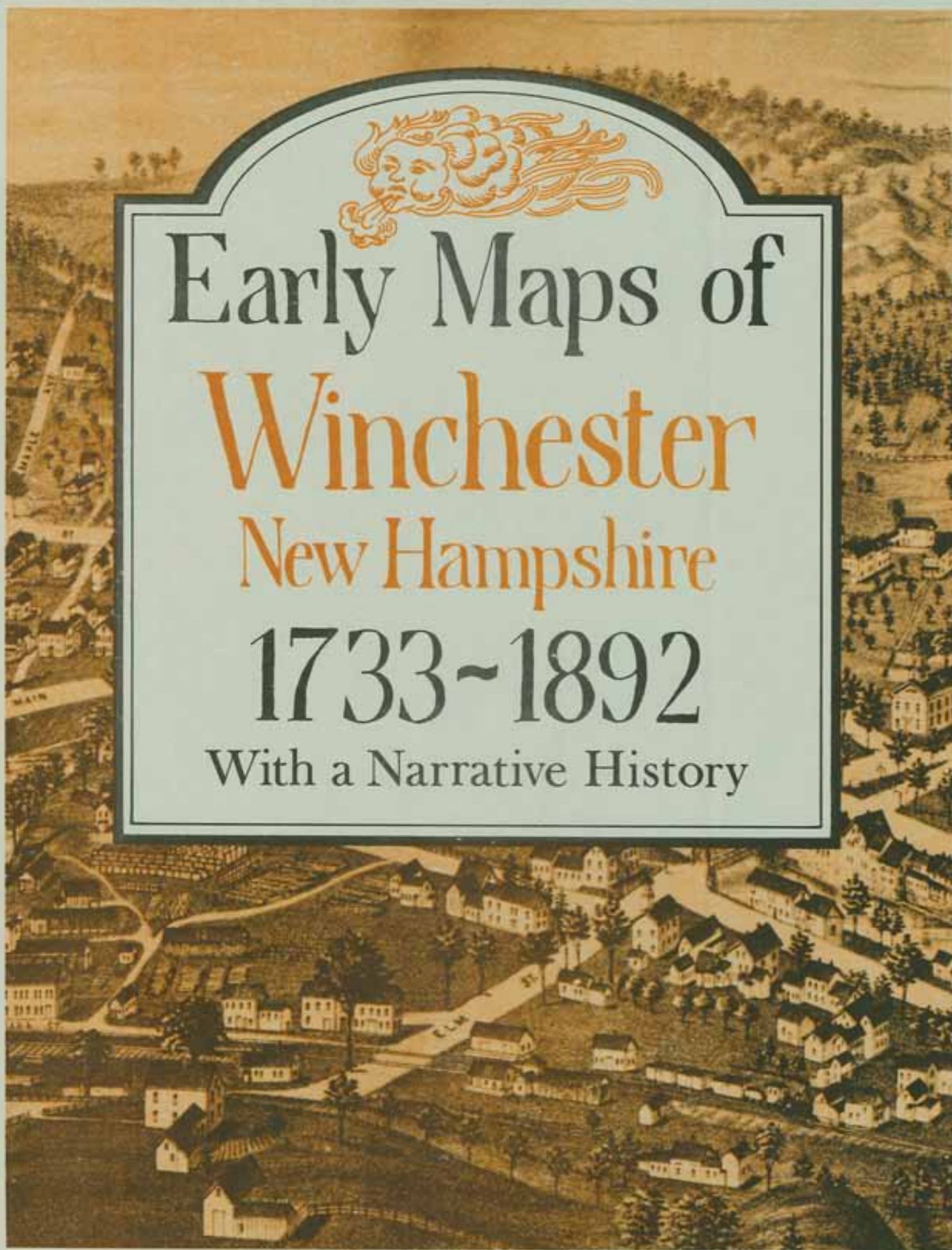




Early Maps of
Winchester
New Hampshire
1733~1892

With a Narrative History



Early Maps of Winchester New Hampshire 1733~1892

Published on the Occasion of the
250th Anniversary
of the
Founding of Winchester

Foreword

This collection of Winchester's early maps commemorates the 250th anniversary of the town. Reproduced in this volume are more than twenty old town and village maps, displaying Winchester's history from its founding until the end of the nineteenth century.

The maps include the original 1733 Arlington boundary and house lot maps, the remarkably detailed 1805 "Town Plan," and all of the home-ownership maps of the late 1800s. Of special interest will be the fire-insurance maps of downtown Winchester and the charming "bird's-eye" views of Winchester and Ashuelot. The original maps were found in a variety of places, including archives in Massachusetts and New Hampshire, and private collections in Winchester. The historical narrative which accompanies these maps was prepared by historian Edith Atkins, a native of Winchester, who has served for thirty-five years as the town librarian.

For their valued assistance in the production of *Early Maps of Winchester*, *Old Maps* wishes to thank: Edith Atkins; William Holmes; Dwight E. Jennings; David Mann; William Copeley, New Hampshire Historical Society; Stella Schekter, New Hampshire State Library; New Hampshire Archives; Massachusetts Archives.

Early Maps of Winchester, New Hampshire, 1733-1892

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Early Maps of Winchester, New Hampshire 1733-1892

A town called Winchester. Where is it; what was its origin; who was responsible? These and other questions will come to mind as one turns the pages and sees the fascinating maps included in this publication. To provide a better perspective of these maps, we include a brief account of the town's beginnings.

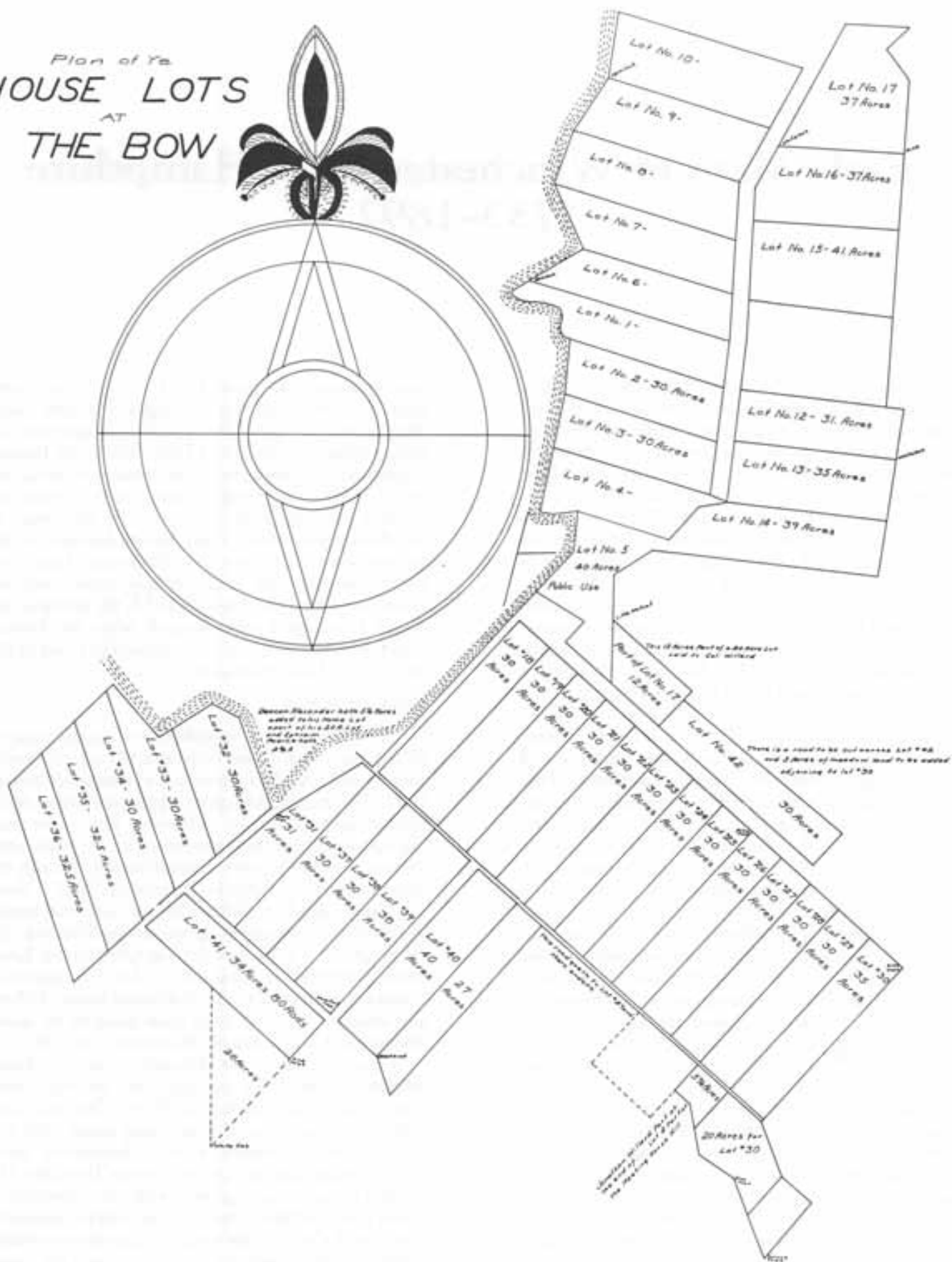
In the early 1700s, when Winchester was founded, the northwestern frontier was a dangerous place. Indians resisted the expansion of settlement in the upper Connecticut River valley, where the northernmost town was Northfield. That town had been established in 1672, but no new towns were created for almost two generations after Northfield's founding. Beginning in the 1720s, however, there was a period of peace which led to increased interest in this region. Among the several parties interested in land in the area was Josiah Willard, who was the Commandant of Fort Dummer, an important military and trading outpost which stood on the west bank of the Connecticut above Northfield (now Brattleboro, Vermont). Colonel Willard was a resident of Lunenburg, Massachusetts. As he made his many trips to and from his home, Willard studied the territory through which he traveled. He was impressed with the fertile lands of the Ashuelot River valley, especially an area he and others referred to as "Ye Bow." Here, where the Ashuelot River turned sharply from its southerly course towards the west, were broad stretches of level land, much of it naturally open meadow. Willard, together with several others, petitioned the government of Massachusetts, which then controlled this territory, for a township grant at "Ye Bow." Their request was granted on April 6, 1733, when a new town was established — the first town to be created in what is now southwestern New Hampshire. This town, originally known as Arlington, later became Winchester, New Hampshire. Almost immediately after the town was authorized a survey was made to fix the town boundaries. After the boundary survey, a house lot survey was made, laying out separate parcels of land for each of the proprietors. In 1734 a sawmill was built, followed a year later by the first house. Soon a

meetinghouse was erected and more homes were built. The settlement was not large in the early years. Among the difficulties faced by the pioneers was the Indian threat. In the mid-1740s, attacks by Indians began again, leading to the abandonment of Winchester. In 1747, a discouraged band of men, women and children tramped their way over Ore Mountain to Northfield and safety. Their homes burned by the Indians, some never returned. Others came back a few years later after the Indian attacks ceased, and set about rebuilding the town. In 1753, the political status of Winchester was changed, when the former Massachusetts town was incorporated as a part of the Province of New Hampshire.

