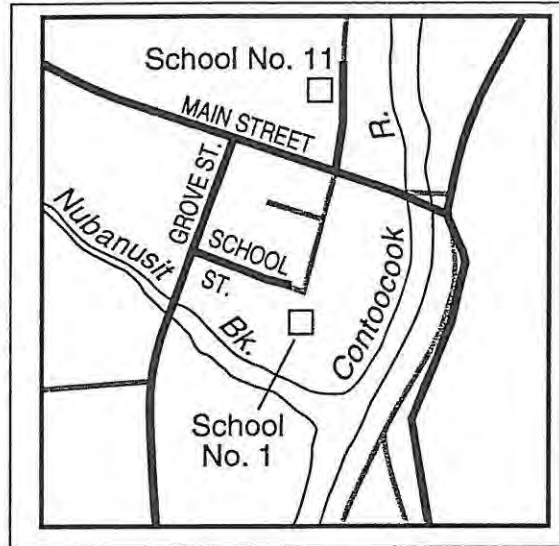
Ardulous Cragin  
Abel Pevey  
James G. White

Selectmen of Peterborough

There seems to be a missing transcript describing the lower end of Summer St. from Main St. to a point north of the Unitarian Church. It may have been built to provide access to School House No. 11. The extension described in this transcript is short and was intended to make official the road which already existed, on which several families were already living. It could be that nothing was done in connection with this transcript since a layout of Summer Street beginning at Main Street and extending further than this transcript was written two years later, in 1847.



We subscribers Selectmen of Peterborough having been presented with the accompanying petition signed by Samuel Gates and others praying for a new highway for the accommodation of the inhabitants in School District No. 1 and having caused the notice to be given to all persons and parties interested in the lands through which the highway hereinafter described is laid out to appear at the Tavern of Col. Whitcomb French in said Peterborough on Saturday the eighteenth day of April next at one o'clock in the afternoon to show cause if any they had why the prayer of the petitioners should not be granted, and having met at said time and place and fully heard all parties interested who attended and all evidence offered by them and having made personal examination of the route proposed and having duly considered said petition are unanimously of the opinion that the prayer of the petitioners is reasonable and that there is occasion for a new highway on the route prayed for in said petition.



We therefore lay out the same as follows: Beginning at the east side of the highway which leads southerly from the Center Village so called in said Peterborough at a mark on the stone wall running on the east side of said highway and enclosing the Phoenix garden, thence south 60 degrees east through lands belonging to the Phoenix Factory Corporation so called and located in said Peterborough thirteen rods said Phoenix Factory from land owned to a mark on a stone wall dividing said Phoenix Factory's land from land owned by Nathaniel F. Laws, said mark on said wall being one rod northerly of the south east corner of said Phoenix Factory Garden so called, thence south 68 degrees east four rods on land belonging to said Nathaniel F. Laws to a stake and stones standing one rod north of land belonging to School District Number One in said Peterborough. The line described being the middle of the highway and the highway to be two rods wide and is hereby laid out two rods.

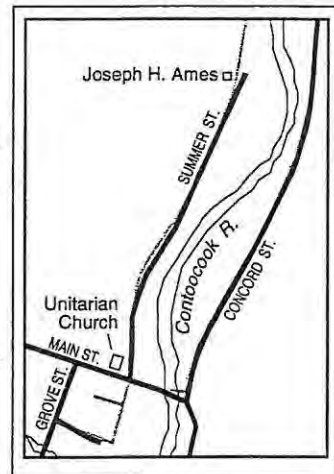
We award to the owners of the land taken for the new highway on the route above described the following sums which together with the making and keeping in repair of said highway to be at the sole charge of the inhabitants of School District Number One in said Peterborough for whose benefit we have laid out said highway: To the Phoenix Factory, so called, we award the full sum of one hundred and eighty three dollars and to Nathaniel F. Laws, we award the full sum of five cents, the said sums to be in full for all damages to the above named owner of lands through which said highway is laid out.

James G. White  
Tim K. Ames  
John H. Steele  
Selectmen of Peterborough

Albert Smith, in his History of the Town of Peterborough (1876) wrote: "During this year [1844] the united districts [Districts No. 1 and 11] purchased land in the centre of the village, and erected a large school-house containing three commodious rooms, with a seat for each scholar, and divided the scholars into three classes, for the several rooms; and have conducted their school matters in a similar manner to the present time." A road was needed to provide access to the new school. This transcript has a lot of words for a very short road. This new road would also provide access to new businesses that were being built in that block and history has shown its importance to the center of town. There is a little turn near the end of this road which probably reflects the location of buildings in the area. The transcript shown here superceded a layout of the previous year. Incidentally, Depot St. (also known as Railroad St.), which completed the square, was not laid out until 1863.



