



## HIGHWAYS AND BYWAYS OF KEENE

*(Stagecoach Lines, Streets, Covered Bridges)*

*by Muriel E. Robbins*

The proprietors of Upper Ashuelot left no actual record of the route taken on their first journey to reach the township. It is believed that they traveled the old Indian trail called the "Bay Path" to Springfield, Mass., and from there to Northfield. It was late evening on September 18, 1734, when they arrived on the meadow of the "Thompson Farm," known also as "Statia Farm," on the south side of Keene's present Main Street.

Imagine a pathway through the wilderness marked only by a blaze on a tree every so often. The trail to Springfield, Mass., was used frequently by settlers with their horses and oxen. From Springfield to Northfield the trail was less used and less distinct. This trail continued on up the Connecticut River to Fort No. 4 in Charlestown. Keene's first settlers left this trail at Hinsdale, and from there on it was a matter for a well-seasoned scout to find his way through the forest and brush over hill and dale, skirting marshes and swamps to the Upper Ashuelot site.

Two summers of hard labor passed before enough land had been cleared for a trail adequate to travel with horse and oxen. In May 1737 the arrival of 40 families by horseback and "horsebarrows", bringing what few articles they felt essential, marked the beginning of

Keene. On May 12, 1737, Nathan Blake and Seth Heaton were voted by the proprietors an allowance of eight shillings per day to act as surveyors and to mend roads. This was probably Keene's first official attempt at road upkeep.

Roads and travel were a primary concern for any new settlement. As soon as possible wagon roads were opened between towns for the transportation of munitions and troops. On May 20, 1737, it was "Voted, that there be the sum of 27 pounds payd out of sd Proprietors' Treasury, to Capt. Samuel Sady for searching and Laying out a Road from this Township down to the Town of Townsend, Imployed by the said proprietors so to do." Townsend, a northern Massachusetts town, was their nearest neighbor, and there was great dependency from settlement to settlement for defense against Indian raids.

Aside from the road laid out between the house lots on Main Street, the sawmill road was the next local road project to be recorded. This was laid out in 1738, to continue from the house lots where it turned east to follow the higher land, traveling northerly between the small Town Brook, which then ran across Main Street north of the present railroad tracks, and Beaver Brook to join Washington Street in the vicinity of Cross Street. A new meetinghouse, built in 1754, made it necessary to change the course of the sawmill road to nearer the present course of Washington Street.

Between 1738 and 1740 the Ash Swamp Road was another project for the settlers. This road turned west after crossing the "causeway" and traveled to about where School Street leaves West Street. It continued west to Pearl Street, where it turned south to Ash Brook Meadows. The first recorded layout of this road was on March 5, 1754, when it was referred to as the Ash Swamp Road.

By 1773 the Central Square area had begun its development. Washington Street was improved and Pleasant Street (now West) began its present route in a line from the Square. By 1775 the "Green," today's Common in Central Square, began to take shape in an area around the Meetinghouse on Town Street. The Green was the scene of much activity at the Meetinghouse and was also used as a parade ground for the militia.

In June 1781 the state legislature authorized the first public mail route in this area. John Balch of Keene, better known then as "Potter Balch," probably due to his line of work, covered a route from Charlestown to Portsmouth. The round trip was accomplished once every 14 days except during the winter months. For a small fee he performed

errands and conveyed messages along the way. One of Balch's first errands is recorded in a letter, dated July 28, 1781, to Colonel Samuel Hunt, commissary at Charlestown, from Mesech Weare, chairman of the Committee of Safety and acting governor of the state, declaring that he was conveying 300 pounds of Continental money to Colonel Hunt and pointing out how difficult it was to procure money at this time. Towns, as well as the country as a whole, were deeply in debt as the Revolutionary War drew to a close.

Lack of funds during the post-revolutionary years slowed down work on roads and highways. Horseback riding, then the sole mode of travel, was greatly affected by the weather, and adverse road conditions frequently caused long delays. Many times Abner Sanger's diary mentioned that he must be getting home before dark, and traveling by the light of the moon. One entry in the diary states "extrem Dark evening; Dr. Blake got lost."

Keene was not left out of the turnpike development taking place within the state. On December 27, 1799, the Third New Hampshire Turnpike was organized to run from Bellows Falls, Vt., to the Massachusetts line. It traveled via the Old Walpole Road and south along the Boston Road (Baker Street) through Marlborough, Jaffrey, Rindge, and New Ipswich, along much the same route passed over by the patriots of 1775. A diary (probably kept by John Russell Davis on a journey from Massachusetts through Keene on his way to Vermont) states, "We rode 10 miles through Piney Wilderness. Extreme poor road by reason of its being newly laid out; it saves 3 miles but by coming it we pay I think very dear for the saving." He mentions staying at a Fitzwilliam inn and describes the journey on to Keene as "bad mountaineous long hills some one-half mile ascent and descent—had nothing pleasant this day till the sun about an hour high when we came into the beautiful compact town of Keen."

The local newspaper of August 28, 1802, gives an account of a record of some sort which might tax the durability of any road. A mammoth load of hay drawn by 10 oxen along the road (now West Street) sank to its hubs in many places. The load was 30 feet long, 16 feet wide, and 13 feet high, and was said to have been loaded in less than a half hour. It was claimed to have been the largest load of hay, by several hundred weight, ever seen by all who witnessed the scene.

An item from the *New Hampshire Sentinel* of July 27, 1805, states, "Only six years earlier roads in New Hampshire were so bad that riding from one town to another a traveler's life was in jeopardy."

It also noted that great improvements were being made for travel, due to the construction of several good turnpikes, with seven of them passing through Keene in 1805.

In 1803 the first sidewalk known to have been built in Keene extended from close to the Meetinghouse to Luther Smith's mill on West Street (the vicinity of the old Faulkner & Colony mills). With the financial assistance of a few public-spirited citizens it was built by the people who would benefit most from its use and was constructed of "handsome pine planks" at a cost of \$4 per thousand feet. Wood sidewalks were slowly added by enterprising merchants as the business district developed, but outlying walks were merely paths worn along the course of the road by pedestrians avoiding mud holes and traffic. A newspaper communication of the day called attention to the situation. When the railroad arrived in Keene in 1848, sidewalks became more essential in the Main Street and Central Square area and by this time were being built of brick.

The *Cheshire Advertiser* of September 20, 1792, carried a woodcut illustration in an advertisement for a stagecoach line with the heading, "Boston and Keene Stage," by Ebenezer Roby. Though soon abandoned as an unprofitable venture, it was Keene's first stage line.

By 1800 Keene was a town with a population of 1,645, with communication by postriders north to Hanover, N. H., and south to Connecticut and New York. Jotham Johnson of Leominster, Mass., was postrider between Boston and Charlestown, N. H., and in 1795 an advertisement in the *Columbia Informer* of February 24 announced "that he transports the mail from Boston to Charlestown, No. 4, and during the winter conveys the mail in a convenient, closed sleigh, for the benefit of those gentlemen and ladies who will please to favor him with their company, in said mail stage, at 3d. per mile, with 14 lbs. baggage gratis. The mail sets off from Boston, on Wednesday morning, arrives at Leominster on the evening of the same day; Thursday arrives at Capt. Bullard's Coffee house in Keene; Friday morning leaves Keene and arrives at Charlestown at 2 o'clock P.M. same day returns to Walpole; Saturday arrives in Keene at 9 A.M.; Marlborough, 11 A.M. and on Monday arrives at Boston at 7 o'clock, in the evening."

By 1803 a biweekly mail stage began operation between Walpole, N. H., and Boston. Passengers were carried at a fare of \$5 or less, with 14 pounds of baggage free. It was a two-day journey via New Ipswich, N.H., where the over-night stop was made. This later became a four-horse team relay to Bellows Falls, Vt., and took 13 hours. Connections on this line were also possible for Hanover, N. H. This

was the first link of a journey on the most direct route to central Vermont and Montreal, Canada, inaugurating the golden era of stage-coaching in and through Keene. By 1814 four-horse coaches arrived in Keene from both directions on the Boston run on Monday, Wednesday, and Friday evenings, and were the great events of the day. The over-night stop in Keene brought brisk business to the local taverns. An extra coach was added in 1815. This ran from Keene to Boston every Monday and returned on Saturday.

By 1827 there were two lines competing on a daily basis for the Boston to northern New Hampshire and central Vermont business. One of the lines had stages which ran through Keene to Middlebury and Burlington, Vt., to Montreal, Canada. The competing line ran on the Cheshire Turnpike and Branch Road Co.'s route which came via Rindge and Fitzwilliam through Keene to Surry, Drewsville, Charlestown, and Hanover, all in New Hampshire, to Vermont's Windsor, Woodstock, and Montpelier. Hatch's and Harrington's taverns in Keene were used as depots by the competing lines.

Thomas Rand, one of the better known local drivers, tells about Francis Davis (who established an express business in 1845 that ran between Boston and Keene to convey small parcels and light loads in competition with the stage lines) receiving a request from John Prentiss, editor of the local newspaper, to procure a copy of President Polk's message to Congress in 1845. Prentiss told Davis that if he could get it to him before the mail stage arrived with the same message, he would give him a \$5 reward. "Gard" Hall, one of the stage drivers, heard of the remark and vowed to make Davis earn his reward, and the challenge for a race between the two lines was set. On the day the message was available Davis and Hall both left Boston at the same hour. The express took the lead and kept it, arriving in Keene nearly an hour ahead of its schedule. Prentiss stood on the steps of the Cheshire House awaiting the arrival, and after handing over the reward, headed for his office with the dispatch, when down Main Street the stage appeared, the horses running and covered with foam. As he waved the paper over his head Prentiss shouted, "You won it fairly, Mr. Davis, but it was a close shave!" The Davis express line was the forerunner of the express business run by the railroad between Fitchburg, Mass., and Bellows Falls, Vt., and eventually became a part of the American Express Co.

By 1830 the population of Keene was 2,374, and a business directory was thought to be desirable. The citizens held a meeting at the Phoenix Hotel on December 31, 1830, to decide on permanent

names for Keene's 12 streets, as this would assist in the preparation of a directory. The list as completed was Central Square, Baker, Church, Court, Cross, Main, Marlboro, Roxbury, School, Washington, Water, and West Streets. The directory was issued in 1831, and listed stage fares and points reached from Keene; Exeter, N. H. \$ 3,50; Brattleboro, Vt., 750; Albany, N.Y., \$4; Boston, Mass., \$2.50 by the old line of stages and \$3 by a competing line which guaranteed to make the run in 12 hours; Worcester, Mass., \$2, and Burlington, Vt., \$5.50.



*Keene in the 1850's*

After the opening of the railroad, the stage lines varied their runs to accommodate train schedules. In 1848 when the first railroad line was established to and through Keene, the stage began its slow decline. Up until the early 1900's it remained in use as a connection for the small towns' main communication and transportation to a central point for mail, newspapers, and passengers. It was not unusual for many from area towns to travel to Keene on the daily stage for local errands and in the evening to attend a band concert or stage production and return the following day to their homes. This also created a lively business for the local hotels. In 1874-75 there were four stage lines serving Keene; a triweekly one to Hillsboro and three daily ones from Richmond to Keene, Chesterfield to Keene, and Marlow to Keene.

There were covered bridges in Keene, but detailed particulars on them are difficult to find. It is known that early bridges spanned

the Ashuelot River at West and Winchester Streets, and the Branch River at Marlboro Street. It is also known that a covered bridge was framed in 1838 by William Willson, a well-known local mechanic, to span the Ashuelot River on West Street. This was built in about the same location where Dale's Fordway had crossed the river and replaced the bridge that the first settlers voted to build in 1757. A walk on the north side was added in September 1868 to accommodate pedestrians traveling to and from the Wheelock Park Fair Grounds. It was removed on July 11, 1900, and replaced by an iron bridge.

The Winchester Street covered bridge was built between 1837 and 1840 and was replaced in 1910 by a steel span. The bridge at South Keene on Marlboro Street over the Branch River was built so low that men complained their loads of wood could not pass through it, and the floor was lowered by the men of the town. In 1863 this bridge was rebuilt higher and wider. Some years ago a steel bridge was built. The Winchester and Marlboro Street bridges were recently replaced by modern wide structures.

On the south side of Marlboro Street the old stone Cheshire Railroad keystone arch bridge stands 60 feet high at the center of the arch and has a span of 90 feet. The keystone was set on December 9, 1846. The chief engineer of the Cheshire Railroad construction, Lucian Tilton, designed the bridge of granite hauled from the quarry on the Thompson farm located within a half-mile of the bridge.

A four-arch stone bridge on lower Main Street once spanned the Branch River in about the same location as today's bridge. Completed for use on November 2, 1839, at a cost of 82,100, it replaced a bridge built by the Branch Bridge Corp. in 1803-04 for the Fitzwilliam Turnpike. For many years the Taft pottery was located on the northeast side of the bridge, and it became known by the citizens as Pottery Bridge.

The two-arch stone bridge built on upper Court Street in 1840 is seen to the north of the bridge which was built in 1950 to carry modern traffic.

In the 1800's it was not unusual when a bridge or road needed attention for townsmen to furnish the labor and teams, as well as some of the material, to keep the cost down. In 1861 service of this type for Keene was rendered by 65 men. The men in charge of the town streets and roads were elected at town meetings. Lacking a regular crew of workmen, they usually hired farmers or teamsters as needed. May and June meant scraping the roads to smooth out the ruts made during the spring thaws and the mud season. Summer meant try-



*Stone Bridge on Upper Court Street*

ing to keep the dust laid and building new roads, as well as maintaining and repairing the old ones. Keene's first watering cart was purchased on May 28, 1872. Winter meant keeping the snow rolled for sleigh traffic. Men in the neighborhood of a covered bridge were hired to keep its floor covered with snow for sleigh travel.

In 1874 when Keene became a city three highway surveyors were appointed. They had 88 streets and roads under their care at this time. By 1880 a superintendent of highways was hired for nine months of the year. In 1887 cement sidewalks were tested. It was stated that if they proved to withstand the winter's frost and spring thaws, their construction would continue.

On January 20, 1887, Samuel Wadsworth, the city engineer, was authorized by the city council to present a plan for numbering the buildings along the streets of Keene to facilitate the mail carrier system which would begin in Keene with three carriers in 1888. Two people were fined when they refused to attach the numbers to their houses as set out in the city ordinance. Each year Engineer Wadsworth was authorized to affix numbers to buildings not yet numbered and to record the same with the city clerk. Postal free delivery was extended to lower Main Street and South Keene, and houses were numbered there in 1902.

Keene's first electric light was installed on August 28, 1886, in front of the post office on Roxbury Street, and proved such a success



that on May 19, 1887, a resolution was passed by the city council to install 20 more electric street lights.

In 1887 the first attempt of the Keene Street Railway Co. to establish the electric car in Keene was unsuccessful. Aside from Fordyce L. Wood's horse-drawn bus type vehicle, transportation of this type was not available until May 1900, when construction began on the Keene Electric Railway line.

On May 18, 1905, the first city garbage ordinance was passed, and the Highway Department was asked to collect it in the precinct laid out in the immediate downtown area.

The first mention of the automobile in Keene city reports appeared in 1909, when it was reported that a newly treated stretch of Roxbury Street seemed to make a road that would withstand automobile traffic. It was also evident that the towns and cities could not cope with the total expense of highway building and maintenance programs, and the state began a program of matching funds, called state aid, for what became known as state highways. They were built under specifications prepared by the state highway department and were considered an expensive luxury by the townspeople. On June 18, 1914, an ordinance was passed enacting rules for driving and traffic regulations in Keene.

By 1925 it was an accepted fact that it was no longer practical to build and maintain gravel roads, and bituminous macadam or concrete was recommended for street construction. Concrete was accepted throughout the country as being the most efficient and economical for carrying heavy traffic. The resources of the federal, state, and municipal governments were taxed to keep pace with the needs and changes in the highway system.

The public demanded that as many as possible of the city streets be kept cleared of ice and snow for winter traffic. By 1926 the year-round use of automobiles for business and pleasure demanded that snow be plowed from some main roads, and the mayor predicted that within a very few years all main thoroughfares would be open year round.

On December 12, 1929, the first traffic lights were installed in Keene at the Central Square junctions of West and Roxbury Streets.

In the early 1930's the nationwide business depression brought an unemployment problem to Keene. The state offered to loan \$11,835.75 for permanent improvement of the highways. These funds were to be loaned, interest free, and their purpose was to accomplish the maximum distribution of labor to needy workers in local areas.

Through the next few years many Keene projects were carried out with state and federal aid.

In 1935 the Keene Electric Railway tracks were removed from West and Main Streets and Central Square. It was a WPA project, which included the repaving of the streets.

On October 24, 1949, the Federal Communications Commission granted the first license of its kind to the Keene Public Works Department, which became the first radio-equipped department in New England.

The city now owns parking lots that provide 1,700 parking spaces in the downtown shopping area. There are 112 miles of streets and roads within the city limits, and 106 miles of them are paved.



