

Durham Historic Association

Historic Resources Testimony

Impact of the Proposed

Seacoast Reliability Project SEC Docket No. 15-04

Durham, New Hampshire

July 31, 2017

Prepared at the Direction of the Board of Directors

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Preface

The majority of the land crossed by the Eversource easement in Durham is public land and conservation land open for public access. These lands are highly valued, have many trails, and are frequently used by the residents of Durham. When evaluating the impact of the proposed Seacoast Reliability Project, the consequences must be evaluated on the ground, within the easement corridor.

It is not appropriate to evaluate the impact of the SRP on historic resources as viewed through the windshield of an automobile. This unprofessional technique was the basis for the historical resources reports prepared by Eversource consultants and submitted to the Site Evaluation Committee. These reports are inadequate. The reports include many photographs but fail to examine the first two centuries of the history of Durham. Durham Historic Association asserts historical research about Durham must include an examination of the centuries preceding the 1856 Chace map and the 1850 census. Our community is nearly 400 years old!

Public and Conservation Lands coded green, crossed by the Eversource easement shown as yellow dashed line, in the southern section of the proposed SRP, Durham



Public and Conservation Lands coded green, crossed by the Eversource easement shown as yellow dashed line, in the northern section of the proposed SRP, Durham



Introduction

True to its mission to inform the public about the history of Durham, Durham Historic Association (DHA) presents this testimony to protect the historic resources in Durham from the adverse impacts of the proposed Eversource 115kV transmission line through the town and across Little Bay. This testimony about historic sites in Durham provides entirely new data, substitutes correct data, and expands on information prepared by Eversource consultants.

DHA testimony is the result of careful analysis of primary historical documents, many held by DHA as archives, maps, manuscripts and genealogies, as well as walking surveys conducted on the ground within and adjacent to the seven mile easement corridor through Durham. Most importantly, this report includes data concerning historic resources not mentioned in reports prepared by hired consultants and submitted by Eversource to the Site Evaluation Committee. The identification and description of these resources in their historical context follows the easement corridor, starting on the shore of Little Bay and ending at the Madbury town line.

Durham Historic Association, established in 1851, honors the history of Durham and serves the town in many ways. Since 1961, the Association has maintained a museum on the second floor of the old brick Town Hall that houses a growing collection of objects related to Durham, as well as archives of local and genealogical interest.

Durham Historic Association members wrote and published *Durham, New Hampshire: A History 1900-1985*, and sponsored the reprinting of both the 1913 *History of the Town of Durham, New Hampshire* by Everett Stackpole, Lucien Thompson and Winthrop Meserve, and the 1892 *Landmarks in Ancient Dover, New Hampshire* by Mary P. Thompson.

In addition to its activities as the local resource for historical and genealogical information, DHA offers scheduled programs and lectures, always open to the public.

This report is the testimony of:

Nancy P. Sandberg, DHA Museum Curator

Briarcliff College, Briarcliff Manor, NY: BA History, Wentworth-Coolidge Commission 13 years, appointed by Governor Hugh Gallen: worked with Dr. James Garvin, NH State Architectural Historian, on the furnishing plan for the colonial Council chamber and the Benning Wentworth bedchamber, consultant in 17th, 18th and 19th century design, Durham Conservation Commission 3 years, Durham Historic District Commission 9 years, co-authored the Historic Resources Chapter of the 2015 Durham Master Plan, past president DHA, member of the New Hampshire Historical Society.

Janet A. Mackie, DHA Vice President

Northeastern University, Boston, MA: BS *magna cum laude*, New England Law, Boston, MA: JD, consultant in historical research and genealogy, co-authored the Historic Resources Chapter of the 2015 Durham Master Plan, member of the New England Historic Genealogical Society, New Hampshire Historical Society, Madbury Historical Society, Lee Historical Society, Newmarket Historical Society.



Image 1: Oyster River Plantation as it existed in 1670, from the map of 'Pascataway River in New England' by John Scott, at the British Library

The identification and description of the resources in their historical context follows the easement corridor, starting on the shore of Little Bay and ending at the Madbury town line.

The old Rockingham Electric underwater cable comes ashore at Durham, after crossing Little Bay, on land settled by the English during the *First Contact Period* when the colonists lived in contact with the local Native Americans. The colonists of the Oyster River Plantation, the largest settlement in the original town of old Dover, lived first along the shores of the Piscataqua River, the western branch of which is the Great Bay, the Little Bay and tributary rivers. Throughout its history, the Piscataqua estuary has been a vital resource for food, transportation, water power and natural materials, such as salt marsh hay for cattle, clay for brick making, and seaweed for fertilizer, used by Native Americans, early colonists, and the later residents of Durham. Here the men and women born in England, and their children, born at Oyster River, lived in contact with the Wabanaki during the 17th century. Local place names used by the natives were adopted by the English or attached by the English to particular sites in reference to Native Americans who lived there. Well-known Native American planting grounds and burial sites were referred to in deeds to specify the location of particular tracts of land. A famous example of First Contact Period relationships is Darby Field, the first owner of the land at the tip of Durham Point. In 1642, Darby Field was guided from Oyster River Plantation to the summit of Mount Washington by Native Americans.

The old brick cable house stands on land at the shore of Little Bay granted to Thomas Willey in 1654. The grant was a tract of land “threescore rods by the water side to begin at the mouth of Long Creek and so upwards eight score rods into the woods”. Willey did not live on this grant as his homestead farm was to the north, along the shore at Willey Creek. He sold the grant to William Perkins in 1666 and Perkins sold one third of it to Thomas Edgerly in 1669, described as containing 20 pole on the water side and bounded northeast by Long Creek.

William Perkins and Thomas Edgerly settled at this site because their wives, Elizabeth and Rebecca, were daughters of John Ault, who owned the land along the shore between Long Creek and Plum Swamp Brook to the north. Ault’s other daughter, Remembrance, married John Rand and lived on the north side of Ault’s land. Remembrance was named for her mother, Remembrance Tibbetts who arrived on the ship *James* with her family in 1635. John Ault, born in 1601, was one of Captain John Mason’s earliest colonists, involved with the operation of the first saw mill and grist mill built at Piscataqua in what is now South Berwick, Maine.

John Ault built his own mill on Long Creek, noted in the town records of 1678. His mill dam stood on the creek near the stone wall where the former mill pond is evident. What type of mill Ault built is not known, perhaps originally a sawmill, later converted to a fulling mill, as Thomas Edgerly and his sons were weavers and lived adjacent to the mill.



Image 2: Thomas Edgerly farm field and woods in the center, surrounded by stone walls indicated by yellow dotted lines. Ault farm is to the north, Perkins-Wheeler farm to the south, Durham Point Road to the west

The Ault 17th century mill was situated by the north stone bound wall between the Ault farm and the 1654 Willey grant. East of the Ault mill, near the mouth of Long Creek, was the place chosen by the town for a public landing. A public road led from the landing west though the land of John Ault into the commons (ungranted land), then north toward Durham Point and south toward Lamprey River Village, now Newmarket.

On 10 June 1694, William Perkins deeded his farm, then of 60 acres, to his daughter Elizabeth, wife of John Wheeler. The Perkins-Wheeler farm was owned by descendants for over a century, and now forms part of Stone House farm. James Fernald, a later owner, built the original stone house at Stone House farm c.1825. The stone wall, beneath the Eversource electric lines, that runs west to Durham Point Road is the ancient stone boundary wall between the Edgerly farm and Perkins-Wheeler farm, shown in Image 3.



Image 3: Ancient boundary wall between the Edgerly farm and Perkins-Wheeler farm on the shore of Little Bay

During the Oyster River Massacre of 18 July 1694, Thomas Edgerly and his youngest children, Joseph, Elizabeth and Susanna were taken captive by Native Americans and the French who accompanied them. Thomas escaped, Elizabeth and Susanna were ransomed and returned after four years, but Joseph remained a captive for twelve years, returning to Oyster River in 1706. Thomas' wife Rebecca managed to get a canoe launched from Long Creek with their sons Samuel, John and Zachariah on board, but Zachariah was shot and mortally wounded during their escape across Little Bay to Newington. The next day Thomas Edgerly sent a petition to the Governor and Council sitting at Strawberry Banke:

Whereas it has pleased God to cast affliction upon him and his Neighbours by the sudden incursion of the Indian Enemeyes, having his Son wounded, now Remaining at Strawberry Bank under Captain Packers hand, and his dwelling house burned, and his goods Destroyed. Humbly Desires your Consideration of his Low Condition and that you would Grant him and his Neighbours Liberty to make the house of John Rand, Deceased, a Garrison ffor the Security and defence of some of the Remaining families adjacent, and to Grant us supply of six men, and we shall always pray ffor your happiness and Prosperity.

John and Remembrance Ault Rand were killed during the massacre but their house was not burnt. The following day, the Governor ordered soldiers, impressed from Hampton, to guard and quarter at the Rand house, which was palisaded, and subsequently known as the Rand Garrison.

In 1700, Thomas Edgerly deeded his son Samuel, a weaver, 15 acres at the head of the old mill dam. In 1712 another son, John Edgerly, also a weaver, deeded his brother Samuel 20 acres bounded north by the Mill Creek, the same 1654 Willey grant sold by William Perkins to Thomas Edgerly in 1669. The Thomas Edgerly farm, later owned by his son Samuel Edgerly, is the site of two early houses: the first house built 1669 by Thomas Edgerly and burnt during the 1694 massacre, and the second, built in 1700 by his son Samuel near the head of the dam. The sites of these two houses are unknown because elevated land on the Edgerly farm has never been surveyed and investigated by archaeologists.

The Edgerly farm, between the Perkins-Wheeler farm, now known as Stone House farm, and Long Creek, also called Mill Creek, remained in the Edgerly family for most of the next 300 years. The last

Edgerly descendants to own the farm were the family of James Dudley Meader. The Edgerly gravestones are visible on an elevated area within the field near the easement.



Image 4: Edgerly grave markers adjacent to the easement

The two earlier Edgerly houses, predating the Edgerly-Meader farmhouse at 300 Durham Point Road, would have been situated east of Durham Point Road and on elevated land. The only land suitable for a dry cellar, required for every house of the period, is the land along the northern edge of the Edgerly field. Sites suitable for archaeological investigation include land on both sides of the north branch of Long Creek, south of the stone wall crossed by the easement, marked by a blue polygon in Image 2. Yellow dotted lines in the aerial images throughout this testimony indicate existing stone walls.

