Committee Minutes

Date: April 12, 2000
Time: 3:00 p.m.
Room: Room 103, LOB

The Senate Committee on Interstate Cooperation held a hearing on the following:

HCR 33 establishing a joint New Hampshire-Vermont legislative cooperative effort regarding the Connecticut river.

Members of Committee present: Senator Johnson
Senator Disnard

The Chair, Senator Carl R. Johnson, opened the hearing.

Senator Carl R. Johnson, D. 3: We will open the hearing on HCR 33. I would like to call on Jim MacCartney.

Jim MacCartney: If I may defer to Chairman Francis for testimony.

Senator Carl R. Johnson, D. 3: Please do.

Sharon Francis: Hello Mr. Chairman. It's nice to be with you. And Senator Disnard. My name is Sharon Francis. I'm the Executive Director of the Connecticut River Joint Commissions of New Hampshire and Vermont. There are 15 commissioners from each state and each state's legislature has established its commission for the Connecticut River.

We have been fortunate for a number of years in having a rather unique financial support from the Federal Government that we have called the Connecticut River Partnership. This support has come from the National Park Service Rivers and Trails program and it is funds that we have utilized in the forms of small grants for local projects sponsored by communities and organizations in the Connecticut River Valley to improve the quality of the environment and to strengthen the local economies.. I'm going to leave with you some formal testimony from us (see attachment A) and I am going to leave with you a list of the partnership projects (see attachment B) that we

have supported just in the past year that will give you and other members of the committee an idea of the kind of things that the partnership has done. Also we did a little brochure about the partnership that gives an overview of what this funding has accomplished.

The reason why we have appealed to the legislatures of Vermont and New Hampshire for a joint resolution is that late last fall as the U. S. Congress was dealing with the budget and the House and Senate Appropriation Conferees were coming down to the nitty-gritty, some things fell through the cracks. One of them was the Connecticut River Partnership.

We want to be able to demonstrate to the congressional delegations of New Hampshire and Vermont that not only the people of the Connecticut River Valley support the re-institution of the partnership but even more that the legislatures of the two states support it.

The State of Vermont, both houses did endorse unanimously the Joint Resolution and it was passed affirmatively on the 3rd of February. The New Hampshire House has endorsed it. We would certainly hope that your Committee on Interstate Cooperation would want to support this measure that benefits an ongoing, vibrant, dynamic, accomplished cooperation not only between the commissions of the Connecticut River Valley but between communities back and forth across the river and organizations working in the valley.

I think if I leave my prepared testimony with you I think that summarizes the gist of what we are asking without taking a lot of your time but certainly I would be very glad to try to address any questions or concerns that might come up in your minds.

Senator Carl R. Johnson, D. 3: You are certainly welcome to highlight that if you would Sharon. I would appreciate that.

Sharon Francis: To highlight the testimony? Yes, good.

I don't believe that we've had an opportunity to appear before this committee so we may seem like something of a new animal to you. But it was in 1987, really at the instigation of House Speaker John Tucker that hearings were held up and down the Connecticut River Valley and the New Hampshire legislature, recognizing that people in the valley were agitating for more attention from Concord. The legislature established the Connecticut River Valley Resource Commission. The Vermont legislature, not to be outdone did something similar the next year.

These two groups in 1989 started to meet together and formed a non-profit which is the Connecticut River Joint Commissions, so that we could do everything we do jointly and we could raise additional funds to augment what the two state legislatures provide to us.

Early in our existence we decided to try to nominate the Connecticut River into the New Hampshire rivers Management Protection Program. We're talking about a big river. We are talking about roughly 175 miles from the Canadian border to the Massachusetts line and then a lot more after that. But jurisdictionaly for us its that upper part of the river valley that is of importance to us. But it is a very big geographic area.

We are talking 53 riverfront towns on both sides of the river. We organized committees in all the towns. We organized regional groups and were able to make a good nomination to the legislature which was adopted by you in 1992. That gave us the opportunity to develop a corridor management plan and I've got a copy here. This is the summary volume but then there are five volumes regionally that go with this. There have been several hundred people involved in the adoption of this plan. All the communities bordering the river have been involved in its adoption and it really forms a blueprint for the agencies and the communities.

The Federal agencies have been very kind and very supportive of implementing recommendations in this plan and they've set up working groups to help us work through some of the recommendations and develop implementation measures such as a study recently done of contamination in the sediments along the river, such as work that is now going on to not only analyze the eroded river banks but prioritize those that might lend themselves to repair.

The congressional delegations of both states have certainly been supportive of the Connecticut River Partnership and I believe it was a surprise to them as much as it was to us that we lost the funding for that last year.

Senator Carl R. Johnson, D. 3: Have you lost the entire line item of funding?

Sharon Francis: Lost it. Lost it. And that was $150,000 a year item. So it's meant that this year we have not been able to do any small grants nor have we been able to do some of the river wide projects that we had initiated. We just put them on hold for a year.

Senator Carl R. Johnson, D. 3: While we are talking about funding, I'm sorry to interrupt but while I'm thinking about it, have you gone to the towns

along the river to see if they would contribute through warrant articles or something, to your commission?

Sharon Francis: From time to time we have gone to them. The level of support that has been reasonable to request has been two to five hundred dollars per town and we have not gone to them in this hiatus because the partnership program then gives money back to the towns to do projects. So giving money to us to give back to them, they might as well do it themselves and save the postage.

What we have been advised by congressional staff is that rather than being a line item which is easily deleted that there is authority in the Department of the Interior for something called "statutory aid" and this becomes put into the budget and it has a solidity to it. Congress needs to enact a measure to do that but once Congress has made its support evident then we could be, The Connecticut River Partnership could be eligible for statuary aid and we would not have this kind of... uncertainty I suppose, and what we've really relied upon has been the positions of Senator Gregg and Senator Lahey on the Senate Appropriations Committee. Well, they have a lot of agendas that they have to pursue and in the process of negotiating with the house not everything was able to survive. But if we have our own position, if we are endorsed by Congress and we have our own position we'll be able to stand on our own.

We've considered for several years taking this step. We feel we've proven ourselves. We have a very good track record, a very responsible one, a well respected one, with the communities, with the National Park Service that has been the source of funding for the partnership and with the state and federal agencies. So I guess we feel like we've grown up and we're ready to get that driver's license, if you will.

Senator Carl R. Johnson, D. 3: I guess my other question is how are you going to function if you don't make money?

Sharon Francis: We have, just in terms of our own operating costs, we have a $42,000 a year appropriation from the State of New Hampshire, for which we are very grateful and a $48,000 a year appropriation from Vermont for which we are also grateful. We have some small foundation grants and some small project funds from various federal agencies, but....

Senator Carl R. Johnson, D. 3: So I guess a lot of the issues that you feel are important, those are the issues that you probably will not be able to address because of the ...

Sharon Francis: That's right. Without project money. We have *keep the door open* money and *pay the telephone and the light*, but not to do the special projects.

Senator Carl R. Johnson, D. 3: Thank you. You have further comments?

Sharon Francis: No.

Senator George F. Disnard, D. 8: I have a comment.

Senator Carl R. Johnson, D. 3: Senator Disnard?

Senator George F. Disnard, D. 8: I've followed this organization since its inception and supported it and I am amazed how when I go fishing in the North Country and along the Connecticut River if you bring the subject up with any citizen that you meet they are overwhelming in support of this. Many of them weren't at the beginning but they could see what it has been doing to upgrade the environment in the river. I was surprised that Congress did not support it and I hope that the methods of the categorical grants might work.

The Executive Director and its board of directors on both sides of the river certainly should be commended.

Senator Carl R. Johnson, D. 3: I know in my other life when I was in the Steel business that was part of my territory that I traveled, I am very familiar with the river and I'm certainly sympathetic to your cause here and to your concerns. Thank you for coming.

Sharon Francis: Good, good. Nice to meet you and I will leave these two papers here. Seven copies? Is that right?

This is an example of a project funded with the partnership and these are about the partnership.

Senator Carl R. Johnson, D. 3: Yes, Jim?

Jim MacCartney: Thank you Mr. Chairman. Members of the Committee. For the record, my name is Jim MacCartney. I am an acting rivers coordinator with the New Hampshire Department of Environmental Services and instream flow specialist. I have very little to add to what Sharon Francis already offered on this joint resolution. The Connecticut River Joint Commissions have done a terrific job over the years working with the

Department of Environmental Services and others in carrying out projects on the Connecticut River. The Connecticut is one of 13 Rivers now designated into the state rivers program and one of only 14 rivers in the country designated as an American Heritage River.

One of the... a couple of the ways that they've really been able to accomplish some of the terrific work they've done over the years is through the partnership program that they have. And I would point out that one of the significant aspects of the partnership program is that it leverages a great deal more in dollars locally from those carrying out the projects than are provided by the joint commission. So for every dollar that doesn't come through the National Parks Service budget to the Joint Commissions, that's at least one dollar, and often cases more than one dollar, that is lost on the other side.

The other point that I'd like to underscore that Sharon Francis made is the support of a group known as the New England Federal Partners for Natural Resources. This is a group that is comprised of nine federal agencies here in the New England region that's been assisting the Joint Commissions in implementing their quarter management plan which you've already heard was created by those that live in the communities up and down the river.

Those nine agencies are as well positioned or perhaps better positioned than any other bodies to assist the Joint Commissions in carrying out some of the recommendations of that management plan. Some of the recommendations in particular point to things that only the federal agencies are able to carry out. This resolution would urge continued support, not only of the cooperative partnership with the Parks Service but also continue support of the New England Federal Partners for Natural Resources in implementing the management plan.

So with that I would urge your support of this resolution and I would be happy to answer any questions that you may have.

Senator Carl R. Johnson, D. 3: Thank you Jim. Would this unexpected decline in funding, did that come as a complete surprise to you or...?

Jim MacCartney: It did indeed, yes.

Senator Carl R. Johnson, D. 3: It did.

Jim MacCartney: Given the work and the track record of the Joint Commissions and the various projects that have come out of this partnership

program over the years, that it was not refunded again this year was a shock to everyone involved I think.

Senator Carl R. Johnson, D. 3: Do you see this Concurrent Resolution as really being a valuable tool to try to make something happen?

Jim MacCartney: Well I think it sends an important message and certainly one that the congressional delegation can carry with them in talking with their colleagues in Washington, making a case for this restoration of the funding to the partnership program. It really underscores the importance of this measure and the value that the legislatures of both New Hampshire and Vermont have ascribed to continuing this kind of work on the Connecticut River.

Senator Carl R. Johnson, D. 3: It seems to me with Senator Greg's track record on environmental issues that certainly he ought to make an impact. Is there anything that Senator Smith could help out now that he is chair of the Environment Committee?

Jim MacCartney: I am sure that that will be an asset as well but I think that each bit of information and ammunition that the delegation has to carry with them to Washington makes it all the more likely that they will achieve success.

Senator Carl R. Johnson, D. 3: So in your view and in Sharon's view you are really mounting up a good campaign to try and make something happen?

Jim MacCartney: I think we are doing what we can.

Senator Carl R. Johnson, D. 3: Good, good.

Senator George F. Disnard, D. 8: I think Senator Smith needs more input from local citizens too.

Senator Carl R. Johnson, D. 3: I'll make sure he hears from me!

Senator George F. Disnard, D. 8: It will help. Thank you.

Senator Carl R. Johnson, D. 3: Thank you Jim.

Jim MacCartney: I have written testimony that I would like to leave with you as well.

Senator Carl R. Johnson, D. 3: Those are the only two that I have signed up to testify on this resolution. Is there anyone else who like to say a few words. Hearing none I will close the hearing on HCR 33.