*Main Street, looking north late 19th century*

## PART II

### Brief History of Historic Highways and Streets in Keene

AARON REED ROAD—Laid out in 1815 to accommodate the house of Aaron Reed on the section of the old Walpole Road that had been discontinued before 1796. It is probable that the road was discontinued after 1870, when the house burned. In 1964 Ottavio Giovannangeli began the Woodridge housing development in this general area. Hilltop Drive starts near the original 1815 beginning of this road. Just north of where this road joins the Old Walpole Road was the first site of schoolhouse No. 9 (circa 1836). It was moved in 1850 to the north side of the Old Walpole Road near the Four Corners.

ABBOTT ROAD—Travels from the Old Walpole Road westerly to the Wyman Road and is one of the few dirt roads in Keene today. Originally a branch of the Wyman Road, it was laid out in 1830 to travel northerly from the house formerly occupied by William Goodnow. In 1864 his son William sold the farm to Charles Abbott.

ALDRICH ROAD—Laid out from the Westmoreland Road, today called the Hurricane Road, to the house of Deacon Daniel Kingsbury in 1771. At this time the road was called the Daniel Kingsbury Road and was probably known as such until after 1885, when the farm was owned by Edwin V. Aldrich.

ALLEN COURT—Formerly a part of the old Cheshire Turnpike which continued on to the present East Surry Road. Received its present name from the Allen families who have lived on the south end of the Turnpike or Court since the time of Daniel Allen in 1817.

APPIAN WAY—Location of one of the original proprietors' roads, it was laid out in 1738. In 1756 a road was laid out in the same location



*Lover's Lane Bridge-1869*

and crossed the Ashuelot River. It was extended southerly in 1761, and probably was on or near the present location of Winchester Street for the river crossing. The name is believed to have derived from the Roman Appian Way.

**APPLETON STREET**—When the bypass was built in 1964 the street was bisected and became dead-end at the Ashuelot River. A new entrance to the remainder of the street was made south of the bypass exit at Main Street. The street originally led to the meadow farm of Aaron Appleton, hence its name. An early road was laid out a little south of the present street in 1761, "making a good Road to ye River." In 1820 it was laid out in its present location as a private road to the bridge that crossed the Ashuelot River to the Appleton farm. Earlier known as "Lover's Lane," it was then a "shaded, grassy path, about

an ox-cart width, leading to a pleasant grove near the picturesque old wooden bridge that crossed the river." An attraction for this Lover's Lane was the "matrimonial tree" that grew on the bank of the Ashuelot at the end of the lane. It had a cleft in the trunk which was wide enough to permit two persons, usually sweethearts about to become engaged or already engaged, to pass through the opening as a traditional act of making the arrangement official. The tree was well carved with initials and hearts, but after it was felled by lightning in 1855, attempts to replace it with a similar tree were never successful. Appleton Street became a public highway in 1897.

ARCH STREET—Originally known as the Chesterfield Road, it was renamed Arch Street some time after the Boston and Maine Railroad, Cheshire Branch, built its stone arch underpass for highway traffic. Today it is known as Arch Street as far as this stone archway; the remainder of the road to Route 9 is still referred to as the Old Chesterfield Road.

ARMORY STREET—Laid out in 1869, it originally included part of what is now Baldwin Street. The street's name is of uncertain origin. Perhaps the nearby location of the armory of the Keene Light Infantry (opposite Portland Street on Court Street) or the proximity of the National Guard Armory (the old jail building on Washington Street) made it a natural name for a street in this area.

ASH SWAMP ROAD—First laid out in 1754 over the river and the brook to Amos Foster's land which was on or near West Hill. The Ash Swamp area probably flourished at one time with a growth of ash trees from which it received its name. (See School and West Streets.)

ASHUELOT STREET—Laid out in 1857, in connection with Castle Street, it runs parallel to the Ashuelot River from which it received its name.

ASPEN STREET—See Pine Banks.

BAKER STREET—One of the early roads laid out by the proprietors by 1740 for travel from the Town Street through lands of Captain Aaron Hall and others to Lieutenant Seth Heaton's property and beyond to Beech Hill. The first mention, by the selectmen, of this road

was on March 5, 1754 and probably was the beginning of the road to Townsend, Mass., laid out by the proprietors in 1737 to connect with the nearest settled township to the south. It was also the route of the old road to Boston and was known as the Boston Road, noted by the DAR stone marker placed on the southeast corner of the street. The road's course was straightened soon after the Third New Hampshire Turnpike was completed in 1803. It was named for Thomas Baker who established the first tannery in town and lived on the street. In 1913, when a new sewer was being laid on the street, an old corduroy road was found beneath the street's surface. These roads were formed by laying logs side by side across a low, swampy area on the route.

BALSAM STREET—See Pine Banks.

BANK STREET—Runs along the edge of Tenant Swamp to a dead end. Its name is derived from its being located on the "bank" of the swamp area.

BASE HILL ROAD—See West Hill Base Road.

BEAVER STREET—Officially laid out from the southwest corner of land that belonged to David Nims, Keene's first town clerk, to Beaver Brook in 1758. It was earlier used as a lane. After 1835 it was extended easterly several times until its final extension to Terrace Street in 1880. It received its name from Beaver Brook which it crossed.

BEECH HILL MIDDLE ROAD—See Peg Shop Road

BEECH HILL SUMMIT ROAD—See Jordan Road.

BEECH STREET—Originally spelled Beach Street on early maps, it was laid out in 1835, and crossed a field that was once part of the old muster field on Dr. Thomas Edwards' property. A section of one of Keene's early brickyards also encompassed the southerly end of the street.

BENT COURT—Travels south from Arch Street to the private entrance to the YMCA's Camp Wakonda. It was named for the Bent family who owned a large ice storage house in the area and operated the Bent Ice Co.

BIRCH STREET—See Pine Banks.

BLAKE STREET—The south end of the street was laid out as a court leading northerly to Appian Way in 1894. The north end, formerly called the "Midway," was laid out in 1895. The street was extended southerly to Winchester Street in 1910 and connected to the court later that year. The street was named for the Blake family, the first being Nathan Blake, through whose land the street passed.

BOSTON PLACE—Laid out in 1913, and in 1932 extended nearly to Beaver Brook. It was perhaps called Boston Place because it left the street formerly known as the Old Boston Road.

BOSTON ROAD—See Baker Street.

BRADFORD LANE—On an old map, discovered in 1936, what is now known as School Street was shown to have left the Ash Swamp Road on a sweeping curve instead of its present angle. The southerly end of this sweep was known as Bradford Lane, probably because of Andrew Bradford, who was town clerk in 1805-06 and had purchased real estate in that vicinity in 1804.

BRADFORD ROAD—Formerly called Daniel Bradford's Road after the man who built the house located at 70 Bradford Road around 1808.

BRANCH TURNPIKE—Chartered in 1802 and laid out in 1803. It was incorporated under the name of The Branch Road and Bridge Corporation and ran from the Common in Keene to Fitzwilliam. Sometimes known as the Fitzwilliam Turnpike, it traveled through Troy on its way to Fitzwilliam. This opened a new route to Boston and competition with the Third New Hampshire Turnpike became lively. Keene voted \$400 to help build the first permanent bridge across the Branch River at the lower end of Main Street. This also opened a direct route to Swanzey Factory (North Swanzey today) and on up the valley to Troy. The construction of the Cheshire Turnpike in 1805 made a connection to the north through Surry for this route, now a part of Main Street.

BRATTLEBORO ROAD—See Chesterfield Road.

BROOK STREET—The south end of the street was laid out as Spring



*Allan Ingersoll Fountain*

Court in 1884 and so called until 1891, when it was extended to Beaver Street. Then no longer a court, it was given its present name because Beaver Brook is nearby.

CASTLE STREET—Laid out in connection with Ashuelot Street in 1857. In the late 1700's Moses Johnson had erected several buildings in this area for a distillery and the manufacture of pearl and potashes. A thunderstorm with freak winds damaged the buildings in 1807, leaving the area with various shapes of disarray and destruction which, catching public imagination, became known as the "Castle."

CENTER STREET—The first partial layout was in 1866. Early records refer to this area as Court Square.

CENTRAL SQUARE—When Keene was founded, a wide strip of open land was left through the middle of the settlement and was called "The Green." Keene located its meetinghouse in 1754 so that roads from outlying areas led to the Common, eventual hub of the town's business and social life.

In November 1844 authority was given to the Forest Tree Society "to fence in and ornament a small portion of the Common," yet seven years elapsed before an attempt was made to carry out the plan. One popular objection was that it would interfere with use of the Corn-



mon as a parade ground at the annual military musters. But on October 2, 1850, due to changes in the militia system, the last regimental muster was held. The Forest Tree Society planted seven elms from the Stata farm in 1851.

About the year 1856 a bandstand, erected within the Common enclosure, was destroyed by fire early on the morning of July 4. It was considered a part of the patriotic celebration of that day and was the last attempt made to destroy the Common. At this time the old wooden fence was removed, the park somewhat enlarged, and the present stone posts and iron rail fence erected. The first gravel walks were laid out here on July 3, 1859.

The Soldiers' Monument was erected in 1871 as a memorial to the men who fought in the Civil War. In 1896 a new fountain of iron was erected as a memorial to Allan Ingersoll from a fund left by his sister Caroline H. Ingersoll. It remained there nearly 18 years.

In 1910 Central Square was paved with brick.

On July 4, 1953, a copper time capsule, guaranteed to last 100 years, was placed in Central Park. It contained mementos of the day marking the celebration of Keene's 200th anniversary. The capsule, 30 inches high and 8 inches in diameter, was hermetically sealed against moisture to protect the articles enclosed. A bronze marker, located to the north of the Soldiers' Monument, indicates the site of the capsule, which is expected to be opened on Keene's 300th anniversary.

CHAPMAN ROAD—Laid out about 1775 to the Packersfield (Roxbury) Road. The course was changed near the Cheshire Railroad line in 1848, but this part of the road was not discontinued until 1868. The road was dirt until the 1950's. About this time the Eastern Avenue end of the road was again changed so that it would not have to cross the railroad tracks. It was named for a Chapman family who lived on the road in the early days.

CHESHIRE TURNPIKE—Chartered in 1805 to run from the Common in Keene to Surry, up the east side of the Ashuelot River, and on to Drewsville and Charlestown. Incorporated on December 13, 1804, it covered a distance of 24 miles. A road had first been laid out in 1754 and then extended to the town line in 1760. In 1785 it was set up as a county road. The section from the end of Allen Court to the East Surry Road was discontinued in 1848.

CHESTERFIELD ROAD—Travels southwesterly from Arch Street to Chesterfield and was also known as the Chesterfield Stage Route. Court records for 1801 describe the first layout as going from the Meetinghouse to Chesterfield via this route. It originally passed through a corner of Westmoreland. The Route 9 bypass replaces most of the original route. The only part that remains today (known as the Chesterfield Road) is the section from the west side of the arch underpass of Arch Street to the point where it joins the Route 9 bypass.

CHESTNUT STREET—Laid out in 1895. Before being killed by a blight, there were many chestnut trees in the area.

CHURCH STREET—Early deeds refer to it as Frog Lane. The first record of a layout as a street was in 1811. About 1829 the Unitarian Church was erected on the south corner of the street, and the name was probably changed around this time to Church Street.

COBB STREET—This and several other streets in the area were named for baseball players.

COLORADO STREET—Laid out in 1870, it received its name from Oscar Colony, who lived in his father's house at the corner of the street. He and his twin brother had spent several years in Colorado in the mid-19th century.

COMMON, THE—See Central Square.

CONCORD ROAD—Travels northeast from 573 Washington Street over Beech Hill and back to the Route 9 bypass via the Sullivan Road, now referred to also as the Old Concord Road. The road was petitioned for in 1820, but because of opposition was not built until 1833. Included in this road was an early road that had been laid out in 1775 from the James Wright place. In 1830 the road was extended from the Roxbury line through Roxbury, Sullivan, Nelson, Stoddard, and Antrim to connect with the Hillsboro Road to Concord. In 1833 a new course was laid out from James Wright's to the Branch and resurveyed from the Common to Wright's in 1836. The old road up Crying Hill, located in the area of the Wright homestead, was discontinued in 1839. Alterations were made in 1852 to run the road up Crying Hill again. In 1926 this was part of the so-called "Cheshire Cross Country Road," which included the Chesterfield and Concord

Roads and received state aid for extensive improvements. At times the road was referred to as the Cheshire Road.

COOLIDGE STREET—Laid out on June 30, 1870, it was named for Henry O. Coolidge, at one time a town treasurer, who gave property (where Keene Junior High School is now located) for a city park to be known as Coolidge Park.

COTTAGE STREET—Laid out in 1868, it is said the name was decided upon because of the small cottage-type houses that had been built for mill and glass factory workers.



*Court Street in the "good old days"*

COURT STREET—In 1785 a road was laid out from the Keene Meetinghouse to Surry and beyond. After the completion of the new meetinghouse in 1788 the county accepted the old building for a court house and moved it to a place about in line with the center of Court Street as it is today. Dissatisfaction prevailed for years because there was no short cut over this route. In the latter part of 1796 a road was laid out to pass west of the new court house. The straight course and width of Court Street was established in 1808. The road was incorporated in the Third New Hampshire Turnpike, and after the Turnpike was given up in 1822, the selectmen laid out the road over the same course.

CROSSFIELD STREET—Laid out in connection with the extension of Dunbar Street in 1862, it received its name from Samuel and Kendall Crossfield, who lived in the area.

DAKIN ROAD- Formerly in Keene, it is now part of Roxbury. It travels from the Old Packersfield (Roxbury) Road southeasterly towards the Roxbury quarries and the upper dam of the Keene Water Works. It was laid out to the former Marlborough line in 1792, and was named for Ephriam Dakin who lived on the road at the time of its layout.

DAMON COURT—Laid out in 1800 and named for Marcus V. Damon who was instrumental in having the street accepted by the city, and through whose land it passed.

DANIEL BRADFORD'S ROAD—See Bradford Road.

DANIELS HILL ROAD—Part of the original layout of the road is now West Street. It also included the Ash Swamp Road. In 1763 the road was extended from the Ash Swamp bridge up the hill to the farm of Samuel and John Daniels. In 1770 it was extended to the Chesterfield town line and was the first road laid out to that town. The road was extended to the Swanzey line from the Daniels house in 1783 and has had several minor changes through the years. It was resurveyed in 1836 when part of the old road from Daniels Hill southwesterly towards Chesterfield was included in the resurvey as the Eli Dort Road. The old road up Daniels Hill was discontinued in 1839. For many years this was the direct stage route to Chesterfield. Today the road that continues at the junction of the Dort Road is known as Langley Road, while Daniels Hill Road ends at the bypass, and the southwest end is known as West Hill Summit Road. (See West Hill Summit Road.)

DANIELS, JAMES ROAD—Traveled from the Whitcomb Mills Road to the house formerly belonging to Ezra and James Daniels (later that of Lewis Pemberton). First laid out in 1789, it was resurveyed in 1836. Use of the road continued until the building of the Cheshire Railroad, when it became necessary to build a road farther west to the Daniels Place.

DANIEL KINGSBURY ROAD—See Aldrich Road.

DANIEL THOMPSON ROAD—See Silent Way.

DARTMOUTH STREET—Laid Out in 1901. The street was named, as are several other streets in the area, after Ivy League colleges attended by local young men.

DAVIS STREET—Laid out in 1851 to the east line of the Ashuelot Railroad. Aaron Davis, a prominent businessman in Keene at the time, ran a shoe factory, and the street was named for him.

DIPHTHONG ALLEY—A private alley which traveled west from 11 Main Street to 16 West Street. After 1916, building additions in the area blocked off the alley.

DORT ROAD—Earlier known as the Eli Dort Road after a man who lived on a farm on the road (circa 1835).

DOUGLASS STREET—Laid out in 1866, tradition has it that Lincoln Street (later known as South Lincoln Street) was opened soon after the nomination of Abraham Lincoln for President. Political feelings were intense at the time, and Ashley Jones, who was living on Water Street just opposite the south end of Lincoln Street, was a strong Democrat. He insisted that the next street be called after Senator Stephen Douglas. However, the spelling of the name of the senator differs from that of the street.

On April 26, 1865, Frederick Douglass, a former Negro slave and abolitionist, spoke at the Keene Town Hall for the first time and had a repeat appearance on January 5, 1866, a month before Douglass Street was laid out. It is possible that the townspeople were so moved by his story of escape from slavery and travels through the Civil War years as a journalist and lecturer that they named the street in his honor. However, the "Douglas Street Journal," a small newspaper printed by Robert (Bob) P. Leonard, an eccentric character and tinkerer-about-town, with verse-journalism and fun-poking at local politics and politicians, appeared soon after 1869, and its spelling tends to confirm that the street was named for Stephen Douglas. There were also two Keene men named Douglass for whom the street might have been named. Thomas Douglass was a Revolutionary War soldier; Samuel E. Douglass was fatally wounded at the Battle of Bull Run during the Civil War.

DOVER STREET—Laid out on July 20, 1872, this street also included part of the meadow and original brick yards of Dr. Thomas Edwards.