1733 Arlington

The first map in this volume is the oldest map of Winchester, that drawn by Joseph Blanchard shortly after he had blazed the new town's boundaries in May 1733. The original document is preserved today at the Massachusetts Archives in Boston. This is the map commissioned by the government of Massachusetts when it created the town a month earlier. Though the map is labeled "Arlington; Winchester N.H.," these titles were added sometime after the map was drawn. In Blanchard's handwriting, we can read his title for the map: "... a tract of land at Connecticut River above Northfield — Granted ... for a plantation or Township in answer to the Petition of Josiah Willard and others ...". The town soon came to be called Arlington; it was renamed Winchester in 1740.

The new town was designed in an "L" shape, wrapping around the existing town of Northfield, which was on the Connecticut River. This shape permitted the inclusion of good land along both the Connecticut and Ashuelot Rivers. The western "arm" of the town is now the northern part of Hinsdale. The north line now corresponds with the Chesterfield Town Line; and the eastern border with Richmond's. The "Black Oak" in the middle of the sheet probably marks the point where the surveyor crossed the Ashuelot River, near the outlet of Tufts Brook. In the upper



[1733]

Plan of Ye House Lots at the Bow

left corner of the map is located Fort Dummer, here labeled as "The Truck House." The fort was also a trading post. Just above the fort are two islands, now the site of the bridge to Brattleboro, Vermont.

Blanchard's measurements need some explanation. In his descriptive text and on the map itself, he uses "rods" and "perches" as units of measurements. The rod and the perch were interchangeable units of measurement, both equal to 16½ feet. Remaining evidence of this old unit is found on country roads which are often exactly two or three rods wide.

1733 Plan of Ye House Lots at The Bow

About two weeks after Blanchard finished his map of the new township, the proprietors — those men to whom Massachusetts had granted the town — held their first official meeting. This assembly was in Lunenburg, the home town of Josiah Willard and several other proprietors. At this meeting it was

now contains the Route 10/Route 119 intersection at the center of the village. The town's first meeting-house was built on this lot in 1735 (on High Street near the present Emsley residence). Lots 1–10 to the north included the level land through which Route 10 to Swanzey now passes, as well as part of Meeting-house Hill to the west. The lots numbered 11–17 each began on top of the hill, and extended down the east slope. These lots were larger than the others because the land was less desirable. (Lots 12–14 probably extended as far east as the Forest Lake Road.) The road now called Michigan Street is represented on this map by the band separating these northerly house lots. This was the first road out of Winchester to the north; it went over the hill to Forest Lake and then on to Swanzey. As originally laid out, the road was an unusual ten rods or 165 feet in width. It was on this road, on Lot 13, that William Syms built the first cabin in Winchester in 1734. Sym's habitation, of

List of the Proprietors at Ye Bow

No. 1 William Goss	No. 15 Daniel Wright	No. 29 Jonathan Willard
No. 2 Asahel Hartwell	No. 16 Andrew Gardner	No. 30 Ephraim Wetherby
No. 3 Moses Willard	No. 17 James Hosley	No. 31 Ebenezer Alexander
No. 4 Ephraim Wheeler	No. 18 Ephraim Pearce	No. 32 Joseph Alexander
No. 5 Public Use	No. 19 Daniel Brown	No. 33 Silas Houghton
No. 6 Public Use	No. 20 Jethro Wheeler	No. 34 Samuel Chandler, Jr.
No. 7 Noah Dodge	No. 21 Samuel Farnsworth	No. 35 Edmond Grandy
No. 8 John Ellis	No. 22 John Heyward	No. 36 Ebenezer Alexander, Jr.
No. 9 Benoni Wright	No. 23 Benjamin Bellows, Jr.	No. 37 Elias Alexander
No. 10 John Summers	No. 24 Nathaniel Chamberlain	No. 38 Thomas Willard
No. 11 James Porter	No. 25 Joseph Alexander, Jr.	No. 39 Joshua Wells
No. 12 William Jones	No. 26 Francis Cogwell	No. 40 Benjamin Prescott
No. 13 William Syms	No. 27 James Jewell	No. 41 John Alexander
No. 14 John Prescott	No. 28 Oliver Doolittle	No. 42 Benoni Moore

decided to lay out individual house lots within the town. Two places in Arlington were suitable for lots: a section along the Connecticut River near Fort Dummer, and one along the Ashuelot at the Bow. Surveys were duly completed, and the proprietors held another meeting to choose their lots. Willard and several others chose lots along the Connecticut, perhaps because they were closer to the fort. There were 28 Connecticut River lots, whose exact location is now unknown because no map of them exists. The Ashuelot lots, however, are known. The map on the opposite page records their layout. Though this photograph is of a 20th century tracing derived from an unknown original, it is believed to be accurate.

The map shows a section of about two miles along the Ashuelot River, encompassing Winchester's town center. Lot No. 5, near the middle of the map,

unhewn logs with a chimney of mud and stones, stood behind what is now the residence of Joseph Dominick. Lots 18–30 occupied the meadow land either side of Mirey Brook between the Richmond and Warwick Roads (Routes 119 and 78). The routes of these two roads were no doubt determined by this old lot layout. These routes are recognizable as the two long borders of this houselot tract.

1753 Charter Maps

In 1753, the Province of New Hampshire incorporated Winchester as part of the Province, thus confirming the land titles which Massachusetts had given two decades earlier. These two maps, which record a major boundary change for Winchester, are from the Province of New Hampshire's charter records, now at the New Hampshire Archives in Concord.

Plan of the new building

R.R. Road by the old building

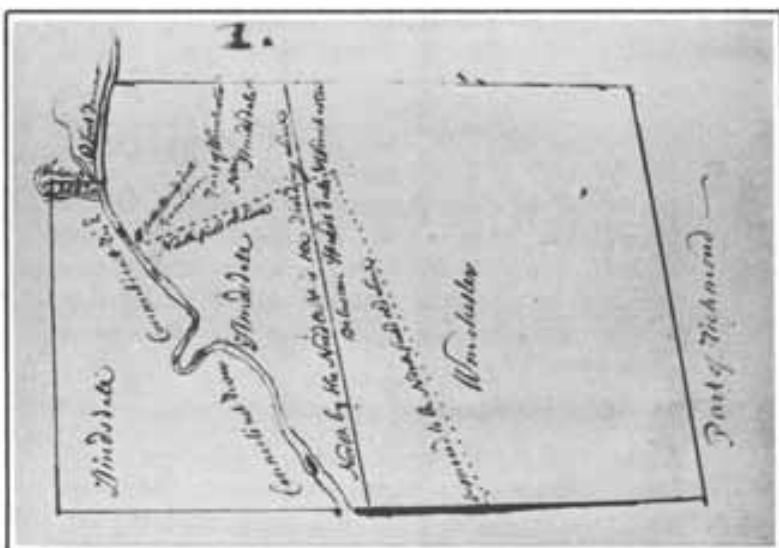
By the old building

By the old building

By the old building

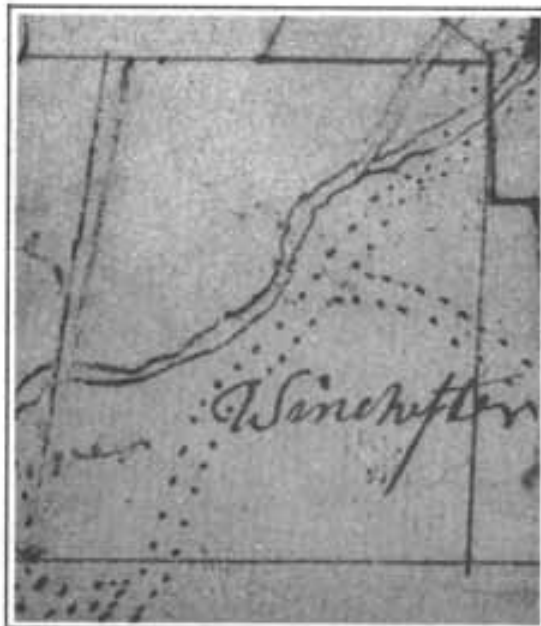
By the old building

the July charter, shows that the town's boundaries were very similar to those drawn twenty years earlier under Massachusetts authority by Joseph Blanchard (the Arlington map, page 2). The "L" shape of the town did not last much longer however. Apparently the residents of the western portion of Winchester felt



too far removed from the town center and wished to become part of the newly established town of Hinsdale. Thus, on September 26, 1753, both Hinsdale and Winchester were re-chartered, with new boundaries. Winchester traded its western "arm" for a wedge-shaped tract in the southwest. The *Plan of Hinsdale and Winchester*, taken from the Hinsdale/Winchester charter, shows these boundary shifts. This map is interesting in two other respects as well. Note that in 1753 Hinsdale included land on both sides of the Connecticut River. Also of interest are the two forts, Fort Dummer and "Coll. Hinsdells Garrison." Indians were still a threat to these towns in 1753.

The two maps on this page, both details from larger maps, are the earliest known maps to show traveled routes in Winchester. Though only a few roads are shown, these were the principal highways at the time. Both maps are details from larger maps. The 1767 map derives from a little-known document entitled *Plan For a New County*, which supported the establishment of county government in southwestern



New Hampshire. The 1784 map comes from a large state map, Samuel Holland's *Topographical Map of the State of New Hampshire*, which was actually based on 1774 surveys. The Revolutionary War delayed its publication by ten years.

6

Ore Mountain. This was the original road into town, and was much used because of the need to travel to Northfield for goods that could not be made or grown in Winchester. An easterly road that coincided in part with today's Route 119 is shown extending to Richmond and beyond.