The hearing on HCR 33 was closed at 3:20 p.m.

This verabitm transcript respectfully submitted,
by Jennifer Ruffing, Interstate Cooperation Secretary

Attachment A

CONNECTICUT RIVER JOINT COMMISSIONS INC

Statement of Support
JOINT RESOLUTION ON CONNECTICUT RIVER COOPERATION
NH Senate Committee on Interstate Cooperation
April 12, 2000

The Connecticut River Joint Commissions seeks support from the NH Senate for HCR 33, the proposed Joint New Hampshire and Vermont Resolution on Connecticut River Cooperation.

The purpose of this proposal is to enlist the active involvement of the Congressional delegation in regaining federal support for the Connecticut River Partnership Program, which for the last eight years has brought $670,000 of federal funds into the Connecticut River Valley, and which has stimulated over $6 million in additional community investments.

BACKGROUND - - The legislatures of New Hampshire and Vermont each have established a commission for the Connecticut River, New Hampshire's Connecticut River Valley Resource Commission in 1987, and Vermont's Connecticut River Watershed Advisory Commission in 1988. Both state commissions are directed to preserve and protect the resources of the Connecticut River Valley, guide growth and development, and cooperate with the other state in doing so. In 1990, the two state commissions formed the Connecticut River Joint Commissions to coordinate and carry out their mutual agenda.

The Connecticut River Joint Commissions (CRJC) have become the focal point for cooperation regarding the river, not only on the part of the diverse agencies of the two states, but also of federal agencies, communities on both sides of the river, and citizen organizations. These cooperative activities have addressed agricultural marketing, boating safety and access, water quality, hydro dam relicensing, river flows, and the protection of natural resources and promotion of heritage tourism along the Connecticut River Scenic Byway.

As directed by the NH and VT legislatures, CRJC established five bi-state local river subcommittees in 1993, and with their substantial involvement wrote and published the six volume *Connecticut River Corridor Management Plan* in 1997. This citizen-based plan is a blueprint for agencies, communities, and the public in how to be good neighbors to a great river. The New England Federal Partners for Natural Resources, a consortium of nine federal agencies, has set up action teams to aid CRJC in implementing the plan's numerous recommendations.

VT Connecticut River Watershed Advisory Commission • NH Connecticut River Valley Resource Commission
PO Box 1182 • Charlestown NH 03603 • 603-826-4800 • Fax 603-826-3065

With the aid of the New Hampshire and Vermont Congressional Delegations, in 1992 CRJC began a unique program, the Connecticut River Partnership, which has provided federal funds to local communities and organizations for worthy initiatives that benefit the environment and economy of the river valley. A CRJC selection committee reviews proposals and decides upon awardees each year in a competitive process. From 1992 through 1999, federal funds in the amount of $670,000 have been awarded to 245 local projects. This federal seed money has been matched 10:1 by local generosity, even though no match was officially required. The Partnership has been unique as a stimulus from the federal government for local enterprises, without burdens of federal controls or paperwork. CRJC has been able to encourage and broker excellent projects that have credibility at the local level as well as with state and federal agencies.

The funds have been contained as a special line item in the National Park Service Rivers and Trails appropriation. Unfortunately, in the 1999 Congressional negotiations over the federal budget, funds for the Connecticut River Partnership were dropped. This loss of federal support points up the impermanence of special budget arrangements, not specifically authorized in federal law.

The Connecticut River Joint Commissions now have a proven track record of successful bi-state and federal agency coordination on behalf of the Connecticut River which warrants establishment on a more permanent basis.

JOINT LEGISLATIVE RESOLUTION

The Vermont Legislature adopted our proposed Joint Legislative Resolution on Connecticut River Cooperation on February 3rd. Adoption by the New Hampshire Legislature would underscore the cooperation developed by CRJC with the states and federal agencies for the upper Connecticut River, and would provide the basis for a line item in the federal budget to supplement the support now provided by the two states.

Approval by the Senate Committee on Interstate Cooperation and rapid endorsement by the Senate will alert the Congressional Delegation to the importance of including the Connecticut River cooperative partnership in the FY '01 federal budget.

Thank you.

Attachment B

CONNECTICUT RIVER JOINT COMMISSIONS INC

Connecticut River Valley Partnership Program: 1999 Awards

	Project Summary		
	Awards	*Applicants*	*%*
Total	25	63	40
NH:	9	23	39
VT:	7	28	25
Regional:	9	12	75
FUNDING:	$70,000 awarded		$260,000 requested

WATER QUALITY

Elizabeth Mine Restoration Project **$5,000 Awarded**

Project Location: South Strafford and Thetford, VT

Submitted by: Elizabeth Mine Study Group with Vermont Association of Conservation Districts

The Elizabeth Mine has been labeled as one of the "hot spots" on the Connecticut River by the New England Interstate Water Pollution Control Commission and as Vermont's worst non-point source of pollution by the Water Quality Division of the Agency of Natural Resources. The Elizabeth Mine Study Group is organizing a cooperative, community-based environmental and historic restoration project to clean up metal laden acid mine drainage at an abandoned mine site, and to document the mine's historic significance.

Water Quality Monitoring of the Saxtons River **$1,400 Awarded**

Project Location: Westminster, VT

Submitted by: The Compass School with Bonnyvale Environmental Education Center

The students of the Compass School will assist the Bonnyvale Environmental Education Center to expand BEEC's water quality monitoring of the Saxtons River, and will produce a television program on this topic in partnership with Falls Area Community Television.

Cone Brook Bank Stabilization Project **$1,000 Awarded**

Project Location: Columbia, NH

Submitted by: Colebrook Academy

The grant will be used in a student project to stabilize a highly eroded section of a tributary to the Connecticut River where spawning takes place. The stabilization will entail a softwood/hardwood fascine revetment at the toe of the bank with vegetation planted along the upper bank.

VT Connecticut River Watershed Advisory Commission • NH Connecticut River Valley Resource Commission
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FISHERIES & WILDLIFE HABITAT

Upper Valley Connecticut River Wetlands Project **$5,000 Awarded**
Project Location: Thetford & Norwich, VT; Lyme, NH
Submitted by: Upper Valley Land Trust
The Upper Valley Connecticut River Wetlands Project continues UVLT's land conservation work along the Connecticut River in Lyme, New Hampshire, and Thetford and Norwich, Vermont. In 1999, the project will include conservation of riverfront farmland and provision of cartop boat access in addition to protection of shoreland and wetland.

Purple Loosestrife: Education and Control **$500 Awarded**
Project Location: multi-community, NH & VT
Submitted by: Purple Loosestrife Coalition of the Upper Valley w/ Hanover Conservation Council
The Coalition will produce a poster informing the local public, town and commercial organizations of the invasive nature of the plant, purple loosestrife. With the cooperation of state agencies and citizen groups, a mapping process will document disturbed areas, and aim toward the continuation of monitoring and eradication controls.

FUTURE LAND USE

Chateauguay - No Town Conservation Project **$4,000 Awarded**
Project Location: Barnard, Bridgewater, Stockbridge and Sherburne, VT
Submitted by: Two Rivers-Ottauquechee Regional Commission
Through the collaborative efforts between the Chateauguay/No Town Conservation Committee, the Vermont Land Trust, the Conservation Fund, Appalachian Trail Conference, and the Regional Commission, this project will finalize a conservation plan for this 50,000 acre wilderness area. The project will next work to implement the long-term goals for the area through a landowner outreach and conservation program.

Clarksville Pond Protection Project **$4,000 Awarded**
Project Location: Clarksville, NH
Submitted by: Society for the Protection of NH Forests
Funding will help purchase conservation and public access easements at Clarksville Pond, a 30-acre fly-fishing trout pond. The easements will ensure that there is no future development on the shoreline and help reinvigorate an existing campground business at the pond.

Darling Hill Scenic Acquisition **$3,900 Awarded**
Project Location: Burke, VT
Submitted by: Kingdom Trails Association
This grant will assist the Kingdom Trails Association in their efforts to preserve a large parcel of land. The land is critical to the Kingdom Trails system, provides a significant scenic viewshed and encompasses working agricultural land.

Crescent Lake Survey Project **$1,500 Awarded**
Project Location: Unity & Acworth, NH
Submitted by: Friends of the Cold River with the Town of Acworth
The money will be used to conduct a survey of approximately 300 landowners on and around Crescent Lake in Acworth and Unity, New Hampshire. This will complete the third set of surveys within the Cold River watershed to assess water quality, wildlife habitat, and land-use issues.

HERITAGE TOURISM & ECONOMIC DEVELOPMENT

Lancaster River Walk Phase 2 - Natural History Interpretive Signs **$2,500 Awarded**
Project Location: Lancaster, NH
Submitted by: Lancaster Main Street Program with the Town of Lancaster
Funding will be used to design and install eight interpretive trail signs highlighting the natural and historical features of Israel's River, a tributary to the Connecticut River. The grant will also provide funding for an historical roadside marker identifying the Connecticut River an American Heritage River.

Papermill Park **$2,000 Awarded**
Project Location: Alstead, NH
Submitted by: Alstead Conservation Commission
Funding will be used to create a small riparian park along the Cold River on the site of the original paper mill when the town was known as Paper Mill Village. This project will coordinate local efforts to maintain this historic site at the edge of the town green.

Contemporary/Historic Photo Display **$500 Awarded**
Main Street Brattleboro, Vermont
Project Location: Brattleboro, VT
Submitted by: Brattleboro Historical Society
This project will develop a portable photo display which will show buildings on Brattleboro's Main Street as they developed and deteriorated over time. It will be used to educate the public and gain support for Brattleboro's revitalization effort.

AGRICULTURE & FORESTRY

Connecticut Valley Integrated Crop Management Project **$5,000 Awarded**
Project Location: Caledonia Co., VT
Submitted by: Caledonia County NRCD
Funding will be used to support work with farmers in Caledonia County to better manage nutrients and pesticides, thereby reducing the potential for non-point pollution. This project will further develop a partnership between the Caledonia County NRCD, UNH and UVM Extensions, and the Natural Resources Conservation Service.

VT/NH Milk Marketing Study Group **$4,000 Awarded**
Project Location: multi-community, NH & VT
Submitted by: UNH Cooperative Extension
Funding will be used to bring in guest speakers as part of an educational initiative which will increase knowledge of various milk marketing schemes. The study group will then be able to make better decisions and adapt their operations to fit the changing milk marketing climate.

"Fresh Sheet" and Web Site Development **$3,000 Awarded**
Project Location: multi-community, NH & VT
Submitted by: Vermont Fresh Network with the Sustainable Jobs Fund
As a means of increasing communications between farmers and restaurant chefs, this project will create a "fresh sheet" to provide a weekly listing of available food products from Vermont farms. The "fresh sheet" will be supported on a web page that will also be a means of communicating with the dining public.

RECREATION

Coos County Goldfish Pond & Gardens Restoration **$3,000 Awarded**
Project Location: West Stewartstown, NH
Submitted by: Coos County Nursing Hospital through Coos County
A spring-fed goldfish pond and perennial gardens at the Coos County Nursing Hospital in West Stewartstown are a special memory to many who considered this special place a destination to visit in the 1940s, '50s, and '60s. This project will restore the site to its former beauty and make it a special place for young and old in the new millennium.

Connecticut River Canoe Campsites Map **$2,000 Awarded**
Project Location: Connecticut River, McIndoe Falls to Massachusetts
Submitted by: Upper Valley Land Trust
Funding will support the printing of a newly designed, color map of the Connecticut River Primitive Campsites.