The history of Durham Point Road, between Durham Point and Crommett Creek, can be inferred. There was a public highway laid out from the public landing at Long Creek, through the Ault land in the 1600s. The deed from Thomas Edgerly to his son Samuel, dated 21 May 1700, mentions this road which led “into the commons”, the ungranted land owned by the town. From that point, there were obvious destinations to the north including the Durham Point ferry, the first Meeting House on the riverbank of the land opposite 110 Durham Point Road, Packers Falls via Longmarsh Road and after 1712, the second Meeting House built at Oyster River falls. To the south, destinations included the grist mill at Crommett Creek and the back road leading to Lamprey River village, joining the King’s highway at the Moat. In the early years, travel by water may have been more convenient than travel by land, except to the Packers Falls mills and, when low tide, the mill at Crommett Creek. It is likely a pathway, later a road, existed between Willey Creek and Crommett Creek from an early date. This conclusion is supported by references to such a road in deeds and by the 1768 petition for a public highway from Lamprey River Bridge to Durham Point. The list of landowners along the route of that pathway, to be upgraded to an improved road, ends at the northernmost property, owned by John Drew and Joseph Drew. The Drew farm is on the north side of Adams Point Road at 345 Durham Point Road. The 1768 petition indicates there was an existing public road leading north from the Drew farm to Willey Creek, the section of Durham Point Road crossed by the easement.

North of the Egerly farm, northwest of Durham Point Road and south of Longmarsh Road was the Rand Plantation, later known as the Plum Swamp farm. The Lower Plum Swamp is crossed by the easement near where its outlet, Plum Swamp Brook, flows east, eventually passing under Durham Point Road and into Little Bay. John Rand's descendants, John Ambler and others owned parts of this farm, until Captain Francis Mathes consolidated the holdings into a larger farm in the early 1700s.

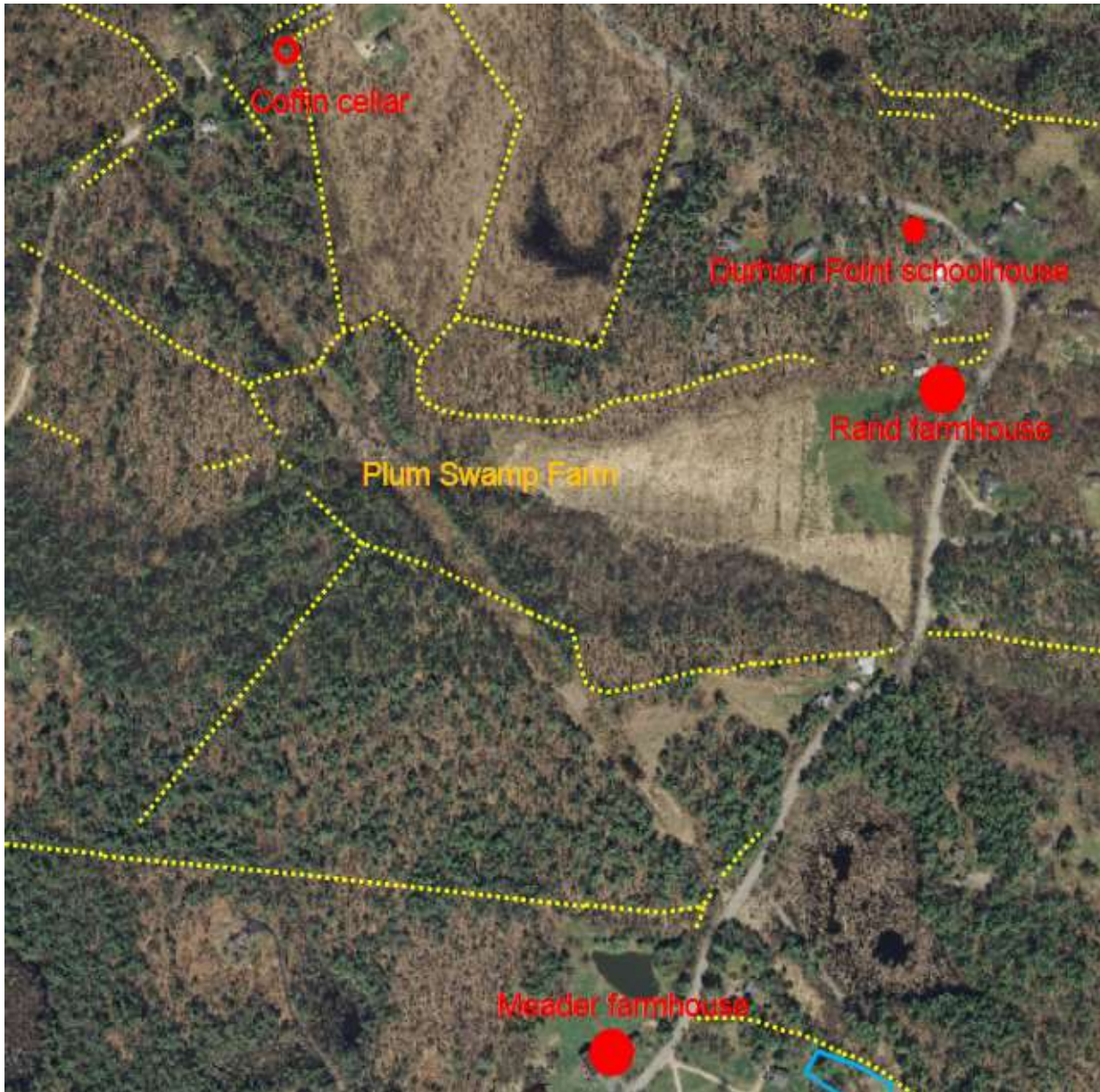


Image 5: The Plum Swamp farm - Durham Point Road to the right and Longmarsh Road in the upper left corner

Francis Mathes had a grant of 30 acres in 1714 at Plum Swamp Brook, west of the path between his house and the house of Samuel Egerly. He purchased 31 acres at Plum Swamp in 1718 from John Ambler and other parcels nearby. The Mathes family owned the Plum Swamp Farm for 154 years, until Clark Mathes sold it to Stephen Rand in 1868. Rand and his descendants farmed the land until 1946. The stone walls crossed by the easement between Durham Point Road and Longmarsh Road are the stone boundary walls of the historic Plum Swamp Farm.

Longmarsh Road, also known as Hazel Hill Road and Langmaid Road, was laid out as a public highway in 1721 in response to a petition signed by 38 men, residents of Oyster River. Longmarsh

Road was a crossroad between the ferry at Durham Point and the King's Road between Oyster River Falls and Lamprey River Falls, now called Newmarket Road. The east end of Longmarsh Road begins at Team Hill, where there are stone-walled pens for keeping the teams of oxen used for hauling heavy loads. The west end of Longmarsh Road ended at the granite bridge, called The Causeway, over Long Marsh Brook near Denbow Brook where it joined Newmarket Road.

The central section of Longmarsh Road is now a Class VI road due to the forest fire of March 1946. The fire destroyed the Labonte-Langmaid Farm and burnt 300 acres between Longmarsh Road and the Oyster River. A poultry brooder heater on the Labonte farm started the fire, and winds blew the fire northeast, burning 500,000 board feet of sawn lumber awaiting shipment. Near the Oyster River, the fire destroyed the brick farmhouse and barns on the Fannie Pendexter Mathes Farm, now the Mathes Cove subdivision. During the fire, four other houses were surrounded by flames, but were saved by the efforts of firefighters from Durham and the surrounding towns. Several hundred students arrived to help the firemen after UNH suspended classes due to the fire.

Longmarsh Road still has several granite slab bridges on the Class VI section, sometimes visible when water is low around the beaver dams. At the east end of Longmarsh Road, on Team Hill, is a cellar marking the house of William R. Coffin and his wife Sarah Mathes, who removed to Lynn, MA in 1863. Sarah Mathes was a daughter of Jacob Mathes and his wife Mehitable Willey.



Image 6: William R. and Sarah (Mathes) Coffin cellar, near 230 Longmarsh Road

The first two stone walls north of Longmarsh Road, crossed by the easement, mark the property boundary of the Jacob Mathes Quarry. The first stone wall is the long course running from the southeast to the northwest; the second segment runs south to north, crossed by the easement at the corner where the easement turns to the west.



Image 7: Jacob Mathes Quarry, Longmarsh Road Quarries Historic District, Longmarsh Road to the south, Durham Point Road to the north

The land on the north side of Longmarsh Road crossed by the easement had been owned by the descendants of Captain Francis Mathes since the 17th century. In 1850, it was owned by his descendant Jacob Mathes, a stone cutter and quarry owner who had worked at the Quincy, MA quarries as a young man.

The Longmarsh Road Quarries Historic District

Image 7 marks the beginning of the Longmarsh Road Quarries Historic District. This historic district qualifies for listing on the National Register under criterion A and criterion C. These quarries produced a specific variety of granite used to build many buildings currently listed on the National Register in Newmarket, Portsmouth and elsewhere. Different technologies employed to split and extract the granite are visible at the quarries, operated during the 18th and 19th centuries.



Image 8: Long SE to NW stone boundary wall of the Jacob Mathes Quarry crossed by the easement

In 1850, the residents of Durham voted to employ Jacob Mathes to quarry a slab of granite. The granite was to be engraved “Durham New Hampshire” and donated for use in the new monument being built in honor of George Washington. Jacob Mathes quarried the granite from his own quarry and Stephen Kendall engraved the stone at his workshop by the Mill Pond dam. The block of granite was shipped by railroad to Washington, DC where it was placed in the wall of the Washington Monument. The stone is located in the wall by the stairs at the 130-foot level. The block of granite is 6 feet long and 2 feet high.



Image 9: Washington Monument stone quarried in 1850 at the Jacob Mathes Quarry, Durham NH

About 300 feet west of the corner where the easement turns west, near the southern edge, are the stones of a granite slab bridge, used for crossing the Stevenson brook that flows north into the Oyster River. There is a similar stone clapper-type bridge crossing the same brook on the Class VI section of Longmarsh Road, to the south. The stone wall crossed by the easement west of Stevenson Brook marks the boundary between the Stevenson farm and the Pinkham farm.

The second stone wall west of the easement corner marks another quarry, a continuation of the Longmarsh Road Quarries Historic District. This quarry was developed by Thomas Pinkham and later owned by James Smart, James M Smart and Charles Smart. The technology that enabled the controlled splitting of granite became known in 1767, according to research published by James Garvin, Architectural Historian for the State of New Hampshire. After this date, granite quarries became important for the local economy, particularly in Durham, due to the quality of the bedrock.



Image 10: Pinkham Quarry, west of Mathes Quarry and north of Langmaid Quarry

As recorded in Strawberry Banke's 1975 application for listing on the National Register:

“Washington and Jefferson Streets retain sidewalks of Durham flagstones, a type of sheared diorite that was quarried in Durham, NH, brought eleven miles downstream by boat, and laid along one side of the principal streets of Portsmouth in the years just before 1800.”