In 1767, there were about 430 residents in Winchester, and we know that other, less well traveled



1784
Winchester

S. Holland: Topographical Map of the State of New Hampshire (detail)

roads existed at the time. Side roads naturally developed out of the need for shortcuts to a neighbor's house over the hill, or to a mill where one's grain could be turned into flour or meal.

The 1784 map, actually 1774, shows three more roads. The Northfield and Richmond roads are still shown leading south and east. The road to Chesterfield now appears, as do two roads leading to Warwick, Massachusetts. One of these passed through the area we know as Scotland; the other is now the well-traveled Route 78.

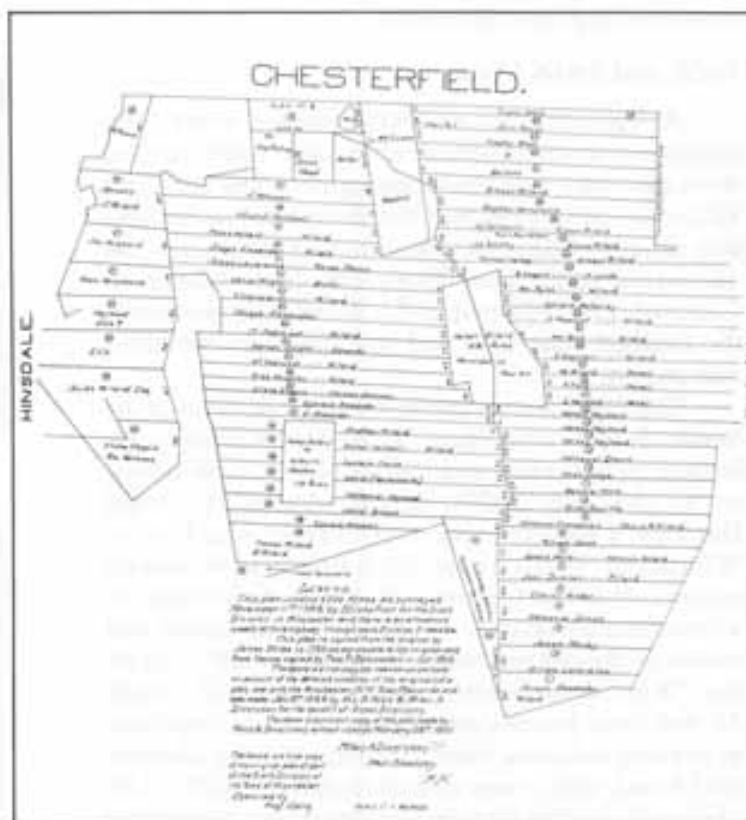
The map shows building sites near the center of town, along the Chesterfield Road, and to the southwest. A few sites are named. Near the meetinghouse we see "Col. Willards." This was the home of the son of Winchester's founder, who was also called Josiah Willard, and who likewise served as a military officer. Willard's house was on the Richmond Road where the Wesson Taylor house is today. "Cap. Smith," whose house is indicated in the lower left of the map,

was Captain Samuel Smith, a wealthy farmer of the time. He shared his sympathies with Winchester and Northfield, and was a benefactor to both towns. It was Smith who donated the well-known Henry Pratt organ, now housed at the Conant Library.

This map is also interesting for its fairly accurate depiction of the course of the Ashuelot River and several smaller streams. The pond in the right center is Forest Lake.

1788 Plan of the Sixth Division

To say that this is a plan of the Sixth Division of Winchester puts one immediately in a quandary. I feel an explanation is needed here of the "divisions." Remember that the town of Winchester was granted, or given, to Josiah Willard and the other proprietors. The land was actually parceled out among them in a series of divisions, or what we might refer to today as sub-divisions. For each division, a certain tract or tracts of land would be divided into a number of even-valued lots. The first division was the 1733 allotment partially recorded by the map on page 4. In 1734 and 1735 a 2nd Division was made in territory near



1788
[Plan of the 6th Division]
E. Root (Milan Dickenson)

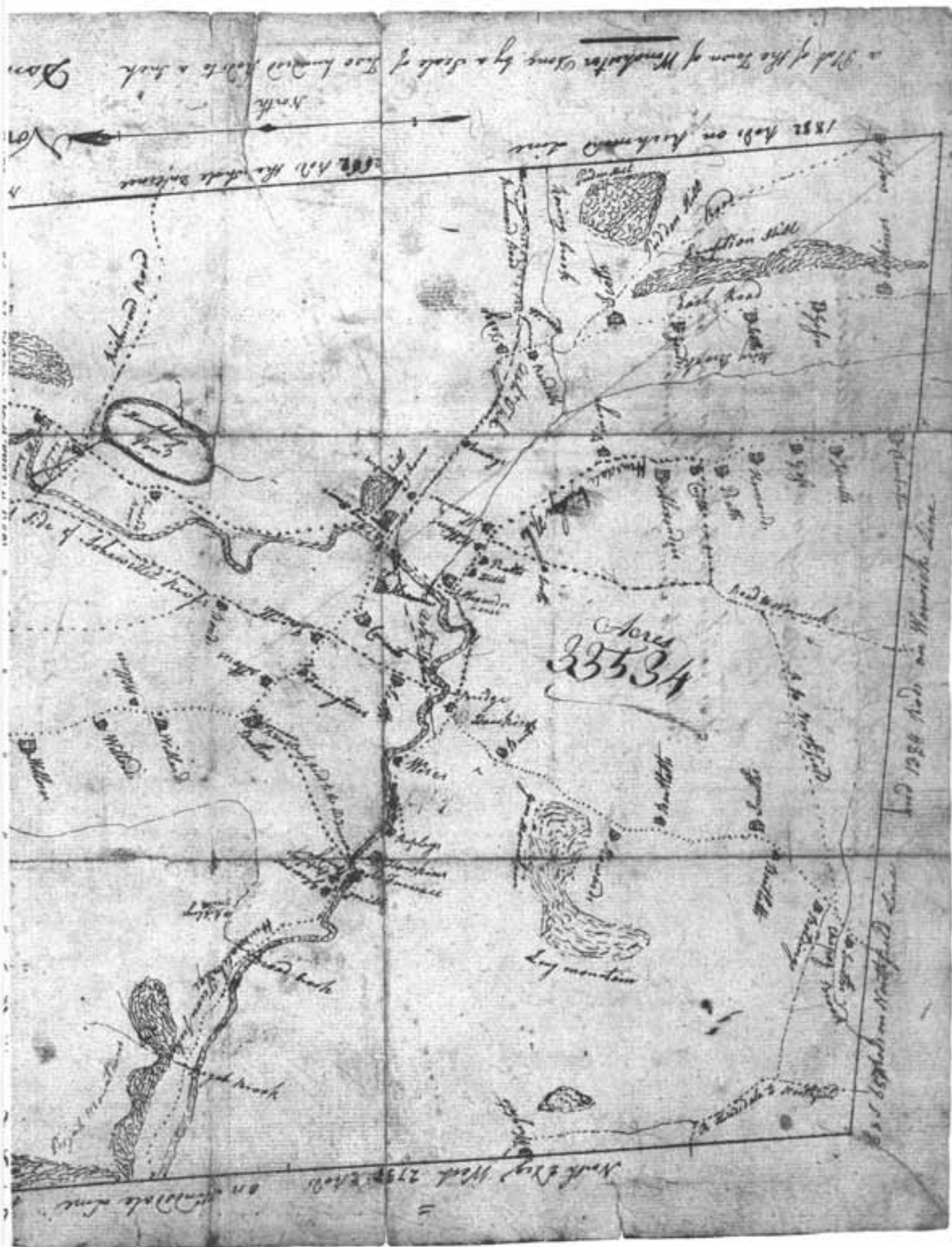
the first. It was surveyed in 50 acre parcels and the proprietors had the option of taking a parcel adjoining their original lots. The 3rd Division was made in 1736, this time of 100 acre parcels. The 4th Division came in 1742, made into 50-acre parcels, as was the 5th Division, which took place in 1763. No maps are known of divisions two through five. The sixth and last division, however, is displayed on the map on this page. This division encompassed the least hospitable land in Winchester, the northwestern part of town now known as Pisgah. The irregular line dividing the map from north to south corresponds with Pisgah Brook; "Nathan Willard 218 Acres" is probably the site of Pisgah Reservoir. As in the previous divisions, the lots were numbered, and varied in size according to the quality of the land. The map raises a question, however. It includes a large portion of territory which in 1788 was part of Hinsdale. The town line then passed through lots 35-53, thus leaving parts of them, and all of lots 62-69 in the neighboring town. This suggests that the original Massachusetts proprietors, or their heirs, were being allotted land in Hinsdale thirty-five years after this area ceased to be part of Winchester. On this reproduction, an inch is equal to about one and one-half miles.

1805 and 1816 Maps

A legislative act of 1803 required every New Hampshire town to submit an accurate town map, so that a new state map could be prepared. The 1805 and 1816 maps are the result of that directive. The remarkably detailed 1805 *Plat of the Town of Winchester* was discovered at the New Hampshire State Library in Concord. The 1816 map is the Winchester portion of the finished state map and was based on the 1805 manuscript.

The 1805 map is among the most detailed of the hundreds of "Town Plans" in the State Library's collection, and provides an excellent picture of Winchester in the early 1800s. It was plotted by Daniel Hawkins, a surveyor and tavern-keeper who lived in Winchester. This is a most interesting map for several reasons. It is the first map that gives indications of where families actually lived and of the names and routes of the old roadways. In the upper left it shows the "Winchester Forest," which we now call Pisgah. At that time the area was little-known and unsettled, so nothing is shown. Next to the forest is the Chesterfield Road, which was well inhabited by 1805. Most of these homesites are now abandoned. It is interesting though, that there are still descendants of Willards and Doolittles in Winchester today. Along the West Meadow Road (now the Old Spofford Road) we see the Methodist Meetinghouse, which had just been built at the time of this map. Two roads are seen





1805
Plat of the Town of Winchester
 D. Hawkins New Hampshire State Library

leading towards Swanzey along the Ashuelot River. These are now the Old Westport Road and Route 10. Leading to the east are the old Ware Mountain Road and a "Richmond Road," both now abandoned. This Richmond road passed north of Forest Lake (then called Humphrey's Pond) and connected with the Rabbitt Hollow Road.