Upper Valley Trails Alliance **$1,000 Awarded**
Project Location: multi-community, NH & VT
Submitted by: Vital Communities of the Upper Valley
Funding will be used toward the establishment of an Upper Valley Trails Alliance which will act as a regional resource for networking and partnering on trail development and maintenance throughout the Upper Valley Region on both sides of the Connecticut River. The alliance will bring trail users together to develop new trails, link existing trails, work on use issues, and heighten public awareness of trails.

EDUCATION

Northeast Kingdom Conservation Service Corps **$5,000 Awarded**
Project Location: Orleans, Essex & Caledonia Cos., VT; Coos Co., NH
Submitted by: Vermont Leadership Center
The Northeast Kingdom Conservation Service Corps is a summer education and employment program for youth, ages 12 - 15, consisting of one week of training, five weeks of paid employment and a self-directed learning project based on a natural resource topic. This year's program will involve five crews of ten members each working on conservation-related projects in Orleans, Essex and Caledonia Counties in Vermont as well as Coos County in New Hampshire.

Mascoma River Watershed Plan - Phase I **$4,000 Awarded**
Project Location: Lyme, Dorchester, Hanover, Canaan,
Orange, Lebanon, Enfield, Grafton, Plainfield, NH
Submitted by: Upper Valley Lake Sunapee RPC
This project will facilitate inter-municipal cooperation in the management of the resources of the Mascoma River watershed. It will develop and provide educational materials to communities about the resources and regulatory environment of the watershed and assess the level of local support for further work toward the development of a watershed management plan.

Maplewood Natural Resource Education Project **$3,000 Awarded**
Project Location: Westmoreland, NH
Submitted by: Cheshire County - UNH Cooperative Extension
The goal of the Maplewood Natural Resource Education Project is to increase the public's awareness, appreciation of and use of the natural resources of the Maplewood Complex in Westmoreland, New Hampshire. This project will build the necessary foot bridges to give full access to the river trail and erect interpretive signage for the river and woodland trails.

"River Currents" **$3,000 Awarded**

Project Location: VT, NH, MA, and CT

Submitted by: Connecticut River Watershed Council

Funding will be used for "River Currents," a series of newspaper columns about the river, that will increase individual and community knowledge of the Connecticut River and the importance to its protection through efforts such as those outlined in the River Corridor Management Plan.

Connecticut RiverFest's RIVERDAYS Educational Project and VOICE OF THE RIVER Radio Shows **$2,500 Awarded**

Project Location: multi-community, NH & VT

Submitted by: Connecticut RiverFest w/ Ottauquechee NRCD

This grant will support *Voice of the River* radio shows and *Riverdays*. The radio shows provide public education through interviews with organizations working toward protecting and restoring the Connecticut River watershed. *Riverdays* bring together schools, community members and representatives of government agencies and non-profit organizations in day-long events which further watershed education, and improve water quality and riverine habitat.

Marlboro Watershed Awareness Project **$2,000 Awarded**

Project Location: Marlboro, VT

Submitted by: Marlboro Conservation Commission

This project will create a map of the six Marlboro watersheds, increasing public awareness of Marlboro residents' responsibility in maintaining a clean and beautiful watershed for themselves and those downstream.

"Along the River" Publication Project **$1,200 Awarded**

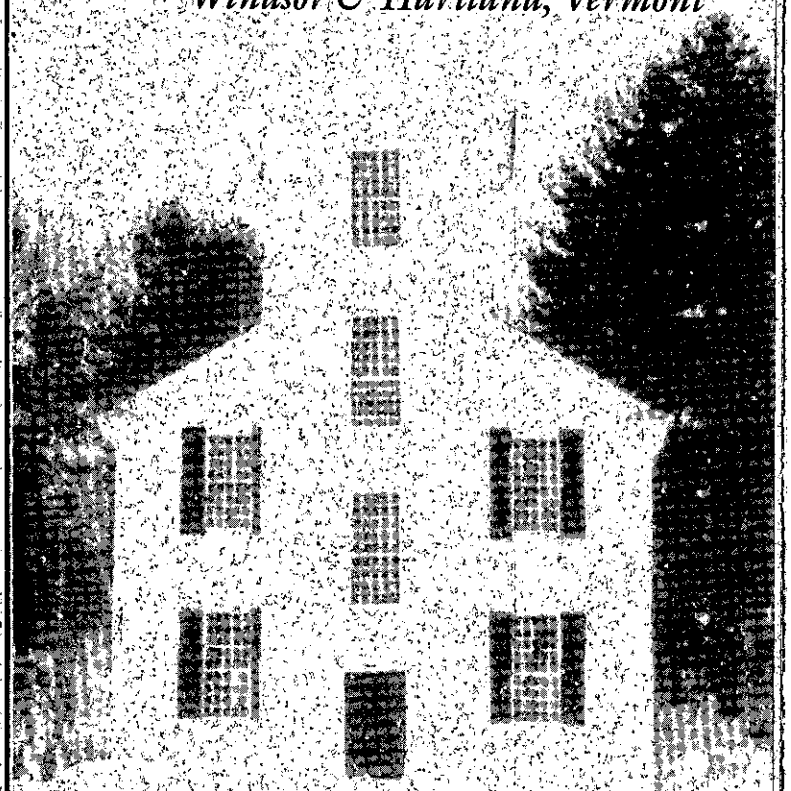
Project Location: Claremont, NH

Submitted by: Claremont Middle School, team 7100

A student devised publication on the historical, geographical, recreational, environmental, economic, and aesthetic benefits of life along the Connecticut River.

CONNECTICUT RIVER HERITAGE TRAIL

Claremont, Cornish &
Plainfield, New Hampshire
Windsor & Hartland, Vermont





A 77 mile driving/
biking/walking tour
for the historically and
architecturally minded.

A LITTLE BACKGROUND

THE CONNECTICUT RIVER—New England's longest—joins New Hampshire and Vermont and today, as in the distant past, is among the most significant defining features of the two neighbor states. This is particularly so when it comes to historical and cultural development. The pace, direction and characteristics of settlement and change remain inextricably linked to the river the native population called *Kwenitekw* or *Quinatucquet*, meaning Great or Long River.

Until the building of the turnpikes in the early 1800s and the railroads in the mid-1800s, the river provided the chief transportation route for goods, settlers and ideas, and explains why the early development of western New Hampshire and eastern Vermont has so much of its origins in Connecticut. Since navigation was not an easy task, particularly along the upper reaches of the river, canals were built, the first, in 1802, at Bellows Falls, followed by others at Hartland and Wilder.

Although a maritime highway, the Connecticut was also a barrier to east-west travel. Ferries were numerous, but it wasn't until 1792 that the first bridge to cross the river along its entire length was built, again at Bellows Falls.

The area featured in this segment of the CONNECTICUT RIVER HERITAGE TRAIL takes the traveler through portions of Claremont, Cornish and Plainfield, New Hampshire and Windsor and Hartland, Vermont. Your link between the two states will be your journey through the Cornish-Windsor Covered Bridge, arguably the most historic and impressive covered bridge in America. Among the highlights awaiting you are sites associated with the industrial heritage of Claremont and Windsor and the "Cornish Colony" in Cornish and Plainfield. There's lots more as well: meetinghouses and churches, village greens, ancient burying grounds, architectural landmarks, old inns—often enhanced by scenic views of Mt. Ascutney and the still-active farm and meadow landscape of the Connecticut River valley.

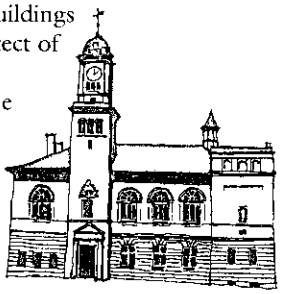
SOME TIPS ON MAKING YOUR JOURNEY ALONG THE TRAIL MORE INTERESTING

- Ask local people about their town or village. You'll find them proud of the area's heritage and knowledgeable, too.
- Get out of the car and walk around a village, sit awhile in the common or wander through an old cemetery.
- Check out the notice boards at general stores and post offices; one never knows what might result.
- Attend a church supper, local historical society program or other community gathering.
- Stay overnight or dine at an historic inn.
- Keep in mind Robert Frost's admonition: "Take the road less traveled by." Back roads often lead to new experiences and surprising discoveries.

READY, SET, GO!

The complete itinerary is just over 77 miles. Although most will be driving, the bicyclist or energetic walker should by no means be dissuaded from setting out. The route as described below begins and ends in Claremont and is presented in a roughly counterclockwise direction. You could just as well do all or some of it in reverse and, of course, choose to concentrate on certain sections depending on available time and inclination. Because of the scale of the Trail Map, it's probably wise to have a good road map or atlas close at hand. Properties listed on the National Register of Historic Places are noted ***NR*** and National Historic Landmarks ***NHL***. Construction dates of buildings, if known, are included in parentheses. The unpaved road sections in this itinerary may present a challenge for some vehicles in the winter and during mud season. Many of the sites included along the Trail are privately owned and not open to the public. Please respect their owners' privacy.

FIND a parking spot for an hour or so near Claremont's Tremont Square, a good place to start your walking tour of the **Downtown Historic District** (***NR***). The square is the heart of Claremont, an open space lined with commercial and civic buildings. Most of the north side is taken up by the **Moody Building** (1890-92) which mixes elements of the Queen Anne and Colonial Revival architectural styles. It was built as the Hotel Claremont to replace the Tremont House—Lafayette was a guest in 1825—which stood in the center of the square and burned in 1879. On the ground floor are the offices of the Chamber of Commerce, a good source of local information. Notice the **Tumble Inn Diner** (*c.* 1930) just to the west; the interior features the original booths and tilework. On the east side are several mid- to late-19th century buildings that continue along Tremont Street and overlook the square (No. 38 sports some Gothic Revival touches and creative brick corbeling). These lead the eye round to the city's landmark building, the Renaissance Revival **Claremont City Hall and Opera House** (1895-97, ***NR***). Its designer, Charles A. Rich, was also responsible for numerous buildings at Dartmouth College and the architect of Teddy Roosevelt's *Sagamore Hill* at Oyster Bay, New York. It replaced the earlier meetinghouse which had been moved to the site in 1790-91 (and was later auctioned off for $110 to make way for the new one). Displayed in the newer section of the city hall is the original carved wooden eagle that adorned the earlier town hall. The opera house, on the second floor, was for many years a regional center for cultural, community and political gatherings. Now restored to its former grandeur, it is once again the venue for many events throughout the year.



Continue on your walking tour by passing the City Hall and stopping to survey the scene of **Broad Street Park**, which

CLAREMONT *(Settled 1762; 1990 population:13,905).* Named by Governor Benning Wentworth to honor his cousin, the First Earl of Clare, whose English estate in Surrey was named Claremont Castle. Sullivan County's only city, Claremont was first settled by Moses Spafford and David Lynde, two Connecticut grantees. The oldest areas are west of downtown Claremont where early development was tied to the water power potential of the Sugar River along which textile, paper and machinery mills were built, many of which remain today. The river—its total fall through the town is 250 feet—flows from Lake Sunapee emptying into the Connecticut at West Claremont. Although Claremont is best known for its industrial heritage, in the mid-1800s it enjoyed a reputation as the best farming town in New Hampshire.

the City Hall and a number of other distinctive and historic Claremont buildings overlook. In the center of the park is the Band Stand (1890), two Civil War cannon, and the Soldiers' Monument (1869), designed by Martin Milmore, a contemporary of Saint-Gaudens and responsible for many of the Civil War statues seen throughout New England. From the park look back toward Tremont Square and you'll see Mt. Ascutney in the distance, framed by the two church steeples. This is your introductory glimpse of this fabled mountain and numerous more will follow throughout your journey. To the northeast, opposite the City Hall, is the Georgian Revival **Central Fire Station** (1917) with its artistic assemblage of firefighting motifs in the second floor arch; and on the corner of Broad and Chapel, the **Fiske Free Library** (1903), built of stone in the Classical Revival style. Between the two is the **Universalist Church** (1832), now the Claremont Conference Center, which originally was late Federal in style. In 1883 it was remodeled to Victorian Gothic with a touch of what's known as 'stick-style.' Behind it and the library is the **Old Burying Ground**. On the other corner of Chapel Street is **Trinity Church** (1852-53) which is stick-style personified and one of the best examples in the region. A corner tower came down in the 1938 hurricane and was never replaced.