DRUMMER ROAD—Laid out in 1937. One of the early ski facilities in the city was developed here in the 1930's.

DUFFY COURT—Laid out in October 1902, it was named for John M. Duffy who built several houses on the street.

DUNBAR STREET—Formerly called Dunbar's Lane, it was laid out in 1861, and named for Elijah Dunbar, who came to Keene soon after graduation from Dartmouth in 1787. A noted lawyer for many years, he represented Keene in the state legislature in 1806 and 1810.

EAST SURRY ROAD—First laid out in 1754 as a part of the road "up the river" to the land of Ebenezer Day and extended through land of Day and others to the town line in 1760. It was laid out from the Meetinghouse in Keene to Surry in 1785. The Cheshire Turnpike, chartered in 1805, incorporated the road in its route to Charlestown. (See Cheshire Turnpike.)

EAST WASHINGTON STREET—Formerly the name of Page Street. (See Page Street.)

EDGEWOOD—The area on the southeast side of lower Main Street, probably one of Keene's first housing developments. In earliest records this area was referred to as the "Nine Lot Plain," and was located a short distance southeast of the original proprietors' arrival site on the Ashuelot River, which was also the first station in the surveys of Upper and Lower Ashuelot. On July 3, 1875, the Keene Driving Park Association opened a fair grounds, which included a half-mile trotting course and a grandstand that seated 1,500. It was a center for many Keene activities until about 1900. In 1912 Keene's first airplane took off from the Park for a brief flight, ending unceremoniously in the top of a nearby tree. The Park Corporation laid out streets for a development here in 1913. The old race track forms the course for the street around the common which is the center of the development. A committee under the authority of the corporation selected the suggestion of "Edgewood," submitted by Mrs. H. H. Pease of Marlborough, from the 179 ideas received in the contest for a name for the development.

EMERALD STREET—Laid out in 1851. The early history of the street indicates that it was a road to the gas works. In the fields on either side were shanties, housing mostly Irish immigrants, who had arrived with little or no money and limited employment prospects. The area was called at one time the "Black Patch," more commonly known as "The Patch." It is said the street was named after the tavern, the Emerald House, an earlier name for the present Ellis Hotel.

FEDERAL ROW—Formerly the part of the east side of Main Street between the Eagle Hotel and Water Street, and the location of shops and other places of business. Keene's first post office was located in 1794 at Asa Bullard's Coffee House on the south corner of Dunbar and Main Streets. This district was also referred to as "The Haymarket."

FEDERAL STREET—Laid out in 1907 in connection with part of Lamson Street, and named for the post office which was located on its northwest corner.

FERRY BROOK ROAD—Also known as the West Branch of the Sullivan Road. Laid out in 1847 in a northerly direction and named, along with a brook that the road crosses, after one of Keene's original proprietors, Mark Ferry. He was a hermit, and after being driven from his refuge in a cave on Bullard's Island, fled to what he hoped was higher ground in the north of Keene. He lived in the area that later became known as Ferry Meadow, which is adjacent to this road. (See Island Street.)

FITZWILLIAM TURNPIKE—See Branch Turnpike.

FIVE MILE DRIVE or SQUARE—Includes Court Street, Maple and Park Avenues, West Street, and Central Square. Before the hurricane of 1938 the Maple and Park Avenue sections passed through arches of majestic pine and maple trees. In the horse and buggy, as well as the early automobile days, this was a popular Sunday drive.

FOSTER, WIDOW, ROAD—See Hastings Avenue.

GILSUM STREET—Originally part of the old Gilsum Road that was laid out in 1814.



*The Five Mile Drive of long ago*

GLEBE ROAD—Laid out from the Westmoreland line to the house of John Grimes in 1806, where it connected with the "old road." No records have been found for this old road. The road was first called the Grimes Road because John Grimes, who came here in 1801, built two homes there, one for himself and the second for his son George. Descendants owned the property until 1963. It was originally a much-traveled stage route to Westmoreland. The Westmoreland glebe lands (lands set off for the King in colonial times) were farther south, but this road, for some now forgotten reason, became known as the Glebe Road.

GOODNOW ROAD-See Chapman Road.

GOOSE POND ROAD—Laid out in 1868, the year Goose Pond was recommended as the source of Keene's water supply.

GRANT STREET—Laid out as Clover Street in 1866, the name was later changed to Grant in honor of President Ulysses S. Grant.

GRAY, ISAAC ROAD—See Baker Street.

GREEN STREET-Laid out in 1853, and named for Alfred W. Green, who had a carpenter shop on the street at the time.



GREENLAWN STREET—Laid out in connection with Page Street as East Washin<sup>g</sup>ton Street in 1885.

FOWLER STREET—Laid out in 1894, and named for Herschel Fowler who owned lots in the area.

FROG LANE—See Church Street.

GARDNER STREET—Laid out in 1898 and named for one of Keene's well-known physicians, Dr. Gardner C. Hill.

GATES STREET—Laid out in 1905, it was named for Samuel O. Gates, who owned a house in the area and who had been active on Keene's political scene.

GEORGE STREET—Laid out in 1876. One source states it was named for Christopher George whose land the street passed through. A second source states that it was named for Ephraim George, engineer of the first "Rough and Ready," one of Keene's pioneer locomotives.

GILBO AVENUE—Formerly known as Railroad Square, it originally turned north at St. James Street. Laid out in 1961, it was named in honor of the late Mayor Richard Gilbo.

GREENWOOD AVENUE—Laid out in 1913. The first artificial stone house in Keene, built by John A. Peterson, is on the south east corner of the street.

GRIMES ROAD—A large fruit farm was laid out on the 154-acre site surrounding the hilltop near the property purchased by Samuel Dinsmoor (at one time governor of New Hampshire) in 1805. In 1815 Alexander Grimes 3rd, son of John Grimes mentioned under the history of the Glebe Road, bought the farm from Dinsmoor. At this time the road traveled over the hills and joined the present Stearns Road southeast of his father's home.

GUNN ROAD—Early called the Gilsum Hill Road. A layout that possibly referred to a road in or near this location was made in 1754. A layout from Partridge's Tavern to the Gilsum line was made in 1766 and again in 1788. After this the old road east of Levi Pond's was subject to numerous minor changes and was discontinued in 1858. In

1924 a new feldspar mine was opened along the way and the road enjoyed a brief rejuvenation. It no longer continues to Gilsum as a through road.

GURNSEY STREET—Laid out in 1892 and named for Norris G. Gurnsey, a direct descendant of "Ed Garnsey" of the "Old Homestead" play by Denman Thompson. Gurnsey was instrumental in the development of the street and area.

HASTINGS AVENUE—The locale, at the junction of Hurricane Road and Hastings Avenue, was known as Ash Swamp (West Keene). A settlement, which included Keene's first Baptist Church, was begun in this area. The road was laid out by the town in 1760. After Abijah Foster built his house and operated "Foster's Store" on the east side of the junction of the two streets, soon after 1797, it was called Foster Road. After his death in 1822, the road became known as the "Widow Foster's Road." Following her death Deacon Stewart Hastings lived in the house until 1859.

HURRICANE ROAD—Laid out in 1761 to the Westmoreland line. The early settlement of Ash Swamp was along the southeasterly end of this road and included the first Baptist Church in Keene, Foster's Store, and Clark's Tavern, along with a saw and gristmill on Willson Pond. Story has it that the road was so named because of the damage done in the hill areas of this road by "tropical winds" many years ago.

ISLAND STREET—Actually travels north and south across what was once an island. Some local historical authorities believed that this was once known as Bullard's Island and named after John Bullard, one of the earliest settlers. On April 23, 1746, when 100 Indians raided the community, Bullard was shot in the back while attempting to reach the fort. Bullard heirs were among the grantees of Keene under the New Hampshire charter of April 11, 1753. The first resident on this island was one of Keene's proprietors, Mark Ferry, known to be a hermit, who lived in a cave he had dug in the bank of the river. However, certain statements by Samuel Wadsworth and others seem to contradict this location of Bullard's Island and place it in the north part of Swanzeey. Island Street was originally laid out in 1859, but was discontinued in 1860. It was again laid out over a part of its course in 1871 and extended to Winchester Street in 1876. A bridge wide enough for a team of horses was built in 1877. There was a foot bridge for

pedestrians which disappeared soon after the first iron bridge was built. At times when the water was low and ladies wished to avoid a long walk they were carried "pig-back" across the river in days before a bridge existed.

**JENNISON STREET**—Laid out in 1893 through land of Dr. John F. Jennison, who was a botanic and eclectic physician, and for whom the street was named.

**JORDAN ROAD**-In the past this road was part of and known as the Nourse (Nurse) Road. Sometimes it was called the Beech Hill Summit Road. In its first layout, around 1763, it was known as Proprietors' Road, because it traveled between the proprietors' two ranges of 20-acre lots. It was laid out officially in 1770, and was first named for Luther Nourse (Nurse) who lived from 1832 for many years in the saltbox house originally built in 1773.

**KELLEHER STREET**-On July 18, 1857, Timothy Kelleher, later a Civil War veteran, bought a house lot (on Marlboro Street) which was bounded on one side by a contemplated street. This street was laid out the next year and extended to Baker Street in 1871.

**KINGSBURY STREET**—Laid out in 1901 and named for Josiah Kingsbury who owned land in the area.

**KINGSBURY, CAPT. SAMUEL, ROAD**-Travels north from the old Gilsom Road to the first house built in the north part of Keene (about 1762). Nathaniel Kingsbury, a Revolutionary War soldier, was succeeded on the farm by his son Samuel. In 1835 he sold the place to William Ruffle, a glass blower at the Washington Street glassworks and the last occupant of the place. The road's first layout was recorded in 1771 and discontinued in 1868. The house was taken down about 1860.

**LAMSON STREET**-Laid out in connection with Federal Street in 1907 and extended to Main Street in 1911. It was named for William Lamson who owned the property that was taken for the post office building on West Street.

**LEVERONI COuRT**—A private way that travels easterly from 19 Brook Street, named for Robert Leveroni who lived on the corner of the

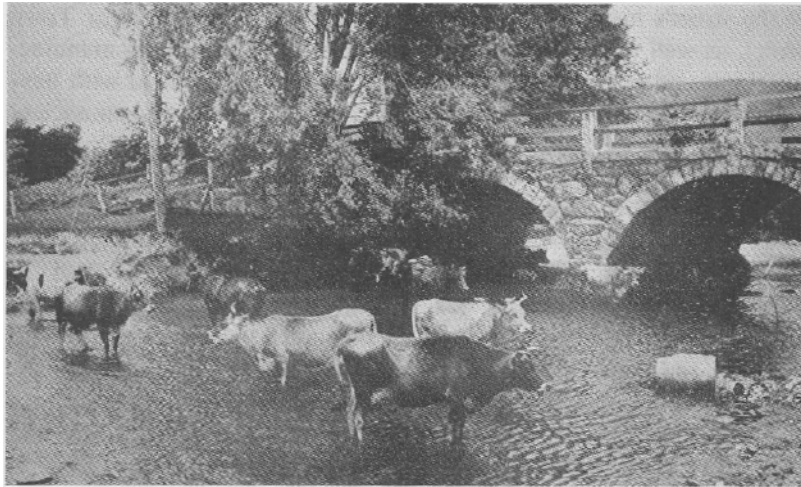
street and erected several of the houses.

LONGMEADOW-A subdivision in Maple Acres. Pako Homes, Inc. purchased this land in 1964 and connected the two areas with Longmeadow Road.

LOVER'S LANE—See Appleton Street.

LYNWOOD AVENUE-Part of the Edgewood development and laid out in 1913.

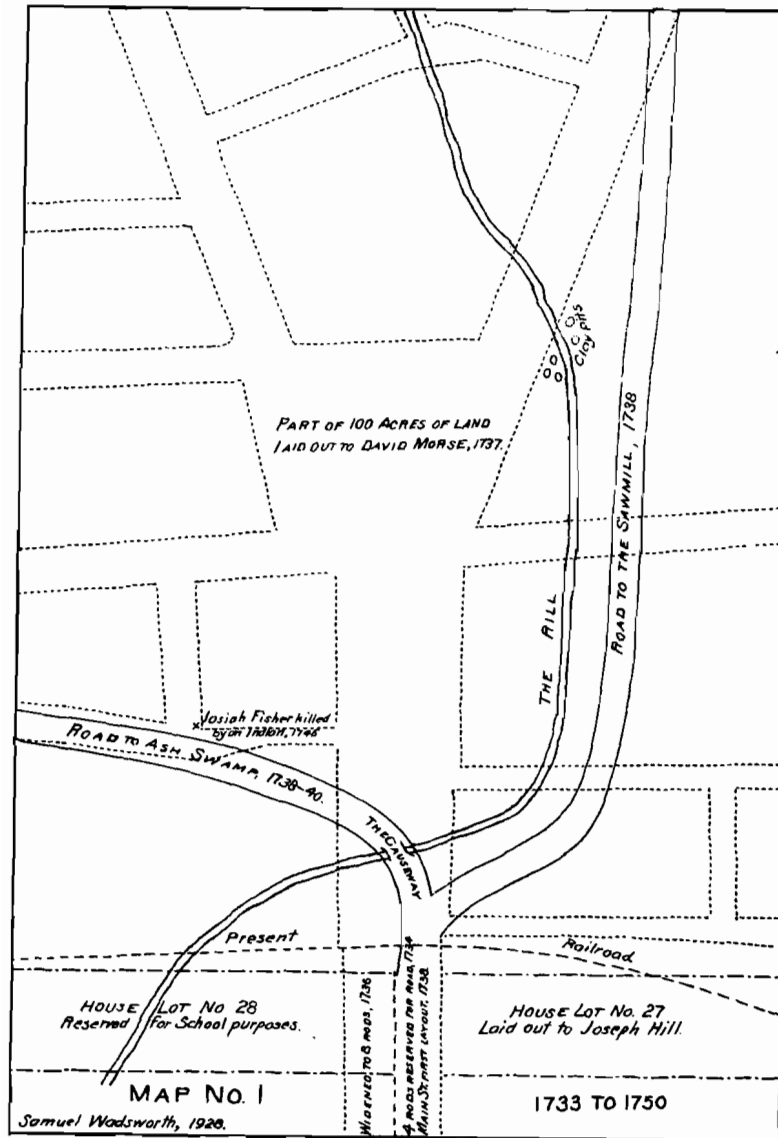
MADISON STREET—Laid out in 1870 and named for Madison Fairbanks who owned land in the area.



*Former Branch Bridge, Lower Main Street completed 1839*

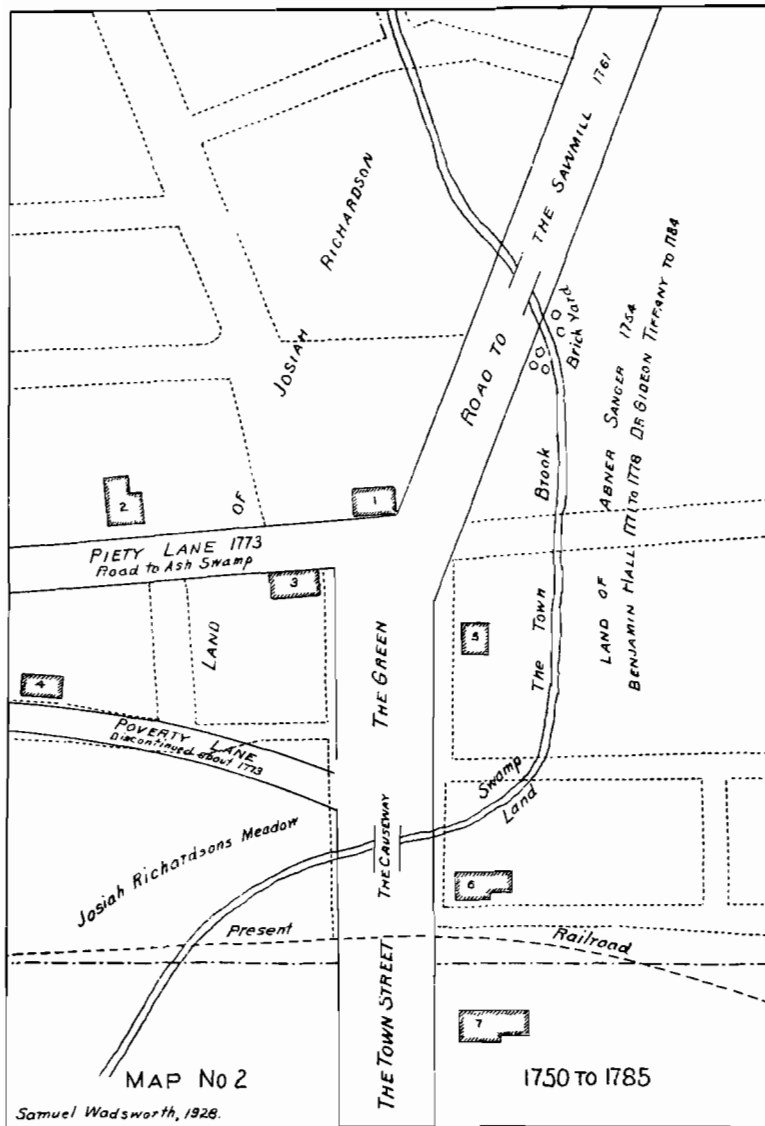
MAIN STREET-Keene's first road was the street laid out between the lots numbered 1 to 54. The lots were located on each side of a 4-rod road, now the east half of Main Street, the area from south of the railroad tracks to the Lane home on lower Main Street at the bypass, which was the site of the first meetinghouse and burial ground. On October 1, 1736, the road between the house lots was widened to 8 rods. In 1737 a division of 100-acre lots was made, and the selection of the first lot went to David Morse. It was the tract that included a large part of the present Central Square and upper Main Street as