Two turnpikes passed through Winchester in these early days. The "Hinsdale Bridge Turnpike," maintained by the same company that owned the Hinsdale-Brattleboro bridge, crossed Winchester from the west to the southeast, following the approximate paths of Routes 119 and 78. The Ashuelot Turnpike (here labeled "Ash Tpk") led from the Hinsdale Bridge Turnpike to the east. It is seen crossing the Ashuelot at about the point where the present railroad bridge is, and coursing north of the river to Winchester village, where it again crosses the river, and continues to Richmond on the present Richmond Road, or Route 119. Note that the turnpike crosses into the village by a separate bridge than that used to connect with the Chesterfield Road. (This separate bridge may be the same as the one seen on the 1858 map on page 11.)

The village of Ashuelot can be identified on this map by the cluster of buildings where the Hinsdale Turnpike crosses the Ashuelot River (the bridge shown here is probably on the same site as today's covered bridge). On the south side of this crossing is seen the "old Furnace," where iron ore from Ore Mountain was smelted. In its early days, Ashuelot was for a time known as Furnace Village.

Among the historic tidbits which can be found on this map is a bridge crossing a mile or so east of Ashuelot village, just beyond the Ashuelot Turnpike Bridge. Here the map shows an extension of the Old Spofford Road, what is now Woodward Avenue, continuing down to and crossing the river. Does anyone know where this road crossed?

It should be pointed out that not all Winchester homes of 1805 are shown on this map. Over a thousand people lived in town at this time. The buildings shown are mostly farmhouses, probably those belonging to the more well-to-do residents.

The 1816 version of this map, while more legible, shows far fewer details. Most of the roads are shown, however. The Hinsdale Bridge Turnpike is now called the Sixth New Hampshire Turnpike; both it and the Ashuelot Turnpike are represented by two parallel lines with dots between. A line with dots on one side indicates a principal public road; the Swanzey-Northfield Road is so designated. The town roads are all shown as dotted lines. The 1816 map adds some



1816
Winchester
P. Carrigan: Map of New Hampshire (detail)

information which was not on the 1805 map. The "P" above "WINCHESTER" indicates that the town had postal service and the number 1,478 records the town's population (in 1810).

1858 Maps

In 1858, the *Map of Cheshire County* was published, a large wall map showing all of the towns within the county. It was done in color and became an attractive addition to one's living room. These maps are now hard to find, particularly in good condition. It is probably the most accurate, generally speaking, of all of the old maps. Topographical outlines are extensive, elevations and marshes are accurately placed and most of the brooks carry their local names. Most importantly, the map showed every public road, and the names of all residents and businesses upon them. The three maps which follow are all details from the *Map of Cheshire County*.

The two village maps focus on the central business sections of town, and show the locations of shops, mills and houses. On the Winchester map are seen several forgotten points, such as a bridge across the Ashuelot River just south of the existing one. This would bring the location about across from the Public Library on Main Street. (This may be the same bridge seen on the 1805 map being used by the Ashuelot Turnpike.) The library site was occupied in 1858 by the Winchester Hotel. On Chapel Street, near the top of the map, is seen the Engine House, in the building which is now the Grange Hall. At the bottom of the

ASHUELOT.

40 *Rd.s to 1 Inch*

W.C. Allen •



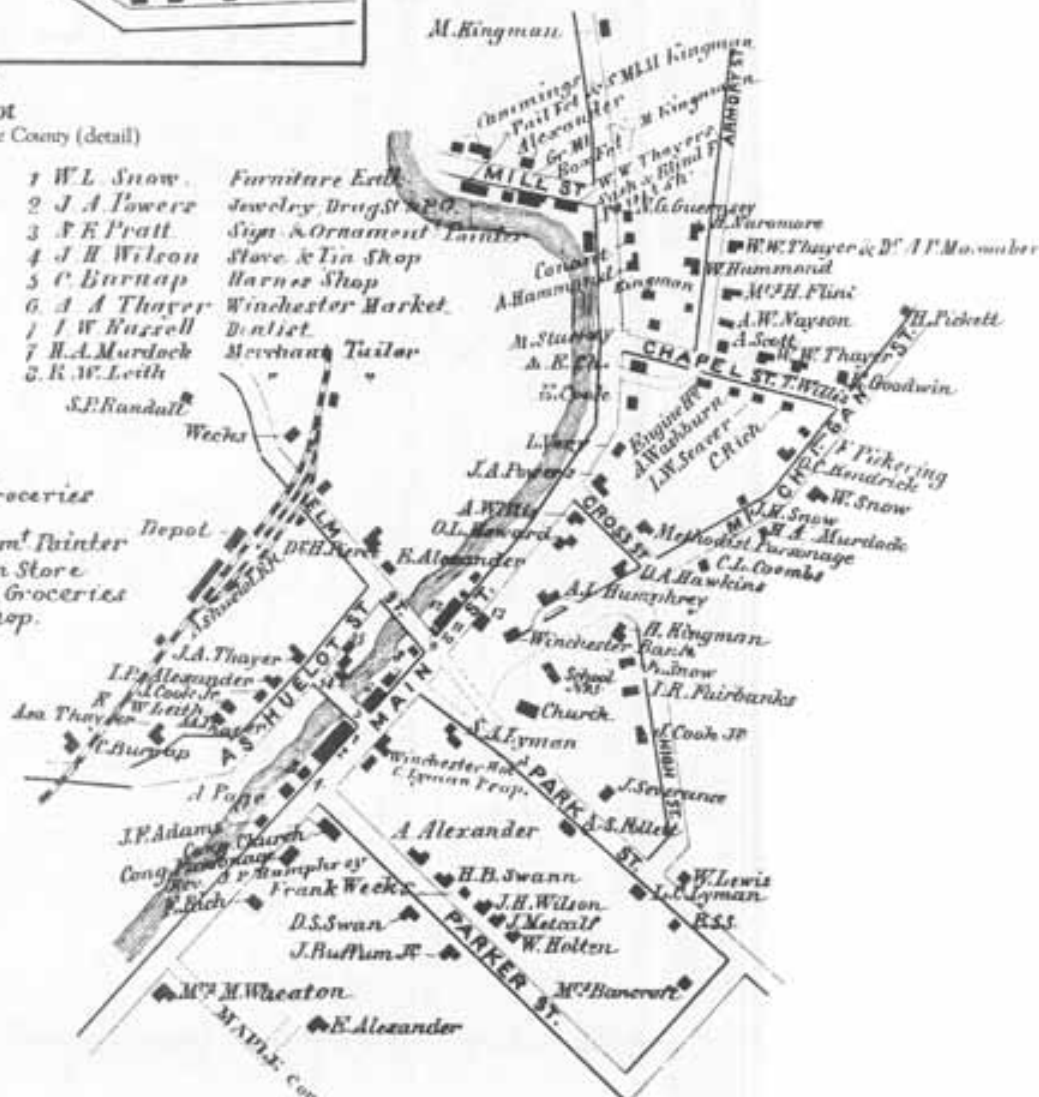
1858

Ashuelot

L. Fagari: Map of Cheshire County (detail)

1 W L Snow	Furniture Etc.
2 J A Powers	Jewelry, Drug Store
3 F F Pratt	Sign & Ornament
4 J H Wilson	Stove & Tin Shop
5 C Burnap	Harness Shop
6 A A Thayer	Winchester Market
7 I W Russell	Dentist
8 A A Murdock	Merchant Tailor
9 K W Leith	

9 Fancy Goods Store
10 Shoe Store
11 Masonic Hall
11 E. Weeks Dry Goods & Groceries
11 E. M. Forbes Law Office
11 H. French Sign & Ornament Painter
12 E. Cook Flour & Grain Store
13 Cook & Kelton Dry Goods & Groceries
14 L. C. Lyman Bl. Smith Shop
15 Wheelwright Shop



1858

Winchester (village)

L. Fagan: Map of Cheshire County (detail)





1858
Winchester
 L. Fagan: Map of Cheshire County (detail)

sheet is the "E. Alexander" homestead, now the Community Center.

The Ashuelot map is also interesting as it shows the roads leading northward out of the upper village, as well as the many 1858 businesses along Main Street. S.M. stands for sawmill; B.M. for blacksmith. Note also the Machine Shop, Oil Mill, and Woolen Factory. The oil mill was probably an establishment which pressed locally-grown flaxseed into linseed oil. The map also shows several stores, as well as the Ashuelot Hotel. That building still stands.

The map on pages 12 and 13 shows the whole town of Winchester in 1858. Many of the old roads shown on the 1805 map were still in use at this late date. This is the first map to show the location of the Ashuelot Railroad which came in from Vermont across Hinsdale, visited the many businesses in Winchester, then weaved its way northward to Keene. Names of the residents at that time are quite accurate and are invaluable to historians and title searchers. Schoolhouses have their district numbers and mill-sites tell of the type of goods produced. One particularly interesting mill was located where the Scotland Road crosses Roaring Brook. This manufactured "Treenalls." These were the wooden pins which held the lattice-work together on the covered bridges and were widely used in other timber-frame construction. The word is derived from "tree nails" and was sometimes spelled "trunnels." The Pisgah area is quite well depicted with its scattered ponds. Most of the names of these ponds are still in use today with the exception of "Parks Pond" which is now called "Baker" or "Baker-Hubbard." An important feature of this map

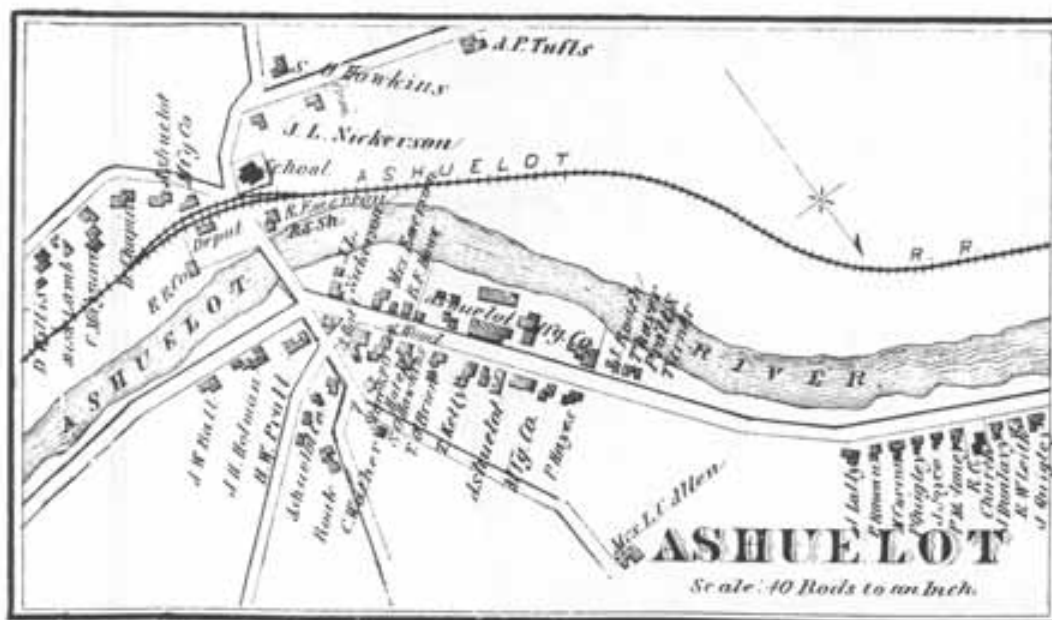
is that it is the first map to show the triangular piece taken from Richmond and annexed to Winchester on July 2, 1850.