If you have the time, walk a few blocks further along Broad Street to see several impressive houses, most of which have been converted to offices. Nos. 160 (Second Empire style), 189 and 203 are worth pausing over.

Walk west on Pine Street which enters Broad Street opposite the Georgian Revival **Post Office** (1931), past the painted brick **Farwell Building** (*c.* 1830) on the corner, now a bank, and its neighbor (No. 137) which was once the town clerk's office. You're soon at Pleasant Street and the **First Congregational Church** (1835-36) which was built to replace the 1785 meetinghouse (which, in turn, became the town hall, later replaced by the present City Hall). Built of brick, its pointed arched windows suggest the Gothic Revival style. The church's wooden two-stage crenellated bell tower is perhaps its most singular feature.

Turn the corner and proceed along Pleasant Street back to Tremont Square. Both sides of this stretch are lined with mostly late 19th- early 20th-century commercial buildings. This single block and Tremont Square constituted the center of Claremont's retail life up until the 1950s. Notice the cast iron columns of **Rand's Block** (1871) at 34-42 Pleasant Street and the Parthenon-like pediment above the former **Latchis Theatre** (*c.* 1930s) at No. 51-61. Perhaps the most pleasing of the commercial buildings in this grouping is the **Union Block** (1888-89) at the corner of Sullivan Street at Tremont Square, a three-story brick, brownstone and terra cotta Queen Anne style building with elaborately detailed brickwork on the upper floors.



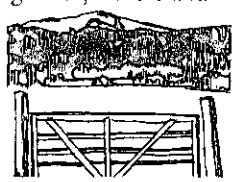
Across Sullivan Street, and defining the western edge of Tremont Square, is the **Bailey Block** (1826) which also incorporates decorative brickwork. The third floor was added in 1878 to serve as the town's library, its name in granite remaining as a reminder. Just west on Sullivan, at the corner of Franklin Street, is the solid and restrained **United Methodist Church** (1929), a late Gothic Revival church built of rubble stone.

This completes the short circular tour of the Downtown Historic District. You may wish to continue, by foot, bicycle or car, into the adjoining **Lower Village Historic District** (***NR***). If so, go west along Main Street as it leaves Tremont Square. This brings you into the area between what was called "The Plain" and the banks of the Sugar River where Claremont's early industry was kindled and later prospered. The two chief manufacturing enterprises were the Monadnock Mills and the Sullivan Machinery Company. Buildings of both survive on either side of the Sugar River. Among the more significant sites in this historic district are the handsome **Sugar River Mill** (1855) at 159 Main Street beside the river, now elderly housing, and the numerous connected buildings of **Monadnock Mills** (1836-1910, ***NR***) stretching along Water Street; the brick Greek Revival **First Baptist Church** (1833-34) on the corner of Main and Central Streets; and the neighboring Victorian Gothic **St. Mary Roman Catholic Church** (1870) on Central Street, built to replace Old St. Mary's which still stands in West Claremont. Opposite the church are three large brick, temple-fronted **Greek Revival mansions** (1835-36), originally the homes of the pioneering Claremont industrialists, Ormond Dutton, Simeon Ide and Henry Russell. The house of the fourth, Charles Putnam, no longer survives. The mansions are believed to have been the work of the prolific master builder Aaron Howland of Walpole, New Hampshire.

Once you've seen some of the highlights of downtown Claremont, retrieve your car and head out of Tremont Square, past the City Hall, circle Broad Street Park and drive north. As you cross the Sugar River, have a last look back at the mill

CORNISH *(Settled 1765; 1990 population: 1659).* Although the early settlers in Cornish were chiefly from Sutton, Massachusetts, they were preceded by procurers of white pine for masts for the Royal Navy. This explains the original name of "Mast Camp." (The namesake for Cornish is Admiral Sir Samuel Cornish.) With little question Cornish's—and to a lesser extent, Plainfield's—fame lies in its association with that remarkable assemblage of residents and visitors known as the Cornish Colony. The heyday of the Colony was between the 1880s and early 1930s when a group of artists, writers, musicians and cultural movers and shakers flocked to the area for its scenery and pace of life, and for the opportunity to get away from the city and congregate with their own kind. The central figure was the sculptor Augustus Saint-Gaudens whose home and studio are on this itinerary. Many often elaborate houses built by the Colonists remain although few are visible from the road. Cornish still draws the artistically inspired, the most famous today being the reclusive writer, J. D. Salinger.

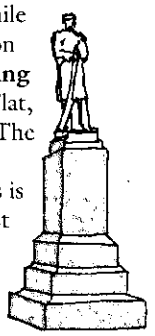
complex along its banks. Follow the signs for Route 120, a two-lane state highway which leads to the neighboring town of Cornish. As you proceed the landscape becomes more rural and heavily wooded. Keep an eye on your mileage; at 5.6 miles from your start in Claremont, turn left onto the unpaved Edminster Cemetery Road just before SOUTH CORNISH. You will soon come to **Edminster Cemetery**, a well-cared for burying ground. Fronted by a white picket fence and laid out on terraces, it has several hundred markers of granite, marble and slate, including those of nine Revolutionary War soldiers. The view from here westward is idyllic, Mt. Ascutney in the distance, framed by nearer hills. Continue on a few hundred feet to Jackson Road (paved) and take a left. Before long on the right you'll pass the handsome brick **Ford-Deming House** (1797) in a peaceful setting; soon after you'll join Tandy Brook Road (unpaved) which after a meandering mile joins Town House Road (paved) where you'll bear right and head north. Soon after you'll see on the right the **Blacksmith Shop Covered Bridge** (also known as the Kenyon Hill bridge, 1881, ***NR***). Although no longer in use, one can still enjoy the scene despite the challenge of nearby parking. Spanning Mill Brook, it was built by James Tasker—a name to be encountered frequently on your journey—and restored in 1963. It employs a multiple kingpost truss design. The name comes from the bridge's proximity to a blacksmith shop that once stood nearby.



One mile from your last turn you'll arrive in CORNISH CITY, a curious name for a crossroads village comprising not much more than the **Cornish Town Offices** and **Cornish Grange No. 25** (1842), a brick Greek Revival single-story building with an attractive columned recessed entryway. Built as a Congregational church it later was taken over by the Methodists and then, in 1917, by the Cornish Grange, which, in turn, donated the building in 1994 to the town for offices. The original two-stage tower was removed in 1961.

Retrace your route a few hundred feet to the junction of Center and Town House Roads and take a right onto Center Road, heading north. This byway follows Mill Brook eventually bringing you to CORNISH CENTER. On the north side of the road stands the **United Church** (1841-42). It shows the influence of Ammi Burnham Young, the Lebanon architect who designed other Greek Revival buildings at nearby Kimball Union Academy and Dartmouth College and was responsible for the Custom House in Boston. The small brick building just to the west is the **Vestry**. Take a moment and walk up the hill behind the church to the beautifully situated **Center Cemetery**.

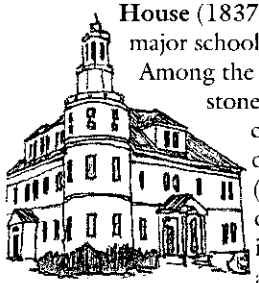
Continuing eastward on Center Road, you soon arrive back at Route 120. Make a left turn and proceed one mile north into CORNISH FLAT. As you approach, note on the left the large hip-roofed brick **Leavitt-Spaulding House** (*c.* 1800), the grandest house in Cornish Flat, the largest of the town's numerous small villages. The triangular green with its granite **Civil War statue** (1890), Rolls of Honor and fenceless granite posts is overlooked by several attractive buildings, the most prominent being the white clapboarded, three-door **First Baptist Church** (1803, ***NR***). Originally located near Cornish Center, it was moved here in 1818. Over the years substantial changes have been made to the building and although it is no longer a functioning church (it's referred to as the Meeting House and is used just for that, meetings) it nonetheless remains as the focal point of the village and home of the Cornish Historical Society.



On the east side of Route 120 are several houses and sites worthy of a look. Drive up School Street for a short distance. Two buildings in from Route 120, on the south side, is the Colonial Revival **George H. Stowell Free Library** (1910) named for a local son whose donation of $6,000 covered the cost of construction, followed by the tiny single-story brick **Records Building** (1886), built for $800 as the repository for town records and to accommodate the selectmen's office. The annex was added in 1895 and served as the town's "lock-up" for many years. Although the 'Steam Fire Proof' safe remains, the building—now owned by the Cornish Historical Society—has been vacant since the public functions moved in 1995 to Cornish City. A bit further on stands what was the Cornish Flat School until 1955 and is now **Cheshire Lodge No. 23** (*c.* 1878), the Masonic Temple. Notice the decorative "bargeboards" on the eaves of the house next door. The **Cornish Flat Cemetery**, across the road, has no fewer than 16 graves of Revolutionary War veterans. Immediately to the east is the **Park Grange No. 249** (*c.* 1840), a single-story brick building originally a residence. A bit further on is a particularly handsome brick house.

If you were to continue still further along School Street you would come eventually to **Corbin's Park**, more formally known as the Blue Mountain Forest Park Association. Established in the 1880s as a private game park, its forty square miles spread over five towns. Here a national movement to save the American Buffalo was launched, the park's herd being used to resupply animals for buffalo reserves in the west. The Park still continues today as a private shareholding hunting club.

Return to Cornish Flat and continue north on Route 120. You'll pass through a scenic agricultural landscape of open fields and pasture and soon cross into the town of Plainfield. On the right just before Stage Road enters from the west is an unpaved drive, Andrews Lane, that leads to the **Moulton-Yard Cemetery**, quite a pleasant burying ground. About 4 miles after leaving Cornish Flat, at the Main Street intersection, you'll see on the northwest corner the brick **Baptist Church** (1838). Next to the church is the **Elias Frost House** (*c.* 1808); Dr. Frost agreed to part with his garden to provide the site for the church. Taking a left onto Main Street you'll gradually climb through the village of MERIDEN, a hilltop settlement set off as a parish of Plainfield in 1780. Dominating the village is the campus of **Kimball Union Academy**. It was chartered in 1813 "to train young men for leadership in the ministry" and to serve as a preparatory school for Dartmouth College. A number of the historic houses along this stretch are now owned by the Academy, among them the fine brick **Levi Bryant House** (now Kilton House, 1825) on the south side and the two somewhat similar brick houses on the north side, **Chellis House** (1837) and **Hazelton House** (1810). The major school buildings are near the top of the hill: Among the more noteworthy are the diminutive stone **Barnes Library** (1924) with its classical columned temple front and domed cupola, and **Baxter Hall** (1892), the brick building at the corner of Chellis Road, memorable for its rounded brick corner with belltower above. Across the way at the head of the green is the **Congregational Church** (1899), a stone Romanesque Revival style building with a decidedly English feel to it. It's the third church on the same site and replaced the 18th century frame church that succumbed to lightning in 1894. Behind the church are horsesheds and beyond is the two-story galleried **Monroe House** (*c.* 1856) which now serves as the headmaster's residence.