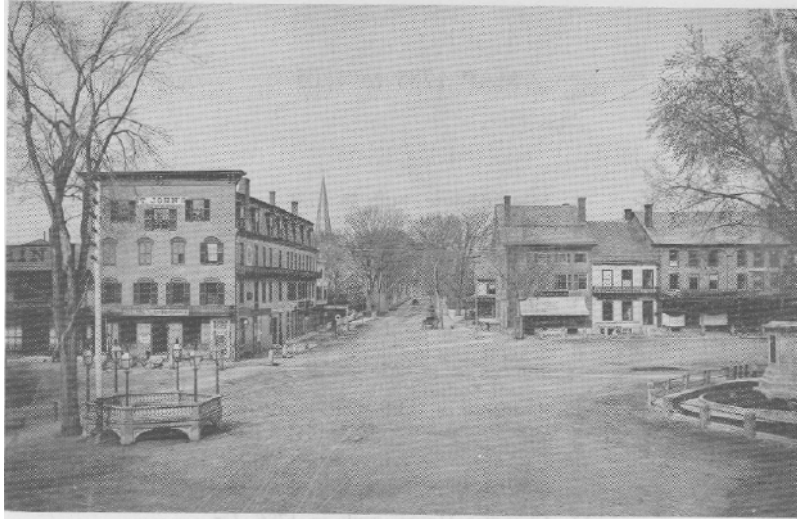
well as a large part of the area northerly, as far as Cross Street. There was a "causeway" (bridge) built over the Town Brook and lowlands where the railroad tracks now cross Main Street. The Town Brook traveled from the north part of Keene, crossing Washington Street, to the rear of the present City Hall and behind the blocks southeasterly to cross the Main Street, where the above mentioned causeway was built. The bed of the brook at the causeway is described as being so low that a person of average height could stand under the bridge. Excavations in the early 1900's showed that the top of the bridge was several feet below the present grade of Main Street at that point. This undoubtedly was Keene's first bridge. On each side of the brook near the City Hall site were clay pits owned by the town. Annually the pits were rented to the highest bidder and the clay was used to make brick for the community's early brick buildings. Through the early years of the street's history it is often referred to as Keene Street or Town Street, as well as Keene Town Street. Moses Johnson, who manufactured pot and pearlsh in the Castle Street area, is credited with having cleared and filled in much of the swampy area that was an ancient river bed between Lamson's tan yard and the present Main Street, to the Crystal Restaurant. All travel over Main Street crossed the causeway because of the lowlands and wet conditions through this stretch. In 1775 the first mention of a "Green" appears as the name given to the open space on the "Town Street" south of the Meetinghouse. In 1786 a larger meetinghouse was "raised" north and west of the previous one. The land the town purchased included the roads on the south and east, and the area was called the Meetinghouse Common (a major part of today's Central Square). In 1795 the principal stores and shops on Main Street were on the east side between the Eagle Hotel and Water Street, and this part of Main Street was then known as Federal Row. By 1800 several businesses had been established on the north end of Main Street and around the central Common. Sometime during the early 1800's the course of the Town Brook was changed to run into Beaver Brook instead of crossing Main Street at the causeway. It was then made into a covered drain system through the main part of town. On December 1, 1809, the town enacted a bylaw forbidding cattle and swine from running at large on Main Street. At this time the street is described as being almost entirely grass, covered with wagon tracks on each side and in the center. It was referred to as "Keene Long Pasture." The hill that rose from the meadow on the approach from the south was a much longer and steeper grade than is known today.



*Early layout of Main Street and present Common.*

MAPLE ACRES—In 1959 Pako Homes, Inc. purchased 80 acres of land and laid out the streets of Melody Lane, Dale Drive, Pako Avenue, Laura Lane, Colonial Drive, Ward Drive, and Shady Lane. By 1965 there were 159 homes built in this development.





*Looking down West Street from Central Square,  
at the head of Main Street in the 1870's*

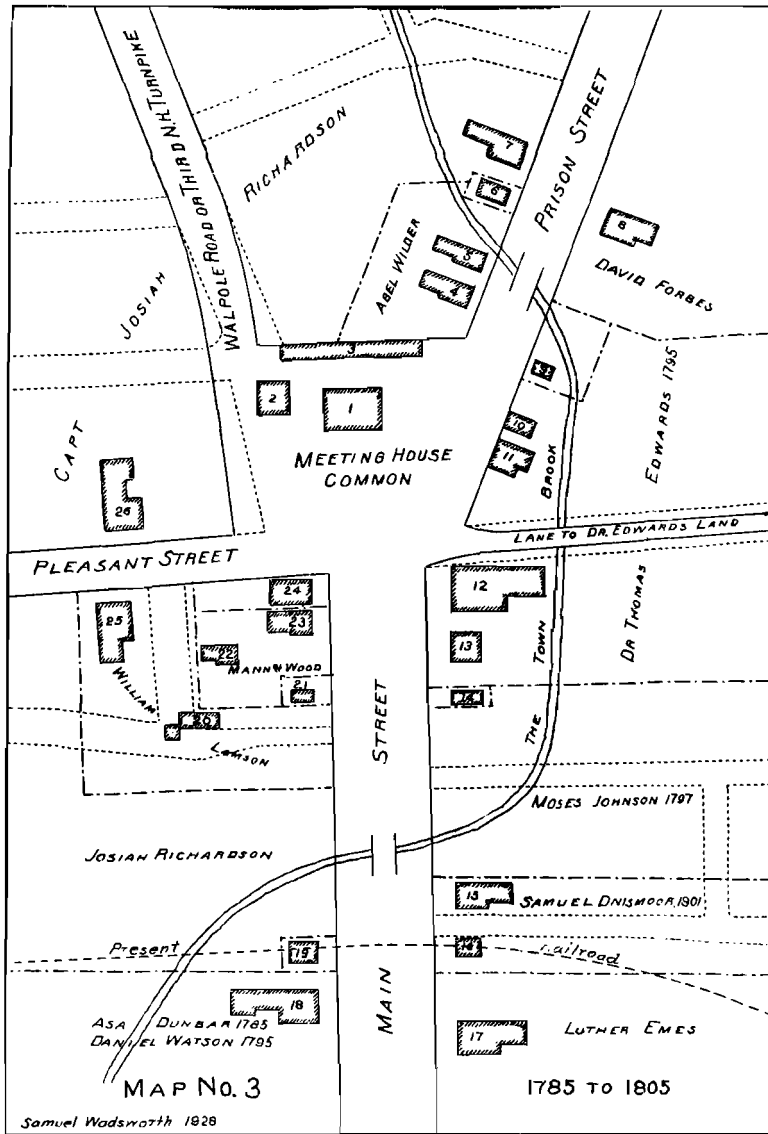
### MAP 1750 to 1785

- 1 Meetinghouse, erected in 1754, completed in 1760.
- 2 Capt. Josiah Richardson's house and tavern, built about 1773.
- 3 Richardson's store, 1773, probably moved here from No. 4.
- 4 Richardson's first store, built about 1770.
- 5 A one-story frame building for stores.
- 6 Moses Johnson's house and store.
- 7 House of William Smeed, 1754, afterwards occupied as a tavern by Dr. Ziba Hall, and later by Aaron and Luther Fines (Eames).



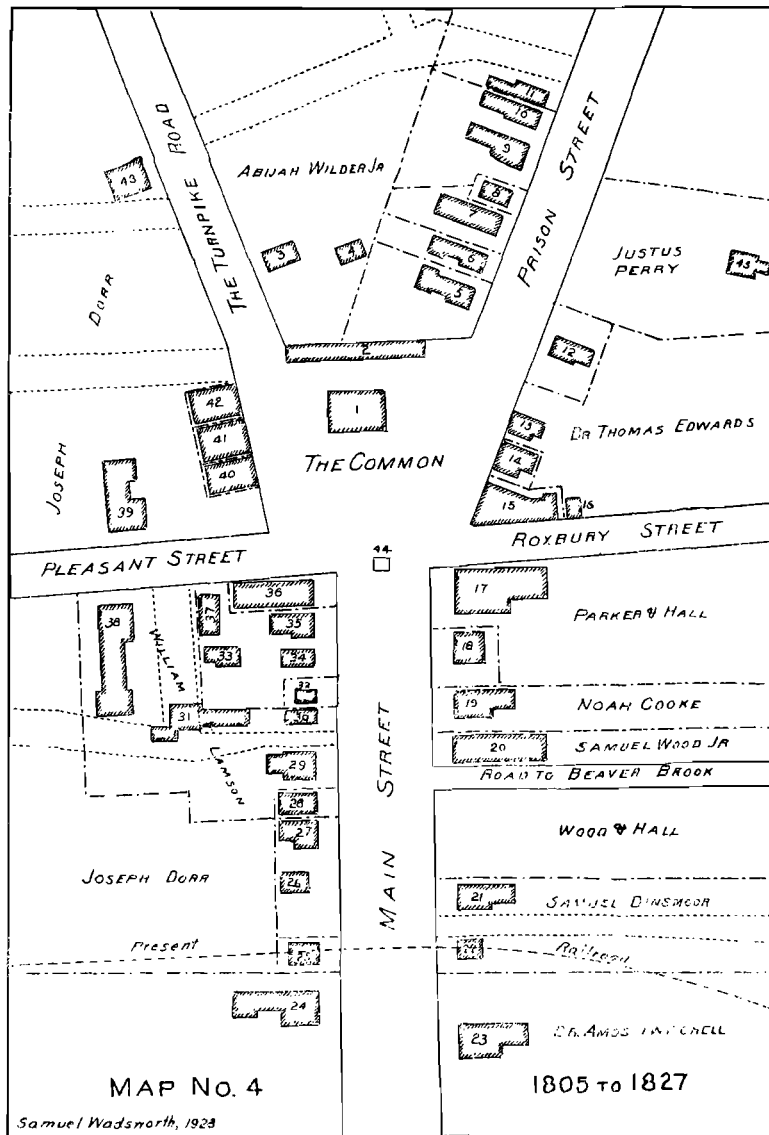
## MAP 1785 to 1805

- 1 Meetinghouse, built in 1786.
- 2 Court House and Town Hall. Old meetinghouse moved here in 1788. New Court House erected in 1796.
- 3 Horse sheds, built in 1789.
- 4 Dwelling of Abel Wilder, built about 1800.
- 5 House built by Abel Wilder.
- 6 Schoolhouse in Central District, built in 1793 on or near site of a former school building.
- 7 Residence of Nathaniel Briggs, 1803.
- 8 House and shop of David Forbes.
- 9 Blacksmith shop.
- 10 Law office of David Forbes.-
- 11 Allen & Bond's store. Post office from 1802 to 1808.
- 12 Chandler House, built in 1786. Dr. Edwards' tavern after 1795.
- 13 Building for stores and offices.
- 14 Store and shop built by Thomas Wells in 1786.
- 15 Moses Johnson's store and dwelling. Occupied by Samuel Dinsmoor as a residence in 1798 and purchased by him in 1801.
- 16 Judge Daniel Newcomb's law office. Afterwards occupied by Samuel Dinsmoor.
- 17 Tavern of Aaron and Luther Emes (Eames).
- 18 Tavern of Asa and Mary Dunbar, 1785. Residence of Daniel Watson after 1795.
- 19 Cheshire Bank, built in 1804.
- 20 William Lamson's tannery, established in 1787.
- 21 Daniel Watson's saddler's shop, built in 1792.
- 22 Dwelling owned by Mann and Wood.
- 23 Mann & Wood's store, built by Moses Johnson about 1792.
- 24 Store of Joseph Dorr.
- 25 William Lamson's residence, built in 1804.
- 26 Capt. Josiah Richardson's tavern. First post office in Keene established by the state in 1791.



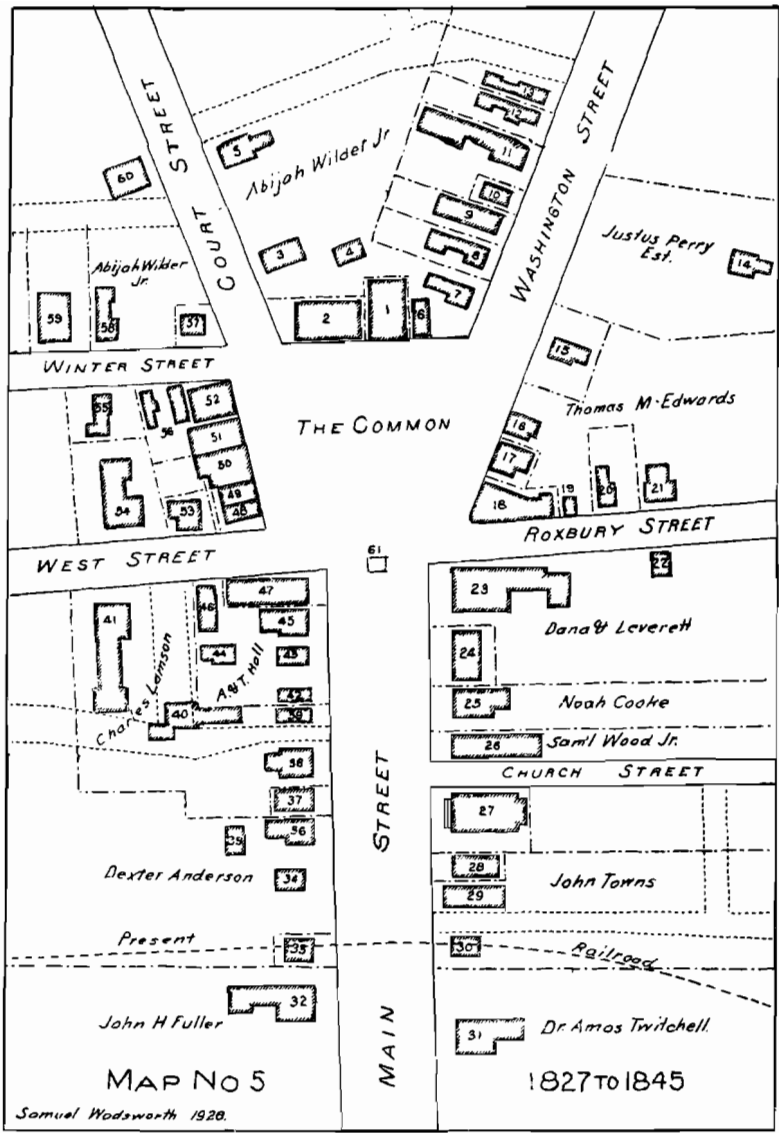
MAP 1805 to 1827

- 1 Meetinghouse, built in 1786.
- 2 Horse sheds, built in 1789.
- 3 Cabinet shop of Abijah Wilder Jr., built about 1823.
- 4 Building belonging to Abijah Wilder Jr.
- 5 Albe Cady house, built prior to 1800, purchased by Abijah Wilder Jr. in 1825.
- 6 Former Abel Wilder house, owned by John H. Fuller.
- 7 Cabinet shop of Eliphalet and John W. Briggs, established about 1814.
- 8 Schoolhouse in the Center District, built in 1793.
- 9 Former house of Nathaniel Briggs, owned by John Wood and Eliphalet Briggs Jr.
- 10 Residence of Abel Wilder.
- 11 House owned by Eliphalet Briggs Jr.
- 12 Dwelling house and wheelwright shop, owned by Justus Perry.
- 13 Store and office building owned by Dr. Thomas Edwards, moved here from the corner of Roxbury Street.
- 14 Store of Justus Perry.
- 15 Brick block and store of William Lamson, (post office from 1818 to 1825) built in 1827, replacing a frame building erected in 1815, which was moved to No. 13.
- 16 Law office of Thomas M. Edwards and post office from 1825 to 1833.
- 17 Phoenix Hotel, built on site of Chanfler House which was burned that year.
- 18 Store and office building, owned by Lynds Wheelock.
- 19 Store and office building, owned by Noah Cooke, built in 1808.
- 20 Bakery of Samuel Woods Jr., established in 1816.
- 21 Residence of Samuel Dinsmoor.
- 22 Office of Samuel Dinsmoor. Post office from 1808 to 1813.
- 23 Residence of Dr. Amos Twitchell, purchased in 1813.
- 24 Residence of Daniel Watson, purchased in 1795.
- 25 Cheshire Bank, built in 1804.
- 26 Blacksmith shop of Towns & Davis.
- 27 Lyman's hat shop, a frame building erected about 1811, afterwards removed and replaced by a brick building.
- 28 Residence of Abijah Kingsbury, built in 1814.
- 29 Building, owned by William Lamson, built about 1814.
- 30 Store building owned by William Lamson.
- 31 William Lamson's tannery, established in 1787.
- 32 Daniel Watson's saddler's shop.
- 33 Dwelling house belonging to Wood & Hall.
- 34 Store building belonging to Wood & Hall.
- 35 A. & T. Hall's store.
- 36 Appleton & Elliot's store, built in 1815.
- 37 Brick dwelling, owned by Wood & Hall, about 1815.
- 38 Residence of William Lamson, built in 1804.
- 39 Residence of Joseph Dorr, formerly the Richardson Tavern, built about 1773.
- 40 Brick block of John Prentiss, built in 1825.
- 41 Brick block of Samuel A. Gerould, built in 1825.
- 42 Court House and Town Hall, moved here in 1808 and replaced by a brick building in 1824.
- 43 The first frame court house, moved here in 1824.
- 44 Town well or cistern. Built about 1810.
- 45 Residence of Justus Perry, built in 1816.