1877 Maps

If time and space permitted, a lengthy study could be made of the changes shown on these maps from one date to another. These next maps come from C. H. Rockwood's *Atlas of Cheshire County*, a rare county atlas published in 1877. The number of businesses that had been established since 1858 is quite noticeable. The Winchester village map shows that, on the west side of the river, H. B. Swan had a "Palm Leaf" shop (a hat manufactory), and that Kendrick and Company ran a steam saw mill (on the site later occupied by the New England Box Company). In the upper right corner we find that N. E. Stevens was operating a tanning business, a forerunner of the modern tannery.

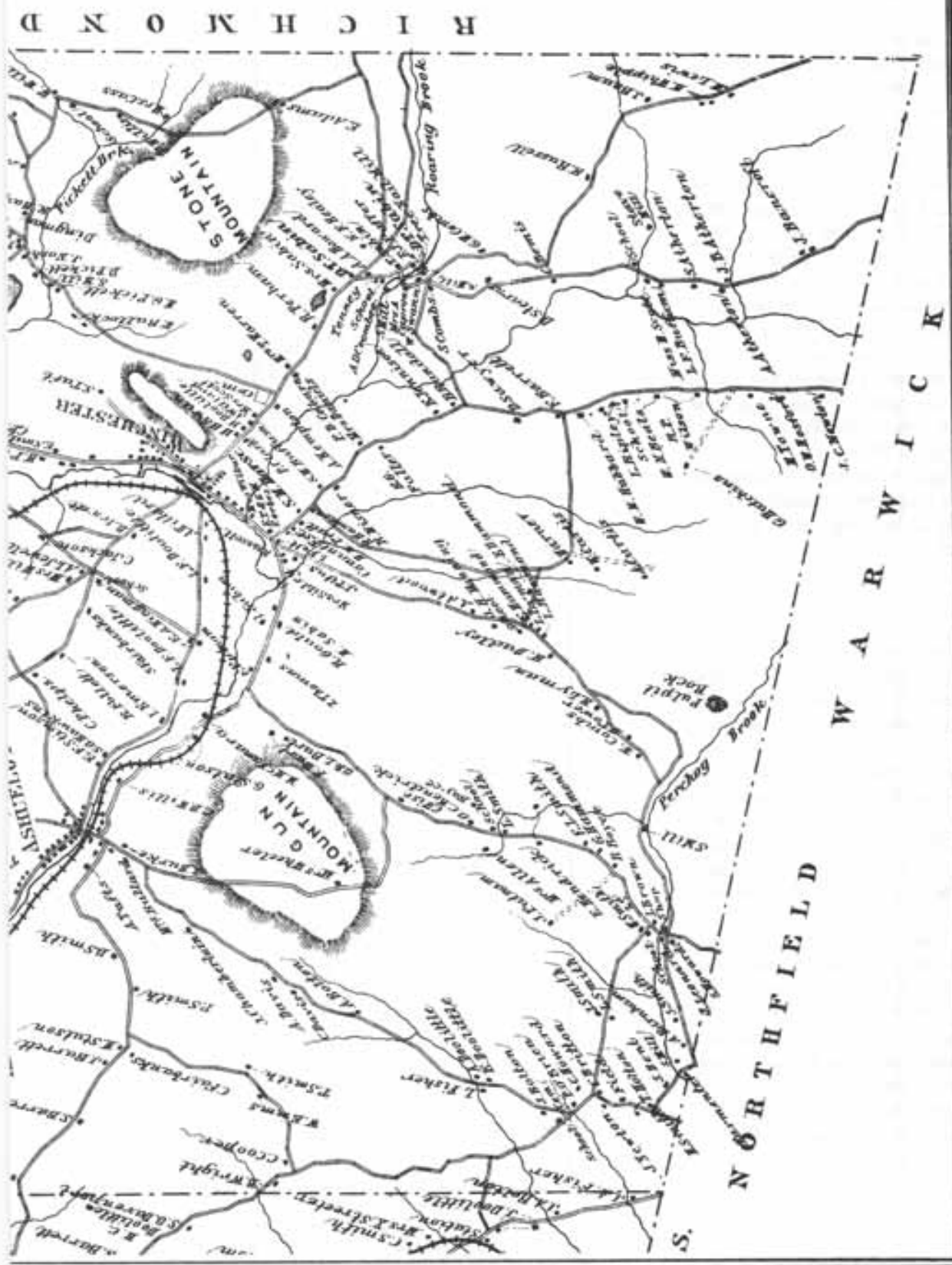
Along Main Street we see that the second bridge across the river has been removed and that the Winchester Hotel is gone. The hotel, which had burned, was by this time replaced by another, located nearby. Just around the corner Ebenezer Richards was operating his hotel, a building still standing as the Winchester House.

The village maps of Lower Ashuelot and Ashuelot also show increases from 1858, notably in manufacturing. In Ashuelot, note the large number of buildings which the Ashuelot Manufacturing Company owned, including living quarters for its employees. In Lower Ashuelot, the Thayer, Pratt and Turner company likewise owned many buildings.



1877
Ashuelot

C. H. Rockwood: *Atlas of Cheshire County*



1877
Winchester
 C. H. Rockwood: Atlas of Cheshire County

Both of these firms were operating woolen mills. The lower village was the home of two Dickinsons, members of a prominent manufacturing family of a century ago. The homes of William and Ansel Dickinson are clearly located on the map.

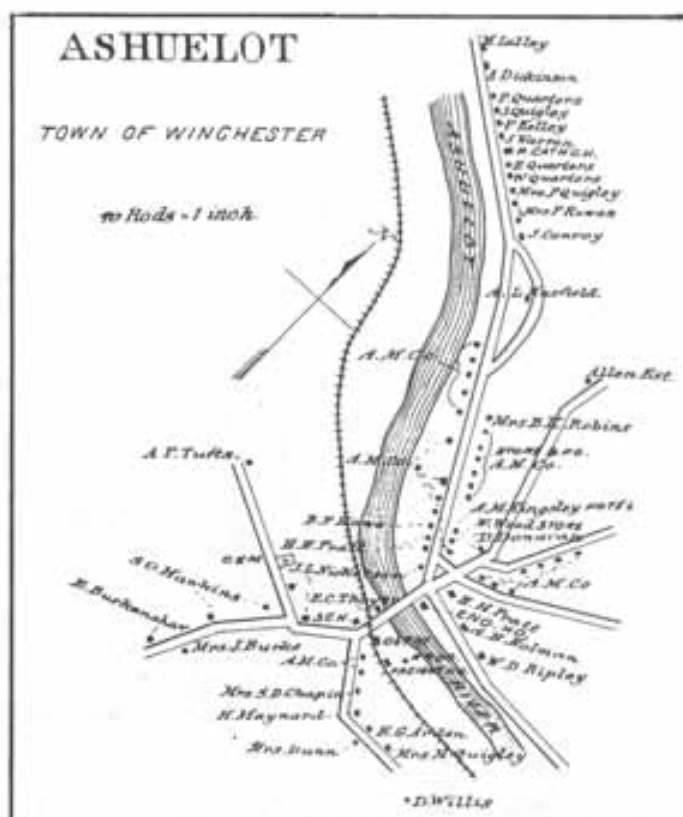
While the central villages of Winchester were expanding, and the population growing, the outlying areas were beginning to see diminished activity. Several of the farmsites located on the 1858 map are no longer occupied by 1877. Likewise, some of the small mills on the remoter streams have been given up. There is still a "Tree Nail" mill on Roaring Brook however, and along Broad Brook in the Pisgah area, we see new Dickinson mills. There was quite a settlement at this so-called "Broad Brook Village" a century ago. This long-abandoned mill operation at one point produced over a million board feet of lumber a year, and provided jobs for more than thirty men.

The Pisgah area on this map has some other interesting features. The old stone dam at the reservoir, built before 1858, had apparently been raised to back up the water so that it met Round Pond (see also 1858 map). Note also that on this map (and on the 1858 and 1892 maps), Pisgah Mountain is to the east of Round Pond. Modern maps have mistakenly assigned the name Pisgah to an inconspicuous summit northwest of the reservoir.

1892 Maps

The last of the complete property-ownership maps of Winchester was published as part of a large state atlas in 1892. Like the 1858 and 1877 maps, these maps attempt to record every home, business, school, church, etc. in the town. The reader will note, however, that the 1892 maps are less well done than the earlier ones, and, unfortunately are not as accurate. Forest Lake, for example, is completely missing, and some of the buildings in Winchester village are misplaced. Unlike the earlier maps, the shapes of residential and business buildings in the villages are not provided.