As you leave Meriden, going west on Brook Road, enjoy another expansive view of distant Mt. Ascutney to the southwest. Just a short distance further, on the north side, you'll see a multi-level martin house on a tall pole. This marks the entrance to the **Helen Woodruff Smith Bird Sanctuary**, the first such preserve in America, established in 1910 by Ernest Harold Baynes, whose portrait relief is featured on a bronze plaque mounted on a rock not far in from the road. If you feel the need to stretch your legs, saunter along some of the pleasant paths that wind through the woods past several birdhouses and birdbaths, some carved from solid rock. The site has strong associations with the 'Cornish Colony.' In 1913, Percy MacKaye's *Sanctuary, A Bird Masque* was first performed here, the cast including President Woodrow Wilson's two daughters. The Meriden Bird Club, founded in 1910, maintains the sanctuary.

Soon after you'll see the **Meriden Town Hall** (1895) on the right, the road then descending for nearly a mile until you'll come upon, on the left at MILL HOLLOW, the **Meriden Covered Bridge** (1880, *NR*). Also called Mill Bridge, this 80-foot span over Bloods Brook was built by James Tasker who was responsible for all the covered bridges on your itinerary. Make the left turn through the bridge and onto Colby Hill Road. You'll shortly see, on the left, the attractively situated **Mill Cemetery** which is well worth a stop. About halfway in stands a granite obelisk surrounded by a green cast-iron fence, the grave of Daniel Kimball, founder of Kimball Unrœn Academy. Climbing Colby Hill you'll soon pass between two early houses, the one on the right with the date 1794 over the door. From here the views back toward Meriden and Grantham Mountain are fetching. At this point Colby Hill Road becomes unpaved and changes its name to Ladieu Road and continues to climb through woods. Once over the hill there are more good views, this time toward Vermont.

Just before rejoining Brook Road at PRATTS CORNERS you'll come upon another cemetery—**Coreyville**—on the left. Buried here is Hodges Cutler, the last survivor of Plainfield's Revolutionary War soldiers. A sharp right turn then takes you to Brook Road, where you'll turn left and continue northwesterly alongside Bloods Brook until reaching Route 12A in the very southwestern corner of Lebanon. You've now covered nearly 28 miles and are at the northernmost portion of your journey. Turn left and proceed south on 12A, back into Plainfield. As you travel keep an eye out for your first view of the Connecticut River, to the right. After going 1.7 miles from the last turn take the right onto River Road, a lovely untrafficked byway that runs beside the Connecticut. At the outset are several noteworthy farms, some with farmstands: **Edgewater Farm** with its early white clapboarded cape farmhouse, followed by **Riverview Farm** and the **McNamara Dairy**. Shortly after, on the east side of the road, is **River** or **Colby Cemetery**, a small burying ground with some old slate markers, the earliest dated 1788. Further on is the **Home Hill Country Inn** (1818) on the left. This brick Federal house replaced an earlier tavern that burned. River Road now runs through some dense groves of pines and hardwood trees suggesting what the wilderness must have been like in the days before settlement.

After 5.8 miles on River Road you'll come to a fork, turn

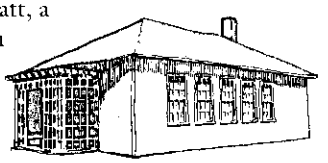
left away from the river onto Ferry Hill Road which soon rejoins Route 12A. Look to the right as you turn north to catch another view of Mt. Ascutney. As you pass Freeman Road on the left you'll see, if the trees are bare, a yellow house on the west side of Freeman Road. This is the second and last home of **Winston Churchill**. The then-famous American author and 'Cornish Colonist' moved here after his grander house, *Harlakenden*—which for a time was Woodrow Wilson's summer White House—burned in 1923. Also nearby and off Freeman Road is **The Oaks** (1898) artist Maxfield Parrish's house and studio. The house—featured in some of his famous paintings—burned in 1979 but the studio survives.

Shortly after Freeman Road, turn right onto quiet and unpaved Mill Road which leads south, across the Cornish town line and through the **Blow-Me-Down Covered Bridge** (1877, *NR*). With four survivors, Cornish leads the state in covered bridges. Having passed over this the most intimate of the bridges on your journey, take a left and a few hundred feet later a right onto Lang Road. (You may be surprised to learn that you have just passed through SQUAG CITY.) As you climb past the sprawling **Austin Farm** on your right, notice the former one-room **Schoolhouse No. 5** on the left, followed by the **Tracy Homestead** (1793). Stephen Alden Tracy, a local man with an entrepreneurial spirit, at one time or another boarded in his farmhouse, which is still in the Tracy family, most of the Cornish Colonists. An early boarder was the artist Stephen Parrish (Maxfield's father) who bought acreage across the road from Tracy and built his house, **Northcote** (1894) high above the road. It commands views northwest toward Plainfield and the Hartland Gap rather than toward Mt. Ascutney, the almost universal orientation of Colonists' houses. The property, not visible from the road, was well-known for its gardens. (Just before this point Lang Road becomes unpaved and is best avoided during 'mud season.') Continuing on you will gradually gain elevation until reaching BARRETT FOUR CORNERS, a forested cross roads 1.6 miles from where the pavement ends. Bear left here onto Saint-Gaudens Road (unpaved). Just after passing on the right the handsome twin-chimney yellow **Nathaniel Johnson House** (*c.* 1810), take a left onto Hell Hollow Road, unpaved as well, which leads to Stage Road (paved). You are now back in Plainfield. Turn left, heading west, and just before MILL VILLAGE is a small red clapboarded building on the right; now a residence, this was the **Spencer District Schoolhouse** until 1938. A bit further on you'll pass **Gilkey Cemetery** high up on the right which has some older slates, the earliest dated 1767.

PLAINFIELD *(Settled: 1764. 1990 population: 2056).* The early settlers of Plainfield came from southeastern Connecticut in the vicinity of Plainfield, hence the name. Like Cornish, Plainfield was closely connected with the Cornish Colony, and could claim as residents its share of artists and writers of note. The town's two villages are Meriden, in the east, and Plainfield village in the west.

Soon after, Stage Road enters Route 12A. Just after turning left you'll see the **Plainfield Cemetery**, the town's largest though not the oldest. The ashes of Maxfield Parrish are here. A plaque at the entrance notes that the west Plainfield meetinghouse was originally at this location, later to reappear in the village. The substantial hip-roofed building immediately to the south was once the **Asa Kingsbury Tavern** (1801); it had a ballroom on the second floor. As you continue south on 12A enjoy the sweeping panorama of Mt. Ascutney in the distance; soon you'll find yourself entering PLAINFIELD VILLAGE.

The village stretches out along Route 12A and presents an interesting and varied collection of civic, religious, institutional and residential architecture. The first building of note you'll come upon is on the east side, the simple white clapboarded **Mothers & Daughters Club House** (1902, *NR*), its most noticeable feature probably being the pergola-trellis-like entry. It was designed by Charles A. Platt, a prominent architect and Cornish Colonist who was responsible for several nearby grand houses. The building was one of the country's earliest women's clubhouses and an important landmark in the resurgence of American handicrafts. It was hoped that the organization would ". . . embrace the sojourners from the city and the country women, so that interests might be shared and helpful work done together." The Club is now owned by the Plainfield Historical Society.



Just beyond is the simple Greek Revival **Town Hall** (1846, *NR*), famous for its theatrical backdrop designed in 1916 by Maxfield Parrish and featuring a view of—what else?—Mt. Ascutney. If you're lucky enough to find the building open, be sure to go in for a look. The Town Hall was constructed with material from the dismantled meetinghouse which had stood beside the Plainfield Cemetery and earlier still, in 1798, had started out in still another part of town.

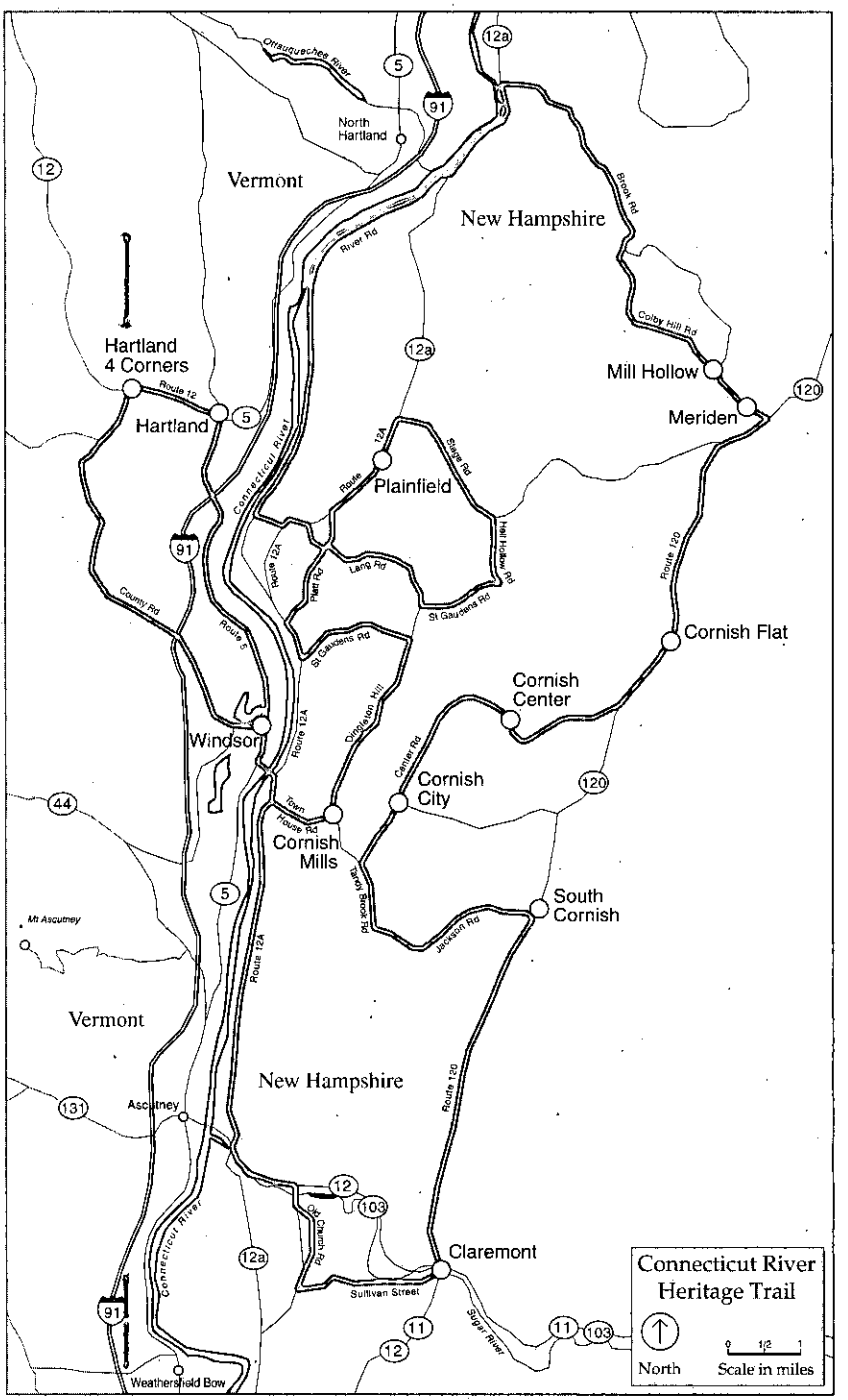
Across Main Street is the brick Colonial Revival **Philip Read Memorial Library** (1921), Plainfield's 1914-1918 Honor Roll standing in front. At bit further south on the same side stands the **Baptist Church** (1840), followed by the mansard-roofed **General Store** (*c.* 1905) and, across the street and further south again, the brick **Blow-Me-Down Grange** (1839), built as the Union Congregational Church and since 1899 the home of the local grange. This recently restored building has a mural at the rear of the stage entitled "The Women of Plymouth" by Lucia Fuller. Several Cornish Colonists modeled for the painting which was originally commissioned for the Woman's Building at the 1893 World's Columbian Exposition in Chicago. The artist and her painter husband, Henry, lived further along on the west side of Route 12A in a stuccoed Italian villa, standing close to the road.