Advertisement for Thomas Pinkham's granite quarry at Durham in the Portsmouth newspaper:

Thomas Pinkham
KEEPS constantly for sale
at his Manufacture in Durham.—Mill-
Stones of all dimensions, which he will warrant su-
perior in quality to any in the New England States
—Likewise all kinds of Hewn Stones in his line of
business at the shortest notice,
Durham, February 29, 1806.

Image 11: published in the Portsmouth Oracle, February 1806

The Portsmouth fire of 1806 occurred 10 months later, causing great destruction. Saint John's Church on Chapel Street in Portsmouth, #78000417 on the National Register of Historic Places, was rebuilt using granite from the Pinkham Quarry, as detailed in James Garvin's article about its reconstruction in the Fall 1973 'Historical New Hampshire', published by the New Hampshire Historic Society.

After Thomas Pinkham died in 1811, his administrator advertised some of his property for sale, including his valuable stone quarry in Durham:

NOTICE.
BY virtue of a licence from
the Honorable Judge of Probate of
Wills, &c. for the county of Strafford, will
be sold at Public Vendue, at the dwelling
house of Mr Joshua Ballard inheritor in
Durham, in said county on Wednesday the
27th inst at ten o'clock in the forenoon—
All the Real Estate that was of THOMAS
PINKHAM, late of said Durham, deceased,
including the reversion of the Widow's
dower, consisting of about 900 acres of
LAND, in the town of Piering, in the coun-
ty of Grafton—Also seventeen LOTS in the
Franklin City in said Durham—One PEW
in Durham Meeting House—and a very
valuable STONE QUARRY, situate in
Durham aforesaid, within half mile of Pis-
cataqua River; said by good judges to be
superior to any of the kind in the State of
New Hampshire.
Conditions made known at time and place
of sale.
BALLARD PINKHAM, Adm'r.
Durham, Jan 2.

Image 12: published in the New Hampshire Gazette, January 1812

The historic object shown the image below is the Quarrymen's granite bench. It is wedged in place on a height of land near the largest of the quarries crossed by the easement. It is at the center of the easement, looking west across the valley a short distance from the F107 81 probe. The granite slab is 10 feet long and estimated to weigh 1.5 tons. It was placed there, more than a century ago, for use by the workmen at the quarry.



Image 13: Quarry bench used by quarrymen during breaks from work, the massive stone is wedged in place on the hill



Image 14: Quarrymen's bench below electric pole, west of probe F107 81

West of the Quarrymen's Bench, a T-Junction of stone walls is crossed by the easement. The walls mark the bounds of the Langmaid farm to the south; members of the Smart family owned the land to the north and west. The road crossing the northwest stone wall led north to the Oyster River. It was used to transport quarried granite to the river, where it was loaded on gundalows.



Image 15: The granite textile mills in the Newmarket, NH Historic District, #80000302 on the National Register, built of granite quarried at Durham.

The next historic object to the west is the oval pen used for the teams of oxen, surrounded by a stone wall. Oxen were highly valued at quarries because no other animal possessed the great strength necessary for hauling granite. Example of a typical quarry scene with oxen in Image 16, below.



Image 16: Fifteen yoke of oxen hauling a 12 ton slab of granite from the Cape Ann Quarry in 1870

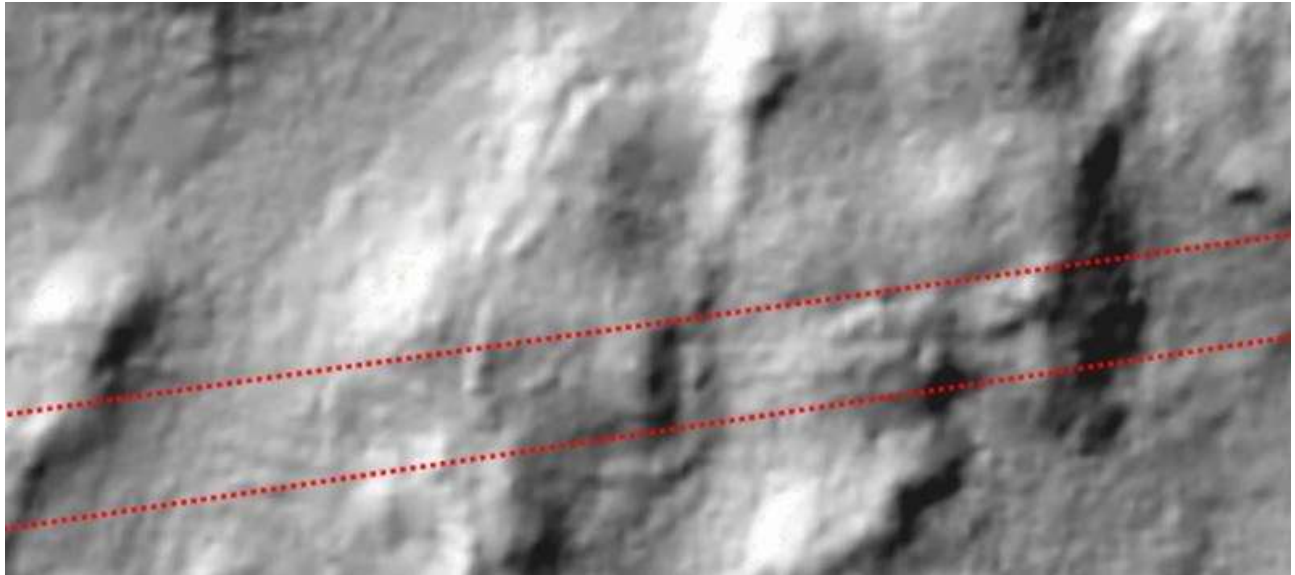


Image 17: LiDAR image, in the center is the outline of the oval stone wall defining the ox pen crossed by easement (red lines); see map at Image 18

The road on the west side and adjacent to the ox pen predates the colonization of the Piscataqua basin. Native Americans first used it as path between the first falls of the Lamprey River and the oyster beds at Oyster Point on the Oyster River. The residents of Oyster River Plantation used the road during the 17th century to go to the First Meeting House, built in 1655 on the south bank of the Oyster River, north of this site. Near the Meeting House, the way continued to the 'Wading Place', a ford across the Oyster River. On the north bank the way followed Bunker Lane to meet the Road to Cocheco which led north to the boom at Bellamy River falls, and on to Cocheco falls, now downtown Dover. During the 18th and 19th centuries, the road was used to haul granite out of the quarry to the Oyster River where it was transported downriver by gundalow.

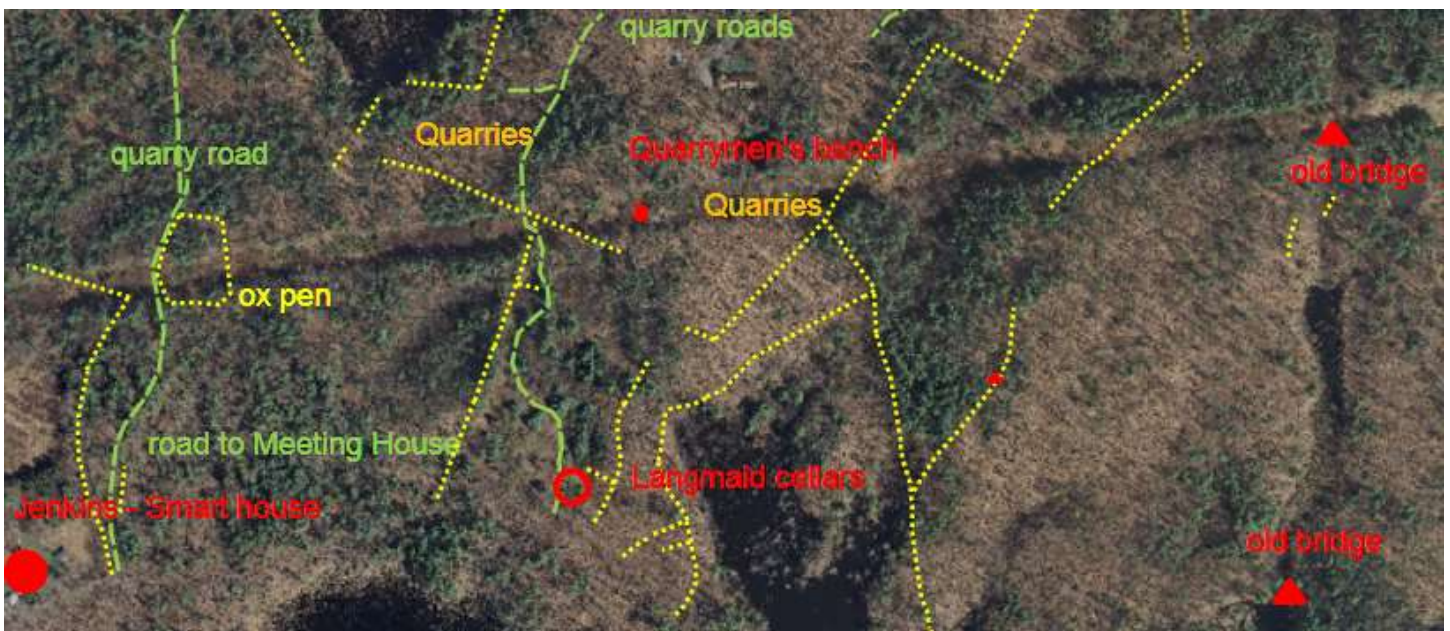


Image 18: Pinkham Smart Quarry, Longmarsh Road Quarries Historic District, the easement corridor north of the Class VI section of Longmarsh Road

The stone wall next west, running almost east-west where it is crossed by the easement, is the bound wall for land granted to Stephen Jenkins in 1693. This land with house and barns was purchased by James Smart in 1818; the house Smart bought is 125 Longmarsh Road. The land north of the east-west stone wall is the Parsonage Lot, granted in 1668 for the use of the minister, running north to the first Meeting House on the south shore of the Oyster River.



Image 19: Boundary wall of the Parsonage Lot granted in 1668 and Stephen Jenkin's grant of 1693

To the west of the Longmarsh Road Quarries Historic District there are four stone walls, each about one mile in length running north-south, crossed by the easement between the Parsonage Lot bound wall and Timberbrook Lane. These stone walls run from Longmarsh Road north to the Oyster River, marking the ancient grants of Ambrose Gibbons and the Burnham family. Ambrose Gibbons was the agent for Captain John Mason, holder of the 1622 patent for land that later became New Hampshire. Gibbons was sent over from England in 1630 to establish saw mills and a trading post at what is now South Berwick. Gibbons received a grant of 200 acres before 1640 at Oyster River. His grant was purchased in 1657 by Robert Burnham. Burnham and his descendants received other grants, and by 1740 the Burnham land stretched from the banks of the Oyster River south to Longmarsh Road, see Image 20. Because these tracts of land remained intact for centuries, most of the Wedgwood subdivision and the Sandy Brook subdivision were built within these stone boundary walls.