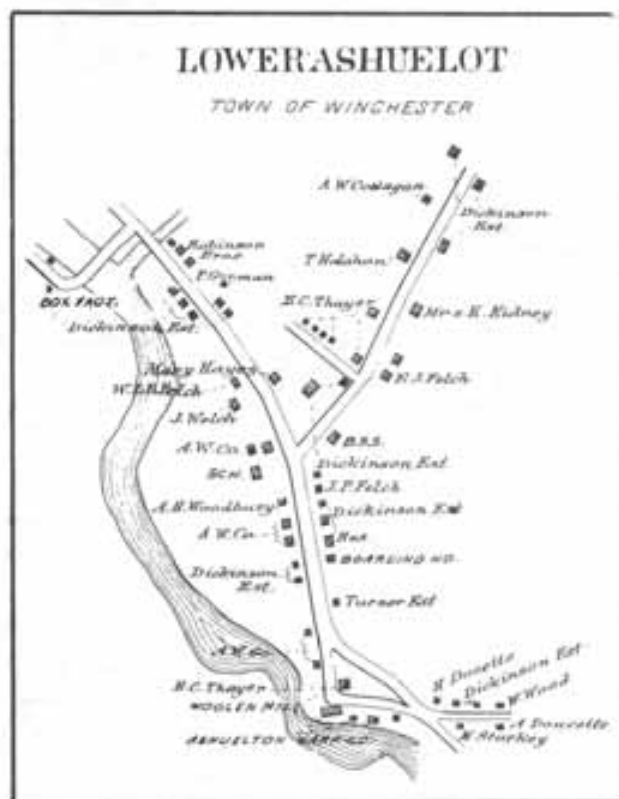
The map does record the continuing loss of population in the more remote areas of town. Most of the back roads had fewer homesites than are shown on the 1877 map. By 1892, only one home is located on the Pudding Hill Road (lower right), and the Chesterfield Road had lost several residents. The Broad Brook Road no longer had any farmsites — though a diminished Dickinson sawmill operation is still shown. Abbreviations used on this map are: S.M. (sawmill), S.H. (schoolhouse) and B.S.S. (blacksmith shop).



1892

Ashuelot

D. H. Hurd: Town and City Atlas of the State of New Hampshire



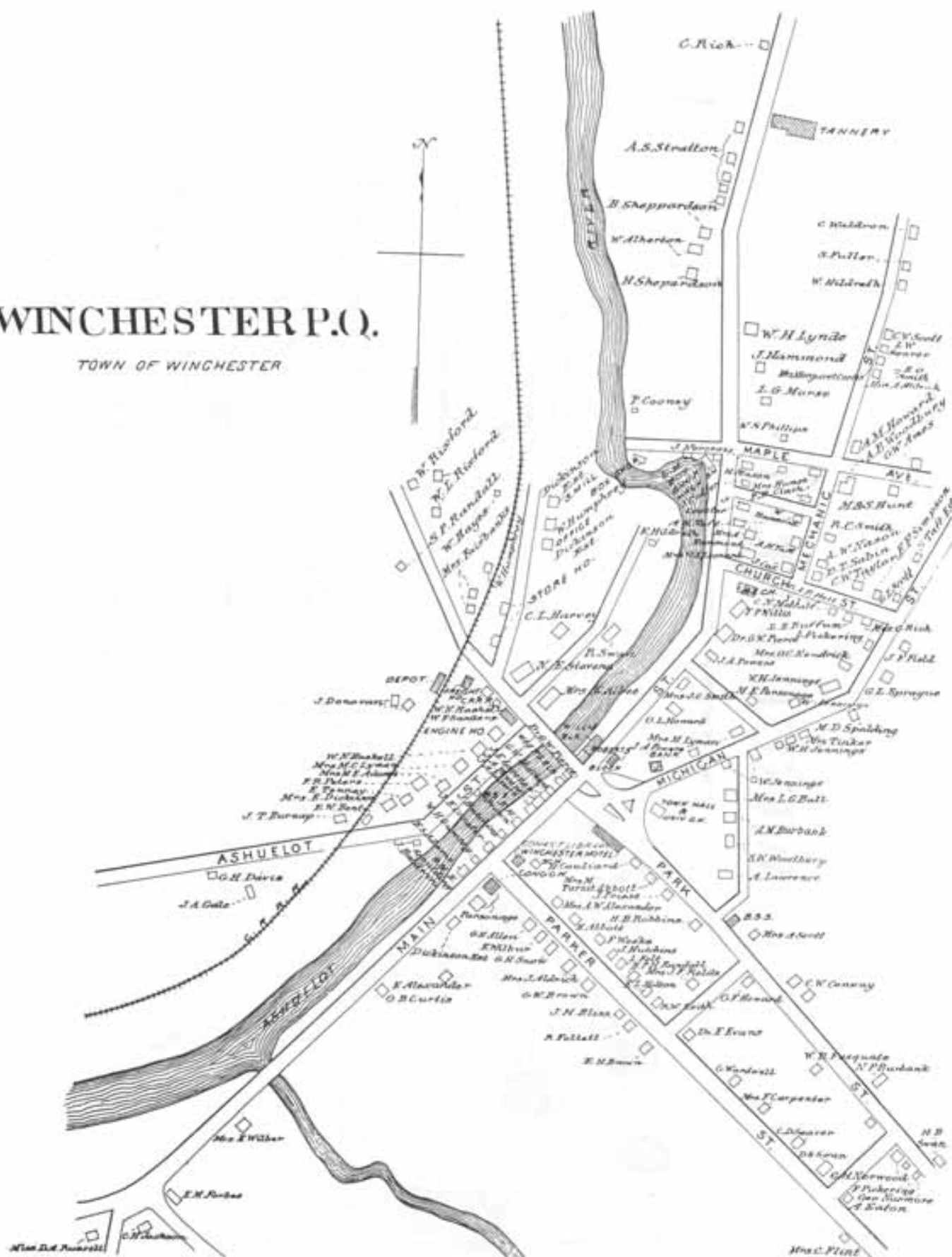
1892

Lower Ashuelot

D. H. Hurd: Town and City Atlas of the State of New Hampshire

WINCHESTER P.O.

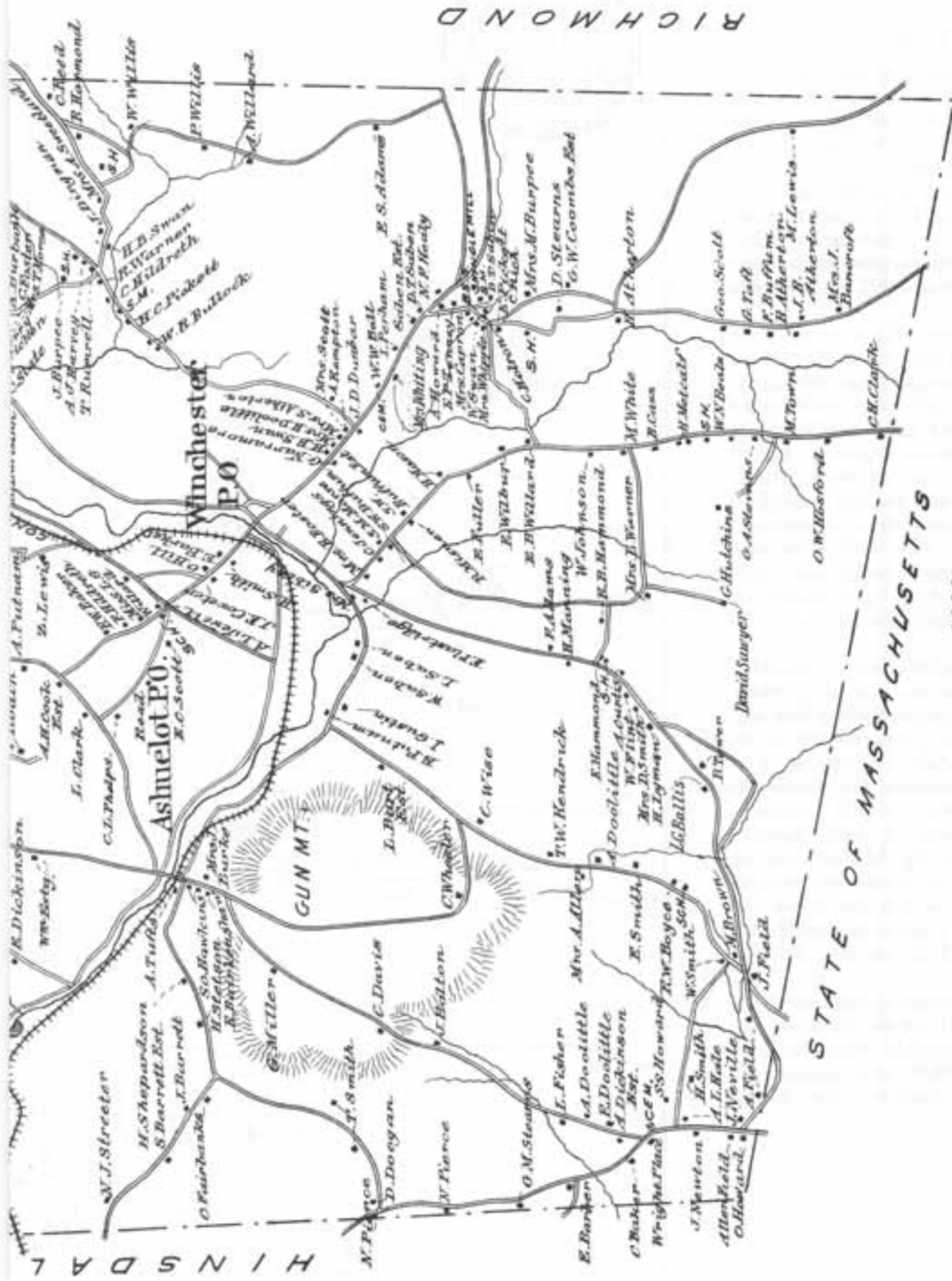
TOWN OF WINCHESTER



1892

Winchester (village)