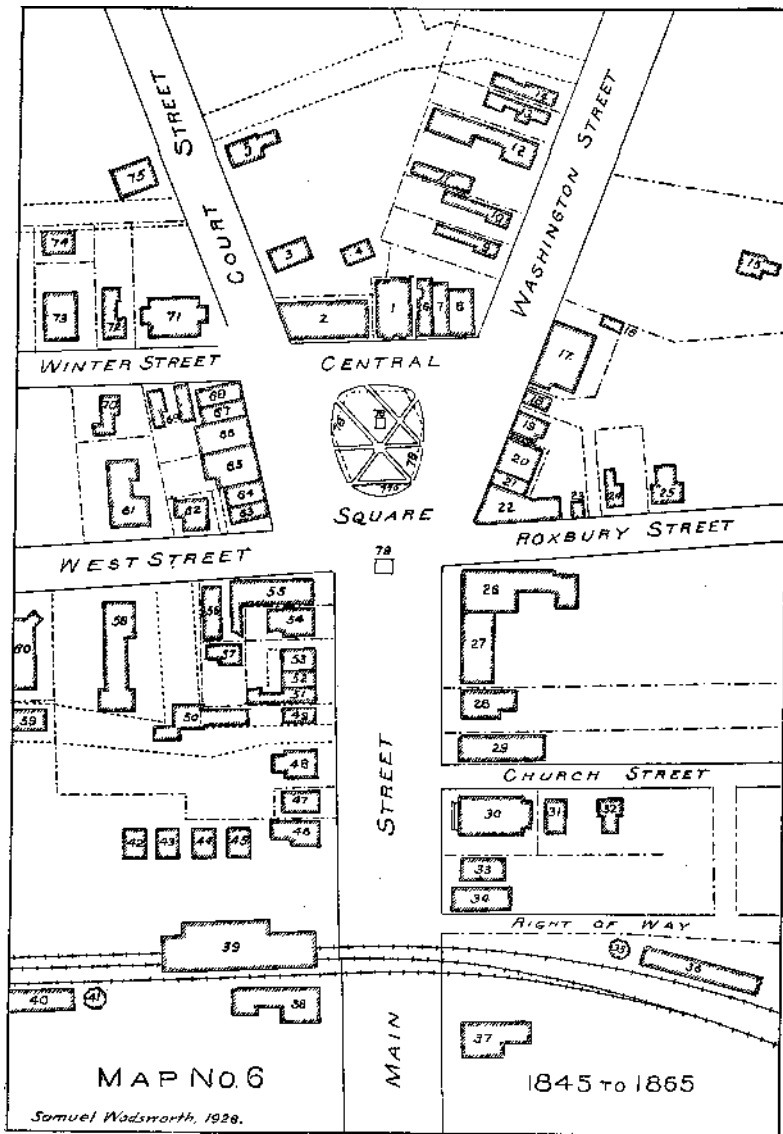
## MAP 1827 to 1845

- 1 First Congregational Church, moved to this site in 1828.
- 2 Wilder's building, erected in 1828. Post office from 1833 to 1841.
- 3 Cabinet shop of Abijah Wilder Jr.
- 4 Building owned by Abijah Wilder Jr.
- 5 Abijah Wilder's residence.
- 6 Store building of Abijah Wilder Jr.
- 7 Albe Cady house, owned by Abijah Wilder Jr.
- 8 Dwelling owned by John H. Fuller, burned in 1846.
- 9 Cabinet shop of Eliphalet and J. W. Briggs, burned in 1846.
- 10 Former schoolhouse, owned by Eliphalet Briggs Jr., burned in 1846.
- 11 House and livery stable of Stillman French.
- 12 Residence of Augustus T. Wilder.
- 13 House owned by Eliphalet Briggs Jr.
- 14 Residence belonging to Justus Perry estate.
- 15 Building belonging to Justus Perry estate.
- 16 Store and office building owned by Thomas M. Edwards.
- 17 Store and office building owned by Justus Perry estate.
- 18 Brick store building owned by William Lamson.
- 19 Law office of Thomas M. Edwards. Post office from 1825-1833.
- 20 House of Silvanus Titus, built about 1838.
- 21 House of Robert C. Shelly, built about 1841.
- 22 Fire engine house.
- 23 The Cheshire House, built in 1837 on site of Phoenix Hotel which burned in 1836.
- 24 Store and office building owned by Wood & Hall.
- 25 Store and office building owned by heirs of Noah Cooke.
- 26 Bakery of Samuel Wood.
- 27 Unitarian Church, built in 1829.
- 28 Brick building owned by Thomas F. Ames, built in 1828.
- 29 Brick store building, owned by John Towns.
- 30 Law office of Samuel Dinsmoor, moved to Roxbury Street.
- 31 Residence of Dr. Amos Twitchell.
- 32 Daniel Watson house, owned by John H. Fuller.
- 33 The Cheshire Bank.
- 34 Towns' blacksmith shop.
- 35 One half the old meetinghouse & Court House moved here from Washington Street by John H. Fuller for a wool house.
- 36 Brick store building owned by Dexter Anderson.
- 37 Residence of Abijah Kingsbury.
- 38 Building owned by Charles Lamson.
- 39 Store building owned by Charles Lamson.
- 40 Charles Lamson's tannery.
- 41 Residence of Charles Lamson.
- 42 Old Watson saddler's shop, owned by Wood & Hall.
- 43 Store building, owned by Wood & Hall.
- 44 Dwelling, owned by Wood & Hall.
- 45 A & T. Hall's store.
- 46 Brick house, owned by Wood & Hall.
- 47 Brick store owned by Appleton & Elliot.
- 48 Brick block owned by Keyes & Colony, built in 1833.
- 49 Ashuelot Bank Building, erected in 1833.
- 50 Brick block, owned by John Prentiss.
- 51 Brick block, owned by Samuel A. Gerould.
- 52 Court House and Town Hall.
- 53 House owned by James B. Elliot.
- 54 Old Richardson Tavern, owned by Zebadiah Kise (Keyes).
- 55 Brick house owned by Zebadiah Kise (Keyes).
- 56 Residence of Samuel A. Gerould and a frame building owned by him,
- 57 County record building, erected in 1840.
- 58 House owned by Abijah Wilder Jr.
- 59 Baptist Church, built in 1839.
- 60 Old frame court house, used for stores.
- 61 Town well or cistern.



## MAP 1845 to 1865

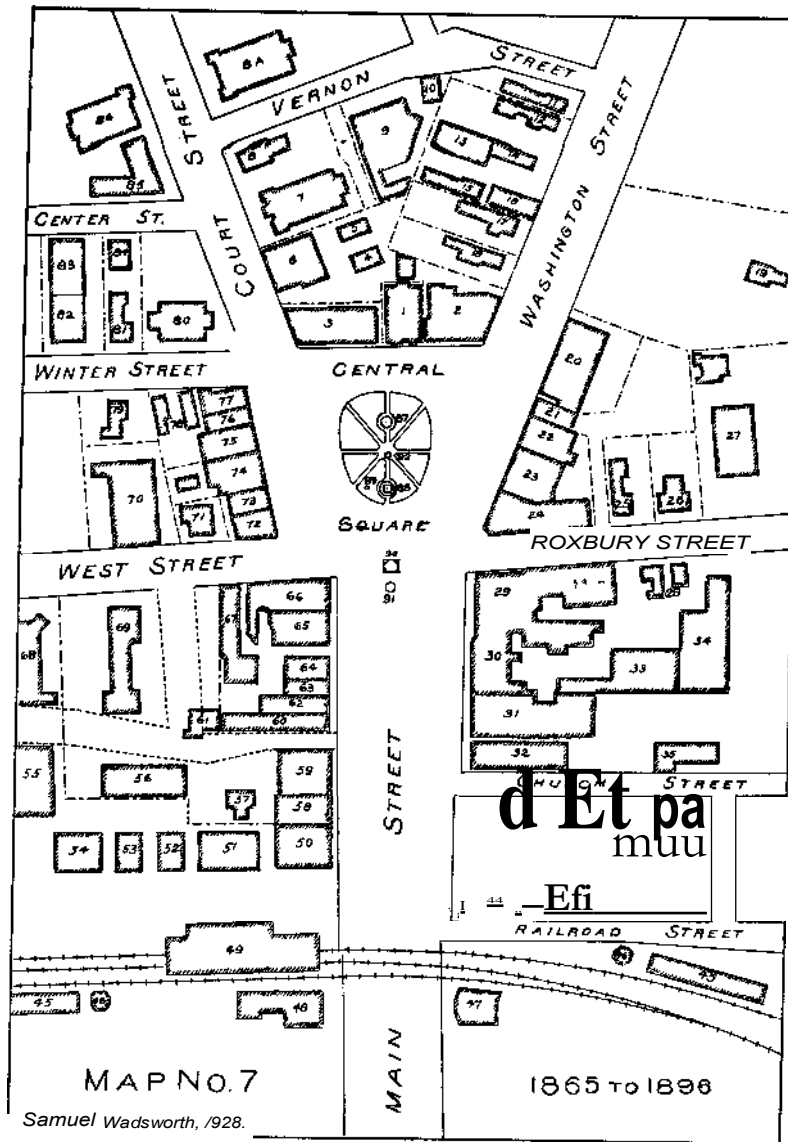
- |   |  |
|---|--|
| <p>1 First Congregational Church, remodeled in 1859.</p> <p>2 Ball's block, extended to Court Street in 1849. Post office from 1849 to 1853.</p> <p>3 Dwelling, formerly Abijah Wilder's cabinet shop.</p> <p>4 Dwelling owned by Abijah Wilder Jr.</p> <p>5 Residence of Abijah Wilder Jr.</p> <p>6 and 7 Store buildings owned by Elbridge Clarke.</p> <p>8 Old Cady house, owned by Ethridge Clarke. It was turned to face Central Square in 1848.</p> <p>9 Residence of Robert C. Shelly.</p> <p>10 Residence of Dr. A. S. Carpenter. Site of former Briggs cabinet shop.</p> <p>11 Stable building belonging to Stillman French.</p> <p>12 House and livery stable of Stillman French.</p> <p>13 Residence of Augustus T. Wilder.</p> <p>14 Residence of William S. Briggs.</p> <p>15 Former Justus Perry residence.</p> <p>16 Neptune Fire engine house.</p> <p>17 Town Hall, erected in 1848.</p> <p>18 Small building used for post office from 1861 to 1865.</p> <p>19 Store building purchased by Charles Bridgman. Burned in 1862.</p> <p>20 Shelly &amp; Sawyer brick block. Built in 1859- burned in 1865.</p> <p>21 Colony Block. Built in 1859- burned in 1865.</p> <p>22 George U. Richards' building. Post office from 1853-1861. Burned in 1865.</p> <p>23 Law office of Wheeler and Faulkner. Owned by Geo. El. Richards.</p> <p>24 Residence of Elbridge G. Whitcomb.</p> <p>25 The Kimball house, owned by Thomas M. Edwards.</p> <p>26 The Cheshire House.</p> <p>27 Cheshire Block and Cheshire Hall, remodeled in 1859.</p> <p>28 The Cooke Building, owned by Brigham Nims.</p> <p>29 Bakery of Peter B. Hayward.</p> <p>30 Unitarian Church.</p> <p>31 and 32 Dwelling owned by Walter Searle, formerly by Justus Perry.</p> <p>33 Cabinet shop of William S. Briggs, formerly the Ames building.</p> <p>34 Brick store building owned by Burnap &amp; Hyland.</p> <p>35 Water tank of Cheshire Railroad.</p> <p>36 Cheshire Railroad woodshed.</p> <p>37 Residence of Dr. George B. Twitchell I.</p> <p>38 Old Watson house, owned by Cheshire Railroad Co.</p> <p>39 Passenger station of the Cheshire Railroad, built in 1847.</p> | <p>40 Cheshire Railroad woodshed.</p> <p>41 Water tank of Cheshire Railroad.</p> <p>42, 43, 44 Storehouses.</p> <p>45 Wool house of John H. Fuller, later of Stephen K. Stone.</p> <p>46 Brick store building, owned by Cheshire Railroad Co.</p> <p>47 The Kingsbury Block.</p> <p>48 Dwelling owned by Charles Lamson.</p> <p>49 Stone building owned by Charles Lamson.</p> <p>50 Charles Lamson's tannery.</p> <p>51 Randall &amp; Wright's brick block, built about 1855.</p> <p>52 Cheshire County Bank Building, erected in 1856.</p> <p>53 Cheshire Bank Building, erected in 1847.</p> <p>54 A &amp; T. Hall Building, owned by Caleb I'. Buffum.</p> <p>55 Brick block owned by John Henry Elliot.</p> <p>56 Brick building owned by John Henry Elliot.</p> <p>57 Dwelling, late of Albert Kingsbury, owned by Randall &amp; Wright.</p> <p>58 Residence of Charles Lamson.</p> <p>59 Marble and granite shop.</p> <p>60 St. James Episcopal Church, erected in 1863.</p> <p>61 Former Richardson Tavern, late residence of Nathaniel Dana. Owned by Zebadiah Kise (Keyes).</p> <p>62 Building owned by Francis E. Keyes.</p> <p>63 Brick block owned by Francis E. Keyes.</p> <p>64 Ashuelot Bank Building.</p> <p>65 Brick block of Elbridge G. Whitcomb, late of John Prentiss.</p> <p>66 Brick block of Samuel A. Gerould.</p> <p>67 South half of former court house, remodeled and owned by Samuel A. Gerould.</p> <p>68 North half of old court house, owned by Dauphin W. Buckminster.</p> <p>69 Dwelling house of Samuel A. Gerould.</p> <p>70 Brick house owned by Charles Keyes.</p> <p>71 Court House, built in 1857-58.</p> <p>72 Residence of Horatio Kimball, later of George O. Leonard.</p> <p>73 The Baptist Church.</p> <p>74 George O. Leonard's gun shop.</p> <p>75 Former frame court house, moved here in 1824, burned in 1861.</p> <p>76 Bandstand.</p> <p>77 Flagpole.</p> <p>78 First fence of wood built around Central Park.</p> <p>79 Town well or cistern.</p> |
|---|--|