Image 20: Ancient stone bound walls of the Gibbons and Burnham grants running north from Longmarsh Road

Timberbrook Lane is a section of the original Longmarsh Road laid out in 1721. This section became a Class VI road after Longmarsh Road was altered to run straight over Long Marsh Brook in the 1860s, joining Newmarket Road opposite Bennett Road. Where the pavement ends on Timberbrook Lane, the Class VI road follows the 1721 Longmarsh Road, crossing over Long Marsh Brook on The Causeway to Newmarket Road. The Causeway is a bridge built with massive slabs of granite.



*Image 21: Long Marsh Brook Area,
Route 108 to the west, the Class VI part of old Longmarsh Road is the dashed green line, Longmarsh Road to the south,
red circle marks the Nathaniel Norton cellar crossed by the easement*

On land crossed by the easement between Timberbrook Lane and Long Marsh Brook there is a cellar dating from colonial times. The cellar marks the site of a house built before the Revolutionary War by Nathaniel Norton, a tailor, on land first owned by the Folletts, see Image 22. Deacon Norton accompanied John Sullivan in 1774 in the raid on Fort William and Mary at New Castle. Later, Nathaniel Norton served as a selectman of Durham.



Image 22: Pre-Revolutionary War cellar of the house built by Nathaniel Norton

The stone wall crossed by the easement at pole site 41 is of great historic interest. This stone bound wall starts at a T Junction with another stone wall outside the easement area, then crosses the Long Marsh Brook, emerging on land west of the brook, and continuing on the same course west of the Route 108 highway, see Image 21.

The image below shows this early stone wall entering Long Marsh Brook from the west. This stone wall indicates the condition of the farmlands in this area before 1825. Soon after, the Newmarket Manufacturing Company constructed a new dam at the first falls of the Lamprey River, raising the level of the river. The new impoundment extended far upriver to the second falls of the Lamprey, and backed up into Woodman Creek, beyond where Bennett Road crosses the creek.



Image 23: Stone wall crossing dry land and disappearing beneath the flooded valley of Long Marsh Brook

The natural drainage pattern of the tributary rivers flowing into the Lamprey, within the impoundment area, was changed. In order to reduce the flowage damages paid annually to local farmers, the Newmarket Manufacturing Company purchased land from John Mooney, the owner of the Plains Field adjacent to the Moat. At the Moat, the company constructed a dam, which prevented the Lamprey impoundment from flooding this area, but the Moat dam also reversed the flow of Shepard's Brook, now called the Long Marsh Brook. Historically, Shepard's Brook drained the farmland around Newmarket Road into the Lamprey River. After 1827, the natural drainage of Shepard's Brook was reversed by the new Moat dam and the drainage was redirected to flow toward the Oyster River. As a result, the farmland at lower elevations became permanently flooded, as the land by Shepard's Brook filled with water. Permanently higher water levels in Shepard's Brook, now called Long Marsh Brook, submerged the once-dry land and stone wall at this location. This stone wall is evidence of conditions that existed for centuries, before the construction of the higher dams and the use of flashboards.

The land around and south of the walled Burnham-Mooney burial ground on the east side of Route 108 and the land on the west side of Route 108 is the Burnham-Moriarty farm; part of this farm is shown in image 24. William Williams was granted 100 acres at this site before 1680 and sold the grant to John Cutt, the first President of the Royal Province of New Hampshire. In 1713, Samuel Penhallow in the right of his wife, Mary Cutt, sold the Williams grant to Joseph Davis. Sargent Davis was born at Wagon Hill farm, one of the sons of Ensign John Davis. Joseph Davis first developed this land as a farm. Following Davis and his sons, Jeremiah Burnham, who was a shipwright as well as a farmer, owned the farm. He gave most of his land to his grandson, Captain Jeremiah Burnham Mooney in 1793. At this date, the Jeremiah Burnham farm stretched from the backwaters of the Mill Pond to the southeast side of Route 108, and northward about half the distance to Mill road. Before the new road, now Route 108, was built across the marshes in the 1820s, the road to Newmarket ran on high ground in front of the Moriarty house, turning south in front of LaRoche farm to cross Shepard's bridge by the Moat, where Route 108 follows the first road to Lamprey River falls.



*Image 24: Burnham Mooney Moriarty Farm,
at the intersection of Bennett Road, Route 108, Longmarsh Road*

The intricate system of stone walls on this farm, crossed by the easement, was built during the ownership of the Burnham and Mooney families (1753-1860). Of particular note is the driftway for

cattle, leading from the barn, once south of Bennett Road toward the northwest, across the height of land to the stone walled pastures beyond. In addition to the driftway, crossed by the easement, there is a walled pasture on the height of land, west of the driftway. In the past, stones from this wall were taken by PSNH and used as in-fill around the base of new electric poles. This is an example of the direct-embed method that will be used to set many of the pylons for the Seacoast Reliability Project.



Image 25: Cattle Driftway on the Burnham-Moriarty farm north of Bennett Road crossed by the easement

John Mooney sold this farm of more than 100 acres to the Moriarty family in the 1860s. The Moriarty family, who owned this farm for more years than any of the previous owners, ensured the protection of their historic farmland and stone walls through a conservation sale.

West of the Moriarty farm, this conservation land, used and enjoyed by the public, continues through the Bickford-Beaudet farm. This historic dairy farm was purchased by the Beaudets from the Sullivan family in 1917. Two additional tracts were bought ten years later, extending the northern section of the Beaudet farm as far west as the Boston & Maine Railroad tracks. Much of the Beaudet farmland north of Bennett Road and east of LaRoche Brook is open pasture; though there are three stone bound walls and one driftway crossed by the easement.



Image 26: Cattle driftway on the Bickford-Beaudet farm north of Bennett Rd crossed by easement

The first set of stone walls crossed by the easement on the Beaudet farm were built to enclose arable land, separating growing crops from grazing herds.

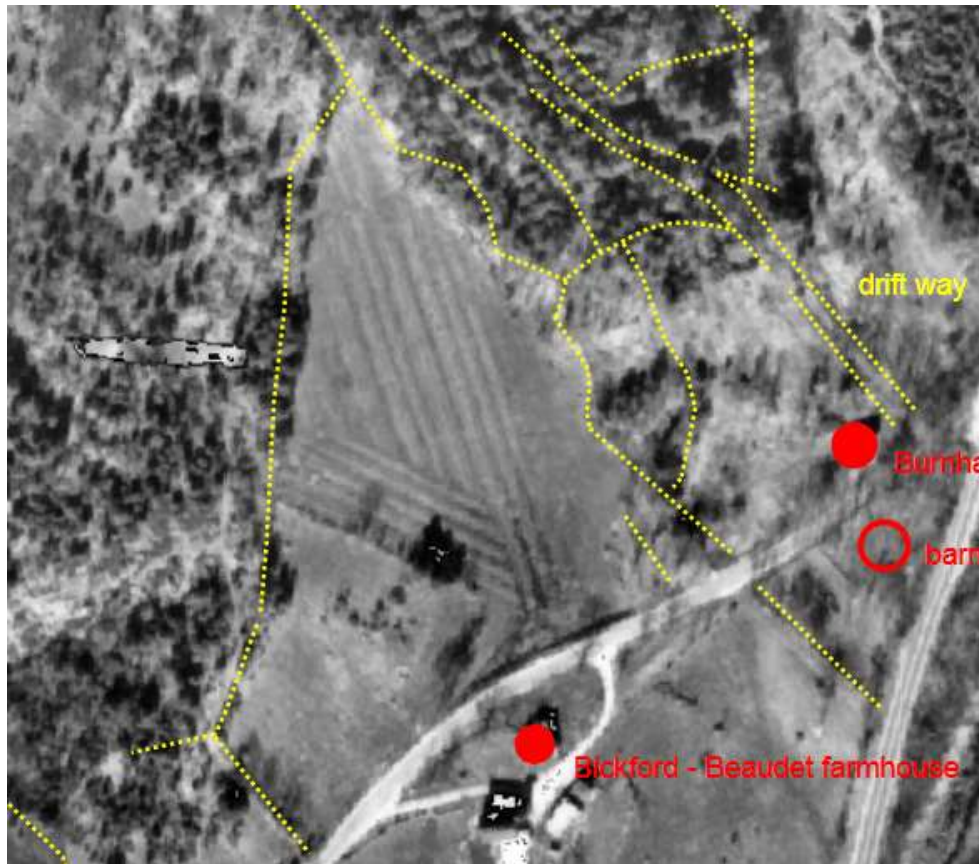


Image 27: Bickford-Beaudet Farm arable land crossed by the easement, Bennett Road to the south

The first grant for this farm was 40 acres to John Bickford in 1654. In 1706 his grandson Eleazer Bickford inherited '80 rods square on the west side of the Long Marsh bounded on two sides by the road from Oyster River to Lamprey River' that is, 40 acres on the south side of Bennett Road at the corner of the old Newmarket Road that leads to Shepard's Bridge. This is the site of the Bickford farm cellars and burial site. Eleazer Bickford was likely the first to develop this land into a farm, which he sold in 1737 to his brother Joseph. Joseph Bickford had purchased land granted to Francis Mathes, and by 1755, his farm included land on both sides of Bennett Road, from Jeremiah Burnham in the east, to Shepards Bridge on the south, and on the north side, land west to Benjamin York's grant which was bounded by the Lamprey River below second falls.

John Mooney, who owned the Burnham-Moriarty farm after his father Captain Jeremiah Burnham Mooney, bought the Bickford Farm in 1826, and sold 96 acres to Israel Ricker in 1855, who sold the farm to Joseph Otis in 1864. The Sullivans bought adjacent land from the estate of John Mooney and later acquired most of the Roscoe Otis farm by 1911, in 1917 selling 90 acres to the Beaudets, who later bought 88 additional acres for their dairy farm from Lewis Ellison and Alma Morse.

The next stone wall crossed by the easement follows the east side of Beaudet Brook, enclosing a 20 acre pasture. Adjacent to probe F107 54 is the stone-walled driftway for cattle leading to the northern pastures. The west wall of the driftway is the stone bound wall that starts at Bennett Road and runs north for half a mile. This wall, at the southern edge of the easement, is intersected by a perpendicular bound wall that parallels the easement almost to LaRoche Brook. On the west side of

the LaRoche brook, on the same course, is another segment of the bound wall, leading south to Bennett Road, enclosing a separate parcel never part of the Bickford-Beaudet farm, see Image 28.