D. H. Hurd: Town and City Atlas of the State of New Hampshire



1892

Winchester

D. H. Hurd: Town and City Atlas of the State of New Hampshire

1892 Fire Insurance Maps

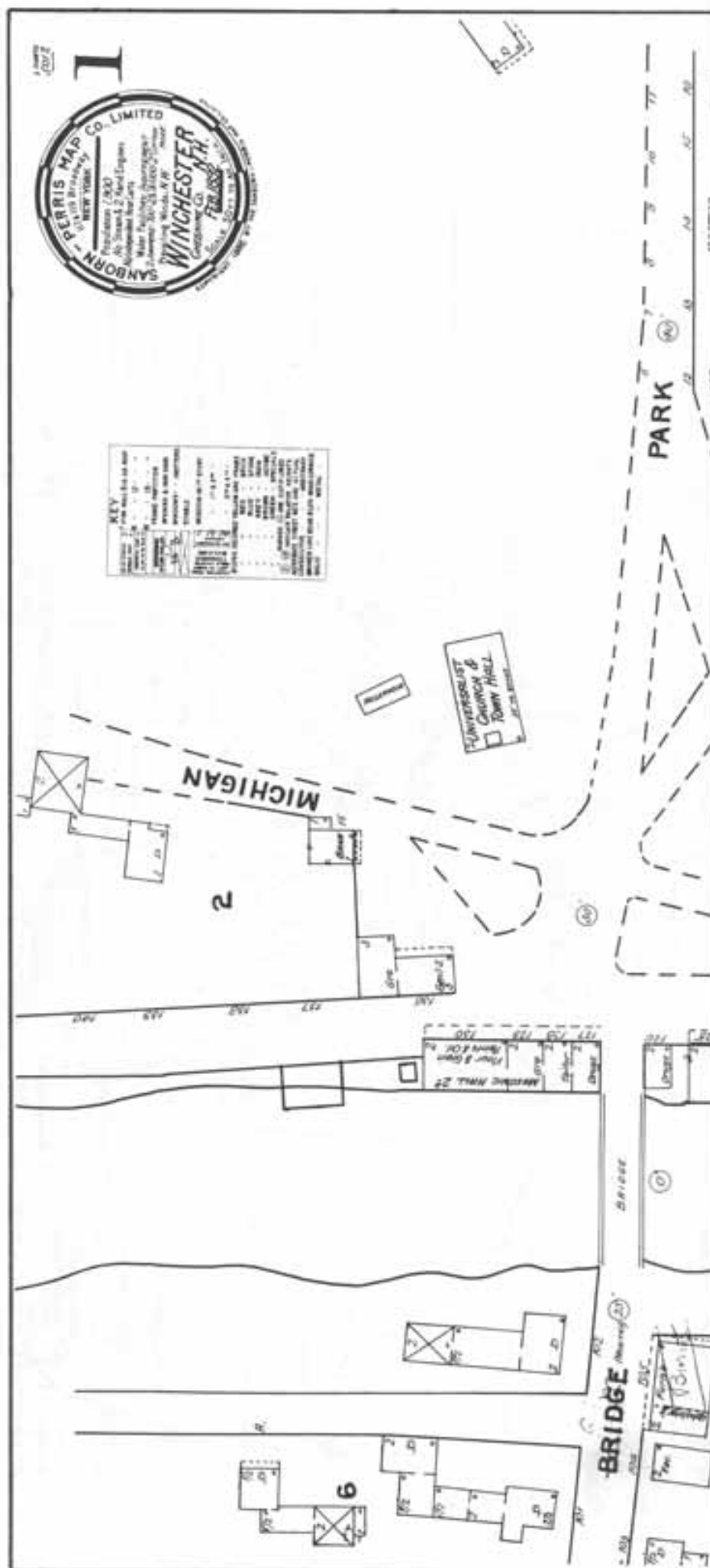
The maps on the next two pages were prepared by the Sanborn-Perris map company to simplify the writing of fire insurance in developed and industrial parts of Winchester. Similar maps were done for Hinsdale, Keene and other towns with concentrated industrial sites. The maps are quite detailed, and very accurate, showing the exact positions and dimensions of buildings. Only a few parts of downtown Winchester are shown on the two-sheet 1892 fire insurance map.

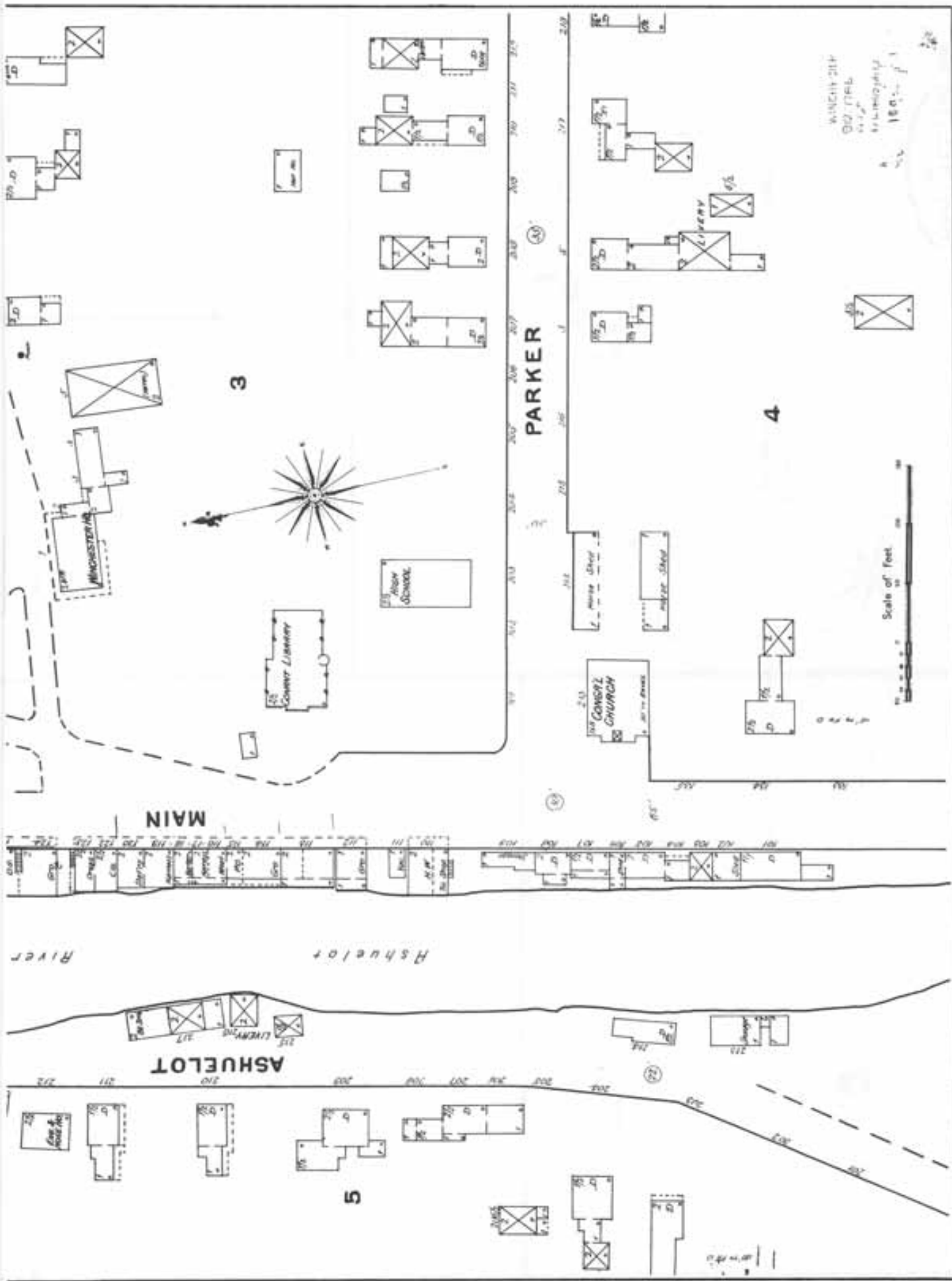
The first sheet reveals the types of stores that were operating in 1892 on the river side of Main Street. Two groceries, a stationer, drug-stores, a clothing shop and even a tin shop are labeled. The map shows the several segments into which the town common had been divided to ease the flow of traffic. An extension of Michigan Street is clearly visible passing through to Main Street. Compare this with the same area on the 1858 map (page 11). The parcel of the common adjoining Main Street was for many years the location of public hay scales, where the weight of agricultural goods like hay and grain could be checked.

Above the Universalist Church/Town Hall is seen a reservoir. This was a small, partially enclosed water supply used for fighting fires near the center of town. Just across the river at the corner of Elm and Ashuelot Streets, is a reminder of the ever-present fire danger. In handwriting, someone has removed a furniture factory from the map with the word "Burnt."

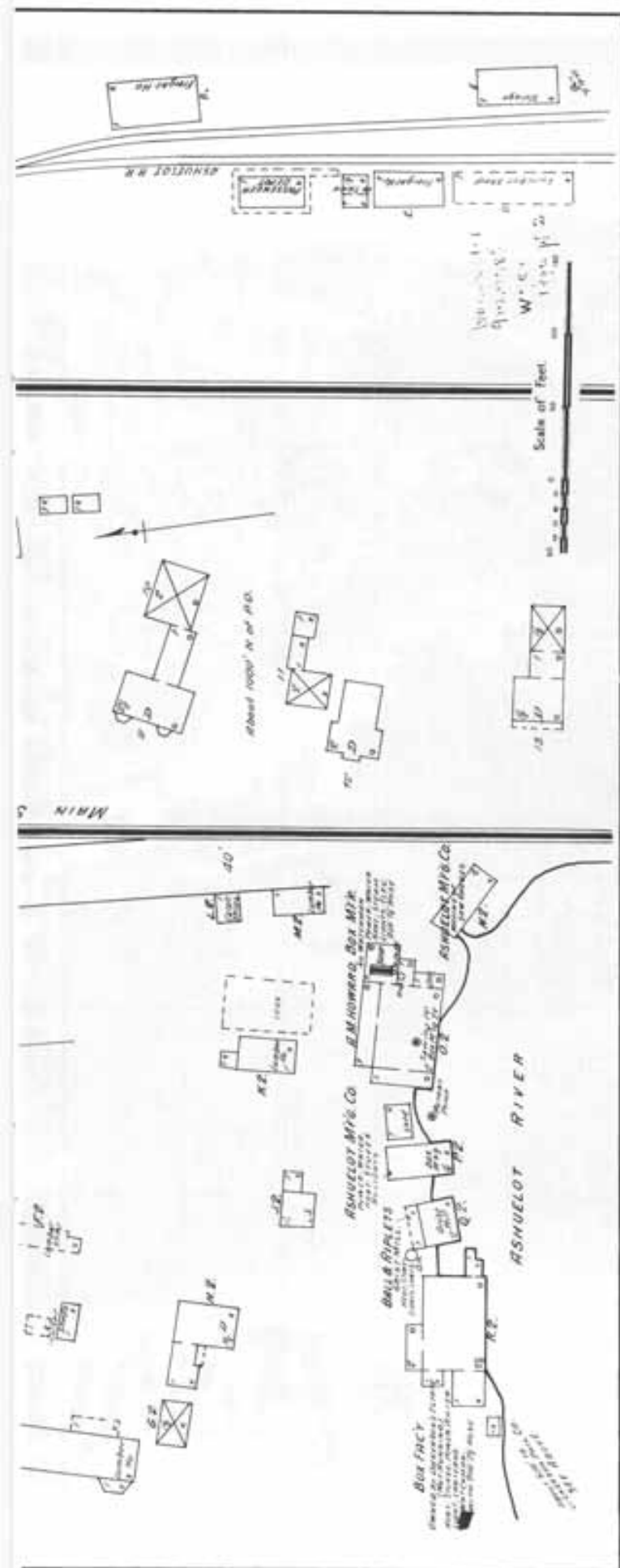
The old Winchester High School is seen on Parker Street, where the emergency services building is now. The building shown was the high school until 1922, after which it became the town elementary school. It was torn down in 1973.