Upon the foregoing application the undersigned Selectmen of the Town of Peterborough having given notice aofresaid to all the proprietors and owners of land through which the highway hereinafter mentioned is laid out to appear at the house of Joseph H. Ames in said Peterboro on the 22nd day of May, 1847, at 1 o'clock p.m. to show cause if any they have why the request of the said applicants should not be granted and having met at said time and place and fully heard all the said proprietors and owners who chose to be heard as well in relation to the propriety and expediency of laying out said highway as to the damages they might respectively sustain thereby and having fully and maturely considered the said application are of the opinion that there is occasion for a highway in the place mentioned in said application. We, therefore, lay out the same as follows:



Beginning at a stake on the north side of the road leading through the village forty four feet east from the south east corner of the yard in front of the Unitarian Meeting House, thence north 3 degrees east eight rods eleven links to a stake, thence north 1 degree east twelve rods twelve links to a stake, thence north 16 degrees east eight rods to a stake, thence south 21 degrees east eight rods sixteen links to a stake, thence north 32 degrees east twenty rods fourteen links to a stake, thence south 24 degrees east sixty two rods to a stake in the old passway east of Joseph H. Ames house, the above described line to be the middle of the highway and the same highway to be three rods wide, and we do hereby award to the respective owners of the land through which said highway is laid out the following sums to be paid by the petitioners aforesaid: Joseph H. Ames, 35 cts; Widow Anali Whitney, \$17.50; Samuel Converse, \$10.00; Ephraim Holt, 37 cts; Jonathan Bohonan, Samuel Edes, Alfred Townsend, John Dickinson, John Smith 2nd, Edward Leathers and Job Hill each twenty five cents; also to School District No. 1 the sum of one hundred seventy five dollars to be paid by the Town of Peterborough aforesaid, the width of the above highway is greeable to a vote of the Town passed at the adjourned Annual Meeting held on the 30th day of March, 1847.

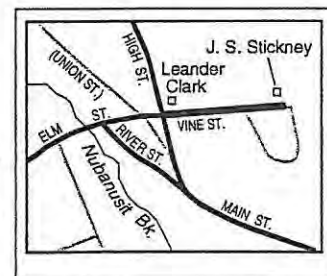
Given under our hands at Peterborough this 22nd day of May in the year of our Lord, One Thousand Eight Hundred and Forty Seven.

Tim K. Ames    James Scott    Isaac Hadley  
Selectmen of Peterborough

Summer Street gradually grew as people wanted homes near the newer center of town and nearer the mills, although they must have suffered from floods. This transcript replaces the layout of a couple of years earlier, extending the road to Mr. Ames' house. In 1858 they were to extend it all the way to Middle Hancock Road. I have plotted the road as described but I notice it does not follow exactly the present line. Perhaps it was later modified.

Transcript of a road twenty feet wide laid out by the Selectmen of Peterborough:

Beginning at a stake standing ten feet south of the fence in the wall on land of Leander Clark, thence north 84 degrees and 24 rods to a stake standing on land of Daniel B. Cutter, said line to be the center of the road said to be twenty feet wide and to be opened immediately. The Selectmen have, as directed by vote of the Town, estimated the damages to the several owners of land on which said road is laid as follows viz: To D. F. McGilvery, \$120.00; to Leander Clark, 10 cts.; to the Farnum heirs, 10 cts.; to Enoch Richardson, 10 cts.; to J. S. Morison, 10 cts.



J. S. Morison    James Scott    Samuel Miller  
Selectmen of Peterborough

This layout of Vine Street is not dated, but is between 1847 and 1851. This drawing is combined with a second transcript of 1852 which extended the road 4 rods to J. S. Stickney's house (top of the hill) and widened it to be 28 ft instead of 20 ft. (Thank God!)

Transcript of a road from Union Mill, West Peterborough to Charles P. Richardson's. Laid out by Court Committee (Harrisville Road). No record in Town Records.