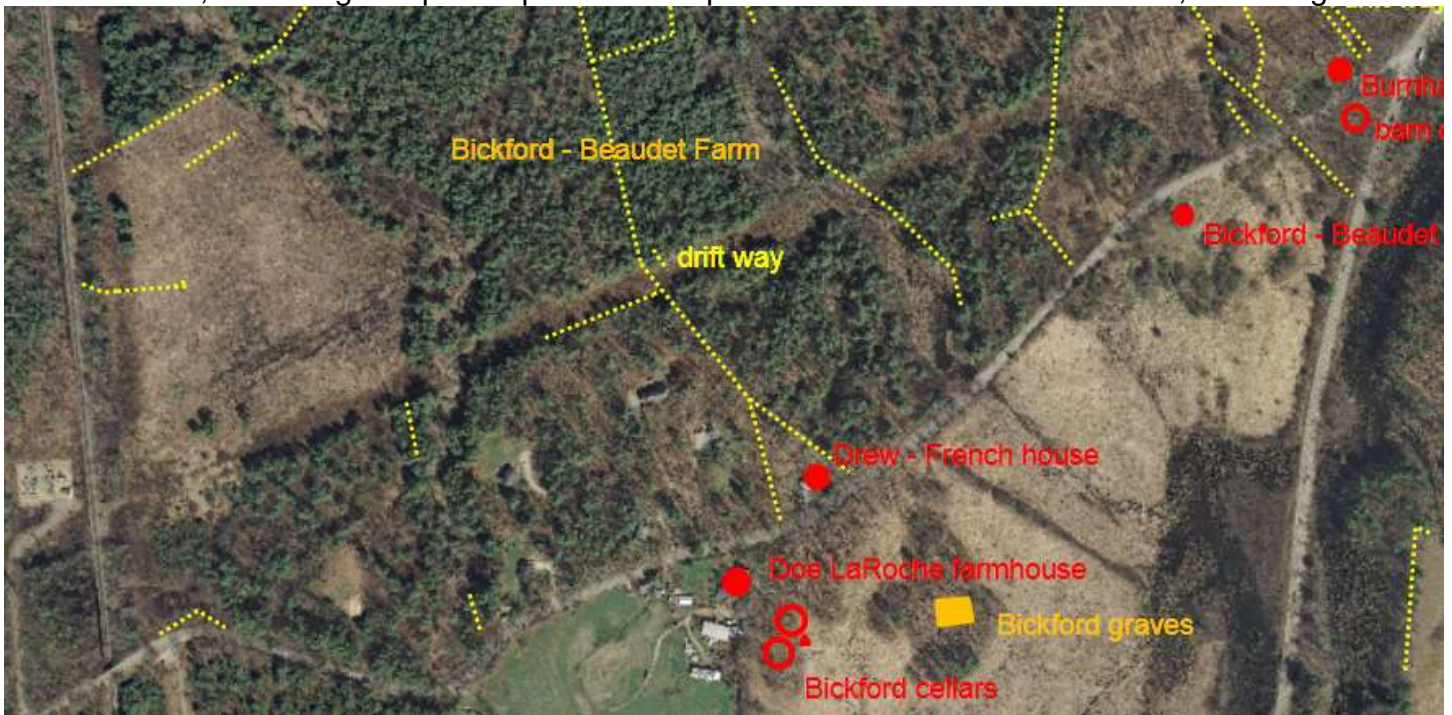


Image 28: Bickford-Beaudet Farm, Durham Farms Railroad Historic District

The original name of LaRoche Brook was Dirty Brook, referred to the 1694 grant to John Bickford of "60 acres on the south side of the dirty brooke at the upper side of Benjamin York's land." John Smith, a son of Joseph Smith who owned Emery Farm, bought the grant from Bickford in 1703 because John Smith had received an adjacent grant of 50 acres in 1701. The land survey of 1705 describes part of it being:

"on the north side of the dirty brook a small distance above the path beginning at a small pine tree & then running north east forty rods to a pine tree & from thence due north west sixty rods to a path called **Folletts Path & so bounded by said path westward to the brook and from that brook by the bridge** running west sow west to Burnums land so bounded by Burnums & Bickfords land to the tree where we first began.



Image 29: Remains of stone bridge abutment over Dirty Brook, now LaRoche Brook, east of the tracks

John Smith had another grant of 20 acres in 1729 “lying between Folletts bridge path and the Dirty brook.” Two historic bridge sites are outlined in blue on the map, Image 30. These appear to be ancient bridge crossings over Dirty Brook. It is impossible to survey the site of Folletts Bridge; as of 2017, there are seven beaver dams north of the railroad bridge over LaRoche brook, flooding the area. It appears the beavers south of the bridge have been removed and their dams destroyed.

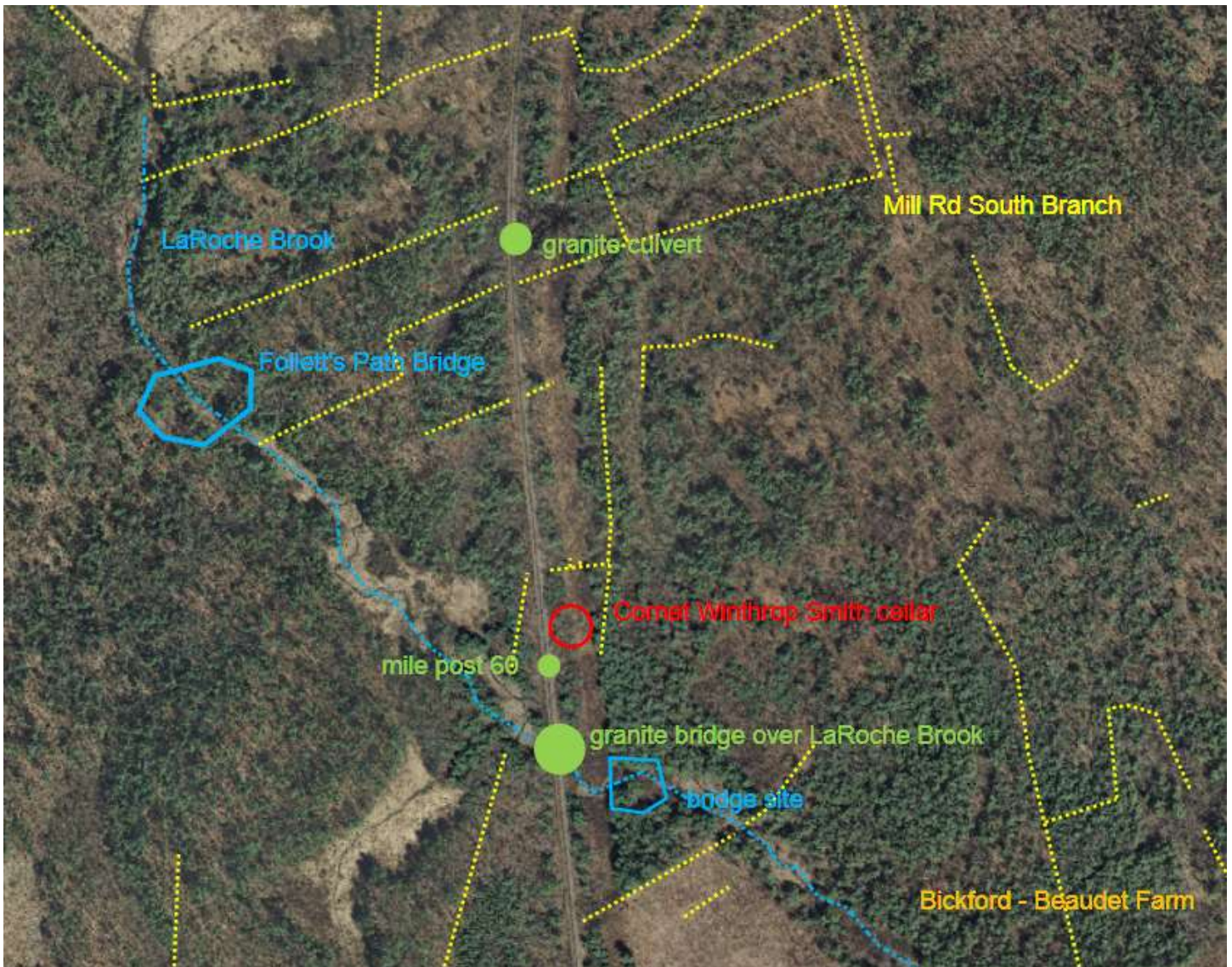


Image 30: Cornet Winthrop Smith Farm, Durham Farms Railroad Historic District, southern section of UNH Foss Farm

Folletts Path is the earliest known road in this area, the name dating from 1661 when William Follett was granted 6 acres at Moharimets Swamp and 1663 when he was granted 100 acres of upland adjacent. The Follett grant is the rich farmland now occupied by the Surrey Lane-Carriage Way subdivision. Follett’s Path crosses the tributaries of the Lamprey River inland, at places where the brooks are narrow and the crossing points more shallow. This path likely followed an existing Native American pathway, used by the English colonists to reach similar destinations. A Native American planting ground, often referred to in deeds, was nearby across the Lamprey River.

John Smith’s will, proved in 1744, gave his son Joseph “all my house and lands and orchard lying near the second falls on Lampereel River on the North side...I also give my son one fifth part of my saw mill at the second falls of Lampereel River.” Joseph, who later became Colonel Joseph Smith,

added land to this farm and sold a few tracts, such as 20 acres in 1744 to Theophilus Hardy, a hatter. In 1752, he sold 31 acres of pasture on the north side to Deacon Hubbard Stevens, a tanner, lying between his farm and the farm of Jabez Davis to the north. This parcel is delineated by the stone walls shown on image 30, above.

In 1771, Colonel Smith sold his farm to his son Winthrop Smith, described as “the land in Durham given to me by the will of my honored father it being the land now improved by Eliphalet Wiggin under me and said Winthrop.” This farm was ever after known as the Cornet Winthrop Smith Farm. The house was probably last occupied by the Bennett brothers, John and Eleazer Bennett Jr. The cellar of the Cornet Smith farmhouse lies within the easement east of the railroad track at pole site 44. There is evidence of barns and outbuildings to the north that merit archaeological investigation.



Image 31: Cornet Winthrop Smith farm cellar, outbuildings located to the north – probe site F107 44



Image 32: Cornet Winthrop Smith cellar near existing electric pole

Three hundred feet south of the Cornet Winthrop Smith cellar is LaRoche Brook, crossed by the railroad tracks on a 19th century granite bridge. The granite slabs extend fifteen feet to the north and south of the culvert shown in image 33. The floor of the culvert is paved with large granite slabs.