At the southern edge of the village, on the southeast corner of Westgate Road, is a well-proportioned painted brick Federal house, once a tavern. The Shipmans lived here for several years, calling it **Poins House**, the name coming from the title of one of Louis Shipman's novels. Mrs. Shipman is said to have noted on her calling card "Geographically in Plainfield, Socially in Cornish," an odd sentiment given that they later moved even further north to a grander property on Stage Road.

Shortly after, 1.1 miles from Plainfield village, turn left onto Thrasher Road which soon leads you back into Cornish and across your earlier route near the Blow-Me-Down covered bridge. Continue straight at this intersection where the road becomes Platt Road, named for architect Charles A. Platt. The grand shingled house on the right side was that of **Admiral William Folger**; most of the Cornish Colonists' houses along this stretch are not nearly so easily seen from the road. Among these is **High Court** (1890), an early triumph for Platt who designed it for Annie Lazarus, a New York patron of the arts. The Italian villa burned in 1896 but was quickly rebuilt. Opposite the drive to *High Court* stands the house Platt built for himself (1890), just visible beyond the entrance court.

Soon Platt Road joins Route 12A. On the corner is **Chase Cemetery**, a nicely laid out and still active burying ground. Within are the graves of numerous Revolutionary War veterans and some very large and elaborately carved slate headstones. The ones for Moses Chase (1799) and Rebeckah (1794) and Rhoda Chase (1796), wives of Moody Chase, are especially fine. Named for the Chase family, early worthies of Cornish, the cemetery lies across the road from the **Nahum Chase Homestead** (1794), a large hip-roofed yellow frame house.

At this corner take a left back onto Route 12A and proceed south. Soon you'll see on the left the stone **Blow-Me-Down Mill** (1891) set beside a peaceful pond. The gristmill, later used to produce electricity, was designed by George F. Babb, a colleague of Saint-Gaudens, for Charles Beaman, whose estate, **Blow-Me-Down**, stood across the road (the two stone entrance piers are still there). Until its destruction by fire in 1927, *Blow-Me-Down* was the center of the Cornish Colony's social life. Beaman, a New York lawyer and son-in-law of William Maxwell Evarts, about whom more later, was the one most responsible for the development of the Cornish Colony. At one time he owned 23 houses in the area, many of which were later sold to Colonists. Close by on the highway



This segment of the Connecticut River Heritage Trail takes the traveler through parts of Claremont, Cornish and Plainfield, New Hampshire, and Windsor and Hartland, Vermont.

is a state historic marker commemorating the Cornish Colony.

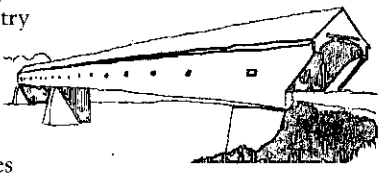
Take the next left, a sharp turn onto Saint-Gaudens Road which climbs steeply through shady pine groves, soon bringing you to the **Saint-Gaudens National Historic Site** (*NR*, *NHL*), the single most important attraction on your journey. The parking area is to the right. [*Admission charge. Grounds and buildings open daily Memorial Day through October; grounds open November through late May. Tel: 603-675-2175.*]



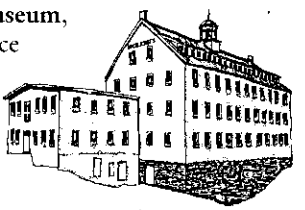
The Site today is a collection of several buildings, studios, galleries, statuary and gardens, all in a beautiful setting with dazzling views of Mt. Ascutney. The sculptor Augustus Saint-Gaudens came to Cornish in the 1880s at the urging of his friend, Charles Beaman. For his summer home Saint-Gaudens purchased an old coaching inn, 'Huggins Folly' (*c.* 1800), renaming it *Aspet* after his father's birthplace in France. In time a permanent resident, he lived and worked here until his death in 1907. *Aspet* remains as the Saint-Gaudens knew it and frequent short tours of the ground floor interior are offered by Park Service personnel. Sunday afternoon concerts on the expansive lawn are a summer highlight. The Little Studio (1904) with its pergola, Doric columns and Mediterranean colors is a delight, as are the gardens—reworked in the 1940s by the pioneering landscape architect Ellen Shipman—in which one, often unexpectedly, comes upon the sculptor's works. Set off across the open fields to the west is the Temple (*c.* 1926), where Saint-Gaudens family members are buried.

Continuing east along Saint-Gaudens Road, the pavement ends and in a few hundred yards you'll pass on the left the **Jacob Chase Homestead** (*c.* 1795), once the home of Homer Saint-Gaudens, son of the sculptor. The road steadily climbs and in time bends to the right, becoming Dingleton Hill Road, which is paved as are all the roads on the remainder of the Trail. Along this stretch are several large farm properties and older houses. The views back toward the northwest and Vermont are memorable. Once over the eastern shoulder of Dingleton Hill, the road descends, affording an occasional glimpse of Mt. Ascutney, until reaching CORNISH MILLS, another of the town's tiny settlements. Straight ahead is the **Dingleton Hill Covered Bridge** (1882, *NR*). Drive through the bridge and immediately turn right onto Mill Village Road to take you by several older houses. Soon you will join Town House Road heading west.

On reaching Route 12A, turn north and you'll see the Connecticut River on your left and the **Cornish-Windsor Covered Bridge** (1866, *NR*) ahead. Just before the bridge is a small pull-over with a state historic marker; this spot affords a good prospect of this, the longest (at 450 feet) wooden covered bridge in the country and the longest two-span covered bridge in the world. It is without question the jewel in Cornish bridgewright James Tasker's crown. Three previous bridges stood at this site, the earliest built in 1796. All were destroyed by floods. The original cost in 1866 was $9,000; nearly $4.5 million was spent in its reconstruction in 1989. The bridge has served to link Cornish and Windsor, not only economically (1,000 sheep passed over it on September 30, 1833) but historically (in 1825 Lafayette and his entourage crossed to wild acclaim in a carriage drawn by six white horses) and culturally (the Cornish Colony had strong links to Windsor). Tasker (1826-1903) is a fascinating figure. "An intuitive engineer," he was responsible for at least 11 bridges in the area including all six along this trail.



Cross the Connecticut and enter Vermont on Bridge Street (the state line is actually the low water mark at the west bank). No. 42 is the **Old Tollhouse** for the bridge. You're soon at the junction of Route 5, Windsor's Main Street. The building straight ahead one might expect to encounter in a more urban setting. It is the **NAMCO Block** (1922, *NR*), considered upon its completion the largest apartment house in northern New England. Turn left here, cross Mill Brook and on your right stands the **American Precision Museum**, housed in the Robbins and Lawrence Armory and Machine Shop (1846, *NHL*). It was here that the concept of producing interchangeable parts was introduced to industrial manufacturing, in this case to produce 10,000 rifles to fulfill a government contract. This revolutionary advancement led to Windsor and later Springfield becoming centers of the American machine tool industry. The Museum contains the



WINDSOR *(Settled: 1764. 1990 population: 3714).* Like most of the river towns Windsor was settled by people from Connecticut and almost certainly was named for the Connecticut town of the same name. The WPA Vermont guide describes the village as "admirably situated on a terrace of the Connecticut River with the green hills of Cornish to the east and dark Ascutney filling the western horizon." Mt. Ascutney, the inspiration for many a Cornish Colony artist and a constant presence throughout this portion of the Upper Valley, means either "at the end of the river fork" or "three brothers" in Abnaki. Windsor is often called the "Birthplace of Vermont" and the "cradle of the American tool industry," and there's truth to both claims. It also enjoyed remarkable early growth: By 1820 the population had risen to 2956 inhabitants (not much less than at present) making it the state's largest town. Windsor's architectural heritage is particularly strong and varied.

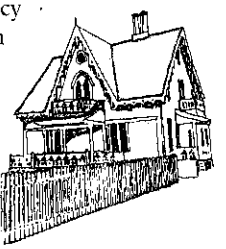
country's largest collection of historically significant machine tools. Besides many exhibits there is an extensive library. [*Admission charge. Open every day from Memorial Day to November 1. Tel: 802-674-5781.*]

As you start off again, head north along Main Street. At this point you may choose to park as most of Windsor's historical sights—much of the downtown is a National Register Historic District—are within easy walking distance. A good first stop is **Windsor House** (1836, ***NR***), 54 Main Street opposite the Post Office. In its days as a hotel, Windsor House was held to be the finest hostelry between Boston and Montreal. Not only is this a significant building architecturally and historically, it is the home of Historic Windsor, Inc. (and the Vermont Crafts Center) where you can obtain a copy of the excellent *An Architectural & Historical Walking Tour of Windsor, Vermont.* Some of the highlights: The **Old South Congregational Church** (1798), Main Street, is a classic Federal style church designed by Asher Benjamin who lived in Windsor for three years and was later to gain widespread fame as an architect and author of builders' guides. The adjoining **Cemetery** is a peaceful final resting spot for many of Windsor's early notables. In the portion south of the church is a bronze plaque noting the location of Windsor's first meetinghouse, built in 1773. Across the street from the cemetery stands the **Windsor Diner** (1955), a New England building type (and dining style) gaining in admirers even if declining in numbers. Moved to Windsor in 1958, it was the last diner (Number 835) manufactured by the Worcester Diner Co. You may wish to walk down Depot Street a block to the buff-brick Romanesque Revival **Windsor Railroad Station** (*c.* 1901). The train still stops here but the building itself is now a restaurant. Back on Main Street the Italianate **Post Office and Courthouse** (1857) stands across from Windsor House. Designed by Ammi Burnham Young, much of the light-colored trim is actually cast iron and not stone. The building has the distinction of being the nation's oldest post office in continuous use.

Windsor has some noteworthy commercial architecture: Just south of the post office is the Romanesque Revival **Tuxbury Block** (1898), still retaining its storefronts, and across the street is the **Pettes-Journal Block** (1824) with its distinctive Federal brick gable end facing the street.