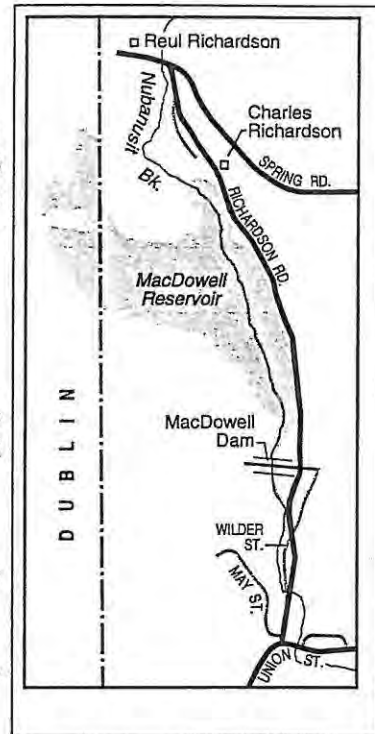
Beginning at a stake on the north side of the highway near Union Factory, thence north 14 degrees east 80 rods to a stake, thence north 3 degrees west 41 rods and 12 links to a stake, thence north 8 degrees east 11 rods and 5 links, thence north 23 degrees east 10 rods and 15 links, thence north 26 degrees east 8 rods and 20 links, thence north 28 1/2 degrees east 6 rods and 23 links, thence north 13 1/2 degrees east 1 rod and 20 links, thence north 13 1/2 degrees 3 rods and 20 links, thence north 4 1/2 degrees east 8 rods and 2 links, thence north 1 1/2 degrees east 6 rods and 21 links, thence north 6 1/2 degrees east 35 rods, thence north 1 degree west 32 rods and 15 links, thence north 1 degree west 40 rods and 5 links, thence north 18 1/2 degrees west 17 rods and 21 links, thence north 13 1/2 degrees west 26 rods, thence north 4 degrees west 11 rods and 9 links, thence north 21 degrees west 5 rods to a stake, thence 23 degrees west 26 rods and 5 links to a stake, thence north 23 degrees west 57 rods and 4 links to a stake, thence north 23 degrees west 76 rods and 17 links to a stake, thence north 20 degrees west 7 rods and 7 links to a stake, thence north 10 degrees west 47 rods and 2 links to a stake, on the west of the road near Charles R. Richardson's dwelling house in said Peterborough.

The line above described is to be the middle of the highway and the highway is to be three rods wide from the commencement of said road to the river and the remainder four rods wide.

West estimate and appraise the damages to individuals through where lands said road passes in said Town of Peterborough as follows, which damages we certified to the Town Clerk of said Peterborough, Dec. 24, 1850:

To Union Manufacturing Company, \$107.50; Frederick Livingston, \$75.00; Ivory Wilder, \$128.50; Ruel Richardson, \$90.00; Charles R. Richardson, \$145.00; and we estimate the expense of making said road in said Town of Peterborough at Twelve Hundred and Sixty Two Dollars (\$1,262.00) and we limit the time for building and opening the same for public use the first day of December A.D. 1851. The expenses incurred in laying out said highway are as follows: Paid William Bruce for travel, \$9.60; Paid William Bruce for attendance 6 days, \$12.00; Notification of hearing as per copies, \$9.36; Paid Rheuben Baldwin for travel, \$9.20; Paid Rheuben Baldwin for Attendance 6 days, \$12.00; Paid Elbridge Hardy for travel, \$4.60; Paid Elbridge Hardy for attendance 5 days, \$10.00; Paid surveyor 2 days, \$4.00; Paid 2 Chain men 2 days each, \$4.00; Refund \$3.00.

William Bruce  
Rheuben Baldwin  
Elbridge Hardy  
Road Commissioners



Before the MacDowell Dam was built in the 1940s, there was a continuous road north from Union St. to Spring Rd. in the northwest corner of the town. The southerly end of the road more or less follows what is Wilder St. today, except that Wilder St. now continues uphill to the dam headquarters rather than following the low route along the river as it did before the dam was built. Richardson Rd. so closely follows the shore line of the reservoir that one might suppose the road was built after the reservoir rather than the other way around. At the northern end, Richardson Rd. today follows a slightly different route than what was laid out in this transcript. On the map I have indicated the lake by use of a gray screen while showing the original line of the river as a black line.

the middle section of Richardson Rd. is discontinued for automobile use and is now on land of the MacDowell Reservoir, managed by the Army Corps of Engineers. The layout as I have drawn it combines the layout from the transcript above with the slightly altered layout of the transcript on the following page.

(VOLUME II, TOWN RECORDS, Page 398)

Beginning at a stake standing in the south side of the road leading from Charles R. Richardson's to Reul Richardson's and east of the bridge crossing the brook, thence south 14 degrees east 5 rods to a stake, thence south 10 degrees east 14 rods to a stake, thence south 12 1/2 degrees east 18 rods to a stake, thence south 7 1/2 degrees east 7 rods to a stake, thence south 22 degrees east 6 rods 16 links, thence south 34 1/2 degrees east 16 rods to a stake, thence south 30 degrees east 14 rods to a stake, thence 535[?] 1/2 degrees east 27 rods to a stake, thence south 25 degrees east 11 rods 19 links to a stake standing near Charles R. Richardson's south line, thence south 19 degrees east 25 rods 8 links to a stake, thence south 22 degrees east 12 rods to a stake, thence south 36 degrees east 28 rods to a stake standing near the south east corner of Reul Richardson's land. The line above described is to be the middle of the highway and the said highway is to be four rods wide. And we award the owners of the land taken for said highway on said route the following sums to be paid by the Town: To Charles R. Richardson, \$185.00; To Reul Richardson, \$1.00. Given under our hands at Peterborough this tenth day of September, A.D. 1851.