Image 33: 19th century granite railroad bridge crossing LaRoche Brook



Image 34: Granite paving stones lining the floor of the culvert

Nearby, at the east side of the track, is a granite milepost placed by the Boston & Maine Railroad, marking the distance as 60 miles to Boston; later painted over with different numbers



Image 35: Milepost marking 60 miles to Boston

A short distance north of the milepost is another 19th century granite culvert for drainage under the railroad embankment.



Image 36: granite culvert beneath the railroad embankment

The next farm north of the Cornet Winthrop Smith farm is the Moses Davis farm, the northern part of what is now called Foss Farm. Moses was a son of Ensign John Davis, the first colonist to farm Wagon Hill farm. Moses was killed by Indians at the age of 66 in June 1724. Killed at the same time was his son, Moses Davis, Jr. age 39, who left a widow and 5 children. His widow, Deliverance Rice, was first married to George Chesley, killed by the Indians 14 years and 2 days before the death of her second husband. She never remarried and was the mother of Love Davis and Aaron Davis, whose gravestones can be seen at 81 Mill Road and in the College Woods opposite.

Some of the Moses Davis Sr land was inherited by his son Jabez Davis, who bought more land until his farm was 130 acres. He built a garrison house and the cellar still exists, attached to the cellar of a larger farmhouse built later. This historic site is situated immediately adjacent to the railroad tracks on the west side. Later owners of this farm included James Leighton and two generations of John Thompsons, both known as Deacon Thompson. When the railroad came through town in 1841 it split this farm in half, leaving the farmhouse on the west side and Davis-Thompson cemetery on the east side, see Image 37.

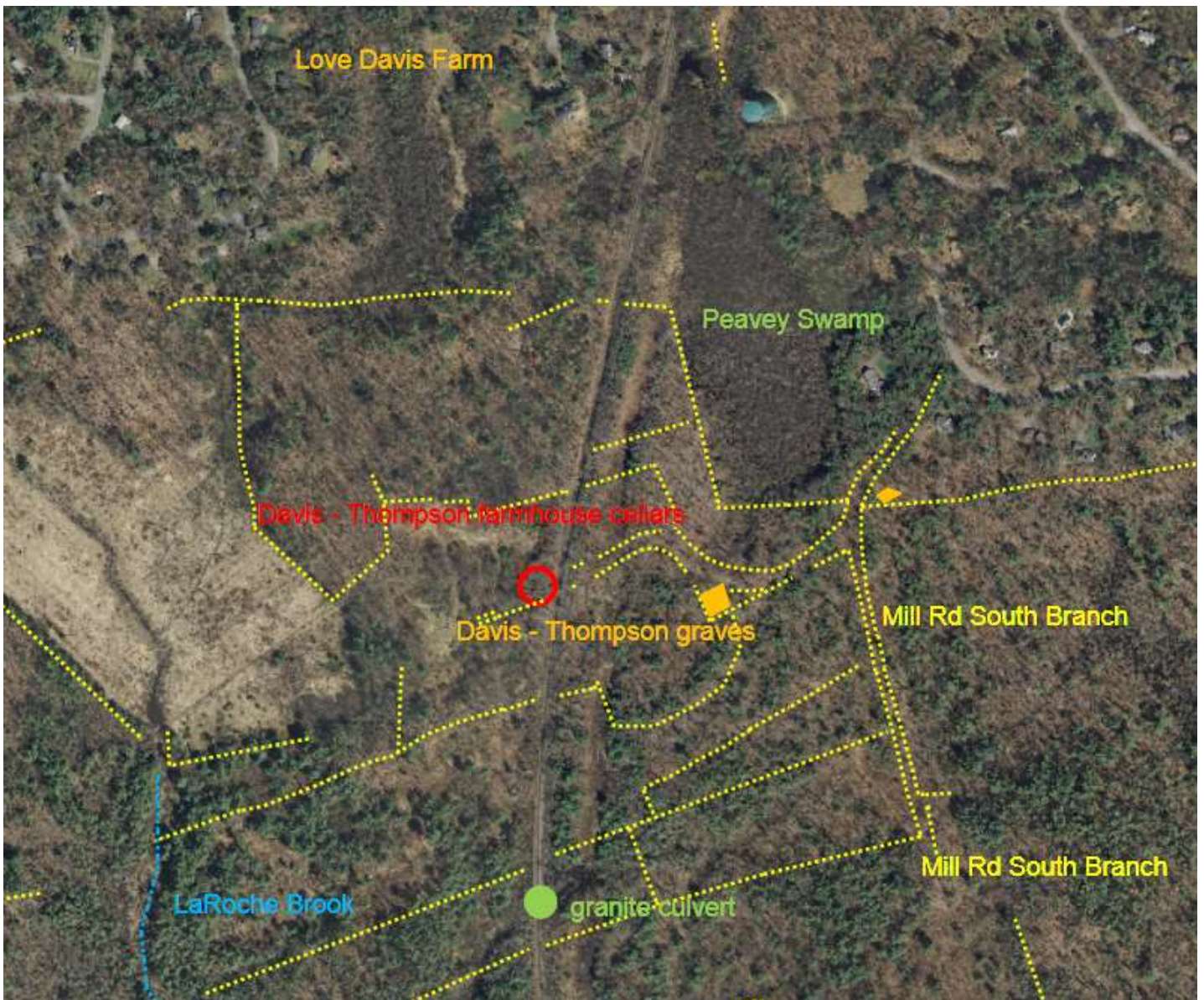


Image 37: The Davis-Thompson Farm, Durham Farms Railroad Historic District, northern section of UNH Foss Farm



Image 38: Jabez Davis garrison cellar



Image 39: The Leighton – Thompson farmhouse cellar, attached to the Jabez Davis cellar

The Davis-Thompson family cemetery is on the east side of the railroad track. This large cemetery is adjacent to the historic road used by Eversource as an access road to this section of the easement.



Image 40: granite steps at the Davis-Thompson farmhouse that once led to the family cemetery, since 1841 on the other side of the tracks

On the east side of the tracks, the Davis-Thompson farm was bounded by land of Abednego Leathers and George Chesley, as well as the South Branch of the Mill Road, a public road from 1686.



Image 41: Stone walls of the Davis-Thompson, Chesley, and Leathers farms crossed by the easement

The South Branch of the Mill Road, most of which is a Class VI road, was laid out in 1686, four rods wide. Eversource uses this road to access the East Foss Farm segment of the easement. The Foss family owned the Davis-Thompson farm for about 15 years before the Boston & Maine bought the land in 1910. Years later, this and other land was acquired from the railroad by UNH who named the entire tract Foss Farm.



Image 42: The 1686 South Branch of Mill Road, Class VI section. The northern paved section of this road is now called Foss Farm Road where it passes through the Valley Development subdivision

The Durham Farms Railroad Historic District

The land crossed by the Eversource easement, from the north side of Bennett Road to the Madbury town line, parallels the railroad tracks. This once-profitable farmland, no longer farmed, provides an illustration of the effects the coming of the railroad had on farmers whose profitable farms were crossed by the tracks. The best farmland in Durham has always been river valley land and drained marsh land, the same type of land best suited for laying railroad track at the lowest cost per mile. With no exceptions, the route chosen by the engineers in 1841 bisected profitable Durham farms. The Durham Farms Railroad Historic District qualifies for National Register Listing under criterion A and criterion C. The southern border of the Historic District is the Newmarket town line and the northern border is the Madbury town line.

A survey of the deeds given by Durham farmers to the Boston & Maine Railroad during 1840 and 1841 illustrates the challenges faced by farmers whose land was crossed by the tracks. Every Durham farmer demanded, as a condition in their deed, that the Boston & Maine Railroad build crossings or underpasses for their cattle. At some farms, one crossing or underpass was necessary,

at others two or three, and at one farm four underpasses. The requirement was dependent on the layout of each farm and the nature of the farmland crossed. Another common condition agreed to by the Boston & Maine, was the construction of one or more wheel ways suitable for oxen or horses pulling wagons and farm equipment across the tracks.

The original railroad landscape in Durham was quite different from what exists today because the landscape included one, two, three or four cattle crossings or underpasses on each farm and one or two wheel ways across the tracks on each farm. This was the farming landscape along the tracks in Durham for about 70 years until 1910, when the Boston & Maine decided to lay double track, a second track adjacent to the original track, through Durham. By 1910, the Boston & Maine was no longer concerned about accommodating the owners of land affected by the railroad. The Boston & Maine closed off all the cattle underpasses and raised their embankments, making crossing points and wheel ways impossible.

The closing of the cattle crossings was the reason Loring Foss was forced to sell the Davis-Thompson farm to the railroad in 1910. His pastures were on the east side of the track and his arable fields, barns and house were on the west side. Without crossings, it was impossible to pasture his dairy herd; it was no longer feasible to use the land for farming. The Davis-Thompson farm had been profitably farmed for 300 years before it was rendered useless by the railroad. The only crossing, under the railroad embankments in Durham after 1910, was by the siding used for unloading coal at the boiler house of NH College, on the new section of track built at that time.



Image 43: Amazeen pasture between Cornet Winthrop Smith Farm and Davis-Thompson Farm

The map above illustrates the situation farmer George Amazeen faced with the railroad in 1910. One of his parcels of land was crossed by the track. This parcel had existed in the same form since the early 1700s; the four corners are marked with red dots. The red triangle in the center marks a granite culvert under the track, previously described. When Amazeen acquired the land there was a cattle crossing to the pasture on the west side of the track. However, in 1910 when the second track was to be laid, Amazeen was told his crossing was eliminated. Amazeen was forced to sell the inaccessible western half of this parcel to the Boston & Maine Railroad. George Amazeen kept the land on the east side of the track and continued to farm that land and another 55 acres he owned nearby, as both

parcels were accessible from the South Branch of the Mill Road. Amazeen also owned land on Main Street west of Garrison Avenue and 10 acres of the Spinney Field, near the old barns on Mast Road Extension.

The same conditions affected farmers south of Bennett Road, notably the Young Farm, a large farm between Packers Falls Road and the Lamprey River, extending to the north and south of the diamond bridge across the Lamprey. The Young farm was also a forced sale to the Boston & Maine Railroad when the railroad closed the farm crossings. Several of the most profitable Durham farms, with the best soil, were abandoned to the railroad and never farmed again.