Further north on Main Street is a remarkable collection of houses significant both for their architecture and their historical associations. The **Forbes-Evarts House** (1796-97), 38 Main Street, was the home of General Abner Forbes, one of the founders of Kimball Union Academy. This Federal house, designed by a partner of Asher Benjamin, was later owned by William Maxwell Evarts, a New York lawyer, Senator, Secretary of State in the Hayes Administration and 19th century Windsor's most famous public figure. Evarts defended President Andrew Johnson in his impeachment trial. He also had, like his son-in-law Charles Beaman in Cornish, a penchant for acquiring land and at one time owned much of the riverfront property from Windsor north into Hartland. His great grandson, the famous Watergate special prosecutor Archibald Cox, owned the house as well. Next door at 34 Main Street is the equally significant **Curtis-Evarts House** (1796) also owned by Evarts which along with several others made up a veritable family compound. Note the neighboring houses on either side of Main Street as they run the gamut of architectural styles. Of greatest historical importance is the **Old Constitution House** (*c.* 1774, ***NR***) on the west side of Main Street (but originally at the corner of Depot Street). This is where the constitution of the 'Free and Independent State of Vermont' was adopted on July 8, 1777, the first constitution that prohibited slavery. [*Admission charge. Open late May through mid-October, Wednesday–Sunday. Tel: 802-674-6628.*]

Just to the west of Main Street, up State Street, is **Court Square**, the earlier heart of Windsor. (One can walk there from North Main Street by taking the footpath that passes alongside Lake Runnemede, an artificial lake created by William Maxwell Evarts, who apparently saw Windsor's role in the creation of Vermont as akin to the signing of *Magna Carta.*) Notable buildings here include **St. Paul's Episcopal Church** (1820-22), designed in the Greek Revival style by Alexander Parris, the architect responsible for Boston's Quincy Market. Next to the church is the Georgian Revival **Town Library** (1904), while on the far side of the square stands the **McIndoe House** (1849). With its steeply pitched roofs, pointed arch windows and decorative bargeboards, it is the outstanding example of Gothic Revival architecture in the upper Connecticut River Valley. At the northeast corner of the square is the former **Windsor Town Hall** (1881), now the American Legion Hall, an interesting example of the Romanesque Revival style. Note the decorative terra cotta panels.



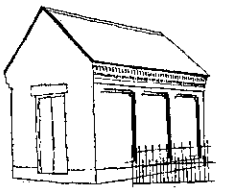
As you leave Windsor going north on Route 5 look off to your left after passing the Constitution House and you'll see on the far hillside **Juniper Hill Farm** (1902, ***NR***). This large 28-room Colonial Revival mansion, now an inn, was the home of Maxwell Evarts, son of William Maxwell Evarts. A bit further on, to the right, is the painted brick Federal **Ivy Hall** (*c.* 1805, ***NR***), built for Bancroft Fowler, the minister at Old South Church. It's very close to the site of the first permanent white settlement in Windsor, Steel Smith's 1764 log hut on Hubbard Brook. Soon after, also on the right, is the **Bartlett Farm** (*c.* 1800) followed by the **Ada Townsend House** (*c.* 1800) with its two weathered barns across the street. Although now fewer in number, the farms along this stretch of Route 5 north to Hartland are still impressive. Before long you'll pass over the town line into Hartland.

As you approach the village of Hartland you may wish to

take a right (there's a red brick cape on the corner) onto Martinsville Road (mostly unpaved) for a look at the **Martin's Mill Covered Bridge** (1881, ***NR***), a short distance away. This Town lattice truss bridge spans Lull's Brook and is one of two surviving covered bridges in the town of Hartland. If you choose this detour, after seeing the bridge you can either turn around and return to Route 5 or continue on Martinsville Road and bear left onto Station Road which comes out by the Congregational Church in Hartland village.

Hartland village (or HARTLAND THREE CORNERS though originally known as Sumner's Village) is the largest settlement in the town. It owes its existence and early prosperity largely to David Sumner. Through his enterprise the area had by the 1830s become a center of the lumber industry on the Connecticut River. He operated a ferry across the river to Plainfield and built the Aterquechey Canal to allow navigation around the Waterqueechee Falls (now Sumner Falls). Three Corners has some pleasing buildings, the grandest understandably being the **David Sumner House** (*c.* 1811, ***NR***) on the south side of Route 5 overlooking the village store and the small green with its **War Memorial** (1930, 1941). The house, a two-story brick Federal structure, is notable for its fanlight entrance, Palladian window, window caps and rosettes (not original to the house; these were added in the 1950s, salvaged from the Asher Benjamin-designed Conant House in Windsor), and the balustraded and paneled parapet probably added in the 1940s. (Later you'll see another grand Sumner house when you return to Claremont, that of his father, Benjamin.) Across the road, above the fork formed by Quechee and Durphy Roads, is the **Shaw-Labaree House** (*c.* 1855) a vaguely Italianate brick house erected by Nathaniel Shaw who apparently specified the high second floor ceilings to accommodate a pipe organ for his intended bride. She changed her mind and he reportedly never recovered. To the west of the little green is **Damon Hall** (1914, ***NR***), the Colonial Revival Hartland Town Hall, also the home of the Hartland Historical Society. Earlier on the same site stood the Pavilion House, an inn built by Isaac Stevens in 1795.

A few hundred feet east of the village, just off of Route 5 on Station Road, stands the **Congregational Church** (1834), a Greek Revival brick building with a tiered bell tower and stained glass windows. Beside it is the **Town Cemetery**, the largest of many in Hartland and still in use. The earliest grave is 1789. The small building at the foot of the hill is the **Holding Tomb** (1829) where coffins awaiting burial were stored during the winter months. Notice the intricate brickwork particularly along the eaves.



Leaving Three Corners, head west on Route 12. After a pleasant drive of 1.5 miles you'll enter the crossroads village of HARTLAND FOUR CORNERS, situated beside Lull's Brook (named for the town's first settler). In 1802 there were just five buildings here, so early records indicate, but twenty years later there were four taverns, three blacksmith shops and a school. The most noticeable building today is the **Universalist Church** (1855), a white clapboarded Gothic Revival church with an octagonal bell chamber and spire atop its boxed tower. Just next door, to satisfy other needs, is the **Skunk Hollow Tavern**, a painted brick building quite possibly the oldest in the village. Notice the tiny church folly in the front yard. Across the street, the stone **Blacksmith Shop**, predating 1869, is now a residence. Just north is the brick **Schoolhouse No. 11** (1829), at one time a general store and the Town Clerk's office. It served as a school from 1872 until 1932, and since then has been a private residence.

From Four Corners proceed past the church and, on the right, **Pine Brook Farm** (1827), an elegant brick Federal house with recessed arched panels, a Palladian window and an elliptical fanlighted doorway. Soon after crossing Lull's Brook, take a left, not quite a mile from Four Corners, onto County Road. Off to the left a ways is **Walker Cemetery** where some of Hartland's early settlers are buried and at least one Revolutionary soldier, Ichabod Hatch. Gravestone dates range from 1797 to 1895. You can drive in most of the way on the unpaved Walker Cemetery Trail, then walk across the field. The open pastoral setting affords views in all directions.

County Road bends to the left at **Cleve Cloud Farm** and a few hundred feet further on, at the junction of Rice Road, is the **David Craig House** (*c.* 1820), a large center-chimney Federal house. Soon after you'll pass back into Windsor and begin to descend. Once again Mt. Ascutney dominates the scene ahead. The road continues southward, past the entrance to the State Prison (you'll see the old prison in a moment), under Interstate 91 and toward Windsor village. At the State Street junction, take a left and head into Windsor village, noting along the way some interesting buildings including the former **Vermont State Prison** (1808), which prior to its conversion to apartments in the 1970s was the country's oldest prison in continuous use. It was built of granite quarried from Mt. Ascutney. On your left is Court Square which you saw earlier and soon you are back again at Route 5 in the center of Windsor. Turn right onto Main Street and head south to Bridge Street, reversing your earlier route over the Connecticut

HARTLAND *(Settled: 1763. 1990 population: 2988).* The town of Hartland was first called Hertford when granted in 1761 by Governor Benning Wentworth. To avoid confusion with neighboring Hartford, the name was changed in 1782 (although confusion still seems common). The first settler to arrive was Timothy Lull, who paddled his family up the Connecticut from Dummerston in a log canoe. By the late 18th century the town was the largest of any in Windsor county. Its eventual decline in population was just as rapid.

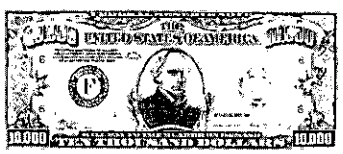
through the Cornish-Windsor Covered Bridge and, once in New Hampshire, south on Route 12A.

Travel past the junction of Town House Road which earlier brought you from Cornish Mills, and there on the left at the top of the rise and set back from the road stands **Trinity Church** (1808, ***NR***). Philander Chase, the son and grandson of the Chases who first settled Cornish in 1765, established an Episcopal Society in 1793, and from this grew Trinity Church. The building is a classic example of an unpretentious and starkly simple rural New England architectural style. Behind is the picturesque **Trinity Cemetery**, the oldest in Cornish, within which lie 20 Revolutionary War veterans and many Chases, including Judge Chase, the patriarch of the Cornish Chases. Directly opposite the church, on the west side of Route 5, is the high-style hipped-roof **Jonathan Chase House** (*c.* 1770), once a tavern.



Continue south on River Road (Route 12A), a several-mile stretch in Cornish and Claremont, often called Chase Street, that is perhaps the most scenic of the entire itinerary: flat and fertile fields, an occasional historic house or farmstead, views to the river and beyond. Soon after Trinity Church, on the west side of the road, is the **Nathan Smith House** (1791) with its boldly detailed Palladian window and corner quoins. Dr. Smith is credited with the founding in 1798 of Dartmouth Medical School, the country's fourth oldest. Next, on the east side, is the brick **King's Grant Farm** (1775), built by Daniel Putnam, son-in-law of Judge Chase and one of Cornish's earliest settlers. The property is still in the Putnam family.

The next property of importance is the **Salmon Portland Chase House** (*c.* 1790, ***NR, NHL***). It was here in 1808 that the future Ohio Senator and Governor, Presidential candidate, Treasury Secretary, Supreme Court Chief Justice (as such he presided over the impeachment trial of Andrew Johnson who was defended by his friend and Windsor neighbor William Maxwell Evarts) and namesake of the Chase Manhattan Bank was born. Chase, who lived here until he was eight, was also responsible for adding the phrase "In God We Trust" to American currency. Check your wallet—his portrait appears on the $10,000 bill! Originally standing on the west side of the road, the house was moved to its present site when the railroad came through in the 1840s. Note the state historic marker on the roadside. Today the property is known simply as The Chase House, a bed and breakfast. This section of Cornish might well have been called Chaseville because of the many houses north and south of here built by members of this large and influential family. It is told that a member of the Cornish Chases once boasted to a member of the Bellows family in Walpole that "there were Chases enough in Cornish to chase all others from out of the town into Walpole." The Walpole representative replied that "there were Bellows enough in Walpole to blow them all back again."



Crossing the Claremont town line at BALLOCH you'll continue through attractive and productive farmland. About three-quarters of a mile further south, on the left, stands the **Godfrey Cooke House** or *Riverfields* (1825), considered to be one of the state's finest Federal houses. According to historian Bryant Tolles, the fluted pilasters, elaborated cornice, delicate Palladian window and portico suggest that the unknown builder was influenced by the work of Asher Benjamin who lived and worked for a time in nearby Windsor. Across the road and a bit north is a small granite marker locating the site of **Capt. John Cooke's Tavern** (John was the father of Godfrey) where in 1825 General Lafayette stopped and "partook of some choice old wine."

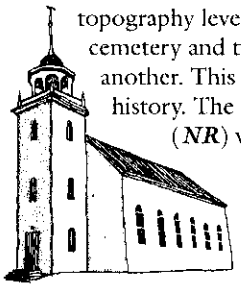
On the west side of the road, just before it curves to the east, is the sprawling **Ascutney View Farms**. Notice the decorative pattern of the slates spelling out the date "1883" on the barn's south-facing roof.