Sam Miller      Isaac Hadley      Edwin Steele

Selectmen of Peterborough

VOLUME II, TOWN RECORDS, Page 403

To the Selectmen of the Town of Peterborough in the County of Hillsborough: Your petitioners represent that for the accommodation of the public, there is now occasion for a new highway in said Town beginning at a point on the old road near Benj. B. Osmer's barn, thence running in a westerly course to a point near the brook on the old road below the School House in District No. 5. Therefore we respectfully request you to lay out on the road above described a highway of the width of three rods and to cause a record thereof to be made according to law.

Benj. Osmer, John Stuart, William McCoy, Hiram McCoy, John S. Rines, David Smiley, Jackson Clement, Benjamin Clement, Luke Fitch, John Leathers, John Leathers, Jr.

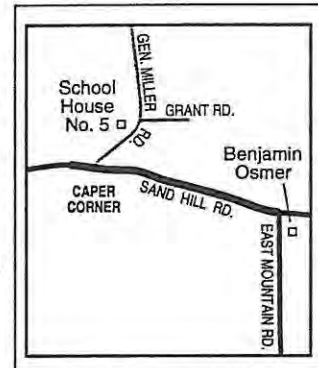
Upon the foregoing petition the subscribers, Selectmen of said Peterborough, having given due notice to all persons owners or interested in lands through which the highway hereinafter described is laid out, to appear at the house of Benj. B. Osmer in said Peterborough on the 17th of November, 1851, at nine o'clock in the forenoon to show cause if any they had why said petition should not be granted, and having met at said time and place and fully heard all parties interested who attended and evidence offered by them, and having made a personal examination of the several routes proposed and of the highway for which such new highway is designed to be a substitute, and having duly considered said petition are of the opinion that there is occasion for a new highway on the route described in said petition. We, therefore, lay out the same as follows:

Beginning at a stake standing on the west side of the road near Benjamin B. Osmer's farm, thence north 74 degrees west 10 rods to a stake, thence north 67 degrees west 20 rods to a stake, thence north 76 degrees west 28 rods to a stake, thence north 67 degrees west 20 rods to a stake, thence north 73 degrees west 11 1/2 rods to a stake standing on Howe and Spaulding's east line, thence south 82 degrees west 12 rods to a stake, thence north 87 degrees west 10 rods to a stake, thence north 74 degrees west 14 1/2 rods to a stake standing on the east side of the road near the School House in District No. 5. Said line to be the middle of the road and said road to be three rods wide, and we award to the owners of lands taken for said road on said route the following sums to be paid by said Town:

To Adams Miller, \$134.00; James Howe & E. Spaulding, \$51.00. Given under our hands at Peterborough this 19th day of November, 1851.

Samuel Miller      Isaac Hadley      Edwin Steele

Selectmen of Peterborough



A transcript of 1773 (p. 16) lays out the extension of Sand Hill Rd. from what is now Gray Hill Rd. to the town line. However, as the town developed it was necessary to be more precise in the descriptions. This transcript gives distances and angles for a portion of Sand Hill Rd.



VOLUME II, TOWN RECORDS, Page 419  
Petition for widening highway Transcript

To the Selectmen of the Town of Peterborough in the County of Hillsborough:

Your petitioners represent that for the accommodation of the public, there is occasion that the highway in said Town leading from McGilvary's store, now occupied by George Jewett, to the east line of Enoch Richardson's land should be made wider. We therefore respectfully request you to make said highway wider, and likewise to continue said road east to J. C. Stickney's east line and cause a record of such alteration to be made according to law.

Joseph C. Stickney, Daniel B. Cutter, Samuel Whiting and fifty nine others.

Upon the foregoing petition the subscribers, Selectmen of Peterborough, having given notice as aforesaid to all persons owners of or interested in lands through which the highway hereinafter described is laid out to appear at the house of Samuel Whiting in said Peterborough on Friday, the 12th day of November at nine o'clock in the forenoon to show cause if any they had why said petition should not be granted and having met at said time and place, and fully heard all parties who attended and having duly considered said petition, we are of the opinion that there is occasion that the road should be widened and continued to J. C. Stickney's east line as described in said petition. We therefore lay out the same as follows:

Beginning at a stake on the east line of D. F. McGilvary's land eight feet south of the present south line of the road and thence running north 84 degrees east as far as the road is now laid making the whole width of said road twenty eight feet, thence running north 84 degrees east 6 rods to a stake on D. B. Cutter's land as far east as J. C. Stickney's east line, the road to be twenty eight feet wide and the above described line the south line of the road.

We award to the owners of lands taken for said highway on said route the following sums to be paid by said Town:

J. S. Morison, \$40.00; D. B. Cutter, \$20.00; Samuel Whiting, \$20.00. Given under our hands at said Peterborough this 12th day of November, 1852.