## MAP 1865 to 1896

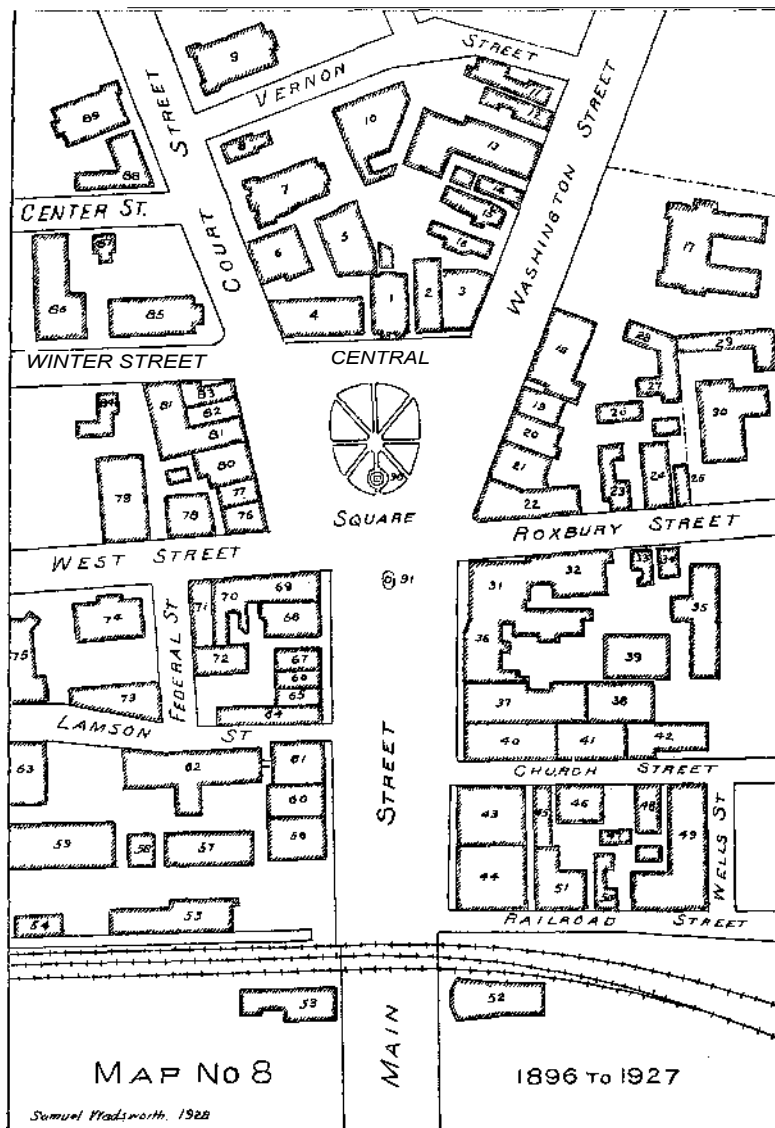
- 1 First Congregational Church.
- 2 Clarke's block.
- 3 Ball's block.
- 4 Dwelling.
- 5 Dwelling, formerly Abijah Wilder's cabinet shop.
- 6 Brick block owned by the First Congregational Society, built in 1885.
- 7 Baptist Church, built in 1874.
- 8 Baptist parsonage.
- 8A Second Congregational Church, built in 1868.
- 9 Keene Fire Department Building, erected in 1885 and enlarged in 1892.
- 10 Former Deluge engine house, moved here.
- 11 Residence of William S. Briggs.
- 12 Residence of Joseph G. Warren.
- 13 Livery stable.
- 14 One story building occupied by David Russell as a carriage and sleigh sales-room.
- 15 Building used in connection with the livery stable.
- 16 Warren's block, built in 1873.
- 17 Residence of Dr. A. S. Carpenter.
- 18 Residence of Robert C. Shelly and later of Ervin J. Davis.
- 19 Former Justus Perry residence.
- 20 City Hall.
- 21 Charles H. Stone's block, built in 1866.
- 22 Bridgman's block, built in 1866.
- 23 The Colony Block, built in 1870.
- 24 Building of the Cheshire Provident Institution, built in 1870. Addition on the east built in 1885.
- 25 Elbridge C. Whitcomb house.
- 26 Old Kimball House.
- 27 Residence of Dr. Geo. B. Twitchell, built in 1875.
- 28 Buildings belonging to Cheshire House, moved here from Court Street.
- 29 The Cheshire House.
- 29A Cheshire House Block, built in 1883.
- 30 South wing of Cheshire House.
- 31 Elisha F. Lane's upper block, built in 1891.
- 32 Bakery of P. B. Hayward & Co.
- 33 Cheshire House stables.
- 34 Livery stable of F. C. & L. A. Nims.
- 35 Brick block of F. P. Duffy.
- 36 Elisha F. Lane's E.F.L. Block, built in 1894.
- 37 Two dwellings, owned by Walter Searle.
- 38 Large frame building used for an armory.
- 39 Blacksmith shop of Young Jones. Moved here from corner of Main and Marlboro Streets.
- 40 Buildings of the J. & F. French & Co.'s carriage and sleigh manufactory.
- 41 Building owned by John M. Barry.
- 42, 43 Marble and granite works of Camille Gonyou.
- 44 Gurnsey Block, built in 1894-95.
- 45 Woodsheds of the Cheshire Railroad.
- 46 Water tanks of the Cheshire Railroad.
- 47 Boston & Maine engine house, built in 1874 near the site of the Dr. Twitchell house.
- 48 Former Daniel Watson house, owned by Cheshire Railroad Co.
- 49 Passenger station of Cheshire Railroad.
- 50 The Sentinel Block, built in 1893.
- 51 Warehouse of J. Cushing & Co., grain merchants.
- 52, 53 Storehouses.
- 54 Warehouse of D. L. Pollard & Co.
- 55 Warehouse of Holbrook Grocery Co.
- 56 Factory building owned by the Griffin estate, built in 1881.
- 57 Former Lamson dwelling, moved back from Main Street.
- 58 Old Kingsbury Block.
- 59 Lamson Block, built in 1877.
- 60 Five Cents Savings Bank Block, built in 1882, owned by the Griffin estate.
- 61 Part of former Lamson tannery. Used as a stable.
- 62 Wright's block.
- 63 Tierney's block.
- 64 Cheshire National Bank Block.
- 65 Buffum Block, built in 1890.
- 66 St. John's Block, owned by heirs of John Henry Elliot.
- 67 Brick store building, owned by the Elliot estate.
- 68 St. James Church.
- 69 Former Lamson house, residence of Gen. S. G. Griffin.
- 70 Young Men's Christian Association Building, erected in 1893.
- 71 Fisher, Kirk & Sewall's building.
- 72 Russell Block, built in 1895. Post office from 1896 to 1911.
- 73 Ashuelot National Bank.
- 74 The Whitcomb Block.
- 75 The Gerould Block.
- 76 Block owned by S. A. Gerould.
- 77 Block owned by Farnum F. Lane.
- 78 Dwelling house owned by Samuel A. Gerould.
- 79 Residence of Norris G. Gurnsey.
- 80 The Court House.
- 81 Residence of Dr. Gardner C. Hill.
- 82 Former Baptist Church, owned by Caleb T. Buffum.
- 83 Addition to the Baptist Church, used as an armory.
- 84 Former Leonard gun shop, moved here for a dwelling.
- 85 B'rker Block, built about 1870.
- 86 Grace Methodist Church, built in 1869 on site of the former church, built in 1852, moved to Vernon Street.



- 87 Allan Ingersoll Fountain, erected in 1896, removed in 1913.
- 88 Soldiers' Monument
- 89 Flagpole, removed in 1877, after standing several years.
- 90 Bandstand on site of old town well.
- 91 Watering trough, erected in 1870.
- 92 Drinking fountain, erected about 1870.

MAP 1896 to 1927

- 1 First Congregational Church or -Meetinghouse-.
- 2 Keene National Bank, 1926.
- 3 Public Service Co. of N.H., Block.
- 4 Balk block, owned by Carroll & Wilder.
- 5 First Congregational Parish house, 1924.
- 6 Former First Church Block, owned by Frank Huntress.
- 7 Baptist Church, 1872.
- 8 Baptist parsonage, formerly residence of Abijah Wilder Jr.
- 9 Court Street Congregational Church, formerly the Second Congregational Church, 1868.
- 10 Building of the Keene Fire Department.
- 10A Corey Block, 1901.
- 11 Former residence of F. A. Corey, now Dr. Tighe.
- 12 Store of Leon M. Willard, electrician.
- 13 The Bennett Block.
- 14 The Warren Block.
- 15 Former Dr. Carpenter house, owned by Public Service Co. of N. H.
- 16 Former residence of Ervin J. Davis, owned by the Public Service Co. of N. H.
- 17 High School Building.
- 18 City Hall.
- 19 Knowlton & Stone Block.
- 20 Bridgman Block.
- 21 The Colony Block.
- 22 The Cheshire County Savings Bank Building.
- 23 Residence & store owned by Morris Medvidofsky.
- 24 Store building, formerly the Kimball house, owned by James T. Melvin.
- 25 Brick Store of James T. Melvin.
- 26 Storehouse of Knowlton & Stone.
- 27 Building occupied by the Water and Sewer Department, 1913.
- 28 Office of the Keene Highway Department, 1913.
- 29 Garages.
- 30 Odd Fellows Building and Willey Hall, former residence of Dr. George B. Twitchell.
- 31 Cheshire House, owned by heirs of Peter B. Hayward.
- 32 Cheshire House Block.
- 33, 34 Store building belonging to the Cheshire House. Moved here from Court Street.
- 35 Garage, former livery stable of F. C. and L. A. Nims.
- 36 South wing of Cheshire House.
- 37 Upper Elisha F. Lane Block.
- 38 Addition to Lane Block.
- 39 Garage of Guy Fairfield.
- 40 Brick block, erected by Elisha Lane on site of the former bakery shop.
- 41 Bakery of Gurnsey Brothers & Co., 1900.
- 42 The Duffy Block.
- 43 E.F.L. Block, owned by the E. F. Lane estate.
- 44 Gurnsey Block.
- 45 Brick store building erected by Elisha F. Lane, 1898.
- 46 Ferdinand Petts Block, moved from the rear of the lot.
- 47 Blacksmith shop. This was formerly the Freeman shop at the corner of Main and Marlboro streets.
- 48 Building formerly part of the J. & F. French carriage manufactory. Later the Majestic Theater.
- 49 Brick factory built by Charles A. Jones, 1897, now owned by Fitch Motor Co.
- 50 Store building, formerly of John M. Barry.
- 51 Marble and granite works of Harry H. Spaulding.
- 52 Garage of Perley F. Safford. Site of former Dr. Twitchell house.
- 53 Crystal Cafe, formerly the Daniel Watson house.
- 54 American Express office.
- 55 The Boston and Maine passenger station.
- 56 Brick block of the Sentinel Printing Co.
- 57 Warehouse of .1. Cushing & Co., grain merchants.
- 58 Storehouse.
- 59 Warehouse of Abbott Grocery Co., 1900.
- 60 Balder Block, formerly the Kingsbury Building.
- 61 The Lamson Block, owned by Demetrius Latch is.
- 62 The Latchis Theater, 1923.
- 63 Warehouse of the Holbrook Grocery Co., 1894.
- 64 Former Five Cents Savings Bank Block, owned by Fred O. Whipple.
- 65 The former Wright Block, now owned by Roy V. Whitney.
- 66 Tierney Block.
- 67 Cheshire National Bank Building.
- 68 The Buffum Block, owned by John Elliot; site of the old A.&T. Hall's store.
- 69 The St. John's Block, owned by Elliot heirs.
- 70 Store building owned by the Elliots.
- 71 Brick block of L. A. & F. C. Nims.
- 72 Brick building of the Elliot estate.
- 73 Building of the Nims Plumbing Co.
- 74 U.S. Post Office building, site of the former Lamson estate (and Griffin house).
- 75 St. James Episcopal Church and parish house.
- 76 The Russell Block, post office from 1896 to 1911.
- 77 Keene Savings Bank Building, formerly of the Ashuelot National Bank.
- 78 Reginald Howe block.

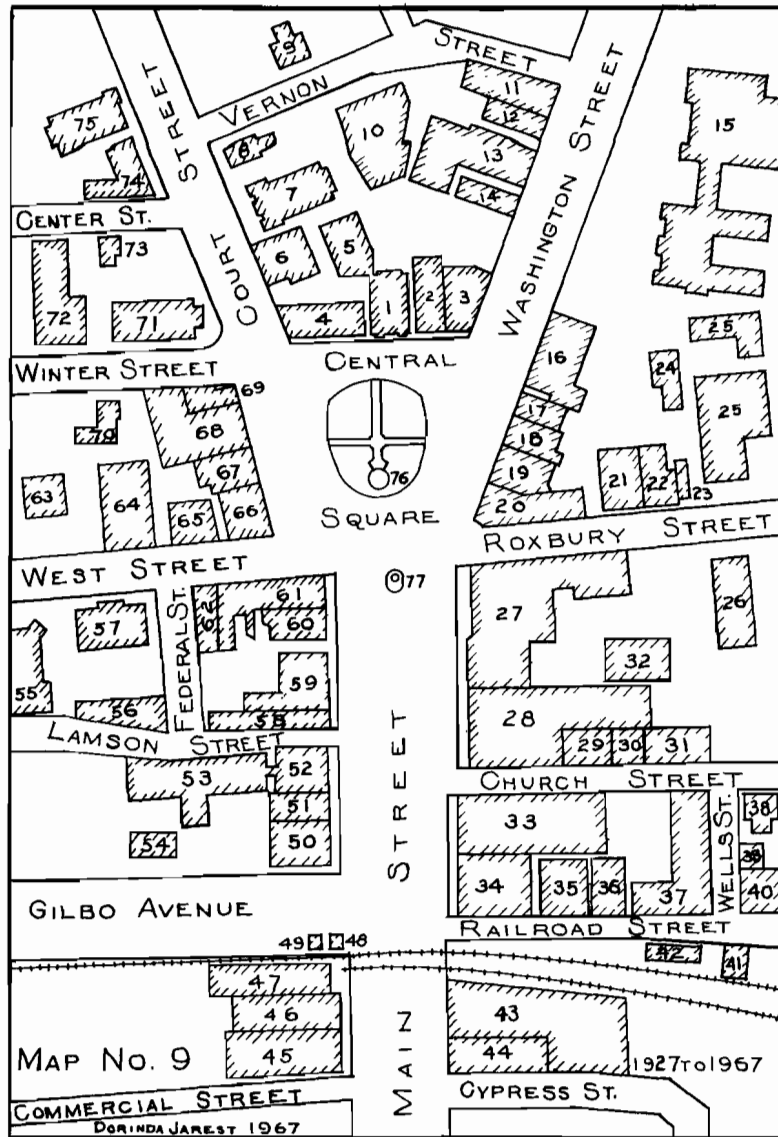


- 79 Young Men's Christian Association Building, site of old Richardson Tavern.
- 80 The Whitcomb Block, formerly of John Prentiss.
- 81 The Chamberlain Block, site of the former Gerould Building.
- 82 Brick building occupied by G. H. Tilden and Co., south half of the former court house.
- 83 Former Lane Block, now owned by Charles G. Shedd, north half of the former court house.

- 84 Former residence of Norris G. Gurnsey.
- 85 The Court House.
- 86 Former Baptist church, later the armory, now owned by Carl F. Bloomer.
- 87 Dwelling, former Leonard's gun shop moved here.
- 88 The Barker Block.
- 89 Grace Methodist Church.
- 90 Soldiers' Monument, 1871.
- 91 Soldiers' Memorial of the World War, 1924.

1967 MAP

- |   |   |
|---|---|
| 1 First Church of Christ  | 29 McLaughlin Moving and Storage Co.  |
| 2 Keene National Bank   | 30 O'Neil's Art Center  |
| 3 Public Service Co. of New Hampshire   | 31 Fred's Fixit Shop  |
| 4 Ball Block  | 32 R. E. Bean Construction Co.  |
| Window Box Dress Shop   | 33 R. W. Woolworth Co.  |
| Keene Food Mart   | 34 Old Newberry Block, now vacant   |
| Emmond's Luncheonette   | 35&36 Derby's of Keene Inc.   |
| Central Shoe Service  | 37 Woodward Motors Inc.   |
| M-A-C Finance Plan Inc.   | 38&39 House and garage owned by E. J. and M. Tasoulas   |
| 5 First Church of Christ-Parish House   | 40 Granite State Auto Body Welding  |
| 6 J. C. Perry Co.   | 41 Gale E. Hill, welding  |
| 7 Former Baptist Church   | 42 Johnson Motor Parts Co.  |
| 8 Property scheduled for demolition   | 43 Simon's Jewelers Quality Shoppe  |
| 9 WKBK Radio Studio and Olson and McMahon, lawyers  | Scotty's Camera Shop  |
| 10 Keene Fire Station   | Dominick & Dominick Co.   |
| 11 Williams Ideal Laundry-Speed Wash Ed. Smith Kitchen Cabinets Gas Service Inc. Dick's Barber Shop   | 44 David's Mr. Pizza  |
| 12 Henry & Johnson Appliance Center Vacant Appliance Center   | 45 Ed Bergeron's Clothing Co.   |
| 13 Bibeati's Keene Hardware Co. Jeanie's Martinizing  | 46 Crystal Restaurant Inc.  |
| 14 Cheshire Lunch   | 47 Medical Hall   |
| 15 Keene Junior High School   | 48 American News Co.  |
| 16 City Hall and Police Station   | 49 Ideal Taxi   |
| 17 Square Drug Beneficial Finance Co.   | 50 G. H. Tilden Co.   |
| 18 Little Folks Shop Vacant   | 51 Keentiki Restaurant (gutted by fire Aug. 1967) Miller Bros. Newton                         |
| 19 Bell Shops Johnson's Drugs   | 52 Latchis Theater Entrance Vacant  |
| 20 Cheshire County Savings Bank   | 53 Latchis Theater  |
| 21 Maytag Washette W. E. Aubuchon Co.   | 54 Lindy's Diner  |
| 22 Boccia and Grout Shoes   | 55 St. James Episcopal Church   |
| 23 Gid's Cut Rate Drugs   | 56 Jonathan Daniels Building  |
| 24 Police Garage  | 57 U.S. Post Office   |
| 25 YMCA   | 58 Beedle's Music Store Kiddie Korner Western Union   |
| 26 New Hampshire Liquor Store   | 59 Cheshire National Bank   |
| 27 Cheshire House Block Olson's Drugs U. S. Army Recruiters J & Z Coffee Shop Fronds Beauty Salon Joseph H. Johnson Co. Star Café Filter Queen of Northern N. E. Lantz Jeweler O'Neil's Curtain and Art Shop Amsden's Shoe Store Puritan Clothes The Jupiter Discount Store | 60 Buffum Block Singer Sewing Machine Co. Royal Furriers                                      |
| 28 E. F. Lane Block Goodnow's Department Store Endicott-Johnson Shoe Store  | 61 DeLancey's Men's Store Schaff Guild Opticians Green Acres Realty Vacant Bankers Associates |
|   | 62 Chase's Inc.   |
|   | 63 American Legion Building   |
|   | 64 Ashuelot National Bank   |
|   | 65 Footwear Center West Street Barber Shop Michel's Studio Shop                               |
|   | 66 Keene Savings Bank   |
|   | 67 Fay M. Smith's Howes Jewelers  |
|   | 68 Sears Roebuck & Co.  |