Just after, on the right, a road leads down to the Connecticut. At the end is the brick **Old Toll House** (*c.* 1837), now a private residence, which was in service for the covered bridge that spanned the river at this point, a bridge that was carried away by an ice-jam in 1902. Prior to its opening in 1837, there was a ferry over to Ascutneyville and a flat boat landing, operated by Col. Benjamin Sumner whose house, **Cupola Farm** (1796) is right around the bend on the west side of Route 12A. Built as a tavern and now sadly deteriorating, it has long been regarded as among the Upper Valley's most eye-catching houses. Its name comes from the distinctive cupola or lantern surmounting the roof. Sumner—the father of David whose house you saw in Hartland—was an important and successful man in Claremont but his notoriety stemmed largely from his rabid Tory views and actions. His father lived across the road in the more restrained **Dr. William Sumner House** (1768) where in 1769 Claremont's second town meeting was held. This little portion of Claremont, once called Sumnerville, was among the earliest settled and boasted the town's first store and the first law office. Up ahead to the left and set back a ways just at the point where the road curves to the right, stands the **Samuel Ashley III House** (1795-96). Ashley married Col. Sumner's daughter, but unlike his father-in-law, was a notable patriot and a major in the militia. They were the ancestors of Harrison Hagan Schmitt, the first geologist on the moon.

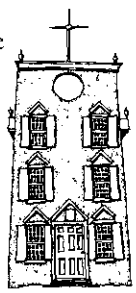
A short distance further on, Route 12A intersects with Routes 12 and 103. Take a left here but as you do glance back for a final view of Mt. Ascutney. You'll soon pass under **High Bridge** (1930) which carries the railroad over the Sugar River off to your right. The span replaced one built in 1851 by the

father of artist James McNeill Whistler and which at the time was considered a marvel of engineering. The present bridge makes use of a portion of the original stone abutments. Just over a mile from your last turn, take a right onto The Plains Road. The two corner houses have interesting historical connections. On the southwest corner stands the **Col. Benjamin Tyler House** (1773), the first two-story house in Claremont. Tyler developed the mills just down road on the Sugar River and was a prominent citizen, being elected a selectman at the first town meeting in 1768. His house later became a popular tavern operated by his son, Austin. On the opposite corner is the light yellow two-story **Gilmore House** (1825) built by Leonard and Hiram Gilmore who bought the West Claremont mills from Tyler in 1819. Set back on the north side of Routes 12 and 103 and next to Clay Hill Road is the **Benedick Roys House** (*c.* 1766), the town's first framed house. The cape-style house stood elsewhere originally and was moved here on sleds during the winter of 1807.

Proceeding downhill on The Plains Road you'll soon cross the Sugar River at the location of Benjamin Tyler's dam and mills (1767-68). The present mills were built for the **Coy Paper Company** (*c.* 1880), the highly elaborate brickwork a testament to the skill of the local masons. Just after crossing the river bear left onto Old Church Road. After the topography levels off you'll see in the distance a cemetery and two churches nearly opposite one another. This is a significant spot in New Hampshire history. The church on the left is **Union Church** (***NR***) which has the distinction of being the oldest Episcopal church building in New Hampshire, serving the second-oldest parish. Begun in 1773 the structure's completion was delayed by the Revolution until 1789. It is one of the few churches in the state to retain its original box pews. The tower and belfry were raised in 1800-01 and 20 years later a section was added to the rear, the join readily evident. The dark colored two-story house just to the north of the church was **Rice Tavern** (*c.* 1770), kept by Ebenezer Rice until 1798. Claremont town meetings were held here for a time. Rice was a skilled carpenter and probably the builder of Union Church.



Old St. Mary's (1823), the church on the right, is New Hampshire's oldest Roman Catholic church. Although its age qualifies it as historic, so to do the circumstances surrounding its creation. There's a story here that borders on the extraordinary. St. Mary's came into being through the efforts of The Rev. Virgil Barber, the son of The Rev. Daniel Barber, rector of Union Church. Ordained as Episcopal ministers, father and son both began to lean to and then embrace the Catholic faith (Virgil's wife eventually became a nun); in effect, the Barbers moved across the road—literally and figuratively—and in the process surely engendered some local controversy. At the time, Union's parsonage was opposite the church and Virgil built St. Mary's as an ell to the parsonage, now gone although the brickwork on the south side hints at the connection. This act must have really raised eyebrows! Virgil also established on the second floor of St. Mary's the first Catholic school in New Hampshire. The style of the building is best described as eclectic.



Behind St. Mary's is the **West Claremont Burying Ground**, Claremont's first cemetery, voted by the town in 1768. It ecumenically serves both St. Mary's and Union with no fence between the two. The earliest gravestone is that of Benedick Roys (1769) whose house was seen earlier.

Continue south on Old Church Road, shortly afterward rejoining The Plains Road. Less than a quarter mile later take a left onto Airport Hill Road (which later becomes Sullivan Street) taking you past the Claremont Municipal Airport. Soon you are approaching downtown Claremont, climbing up beside the Sugar River and past brick mill buildings and older houses. On the corner of Sullivan and Union Streets is the **Holy Resurrection Orthodox Church** (1941) with its onion domes, reminding us of Claremont's large Russian immigrant population that came to work in the mills in the late 1800s.

After another block or two you're once again at Tremont Square, completing your 77 mile journey along this segment of the CONNECTICUT RIVER HERITAGE TRAIL. We hope you've enjoyed your travels!

About the Connecticut River Joint Commissions

The States of New Hampshire and Vermont created the Connecticut River Joint Commissions to preserve and protect the resources of the Connecticut River Valley, and to guide its growth and development. Both Commissions are advisory and have no regulatory powers, preferring instead to educate and ensure public involvement in decisions that affect the river. The CRJC are active in many areas of valley life, including agriculture, heritage tourism, water quality, and recreation, and provide grants for local projects through their Partnership Program. The Commissions' work is guided by the Connecticut River Corridor Management Plan, written in conjunction with their five local subcommittees of citizens representing the 53 riverfront towns.

Connecticut River Joint Commissions
P. O. Box 1182, Charlestown, NH 03603
E-mail: contact@crjc.org

Additional information on this and other Connecticut River Heritage Trails is available at
www.crjc.org/heritage.htm#itinerary

HIGHLIGHTS

- 6 covered bridges, one the country's longest, and all built by the same man.
- 16 historic cemeteries in which rest scores of Revolutionary War veterans.
- 19 churches and meetinghouses, including New Hampshire's oldest Catholic and Episcopal church buildings that just happen to be across the road from one another.
- The house, studio, gardens and sculpture of the central figure of the *Cornish Colony*.
- A museum that celebrates the birth & development of the industrial revolution.
- The tavern that launched the 'Free and Independent State' of Vermont.
- The nation's oldest continuously operating post office.
- The boyhood home of the man pictured on the $10,000 bill.
- And at nearly every turn, picturesque views of New England's longest river and of Mt. Ascutney, famous in art & literature.

Cover photo: Trinity Church, Cornish. Photo and sketches by Robert B. Stephenson.

CONNECTICUT RIVER JOINT COMMISSIONS

Prepared by Robert B. Stephenson for the Connecticut River Joint Commissions. ©1999. Printed by Braden Printing, Inc. Keene, NH.

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Senator Johnson, Chairman
Senator Fernald, V. Chairman
Senator Brown
Senator Disnard
Senator Francoeur
Senator Pignatelli

SENATE

CALENDAR

Date:

HEARINGS

Wednesday	APRIL 12, 2000
(Day)	(Date)

Interstate Cooperation	Room 103, LOB	(See Below)
(Name of Committee	(Place)	(Time)

2:45 PM	**SCR 5**	urging the new England states and New York to consider cooperative strategies to address the challenge of the high cost of prescription medicines.
3:00 PM	**HCR 33**	establishing a joint New Hampshire-Vermont legislative cooperative effort regarding the Connecticut river.

Sponsors:

SCR 5 Senators Hollingworth, McCarley, D'Allesandro, Klemm, Trombly, J. King, Cohen, Wheeler, F. King, Larsen
Representatives Emerton, S. Holley, Copenhaver, Nordgren

HCR 33 Representatives Burling, Avery, Nordgren
Senator Disnard

Sen. Carl R. Johnson
Chairman

Speakers

SENATE Interstate Coop. COMMITTEE

Date 4/12/00 Time 3:00 PM Public Hearing on HCR 33

Appearing in FAVOR: (Please print)			Please check box at left to speak.
Speaking?	Name	Address	Representing
☑	Jim MacCartney	6 Hazen Drive	NHDES
☑	Sharon Francis	PO 1182 Charlestown	CRJC
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Appearing in OPPOSITION: (Please Print)			Please check box at left to speak.
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SENATE Interstate Coop. COMMITTEE

Date Time PM Public Hearing on

Appearing in FAVOR: *(Please print)* *Please check box at left to speak.*

Speaking?	*Name*	*Address*	*Representing*
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Testimony

State of New Hampshire
DEPARTMENT OF ENVIRONMENTAL SERVICES
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April 12, 2000

The Honorable Carl R. Johnson, Chairman
Senate Interstate Cooperation Committee
Legislative Office Building, Room 103
Concord, New Hampshire 03301

SUBJECT: HCR 33, establishing a joint New Hampshire-Vermont legislative cooperative effort regarding the Connecticut River.

Dear Chairman Johnson:

Thank you for the opportunity to comment in support of HCR 33. This bill urges the congressional delegations of New Hampshire and Vermont to seek continued support from the New England Federal Partners for Natural Resources in implementing the recommendations of the *Connecticut River Corridor Management Plan.*

The Connecticut River is one of twelve rivers designated for protection under the New Hampshire Rivers Management and Protection Program and one of only fourteen rivers nationwide designated at the federal level as an American Heritage River.

The *Connecticut River Corridor Management Plan* was developed locally by the Connecticut River Joint Commissions and its five subcommittees, and represents the consensus recommendations of citizens from both sides of the Connecticut River developed over a four-year period. The *Plan* provides a road map for how government agencies at all levels can best assist local citizens in maintaining and improving the unique resources of the Connecticut River.

The nine agencies comprising the New England Federal Partners for Natural Resources are ideally positioned to assist the Connecticut River Joint Commissions in carrying out the recommendations of the *Connecticut River Corridor Management Plan* and are already engaged in this process. Their continued support is critical to the success of this endeavor.

Thank you for the opportunity to comment on this important legislation. If you have any questions or need additional information, please contact Jim MacCartney or me at 271-3503.

Sincerely,

Robert W. Varney
Commissioner

Committee Report

Date: April 12, 2000 Time: 3:00p.m.

The Senate Committee on Interstate Cooperation held its hearing in Room 103 LOB, Concord, New Hampshire.

BILL NO.: HCR 33 TITLE: establishing a joint New Hampshire-Vermont legislative cooperative effort regarding the Connecticut river.

Members of the Committee present: Senator Johnson
Senator Disnard

Those appearing in favor:

Name and Address	Representing
See Attached.	

Those appearing in opposition:

Name and Address	Representing
See Attached.	

REPORT OF THE COMMITTEE:

- ☒ Ought to Pass
- ☐ Ought to Pass w/ Amendment
- ☐ Inexpedient to Legislate
- ☐ Rereferred
- ☐ Interim Study
- ☐ Continued Hearing
- ☐ Postponed Hearing

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE

Date:

THE COMMITTEE ON Interstate Cooperation

to which was referred House Concurrent Resolution 33

AN ACT establishing a joint New Hampshire-Vermont legislative cooperative effort regarding the Connecticut river.

VOTE: 2-0

Having considered the same, report the same without amendment and recommend that the bill: **OUGHT TO PASS.**

Senator Carl R. Johnson
For the Committee