Isaac Hadley  
Tim K. Ames  
Wm. B. Kimball  
Selectmen of Peterborough

Vine Street — 2nd layout. See page 50

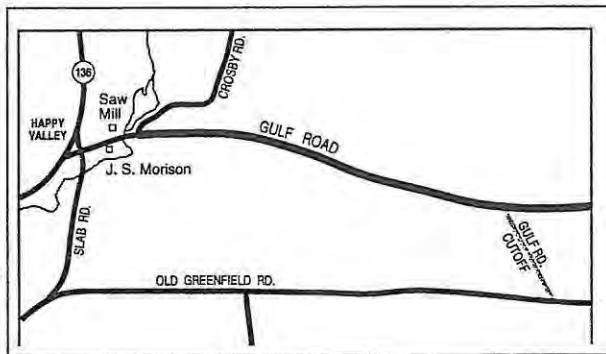
VOLUME II, TOWN RECORDS, Page 437  
(County layout — Total records not in Vol. II)  
Land Damages on Gulf Road

The State of New Hampshire, Hillsborough S. S.  
To the Town Clerk of the Town of Peterborough in said County:

The undersigned road commissioners for said County of Hillsborough hereby certify that they have laid out a road through the towns of Peterborough Greenfield and Lyndeborough in said County on the petition of J. S. Morison and other; committed to them by the court of Common Pleas for said County at the April term A.D. 1854, and that they have awarded damages to the owners of land taken for said road in said Town of Peterborough as follows:

William M. White, \$1.00; Addison Munroe, \$15.00; J. S. Morison, \$2.00; E. Spalding, \$250.00; William C. Gray, \$71.00; Nathan Gould, \$255.00; Moses Wilkins, \$144.00; Adam Peninan, \$115.00, totaling \$853.00. Said sums are to be paid by said Town of Peterborough to the persons to whom we have awarded the same as above.

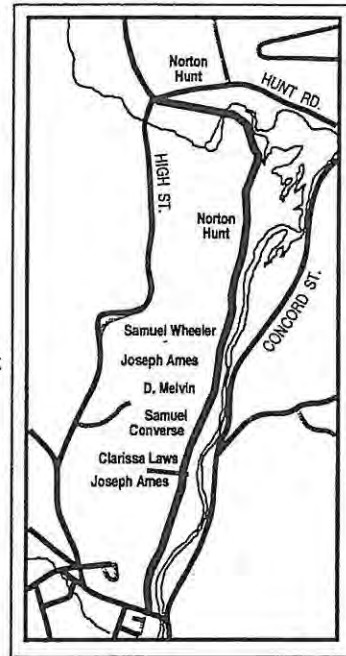
John Gregg      Joseph E. Smith      Luke McIntosh      Road Commissioners  
October 6, 1854, A true Copy Attest: Rufus Forbush, Town Clerk



Gulf Road was a county road, put through from Happy Valley to Greenfield.



To the Selectmen of the Town of Peterborough in the County of Hillsborough: Your petitioners represent that for the accommodation of the public there is now occasion for a new highway in said Town beginning at or near Mitchell Corner, so called, near the house of Emerson Partridge in said Town and thence running southerly to a point near the house of Joseph H. Ames in said Town. Therefore we respectfully request you to lay out on the route above described a highway of the width of three rods and cause a record thereof to be made according to law. Silas Barber and forty three others.



Upon the foregoing petition the subscribers Selectmen of Peterborough, having given notice as aforesaid to all persons owners of and interested in lands through which the highway hereinafter described is laid out to appear at the house of Joseph H. Ames in said Peterborough on Saturday, the fifth day of May instant at one o'clock in the afternoon to show cause if any they had why the petition should not be granted, and the land holders having acknowledged notice of the same, and having met at the said time and place and fully heard all parties interested who attended and all evidence offered by them and having made a personal examination of the route proposed, and having duly considered said petition are of the opinion that there is occasion for a new highway on the route described in said petition.

We therefore lay out the same as follows:

Beginning at a stake in the highway at the foot of the Mitchell hill, so called, in said Peterborough, thence forty degrees east four rods through land of Norton Hunt, thence on said Hunt land south eighty degrees east seventy two rods, thence on said land south fifty four degrees east, fourteen rods, thence on said land south seventeen degrees east twenty four rods, thence on said land south thirty two degrees east eight rods, thence on said land south twelve degrees west six rods, thence on said land south twenty degrees west thirty rods through said Hunt's land to a stake on the line between said Hunt and land of Samuel W. Wheeler, thence on said Samuel W. Wheeler's land south three degrees east twenty six rods, thence south seven degrees west thirty rods, thence south fourteen degrees west ten rods, thence south eighteen degrees west sixteen rods; thence south ten degrees west seventeen rods, thence south three degrees east thirteen rods, thence south fourteen degrees west eleven rods through land of said Wheeler to Joseph H. Ames, thence on land of said Ames south eighteen degrees west twenty eight rods, thence south seven degrees west twenty eight rods to land of Diocletian Melvin, thence south ten degrees west twelve rods, thence south twenty four degrees west fifty five rods through land of Samuel Converse on to land of Clarissa Laws, thence south seventeen degrees west twenty two rods on to land of Joseph H. Ames, thence south six degrees west seventeen rods to present highway east of Joseph H. Ames' dwelling house. The line above described is to be the middle of the highway and the highway is to be three rods wide for first seventy six rods from the Faxon Corner, so called, to the eighty second degree, from the eighty second degree to two hundred and eleven rods is to be four rods wide, and the remainder of the way is to be three rods wide. We award to the owners of lands taken for said highway on said route the following sums to be paid by said Town:

To Norton Hunt, \$300.00; To Samuel W. Wheeler, \$211.00; To Joseph H. Ames, \$138.00; To Diocletian Melvin, \$55.00; To Samuel Converse, \$71.00; To Clarissa Laws, \$86.00. Given under our hands at Peterborough this eighth day of May, 1855.

Eli Spalding Anzi Childs Selectmen of Peterborough

A True Copy of the original attest:

May 25, 1855 Rufus Forbush, Town Clerk

First layout of the northerly end of Summer Street, 1855. The following layout of 1858 replaces it.

VOLUME III, TOWN RECORDS, Page 47 - 48 1858

Upon the foregoing petition the subscribers Selectmen of said Town of Peterborough, having given notice as aforesaid to all persons owners of or interested in lands through which the highway hereinafter described is laid out to appear at the house of Joseph H. Ames in said Peterborough on Monday the 12th day of April,

1858, at one o'clock in the afternoon to show cause if any they had why said petition should not be granted and having met at said time and place and fully heard all parties interested who attended, and all evidence offered by them and having made a personal examination of the several routes proposed and of the highway for which such new highway is designed to be a substitute, and having duly considered said petition and agreeably to the vote of the Town passed the 2nd Tuesday of March, 1858, we have proceeded. We, therefore, lay out the same as follows:

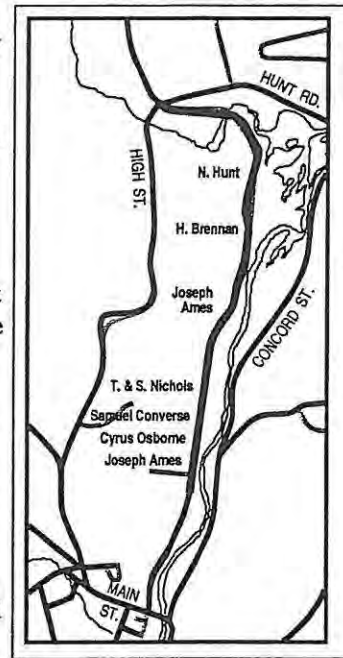
Beginning at a stake in the highway near the Mitchell Corner, so called, on land of Norton Hunt in said Peterborough, thence south forty two degrees east two rods to a stake, thence south fifty degrees east three rods to a stake, thence north fifty six and a half degrees east three rods to a stake, thence south sixty eight degrees east five rods to a stake, thence south eighty five degrees east fifty four rods to a stake, thence south eighty three degrees east nine rods to a stake, thence south fifty two degrees east eleven rods to a stake, thence south thirty four degrees east four rods to a stake, thence south twenty nine degrees east eighteen rods to a stake or birch tree, thence south thirty degrees east seven rods to a stake, thence south six rods to a stake, thence south sixteen degrees west thirty four rods to a stake, thence south twelve degrees west ten rods to a stake in the fence of Norton Hunt's south line being one hundred and seventy rods on land of said Norton Hunt, thence south eight degrees west through land of Joseph H. Ames ten rods to a stake, thence south eleven degrees east through land of said Ames sixteen rods to a stake, thence south six degrees west about four rods to land of Hubert Brennan, thence south six degrees west on land of said Brennan, thence south six degrees west on land of said Brennan twenty six rods to a stake, thence south thirteen degrees west on land of said Joseph Ames nine rods to a stake, thence south twenty three degrees west on land of said Ames sixteen rods to a stake, thence south twelve degrees west on said Ames land nineteen rods to a stake, thence south twenty five degrees west on land of said Ames, six rods to a stake, thence south thirty eight degrees west on land of said Ames fifteen rods to a stake, thence south thirty three degrees west on land of said Ames six rods to a stake, thence south thirty degrees west on land of said Ames ten rods to a stake, thence south twenty two degrees west on land of said Ames eight rods to a stake, thence twenty two degrees west on land of said Ames eight rods to a stake, thence south nine degrees west on said Ames twenty eight and one half rods to the south line of said Ames land being one hundred and fifty one and a half rods on land of said Joseph H. Ames, thence south nine degrees west through land of Thomas and Sumner Nichols twenty three rods to land of Samuel Converse, thence on land of said Converse south nine degrees west twenty three rods to land of Cyrus Osborne, thence on land of said Osborne south nine degrees west thirty six rods to land of Joseph H. Ames, thence south nine degrees west on land of said Ames twelve rods to a stake, thence south seven degrees west eighteen rods to a point in the road east of Joseph H. Ames dwelling house. The line above described is to be the middle of the highway and the highway is to be from Mitchell Corner to the first stake east of the brook seventy six rods three rods wide, from thence to Joseph H. Ames fence on the north line of his meadow two hundred and twenty one rods is to be three and one half rods wide, except across Hubert Brennan's land, about twenty seven rods, is to be only three rods wide, and the remainder of the road is to be three rods wide. We award the owners of land taken for said highway on said route the following sums to be paid by the Town:

To Norton Hunt, \$318.00; To Samuel May and Samuel Jacquith, \$1.00; To Hubert Brennan, \$38.00; To Joseph H. Ames, \$308.00; To Samuel Converse, \$56.00; To Thomas and Sumner Nichols, \$52.00; To Cyrus Osborne, \$88.00; To James Scott for Judson Wilkins, \$1.00.

Given under our hands at Peterborough this twenty sixth day of April, 1858.

Asa Davis      Albert Frost      William R. Hayward      Selectmen of Peterborough

A true copy of the original attest: Rufus Forbush, Town Clerk

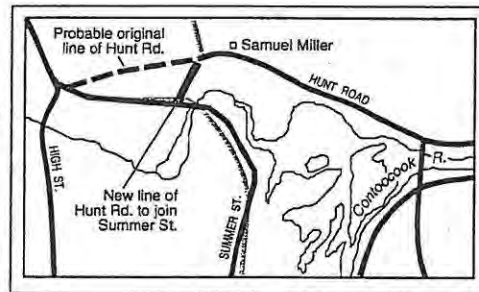


This transcript is of Summer Street as it was revised from the previous transcript, proposed three years earlier. As you can see, the route is virtually unchanged today. Summer Street joins Middle Hancock Rd. at the junction with High Street. The southern end of Summer St. had been built by 1845 (see page 48).

To the Selectmen of the Town of Peterborough in the County of Hillsborough:

Your petitioners represent that for the accommodation of the public, there is occasion for a new highway in said town beginning at or near the dwelling house of Samuel Miller 2nd, and thence running to the new road near the bridge over the Faxon Brook. Therefore, we respectfully request you to lay out on the route above described a highway of the width of three rods and to cause a record thereof to be made according to law.

John R. Miller Joseph L. Carter George N. Bailey



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Upon the foregoing petition, the subscribers Selectmen of Peterborough having met on the land where the road is petitioned for on the 28th of April, 1859, Norton Hunt the owner of the land being present, made no objection to the laying out of the road. We therefore lay out the same as follows:

Beginning at a stake in the road near the house of Samuel R. Miller, 2nd, thence southerly 28 rods to the new road west of the bridge over the Faxon Brook to a stake, the road to be three rods wide excepting at the south end where it intersects the new road it is to be 8 rods wide north from the new road 7 rods in the center to be 3 rods wide.

We award to Norton Hunt for damages to be paid by said Town forty dollars.

Albert Frost Samuel Adams Samuel Miller, 2nd Selectmen of Peterborough

The Hillsborough County map of 1858 shows the west end of Hunt Rd. as indicated here by the dashed line. Summer St., built in 1858, required an alteration of Hunt Rd.

VOLUME III, TOWN RECORDS, Page 83  
Damages for a new highway

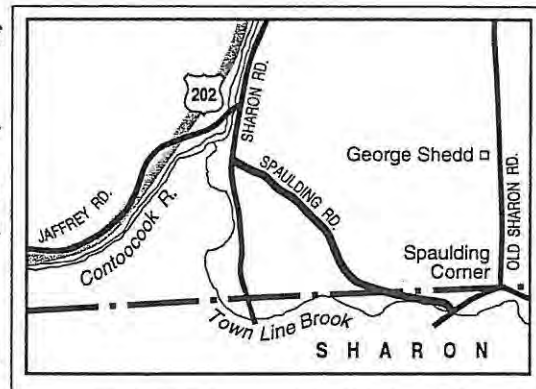
We the Commissioners to whom was referred the petition of Thomas McCoy and others for a new highway in the Town of Peterborough and Sharon have attended to the duties of our Commission and laid out said new highway. We have accorded as damages to George Shedd the owner of land over which said new highway is laid the sum of four hundred and fifty dollars, one hundred and twenty five dollars for his land taken in the Town of Sharon to be paid him by the said Town of Sharon, and three hundred and twenty five dollars for his land taken in the Town of Peterborough for said new highway and to be paid him by said Town of Peterborough, and we hereby notify the Town of Peterborough that we shall make report of our doings to the Supreme Judicial Court to be holden at Amherst within and for the County of Hillsborough, on the first Tuesday of September next.