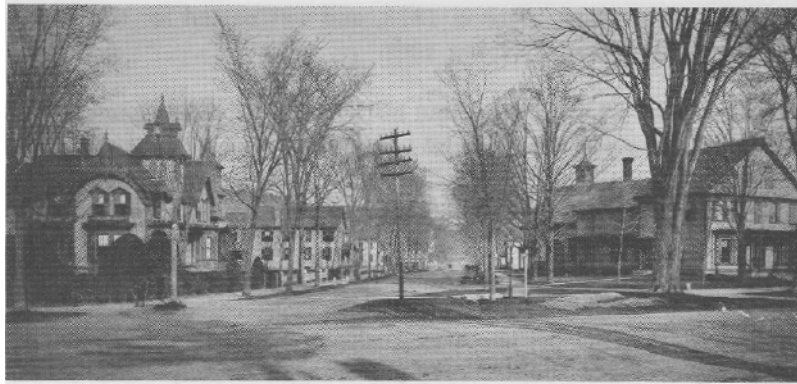


- |    |   |    |   |
|----|---|----|---|
| 69 | Bullard and Shedd Co., druggists            | 74 | Baker Block                               |
| 70 | Dr. J. O. Stuart Murray                     | 75 | Grace Methodist Church                    |
| 71 | Cheshire County Court House                 | 76 | The Soldiers' Monument 1871               |
| 72 | Bloomer and Haselton, Furniture             | 77 | Soldiers' Memorial of World War I<br>1924 |
| 73 | Bell, Shortlidge, and Kennedy, law-<br>yers |    |   |

MAPLE AVENUE—Originally laid out as Woodward Road in 1789, the land passed through what was known then as "Maccaney Plain." In the late 1800's a triangular plot of land at the corner of Maple and Park Avenues was conveyed to the city by Martha M. Woodward to be used as a bicycle path. About 1853-54 a hand-painted sign was erected at the Park Avenue intersection with the name "Maple Avenue." The name was derived from the majestic trees that lined the street on the Park Avenue end of the street. It is said that these maples were set out by Solomon Woodward and Timothy Colony about 1811 as a border for the street, and a bushel of potatoes was put under each tree for fertilizer.

MAPLE STREET—Laid out in 1853. The house located at No. 26 is half of the third meetinghouse built in 1754-60. In 1796 it was removed to Washington Street by 60 yoke of oxen and was later moved to its present site.

MARLBORO STREET—Partly laid out in 1740 to Lieutenant Heaton's home, the oldest house still standing in Keene, and beyond. Travel to and from Keene for Massachusetts was via Baker Street and the southern end of this road until the Third New Hampshire Turnpike, chartered on December 25, 1799, sought a shorter route to Main Street and built the present Marlboro Street in 1804 as that alternative. The turnpike was discontinued in 1822, and in 1824 a town road was laid over the same route. In 1913 this was known as part of the South Side Road, laid out by the state legislature from Tucker's Bridge in Walpole to the Merrimack Valley Road in Nashua, N.H., as an updating project for a major state road serving the new mode of travel, the automobile. The electric railways also traveled along this route. The recent building of the bypass route around Keene effected a major change by making the street dead end at its junction with the bypass. In May 1778 three selectmen petitioned the state legislature for permission to set up a lottery to raise money to build a bridge across the "East Branch" of the Ashuelot River to replace the bridge that was nearly destroyed by high water, but the request was not granted. Some years later there was a covered bridge here. In 1933 another bridge was constructed at this same locale. It was of spider-web construction in the stone work, the first time this type of work was used in the state. A light-weight concrete, called aerocrete, was used as a filler to bring it up to grade and a patented amrod grid was cemented to the floor, which gave it a semisteel weaving surface in the roadway. The



*Marlboro Street, from Main*

capstone for the rails and wings were quarried at the city's quarry at the water works in Roxbury and cut on the job to fit. The facing stones were split and cut from the stone abutments of the old South Keene bridge.

**MATTHEWS ROAD**—Laid out in 1835 and named for Levi Matthews who lived on the road and operated a brick yard. He built the brick house on the west side of the road just over the Swanzey line.

**MCKINLEY STREET**—Laid out in 1895 with an extension to Russell Street approved in 1895, only to be revoked by the court in October. Again laid out in 1896 to the line of Thomas T. Russell's land, and extended to Russell Street in 1896. William McKinley was President-elect at the time, and the street was named for him.

**MEADOW ROAD**—Laid out in 1823.

**MECHANIC STREET**—Laid Out in 1837, this street once had several industries on it. The town jail was located near the Washington Street end until 1884.

**MIDDLE STREET**—Laid Out, in 1832.

**MIDWAY**—Laid out in 1895. See Blake Street.

**NIMS ROAD**—Formerly called the Esty Road and laid out in part in 1790, it was extended in 1796. Discontinued in 1797, it was again laid



out to Roswell Nims' place in 1818, and was named for this family, at whose homestead the road ends.

**NINETY-THIRD STREET**—Laid out in 1875, it received its name following the petition of William Brooks, who ran a blacksmith shop on the lot where his house stood, off Church Street. It could be reached only by a footpath. He obtained signatures of 59 others to present to the city for a street past his place. There was opposition presented, and a petition signed by 93 dissenters was brought before the council. The city voted down Brooks' petition. Aroused, he presented such favorable arguments that the petition was finally granted. The following day passersby observed Brooks' hand-painted sign "Ninety-Third Street," which he had placed on the site where the street was to begin, an announcement to all of his elation over the victory. When the street was laid out, the name stuck. It is still Keene's only numbered street.

**NORTH LINCOLN STREET**—Laid out to the north point of Beaver Street in 1866 to prevent teams and workers from crossing through the cemetery. In 1886 it was extended to George Street.

**OLD SULLIVAN ROAD**—Laid out in 1775 and at one time part of the Concord Road, as well as of the Sullivan Road. It was resurveyed in 1836. There was also a west branch of this road that was laid out in 1847.

**OLD WALPOLE ROAD**—No layout of the first road to Walpole has been found, but it went from the old Surry West Road at the Four Corners north of the present road. It crossed the present road near the old Goodnow Tavern at the top of the hill, and once coursed north between ancient stonewalls of today's pasture lane. It is one of the few views of the early road for the observant traveler over today's route. The old road, part of the Third New Hampshire Turnpike of 1799, is still a winding uphill, down dale, scenic drive to Walpole and a camera fan's delight.

**OPTICAL AVENUE**—Laid out to accommodate several industries that located in the adjacent industrial park.

**PACKERSFIELD ROAD**—Laid out between house lots number 13 and 14 of the first settlers, today it would be near Elliot Street and Proctor Court. It was probably the location of "Washburn's Lane." This also

connected with the Nourse Road on Beech Hill. The layout in 1762 by the way of Water Street was felt to be a more direct route and was extended toward the now abandoned village of Packersfield in 1763, 1767, and 1768. This old layout was discontinued in 1810.

PAGE STREET—Laid out in 1885. Formerly called East Washington Street, its course followed in part the "old road to the sawmill," which was laid out prior to 1738. The house once owned by David Nims (Keene's first town clerk) was moved from Washington Street to Page Street where it is now number 39. The street was renamed in honor of Lucien B. Page, who at one time owned the former David Nim's farm, which included what is now Greenlawn Cemetery and parts of Woodland Cemetery.

PAKO AVENUE—Laid out as the main drive in the Maple Acres Development of Pako Park, a housing development located on the east side of Court Street, including land to the rear of Fuller School on Elm Street. On April 6, 1956, Pako Homes, Inc., operated by Armand Paquette, purchased land for this development. A total of 111 homes were built on the following streets: Crestview, East and West Diane Drive, Imelda Avenue, and Phil Lane.

PARK AVENUE—In 1760 this road was included in the road laid out from Dr. Obadiah Blake's (now Evans Barrett's house) to the "causeway" (Main Street). Also it was included in a layout in 1774 to John Colony's, located where the Peerless Insurance Company stands today. It was known as the Westmoreland Summit Road in later years. This is part of what is known as the Five Mile Drive. The street received its name from the fact that the street passes between two city parks, Wheelock and Ladies' Park. Until the bypass was completed in the fall of 1966, this was part of Route 12 north to Vermont.

PEARL STREET—First laid out as a street in 1858 and extended to Winchester Street in 1860.

PEG SHOP ROAD—Known in years past as Roxbury Middle Road and before the construction of Otter Brook Dam, it continued to the Branch Road and Roxbury. It passed near the old peg mill, the original site of a saw and gristmill operated by either Jesse Clark or Elisha Briggs soon after 1783. Later, under different ownership, it served as a turning mill in 1812, to make pumps in 1830, and to manufacture cider

mills in 1880. In 1858 Abijah Woodward began making shoe pegs and shingles there and continued operating the gristmill. His widow sold the various manufactures to Fred W. Davis in 1885 and he operated there until the mill dam was destroyed in 1913. The building of Otter Brook Dam closed this road at the west bank of the Branch River. It is called Peg Shop Road because of its historical association with one of Keene's early manufactures.

**PERHAM STREET**—Laid out in 1887, it was named for Leonard Perham because the lane, that later became the street, originally led to his house.

**PIETY LANE**—Once the easterly end of West Street, from "Up the River" Road (now School Street) and traveled to Central Square. At the September 15, 1773, town meeting a vote was passed "to allow Josiah Richardson to alter the road leading from the meeting house to Icabod Fisher's in the place which the said Richardson has chosen." Richardson had built a tavern during the year, and the only access to it was via Poverty Lane and over his land to the inn. His tavern remained a landmark in Keene approximately 120 years. The new layout brought the street from the Meetinghouse in a straight line, traveling west past Keene's first known store. In 1778 Rev. Aaron Hall, who was settled by the town as pastor, built his home on the present Keene Public Library site. It was the fact that the Meetinghouse and the pastor's house were on the same road that it became known as Piety Lane until about 1800, when it was renamed Pleasant Street.

**PINE BANKS**—Covers about 26.75 acres that were part of the Henry Mason estate in 1866. The 1938 hurricane blew down most of the white pine forest in this area, then owned by the Horatio Colony Estate. In 1945 the area was sold to James T. Melvin.

**PITCHER STREET**—Laid out in 1882 as an additional road to the Ash Swamp meadows, it connected with the early Meadow Road and was probably named for Frederick L. Pitcher, who owned a large estate where the street is now located.

**PLEASANT STREET**—Laid Out in 1848.

**PORTLAND STREET**—Laid Out in 1872.

POVERTY LANE—This was the name given to the east end of West Street, or the old Ash Swamp Road as it was used prior to 1773. It was probably laid out about 1740 and left Main Street near the present Lamson Street, running southwesterly to its junction with the road "up the river," to today's School Street. It was on the north side of this lane that Deacon Josiah Fisher, while taking his cow to pasture on July 10, 1745, was killed by Indians.

The lane ran through Josiah Richardson's land where he operated a store, situated near the present location of St. James Church. The lane was discontinued in 1773, and Josiah Richardson was allowed to alter the road from Main Street to pass his inn (where the Ashuelot Bank stands today). After the removal of his store to the site of the present St. John's Block, Poverty Lane was discontinued.

PRECISION PARK—Located on the south side of Marlboro Street, it takes in the area where the Miniature Precision Bearings Co. is located.

PRINCETON STREET—One of several streets in this area that were named for Ivy League colleges.

PRISON STREET—See Washington Street.

PROBATE STREET—Laid out in 1875 and named for Silas Hardy, who was judge of the Probate Court at the time.

PROPRIETORS' ROAD—See Jordan Road.

PROSPECT STREET—Laid out in 1874. This was an early name for Reservoir Street.

RAILROAD SQUARE—West of Main Street and originally private land belonging to the railroads, it is now part of Gilbo Avenue. Early records show that, west of the "causeway" on Main Street, the Town Brook crossed lowlands which were a part of Josiah Richardson's meadow. The immediate area (where the railroad station was located) was described as a swampy quagmire. Boats were frequently used here in spring freshets and heavy rains. In 1846 the land was purchased by the Cheshire Railroad. The area was extended to accommodate the buildings where passenger, freight, and express offices provided headquarters for the railroad. The first building was removed in 1910. and by 1958 the last of the buildings, as well as the

passenger depot, were razed. The only landmark in the area today that speaks of the railroad's past in Keene is that of the repair shops and roundhouse, now occupied by the Central Screw Co. The only other reminder is the tracks that cross Main Street, and over which an occasional diesel train still passes.

**RAILROAD STREET**—Formerly a right of way as far as Wells Street, and laid out as a city street in 1871.

**RALSTON STREET**—Originally laid out in connection with Emerald Street in 1851. It also included some of the area referred to as "The Patch." (See Emerald Street.) The street was named for Alexander Ralston, who once owned land in the area and who ran the Ralston Tavern. His house was moved to the northwest corner of Wilson Street.

**RESERVOIR STREET**—Formerly called East Prospect Street, and laid out in 1872.

**RICHARDSON CouRT**—Laid out in 1902, and named for Barzilla Richardson who formerly owned the land.

**RIVER STREET**—Laid out in 1872 in connection with Portland Street. It derived its name from its proximity to the Ashuelot River.

**RIVERTON STREET**—Laid out in 1913 as part of the Keene Park Corp. original layout.

**RIVERVIEW STREET**- In a section developed in recent years, it parallels the Ashuelot River for a short distance along a crest of land overlooking the river.

**ROOSEVELT STREET**—Originally laid out as Fairview Street. As Theodore Roosevelt was President of the United States at the time, the street was named in his honor.

**ROXBURY COURT**—Laid out as a public way in 1926.

**ROXBURY ROAD**—Known in the early days as the Packersfield Road, once the name of the town of Roxbury, it was first laid out in 1762. The road was extended across the Branch River in 1764 or 1765, and extended to the line of Monadnock No. 6, now Roxbury, to a line a

little south of the homesite of the Tory, Breed Batcheller. His was the first house in Packersfield, also in early years part of Nelson.

ROXBURY STREET—Soon after 1780 Dr. Thomas Edwards came to Keene to practice medicine. He purchased the Chandler House in 1795, as well as the 100-acre farm of Peter Chandler, which was east of the Common and extended over both sides of the present Roxbury Street. At this time there was only a lane leading to the farm lands. By 1800 Dr. Edwards had built his house (now the site of the Roxbury Street parking lot). A street was laid out in 1804, only to be discontinued in 1805. It was again laid out as a public highway in 1806, with only minor changes made through the years. In 1812, after Roxbury was incorporated as a town, the street was named Roxbury Street.

RULE STREET—Laid out in 1898, it was extended to Sullivan Street in 1912. It originally traveled to the house of Louis Rule, and was named for him.

RUSSELL STREET—Laid out in 1876 and after several extensions, it now ends at Pine Avenue. It was named for Thomas T. Russell through whose land the street passed.

ST. JAMES STREET—Probably first a lane and a short cut from the railroad station to the "Depot Circus Grounds." It was laid out in 1900, and named for the St. James Episcopal Church located on the corner of the street. (See Station Avenue.)

SAWMILL ROAD—Traveled to Keene's first sawmill, which was located on Beaver Brook in the northeast part of Keene. (See Washington Street.)

SCHOOL STREET—One of the earliest roads, with records showing it was well traveled before 1745. The first recorded layout in 1754 was for a road running from the old Ash Swamp Road (now West Street) on nearly the same course as the present street for as far as the present Leverett Street. There it continued in nearly a straight line, and followed the line of the Ashuelot River until it joined what is now Court Street, near the old Sun Tavern location (just south of Linden Street, now No. 314 Court Street).

The course of School Street was changed to the present angle to

join Court Street in 1803. A new layout was made in 1816, and no changes in the course of the street have been made since that time. In early records it was known variously as "the road to Walpole," "the road to Surry," or "the road up the river." Sometime after 1892, when Tilden School was built, the street became known as School Street. The new south extension of the street from West Street to Gilbo Avenue was opened to traffic on June 1, 1966.

SILENT WAY—First known as the Daniel Thompson Road and laid out in 1838. Thompson's farm was also known as "Station Farm" or "Static Farm." Established as a farm as early as 1816, it was even then called "Station Farm." This name was derived from the fact that it was on the banks of the Ashuelot River, in the meadow of this farm, that the proprietors spent their first night in Upper Ashuelot. A granite post now marks the spot. This is used as the first station for the survey lines between the towns of Keene and Swanzey, then known as Upper and Lower Ashuelot. George A. Wheelock wrote a poem, "Silent Way," which nostalgically recalls the serenity once enjoyed along this beautiful, wooded lane just south of Keene village. It was a favorite walk of townspeople, and the poem laments the cutting of the trees along its way, which left bare, exposed road.