North of the Davis-Thompson farm, the Abednego Leathers land is crossed by the easement, which then crosses Mill Road. The Mill Road railroad bridge was built in the 1960s to replace the level crossing and the route of Mill Road was changed at that time. The present Mill Road is the West Branch of the old Mill Road, dating from 1719. It was laid out beginning at the point where the South Branch of the Mill Road turns south, after crossing the Oyster River at second falls. Second falls was the site of the Chesley Mill, first operated before 1700. It is from this mill that Mill Road takes its name. The granite abutments of the mill dam are still visible, though stone was removed when UNH built its large dam a few hundred yards upstream in the 1930s. West of the Chesley Mill, the West Branch of the Mill Road curved to the right, avoiding the hill and then turned to the left, where it was crossed 122 years later by the railroad, in 1841. The Class VI section of the bypassed Mill Road is crossed by the easement adjacent to the substation, and bordered by stone walls and sugar maples.



Image 44: Mill Road, the original route of the West Branch leading west from Chesley Mill

North of old Mill Road is the Boston & Maine granite milepost marking 61 miles to Boston. At this point, the current railroad bed diverges from the route of the original tracks laid in 1841, which ran slightly to the northeast, past Spaulding Life Sciences and along what is now Edgewood Road. From this point north to the Madbury town line, all the bridges and culverts are made of concrete, either poured in place or prefabricated. All bridges and culverts south of this point are constructed of large blocks of granite.

A notable historic site is the Samuel Hill family cemetery, situated northeast of the UNH Field House. The transmission line for this section is planned to be buried underground through the land occupied by these burials. The Samuel Hill farmhouse stood on the hill where the Field House was built in the 1930s. It was last occupied by John Winslow Emerson Thompson. As described in *The History of the Town of Durham*, published in 1913, the Hill graves lie in undisturbed land, beneath the trees, between the railroad bridge and the Field House:

On the college farm, near the railroad station, on land bought of J. W. E. Thompson, are graves of the early Hill family. They are unmarked, on the brow of the hill, among the oak trees close to the road. Close by, on land formerly owned by a

Image 45: Samuel Hill family grave site, as described in The History of the Town of Durham



Image 46: Samuel Hill family graves, on the brow of the hill, among the oak trees close to the road

Other graves once on this old farm were those of the families of former owners, Benjamin Clough and John W.E. Thompson. Permits for the removal of the Clough and Thompson graves to a Lee cemetery were issued to their descendants October 15, 1906. Therefore, the Clough and Thompson graves were not listed as burials on this farm in the 1913 History.

Samuel Hill's farm was part of *Hill's 500 acres*, the 500 acres granted to Valentine Hill in conjunction with the mill privilege at Oyster River Falls, which he and Thomas Beard received in 1649. Samuel was the grandson of Valentine Hill, and the son of Captain Nathaniel Hill and Sarah Nutter. His parents lived at what is now the Three Chimneys Inn, near the eastern bound of the *500 acres*. The

Samuel Hill farm was situated near the western bound of the 500 acres, and included more than 280 acres. Samuel deeded some of his farm to his son Jonathan before his death. In 1763 Jonathan Hill sold his 125 acre farm to Daniel Warner, the husband of his aunt Sarah Hill. This Hill farm was later called the Warner farm.

Jonathan Hill's farm was 107 acres south of the Mast Road and 18 acres north of the Mast Road; this section of the Mast Road is now called Main Street. Part of the Samuel Hill farm, later the Jonathan Hill farm, was included in the farm purchased by Benjamin Thompson Sr, and later given to his son, who gave the farm to the state for use as an agricultural college. Samuel Hill married Sarah Thompson, daughter of John Thompson and Sarah Woodman; together they had eleven children. The number of burials in the Samuel Hill family cemetery is not known.



Image 47: 1910 Railroad track segment between UNH Field House and Durham bypass

East of the Gables South dormitory, on the east side of the tracks, is the Boston & Maine granite milepost marking 62 miles to Boston, overpainted with a later code number.



Image 48: Granite milepost marking 62 miles to Boston

At the north end of the Gables dormitory parking lots there remains one short section of a stone bound wall, west of the tracks, as indicated in Image 47.



Image 49: Deteriorated concrete culvert under the track section dating from 1910



Image 50: Concrete culvert for Tom Hall Brook where it flows under the 1910 railroad embankment, Tom Hall Brook flows east to join Beards Creek in the Stolworthy Nature Preserve

Just north of the Route 4 bypass is Beech Hill Road, one of the oldest roads in Durham. When the railroad tracks were relocated in 1910, the east end of Beech Hill Road was terminated by a cutting made for the new tracks, which were laid below grade. A new section of road was built in Madbury, from Madbury Road, to access Beech Hill Road west of the cutting, in Durham. The short 1910 access road is also called Beech Hill Road. Most of Beech Hill Road is now a Class VI road, though limited vehicle use occurs to the west for access to the town water tank, the cell tower and one field with crops planted by UNH. This scenic road is two miles long and used by hikers, cyclists, cross-country skiers and by the equine program at UNH.

Beech Hill Road is one segment of a long ancient road laid out before 1689. This road was called the Road to Newtown during the 17th, 18th and 19th centuries. Its current name refers to Beech Hill, because this segment of the Road to Newtown runs along the south side of Beech Hill. Newtown is the name for the northern third of Lee, part of Durham until 1766. The Road to Newtown began near the public landing at the head of Beards Creek, which is adjacent to the old road running through the Stolworthy Nature Preserve. Beards Creek was once navigable by gundalow to the head of the tide, below the Middle School.

This is the report of the survey done for the public landing at Beards Creek in 1689. At that date, the Road to Newtown was already in existence:

March 18, 1689. Then laid out at the head of William Beards Creek a Certaine percell of Land there on the west side of the Creeke for the Convenience of a landing place and high wayes. The bounds of the said land and high wayes as followeth :

At the Creeke 8 rods wide (132 feet) & from thence following North & by West unto the North side of John Woodmans land North Nor west unto the King his high waye & from the head of the said Woodman his land ffourty rods North east unto a Certaine parcell of Rocks there, where wee have appointed & Laid out two high wayes of 4 rods wide, and Runs over the Brooke neare North west & then north north east & by east unto **the high waye unto Newtowne**: and from the aforesaid Rocks Another high waye runs North west & by North on the North side of the aforesaid John Woodman his land into the Commons,

These landing places and high wayes were laid out by virtue of an order from the townsmen bearing date Sept. 24, 1688, By us, John Woodman, James Huckins.

John Woodman owned the farm now occupied by the Middle School, and the adjoining land south to Pettee Brook. The James Huckins farm was on Emerson Road, the first segment of the Road to Newtown. James was killed by Indians, along with 17 others and most of his family five months later, during the Huckins Massacre which occurred in August 1689.

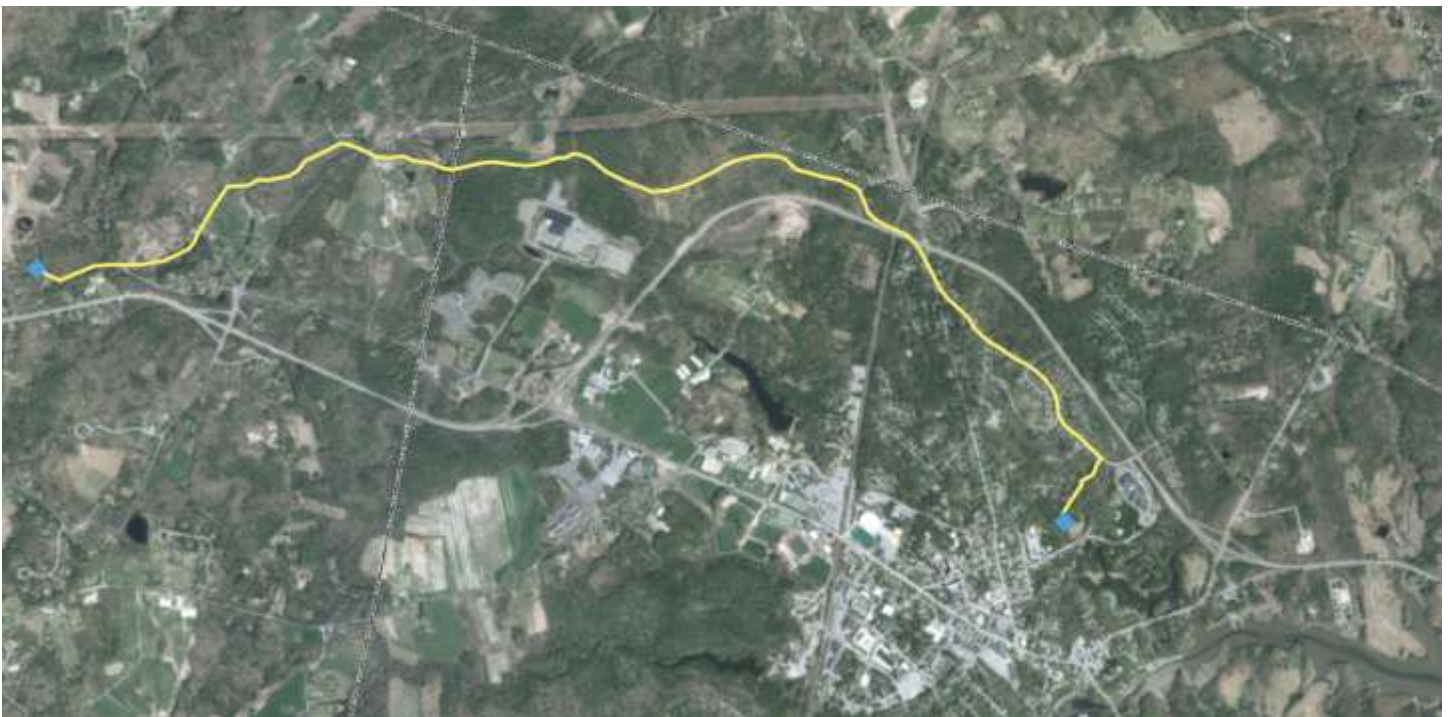


Image 51: The Road to Newtown ran from Beards Creek in the east to the Jameson Mill on the Oyster River at Newtown, in the west. Beech Hill Road begins north of the bypass and runs west to the Oyster River at the Lee-Durham town line. The road is level and dry, skirting the springs at the foot of Beech Hill.

Beech Hill Road was the only road that led west from Durham to northern Lee, the Two Mile Streak, and Barrington for about 150 years, until the First NH Turnpike opened in 1803.

So important was Beech Hill Road that it formed a segment of the first Province Road. This was one of the earliest highways, authorized in 1763 as a supply route from the tidewater port of Durham to the colony's northern settlements in the Lakes Region and on the Connecticut River, and as a farm-to-market route for the benefit of the seacoast towns. The Province Road Act was passed after the

British defeated the French on the Plains of Abraham. Once France lost Canada in 1760, the Indian wars ceased, and the children of local families moved inland to settle new towns.

AN ACT DIRECTING AN HIGH WAY TO BE MADE FROM DURHAM
TO THE NEW SETTLEMENT AT THE PLACE CALLED COHASS IN
THIS PROVINCE AS IS THEREIN DECLARED.