Edward Emerson  
Sewall Putnam  
John M. Parker

Commissioners Hillsborough County  
Rufus Forbush, Town Clerk

A true copy attest:

This road, laid out by the county commissioners at the request of Thomas Nay and others, was later named Spaulding Rd. It is now discontinued.





To the Selectmen of Peterborough in the County of Hillsborough:

Your petitioners represent that for the accommodation of the public there is occasion for a new highway in said Town beginning at a stake in the road near the house of Nathan Gould, and thence running south easterly to the corner of the the road leading from Timothy L. Hove's to the old William Miller place in said Town. Therefore, we respectfully request you to lay out on the route above described a highway of a suitable width, and to cause a record thereof to be made according to law.

Timothy L. Hovey            Mark Lovejoy            Joseph Holt            John Stewart and twenty others

Page 84 - 86

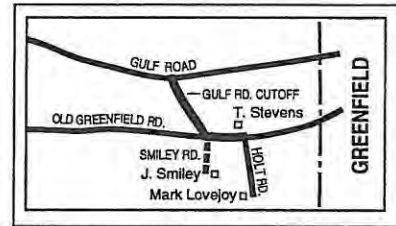
Upon the foregoing petition the subscribers Selectmen of Peterborough having given notice as aforesaid to all persons owners of or interested in lands through which the highway hereinafter described is laid out to appear at the house of Nathan Gould in said Peterborough on Saturday the eighteenth day of June A.D. 1859, at one o'clock in the afternoon to show cause if any they had why said petition should not be granted and having met at said time and place and fully heard all parties interested who attended and all evidence offered by them, and having made a personal examination of the several routes proposed and having duly considered said petition are of the opinion that there is occasion for a new highway on the route described in said petition.

Adjournment until September 24th

Met according to adjournment and no objection being made:

We therefore lay out the same as follows:

Beginning at Timothy Stevens house at the intersection of the road leading to Mark Lovejoy's, thence south 84 degrees west forty rods on the old road now travelled by said Stevens house, thence north 30 degrees west through land of Moses Wilkins to the corner of land owned by James Smiley sixty six rods, thence north 30 degrees west through land of Nathan Gould to the Gulf Road eight rods.



The line above described is to be the middle of the highway and the highway is to be two and one half rods wide.

We award to the owners of lands taken for the said highway on said route the following sums to be paid by the said Town: To Moses Wilkins, \$72; To James Smiley, \$2.00; To Nathan Gould, \$10.00. Given under our hand at Peterborough this 3rd day of October, 1859.

Albert Frost            Samuel Adams            Samuel Miller 2nd            Selectmen of Peterborough

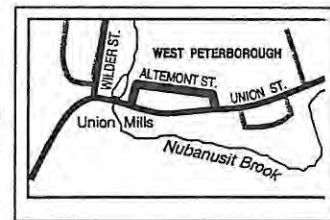
This transcript lays out a road from the intersection of Holt Rd. and Old Greenfield Rd. to Smiley Rd. thence to the Gulf Rd. It is known as the Gulf Rd. cutoff.

VOLUME III, TOWN RECORDS, Page 103

To the Selectmen of the Town of Peterborough in the County of Hillsborough:

Your petitioners represent that for the accommodation of the public there is now occasion for a new highway in said Town beginning at the north side of the road now travelled at the corner of Asa F. Gowing's land, thence running north and westerly to the road now travelled at the east end of the bridge near the machine shop belonging to the Union Manufacturing Company. Therefore, we respectfully request you to lay out on the route described a highway of the width of two rods or more and to cause a record thereof to be made according to law.

J. W. Little            Leonard Kyes            J. P. Varnum            W. S. Kyes



Upon the foregoing petition and agreeably to a vote of the Town passed at the last annual town meeting to lay out said road, we the subscribers Selectmen of said Peterborough lay out the road as follows:

Beginning at the south east corner of Asa F. Gowing's land near his house in said Peterborough at the north side of the road now travelled thence 12 1/2 degrees east seven rods and nineteen links two and one half rods



wide on land belonging to the Union Manufacturing Company, thence north 82 1/2 degrees west thirty six rods two rods wide on said Company's land, thence south 15 degrees east ten rods to the old road at the east end of the bridge, near the machine shop, the road on the east point to be two rods and one half wide, excepting what the dam takes out. No damages demanded and none awarded. Given under our hands at Peterborough this twenty second day of August, 1860.

Samuel Adams                      Samuel R. Miller                      Charles H. Brooks

Selectmen of Peterborough

A True Copy Attest:      Rufus Forbush, Town Clerk

Altemont St., West Peterborough. The coordinates in the transcript would appear to be in error. I have drawn the road substituting 'west' for 'east' and it seems closer to the present-day layout.

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