SLYFIELD ROAD—See Whitcomb's Mills Road.

SOUTH LINCOLN STREET—Laid out in 1860 at a time when politics were "hot." It is believed the street was named for President Abraham Lincoln.

SPRING STREET—Laid out in 1853 and extended to Franklin Street in 1863.

SPRUCE STREET—Laid out in 1861 and extended to Forest Street in 1870.

STATION AVENUE—Through a gift of land by several citizens, who desired to have the new railroad station located in the business district, the station was built in Railroad Square, the area between the present Tilden's in the old *Sentinel* Block and the Crystal Restaurant. The land extended to West Street. The area was often rented to traveling shows. It was known for a number of years as the "Depot Circus Grounds." There is no official record that this was ever a city street,

but in items written about the area and events at the "Depot Circus Grounds" prior to the erection of St. James Episcopal Church in 1863, references are found to "Station Avenue." It was probably along a similar route that St. James Street was laid out over a short cut between the circus grounds and West Street.

SULLIVAN ROAD OR SAWYER ROAD—Traveled northerly from the Concord Road to the Gilsum (now the Sullivan) town line. It was laid out in 1768 from the hill on the east side of Beaver Brook, also referred to in early records as Mill Brook, crossed "Ferries Brook near the falls of said brook," and continued to the town line near the house of James Sawyer, for whom the road was named. This route was discontinued in 1772, at which time a road was accepted as laid out by the selectmen, from north of the Lieutenant James Wright home, built in 1817, to the town line. It is a dead-end road today at the Wright homestead, where eighth generation descendants still live. The old Osgood Road in Sullivan was once a continuation of this road.

SUMMIT ROAD—Also known as Route 12 to Bellows Falls. In the past it has been referred to as the County Road and included Park Avenue to the town line. It was laid out from the Chesterfield Road in 1774, and from Dr. Obadiah Blake's home in 1777 (today the location of Evans Barrett's farm). One of the major changes in the road was made near the summit of the hill when the Cheshire Railroad track was laid. This change was recorded in 1848. In 1917 this road was included in the state aid road projects planned and was part of what was designated as the Monadnock Road. (See Third New Hampshire Turnpike.)

SURRY EAST ROAD—See Cheshire Turnpike and East Surry Road.

SWANZEY FACTORY ROAD—In 1762 a road was laid out from the "Nine lot plain" near the Swanzezy line in an easterly direction up the valley of the Branch River. The present road was laid out in 1814 to travel from Swanzezy Factory to the Third New Hampshire Turnpike.

SWANZEY ROAD—Laid out in 1867, though there is every reason to believe that it was in use in the early 1800's. This is now part of what is known as Route 32 and the Old Homestead Highway.

SYMONDS PLACE—Formerly a private road that went to the tannery



of John Symonds, which was established about 1872, and later carried on by the Cheshire Tanning Co. It was first known as Tannery Place and later renamed Symonds Place after the first tannery owner.

TANGELWOOD ESTATES—A development for mobile homes.

TAYLOR STREET—Laid out in 1853 and named for President Zachary Taylor who died in office in 1850.

TERRACE STREET—Laid out in 1874 and originally called Seymour Street. In 1895 it was extended over what had previously been a private way. This is literally a terraced street on the side of Beech Hill.

THIRD NEW HAMPSHIRE TURNPIKE—The first meeting of the turnpike corporation was held at the tavern of Major William Todd, formerly the Ralston Tavern, in February 1800. Three of the proprietors were Keene residents, Daniel Newcomb, Peleg Sprague, and Josiah Richardson.

The turnpike was about 50 miles in length and was built at a cost of approximately \$1,000 a mile. Its route was through Keene from Bellows Falls via the Old Walpole Road, which through the years has had changes in its course. Occasionally along the route in this section, today's traveler will note a lane, scattered with brush and undergrowth, and here and there sizable trees between picturesque old stone walls the only remaining landmarks of yesterday's turnpike. Its early course along Court Street was via School Street to West Street. It continued along Main to Baker Street and southeast to Marlborough, Jaffrey, Rindge, and New Ipswich. The pike was a popular freight artery before the first stage line came into operation. The winter toll was half the summer rate. When sledding was good, it was not uncommon to see caravans of 40 sleds, as farmers and traders from Vermont transported their products to the Boston market along the turnpike route. In the spring and fall, drovers used the pike to move their herds of sheep, cattle, or fowl to market. The turnpike was traveled in 1801 by a mounted mail carrier. A stage line operated on this route, probably before the turnpike was completed, and charged \$6 for the two-day trip between Keene and Boston. The fare was soon reduced to \$5. By the latter part of 1803, a regular biweekly mail stage began and traveled over the route between Boston and Walpole. Within a few years a dispatch line was put on, which ran every other day with relays of four horse teams and which supposedly made the

trip from Bellows Falls to Boston in 13 hours, although the trip was never made in the advertised time. Delays were common because of overloads, and the trip was nearer 16-18 hours. The fare was now \$3.25 in winter and \$2.50 in the summer. Business flourished over this route, as it was the most direct one from Boston to central Vermont and Montreal, until the Cheshire Railroad was established in 1847.

In 1804 the Cheshire Turnpike joined the Third New Hampshire Turnpike in Keene. After completion of the Branch Road and construction of the Fitzwilliam Turnpike in 1805-06, which opened a new route to Boston, competition became lively. In 1808 the course of the turnpike where it came into Keene from the north was changed and laid out in a straight line on Court Street from Central Square, as it is today. At this time the turnpike company opened Marlboro Street from Main Street to straighten and shorten the distance from the "Boston Road," known today as Baker Street. No toll gates were allowed the corporation on any part of a road that had been used as a public highway prior to the establishment of the turnpike. When Marlboro Street was constructed by the turnpike corporation, a gate was erected at the junction of Main and Marlboro Streets. The gates had to be left open at all times when there was no attendant on duty. Fines of three times the legal tolls could be collected in an action of debt if a patron turned out of the road to avoid the gates. By the same token there was to be no toll charged any person passing with his horse and carriage to and from public worship, including any person passing with his horse, team, or cattle to or from any mill or on common or ordinary business of the family within the same town.

From the year 1813 to 1833, the road was open to much controversy with regard to the course it should follow in order to avoid the steep hills, encountered on the "old Walpole Road" route. The towns of Westmoreland and Surry opposed the move because they felt the estimated expense of \$5,600 for construction and \$3,450 in damages would not benefit the towns to that extent. The final section was built in 1833 from the corner of Hastings, Maple, and Park Avenues across land, settled by Dr. Obadiah Blake and known then as Blake's corner (today known as "Stoneholm," the Barrett home), over the "Summit." It was known as the County Road for many years, but after the building of the railroad it was known as the Summit Road.

Until about 1820 business was brisk, but improved roads diverted traffic over either the Dublin or Fitzwilliam routes instead of the Jaffrey way. It was never a very profitable venture and listed profits of only 1% in 1819. However, it was responsible for encouraging the

establishment of stagecoach lines and was of commercial advantage to the people. In 1822 the turnpike company surrendered the road to the various towns it passed through. Tolls were no longer charged. Even without toll charges business dwindled to the point where taverns along the route went out of business except in the villages. The gates of the turnpike were thrown open to free travel on June 1, 1820, and toll was discontinued by act of legislature on December 21, 1824.

TIFFIN STREET—Laid out in 1916.

TOWN FARM ROAD—See Daniel Kingsbury Road; also Aldrich Road.

WAGNER STREET—Laid out in the Homestead Villa development in 1919.

WASHBURN'S LANE—See Water Street.

WASHINGTON AVENUE—An early road was laid out in this location in 1851, but the present avenue was not laid out until 1857.



*Looking up Washington Street about 1865*

WASHINGTON STREET—In 1736 the proprietors voted that a "suitable road should be cleared to the sawmill," and this street was laid out by



*Washington Street, from Central Square*

the proprietors in 1738. It traveled from the north end of the house lots and turned east after the "causeway," to run on high land between the Town Brook and Beaver Brook and joined what is now Washington Street about where Cross Street is located. The mill was located within a 30-40 rod area north of Giffin Street.

In 1754 the new meetinghouse was built "on the road that goeth from the town street to the mills, on the highest ground between the 'causeway' by William Smeeds and the bridge by the clay pits." In 1761 this same road to the sawmill was included in the first layout of the north end of Main Street and Central Square. It was laid out eight rods wide as far as Cross Street, and the rest of the way it was only four rods wide.

In 1785 the town purchased from Josiah Richardson and Benjamin Hall one acre of land to build a "Gaol." This was the lot on the corner of Mechanic Street. A wooden jail was built, which was replaced in 1833 with a granite one. After the jail was built in 1795, the road was no longer known as Sawmill Road but was called Prison Street. In 1885 a new brick jail on the site of what is now Fuller Park replaced the old granite prison. The rise of land in the vicinity where this new jail was built (the present old armory building-city recreation center) was referred to as Potash Hill in early records. It also was referred to as the Sullivan Road, because the route continued to that town. In early years the name of Prison Street came about when someone asked Commodore Dorr what he thought the new street should be called. Dorr's reply was "Jail Street, by God!" A few mornings later a board about 10 feet long was found nailed to the



*Lower Washington Street*

house on the corner with that name painted in full upon it.

Washington Street was one of the first to be cement paved. In 1925 this was considered the most durable and lasting street surface.

**WATER STREET**--First known as the road to Packersfield, the early layout was also referred to as "Washburn's Lane." The first recorded layout in its present location was in 1762. It was laid out to Roxbury Street in 1850.

**WEST HILL BASE ROAD**—Formerly called the Foster Road because David Foster (1782) and Samuel Foster (1831-1836) lived on the road, it was probably included in the layout made in 1759 and appears to have been continued to the Swanzey line in 1782.

**WEST HILL SUMMIT ROAD**—Originally laid out from the Ash Swamp Brook bridge in 1763 to the house of Samuel and John Daniels, it was extended to the Chesterfield line in 1770. For many years this was the direct stage route to Chesterfield. The present course of the road was laid out in 1828. (See also Daniels Hill Road.)

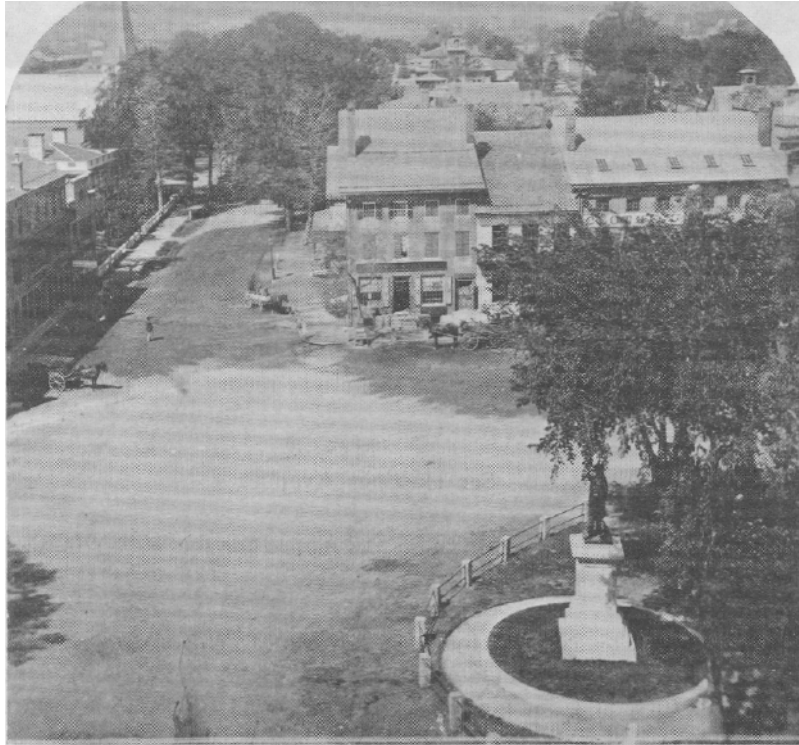
**WEST SIDE ROAD**\_\_See Winchester Street.

**WEST STREET**\_\_First called Piety Lane and then Pleasant Street, also known at one time as Mill Street. This was probably due to the ex-

tensive area covered by the Faulkner & Colony Mfg. Co.

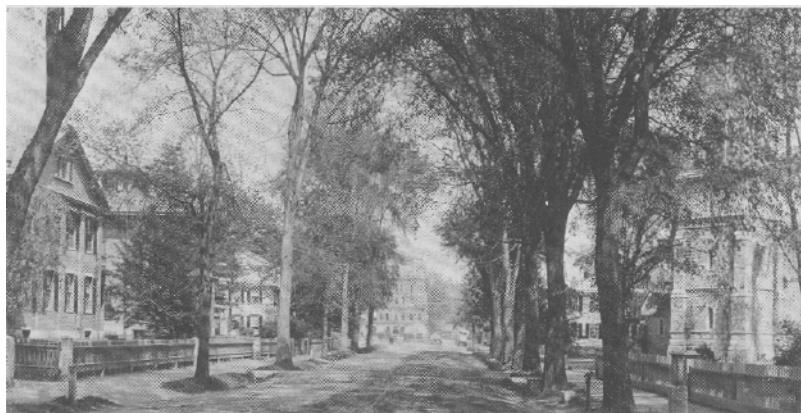
Laid out about 1740, this early route left Main Street just north of the present railroad crossing. It then turned northwesterly across house lots now on the south side of West Street and entered present West Street near the corner of School Street. It passed across "Mac-cany plain" (on which West Keene is built) in its course over West Hill to Chesterfield.

During the years many minor changes have been made to accommodate the travel and traffic of the times as progress took place. The "Cooke Elm" was allowed to stand in front of the Noah Cooke house on West Street for many years. The road separated and passed on each side of the huge elm until the tree's eventual removal. The Keene Electric Railway had a car line over this street to West Keene. Since World War II many changes have taken place along the street.



*West Street in the 1870's*

The Faulkner & Colony Mfg. Co. is gone, the building now used by several smaller businesses. The Mill Pond is now filled in, and the area occupied by stores and filling stations. Until the bypass was completed for opening in the fall of 1966, West Street received some of the heaviest travel through Keene.



*West Street looking east years ago*

WESTMORELAND SUMMIT ROAD—See Summit Road.

WHEELOCK STREET—Laid Out in 1896 and named for George A. Wheelock, who gave Wheelock Park to the city.

WHITCOMB'S MILLS ROAD—Laid out in 1784 and resurveyed in 1836. Prior to 1785 there was a sawmill called "Whitcomb's Mills" located on this road. For a short time the name was recorded as the Slyfield Road.

WIDOW FOSTER'S ROAD—See Hastings Avenue.

WILBER STREET—Laid out in 1886 and named for the Wilber family, through whose property the street traveled.

WILSON STREET—Named for General James Wilson Jr., orator, lawyer, military man, candidate for governor, and a long-time resident of Keene. First laid out north of Emerald Street in 1853, this part was formerly called Adams Court. It was laid out to Davis Street in 1888 and extended to Winchester Street in 1892.

WINCHESTER STREET—Court records show a layout as a County Road in 1833 from Swanzey to the west side of Main Street in Keene. Early referred to as Winchester Road. Another record of a layout by the selectmen is recorded from Main Street to the Swanzey line in 1847. In 1909 it was laid out as part of the New Hampshire West Side Boulevard or Road. The last of Keene's covered bridges was replaced with a steel structure at this time. The street borders land once owned by Nathan Blake. The home of Governor Samuel Dinsmoor was located on the corner of Winchester and Main Streets and is now the Administration Building of Keene State College. On July 6, 1965, the bridge across the Ashuelot River was closed and traffic detoured while a new, wider bridge was being constructed to meet the demands of modern day traffic.

WINTER STREET—Laid out in 1832.

WOOD STREET—One of the streets laid out as part of Homestead Villa, a private development.

WOODBURN STREET—Laid out in 1876, the street was accepted by the city in 1922.

WOODBURY STREET—Laid out in 1894 and named for Nathan G. Woodbury, owner of the Washington Street mills and property in the area.

WOODRIDGE DEVELOPMENT—Laid out by Ottavio Giovannangeli in 1964 with five streets in the plan at this time, Hilltop Drive, Ridge-wood Road, Glen Road, Rockwood Road, and Eastview Road.

WOODWARD ROAD—See Maple Avenue.

WYMAN ROAD—Laid out in 1777 and named for the Wyman family, who for generations lived on the east side of the road. The first Wyman residing there was Captain Isaac Wyman, who built the house in 1777. He was the son of the owner of Wyman's Tavern.

WYMAN WAY—Laid out in 1898 and named for the first Captain Isaac Wyman, who built and owned the Wyman Tavern at No. 339 Main Street and originally owned the land that this street crosses.