[Passed Dec. 17, 1763. 4 George III. Original Acts, vol. 5, p. 28 ; recorded
Acts, vol. 2, p. 507.]

Whereas a Settlement is now carried on at the place called Cohass In this Province, and is represented to be in Great forwardness, where great Quantities of Corn, Grain & other sorts of Provision will soon be raised which will be Transported down Connecticut River for Sale, unless a good High Way can be made to transport the same into this Province, the best way for which as is represented, is to go through the Townships of Durham Barrington Barnstead Gilman Town and to Cross Winnepiseoky Branch of the river, at the Place called the Wares, and so through the Township of Salem there, of holderness the four Mile Township so Called, Rumney, the Land not yet Granted into a Township, into Haverhill there, & so into Cohass to be carried through Each place in the most strait & direct Manner that the Land Suitable for high Ways will allow—and it Appearing it will if well done, be of great Public Utility

Therefore Be it Enacted by the Governor Council and Representatives That there shall be made, a Good passable high Way of four Rods in breadth from Durham to Cohass, thro' the Several Townships and Lands aforesaid & that the Proprietors of Each Township at their own cost make the same through their respective Townships in the manner and form aforesaid as Soon as may be and that the Persons to whom the Land not yet granted & appropriated, shall be granted shall as the other Proprietors of Townships make the said highway thro the said Land as soon as maybe after such Grant

Image 52: The Act ordering the construction of the Province Road from Durham to Haverhill, NH



Image 53: Beech Hill Road in the winter



Image 54: Beech Hill Road, the section Eversource plans to use as the access road for their cranes, excavators, cement mixers, and other heavy equipment to reach the easement by the railroad tracks



Image 55: Erecting pylons in New Hampshire, from the Eversource website



Image 56: Beech Hill Road running south and west of the Kraus parcel, shaded yellow, and continuing west to the Oyster River. Madbury town line indicated by red dotted line, Pendexter driftway shown south of the bypass

The easement between the bypass and the Madbury town line runs along the west edge of the railroad track. Rather than exercising their option to purchase the Kraus parcel, Eversource has purchased a wider easement from Mr. Kraus, recorded at 4488-663 on June 30, 2017. Eversource plans to use old Beech Hill Road along the southwest side of the Kraus parcel to get heavy equipment onto the easement. This access road must be changed to a less destructive choice. The easement can be accessed from the northwest side of the Kraus parcel, off the road built in 1910.

West of the Kraus parcel is the cellar of a house once occupied by the Michael Marden family, shown by the red circle in Image 56. Mr. Marden was an Irish immigrant who arrived at Boston in 1849. He and his family are shown living at this house in the local atlases published for 1856 and 1871. He is enumerated in the 1860 and 1870 census, living at Durham, a farmer with a wife and two sons. Moses G Woodman may have employed him as Moses signed his naturalization application; Michael became a citizen in 1856. The 1913 History of Durham reports there are Marden burials on the Pendexter farm, which included all the acreage surrounding the Marden house at the time. The site of the Marden graves is unknown, but the statement in the 1913 town history is included because the graves may exist in an area scheduled to be disturbed by the Seacoast Reliability Project.

Close to the Madbury line, on the farm owned by Edward Pendexter, are the graves of the Pendexter and Joy families.
 • On another part of the same farm are Marden graves. There

Image 57: Marden graves reference from the 1913 History of the Town of Durham. The Joy-Pendexter cemetery site is known, the Marden graves have not been located



Image 58: Cellar of the Marden house on Beech Hill Road

The Pendexter farm owned pastures on the south side of the bypass, west of the railroad tracks, now a section of the UNH Moses Woodman horticultural farm. The cattle were driven to the pastures via the cattle driftway leading south from Beech Hill Road and continuing on the south side of the bypass to the pastures. This historical driftway is listed because the access road to the easement on the south side of the bypass should be routed to avoid damaging this historic resource, see Image 56.



Image 60: Pendexter farm cattle driftway, bypass embankment is visible at the upper left

Summary

The historic resources identified by the Durham Historic Association must be protected from damage during the construction phase if the Seacoast Reliability Project goes forward. As the only credible source for local historic resources, DHA expects Eversource to consult with DHA to perform historic resource evaluations before it considers any additional or altered access roads to the easement corridor.

In the past, the installation of electric poles did not cause much damage to historic resources because of the use of standard-size trucks on rubber tires with rear-mounted augers. Today the scenario is different. The size and weight of heavy equipment running on continuous tracks will destroy everything in its path. The cutting, grading, blasting and fabrication of large concrete pads and footings will occur on a scale never seen before in the easement corridor. Careful steps are mandatory for the preservation of the historic resources DHA identified within and adjacent to the easement corridor and the access roads into the corridor.

DHA has little confidence in Eversource's motivation to protect anything in Durham because the environmental maps provided for the public in Application Appendix 2 minimize the actual destruction that will result from the use of heavy equipment in the easement. For example:

It is impossible for the necessary heavy equipment to maneuver within the width of the access roads drawn in and adjacent to the easement on the maps Eversource provided to Durham.

It is impossible for the necessary heavy equipment to maneuver within the dimensions of the work pads shown at each pole site in the easement on the maps Eversource provided to Durham

Durham Historic Association has little confidence in Eversource's motivation and no confidence in its ability to supervise the work of its contractors, to ensure the preservation of our historic resources. Questions never answered:

- How will historic resources be protected from heavy tracked cranes and drilling equipment?
- How will historic resources be protected from the weight of cement mixers?
- How will drilling be conducted to avoid damage to historic resources?
- How will the blasting of 1,100 cubic yards of rock be accomplished while avoiding damage to historic resources?
- How will tracked equipment be transported between the separate easement segments?
- Will there be any storage and equipment yards besides the Bennett Road substation field?
- How much area will the heavy equipment yards and materials storage cover?
- How wide will the roads to and within the easement actually be?
- How large will the work pads within the easement actually be?
- Will pylons and monopoles be assembled on the work pads?
- How will material be transported from the storage yard to the work pads?

Conclusion

The historic resources listed in this testimony were built by our ancestors, they tell a story, they help us understand the past, they are the heritage of Oyster River Plantation and the Town of Durham.

Historic Resources to be Protected:

Image 2: Edgerly Farm

- Little Bay and its shore
- Edgerly and Perkins-Wheeler stone bound walls crossed by the easement
- Edgerly graves
- Archaeologically sensitive area on elevated land, north side of the Edgerly field
- Edgerly and Ault stone bound wall crossed by the easement

Image 5: Plum Swamp Farm

- Stone walls and trees bordering Durham Point Road, a Scenic Road
- Plum Swamp farm stone walls crossed by the easement
- Longmarsh Road stone wall on south side of road

Image 7: Longmarsh Road Quarries Historic District

- Longmarsh Road stone wall on north side of road
- Jacob Mathes Quarry stone bound walls crossed by the easement
- Stone bridge remains on Stevenson Creek and Longmarsh Road

Image 18: Longmarsh Road Quarries Historic District

- Stevenson and Pinkham stone bound wall crossed by the easement
- Pinkham Smart Quarry stone wall
- Granite slab bench used by the Quarrymen, ten feet long
- Langmaid and Smart stone bound walls
- Quarry Road adjacent to Langmaid and Smart stone bound walls
- Ox Pen stone walls crossed by the easement
- Meeting House path, later the quarry road, extending north from 125 Longmarsh Road, crossed by the easement
- Parsonage Lot and Jenkins grant stone bound wall

Image 20: Gibbons and Burnham grants

- Four north-south stone walls within the Sandy Brook and Wedgwood subdivisions

Image 21: Long Marsh Brook Area

- Nathaniel Norton cellar and associated stone walls
- Stone wall crossing and submerged by Long Marsh Brook
- Burnham and Mooney graves on south bound of easement

Image 24: Burnham-Moriarty Farm

- Stone walls marking the cattle driftway crossed by the easement
- Pasture stone walls on the Moriarty Farm hill

Image 27: Bickford-Beaudet Farm

- Stone walls on east and west sides of the plowed field, west stone wall on steep hillside

Image 28: Bickford-Beaudet Farm and Durham Farms Railroad Historic District

- Cattle driftway stone wall and the half mile bound wall marking driftway west wall, at pole 54
- Stone wall on south bound of the easement perpendicular to the half mile stone wall, above
- Two stone walls leading east from the railroad tracks, north of Bennett Road and south of LaRoche Brook

Image 30: Cornet Winthrop Smith Farm and Durham Farms Railroad Historic District

- Cornet Winthrop Smith Farm cellar and adjacent stone wall to the east
- Archaeologically sensitive area north of cellar for outbuildings of the Cornet Smith Farm
- Field system of several stone walls shown on the image that pre-date the railroad, some crossed by the track, crossed by the easement north of the Cornet Winthrop Smith farm cellar

Image 37: Davis-Thompson Farm and Durham Farms Railroad Historic District

- South Branch of the Mill Road; the dirt road leading off Foss Farm Road and its stone walls (access road to easement)
- Davis-Thompson grave site adjacent to Deacon Thompson Lane that leads from the South Branch of the Mill Road (adjacent to access road)
- Deacon John Thompson Lane, the dirt road leading from the Davis-Thompson grave site to the east side of the railroad track where there once was a bridge crossing to the Davis-Thompson farmhouse, with adjacent stone walls and ancient sugar maples (access road to easement)
- Field system of several stone walls shown on the image that pre-date the railroad, some crossed by the track, crossed by the easement, at and south of the Peavey Swamp

Image 44: West Branch of the Mill Road and Durham Farms Railroad Historic District

- West Branch of the Mill Road and its stone walls and sugar maples (access road around the north side of the Mill Road substation)

Image 47: The 1910 railroad track segment and UNH Campus

- Samuel Hill family graves between UNH Field House and railroad bridge
- Stone bound wall segment running North-South at the north edge of the Gables parking lot

Image 56: Beech Hill Road, Pendexter Farm and Durham Farms Railroad Historic District

- Old Beech Hill Road to south and west of the Kraus parcel, and its stone walls. This planned access road must be changed to access the easement from northwest side of the Kraus parcel, from the 1910 segment of Beech Hill Road
- Marden family graves, site unknown
- Pendexter cattle driftway and stone walls on the south side of the bypass

Methods and Equipment Used for Erecting Transmission Lines



Transmission lines construction, Eversource website



Unassembled pylon



Crane on tracks maneuvering assembled pylon



Concrete trucks at pylon installation site



Reinforced pole base



Assembling pole base



Auger on continuous-tracked equipment



Maine Drilling & Blasting



Multiple cranes at job site



Job site with typical equipment spread across easement, from Eversource website

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