Sheet 2 has five panels showing several different industrial areas. One panel shows the old Winchester Tannery complex, which was situated on the east side of Main Street, opposite the present tannery bridge. Note the piles of bark





1892
 Fire Insurance Map of Winchester (Sheet 1 of 2)
 Sanborn-Perris Map Co.



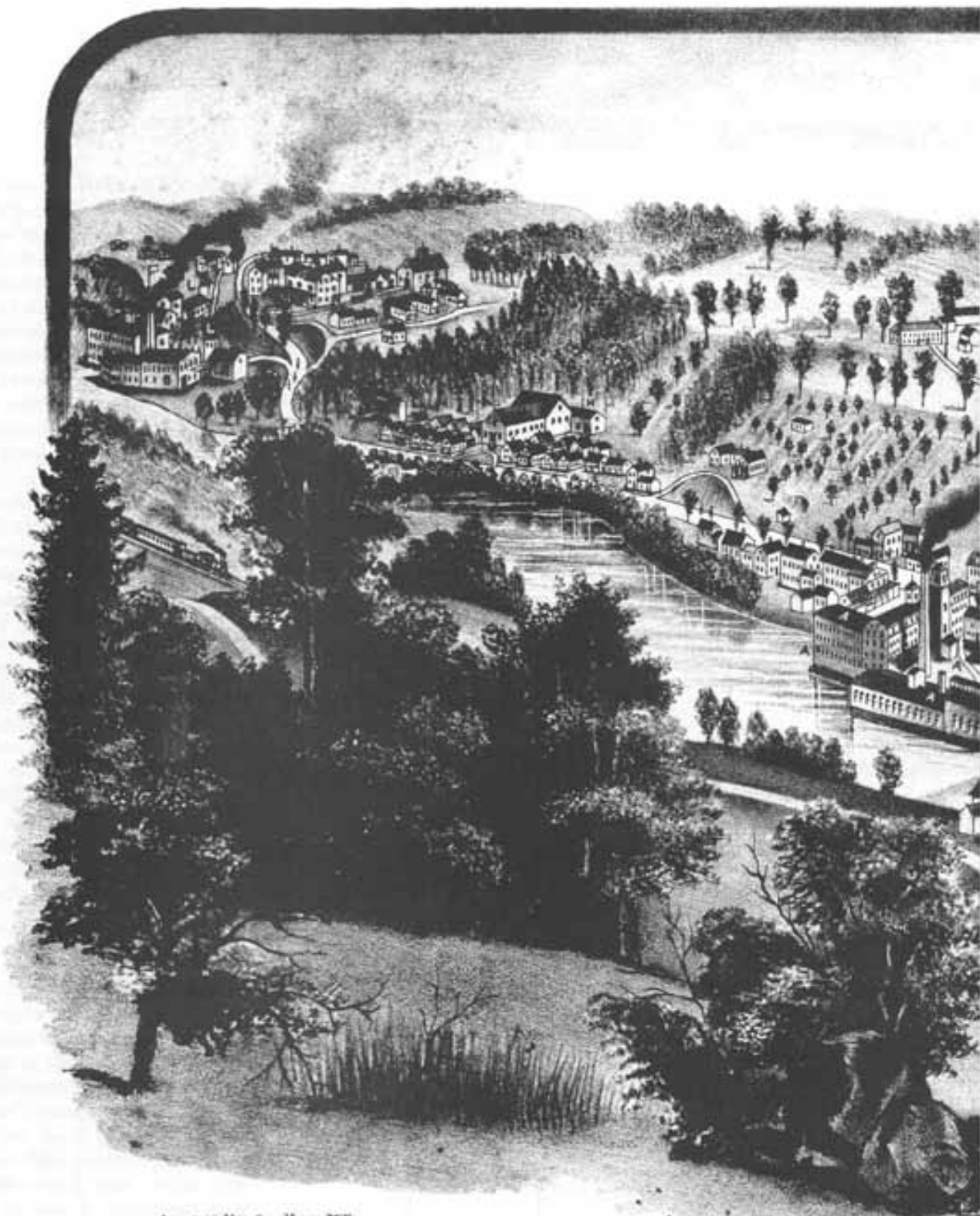
1892
Fire Insurance Map of Winchester (Sheet 2 of 2)
 Sanborn-Perris Map Co.

nearby. This essential raw material for the tanning industry was brought in by horse-drawn wagon from Winchester's plentiful woods. The manufacturing plant of the Dickinson Pail Company is seen on another panel. This factory occupied a large area on the banks of the Ashuelot which a few years later became the site of the New England Box Company. Across the river from the Dickinson factory, behind what is now Frankie's Texaco station, were several small shops, three of them identified as box factories. The map also shows several piles of lumber on the land north of these plants, where Sunrise Village is today. Note the important fire-related information supplied for the factories, such as whether or not a watchman was employed.

The central panel covers an area near the intersection of Chapel and Mechanic Streets. "G.A.R. Hall" was the meeting place of the Grand Army of the Republic, a Civil War veterans association. This building has an interesting history. It began as the Methodist Church but the congregation soon outgrew the old building. It was moved to this site, and for a while was used as an "Engine House" (for fire equipment — see 1858 map, page 11). This use ended, and the G.A.R. took it over. The building still stands, now the home of the Arlington Grange. The Methodist Church shown on this map is also still standing; it is now the Masonic Hall.

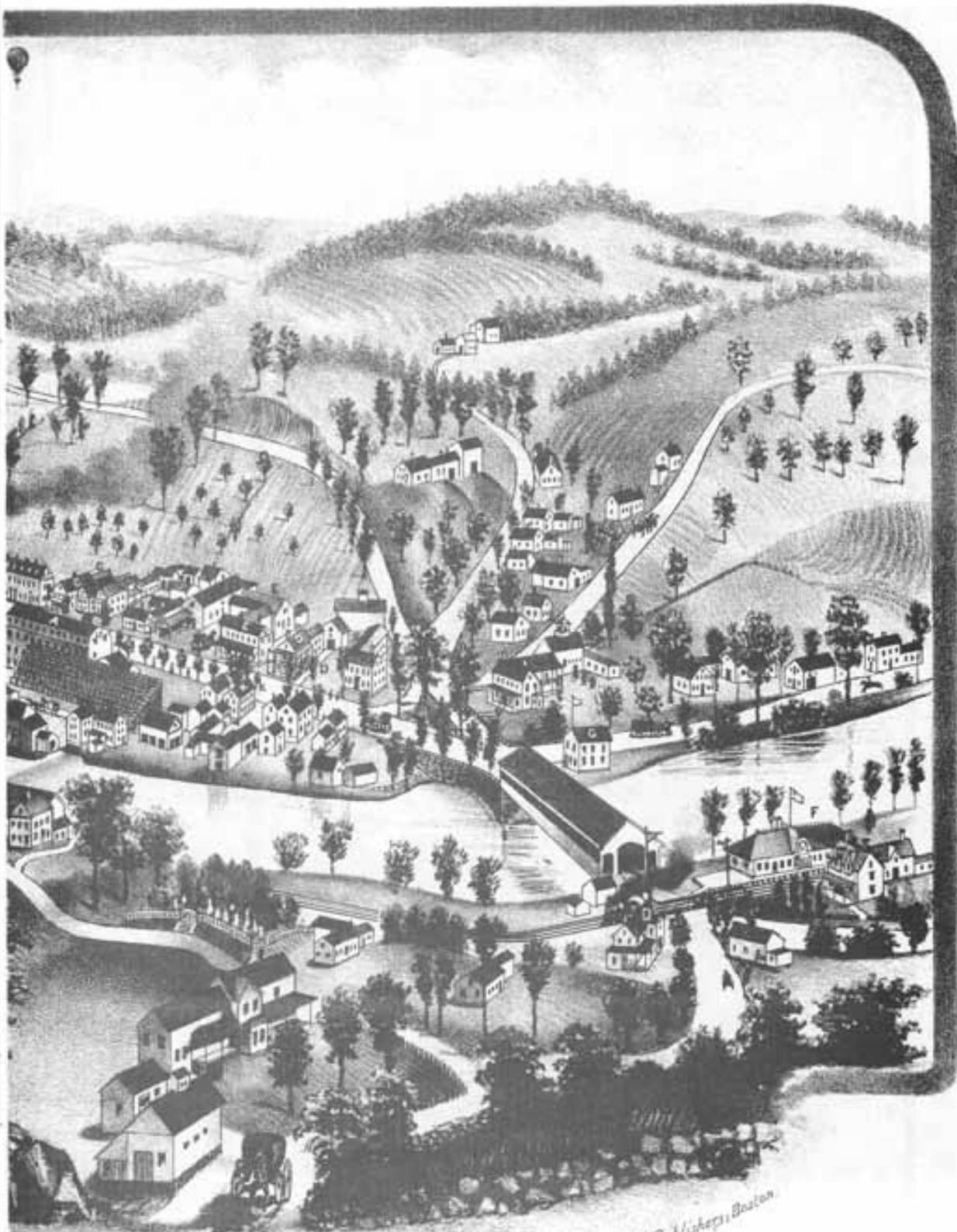
1877 *Bird's-Eye Views of Ashuelot and Winchester*

This volume ends with the most attractive of Winchester's early maps, the bird's-eye views of Ashuelot and Winchester villages. Bird's-eye views became popular in the United States in the last part of the nineteenth century. They were limited-edition prints of village and city centers, usually done in black and white. Some views were drawn from a high vantage point such as a hill; others were drawn from a lower level but with the talent of making them look like aerial views. The print of Ashuelot is supposedly



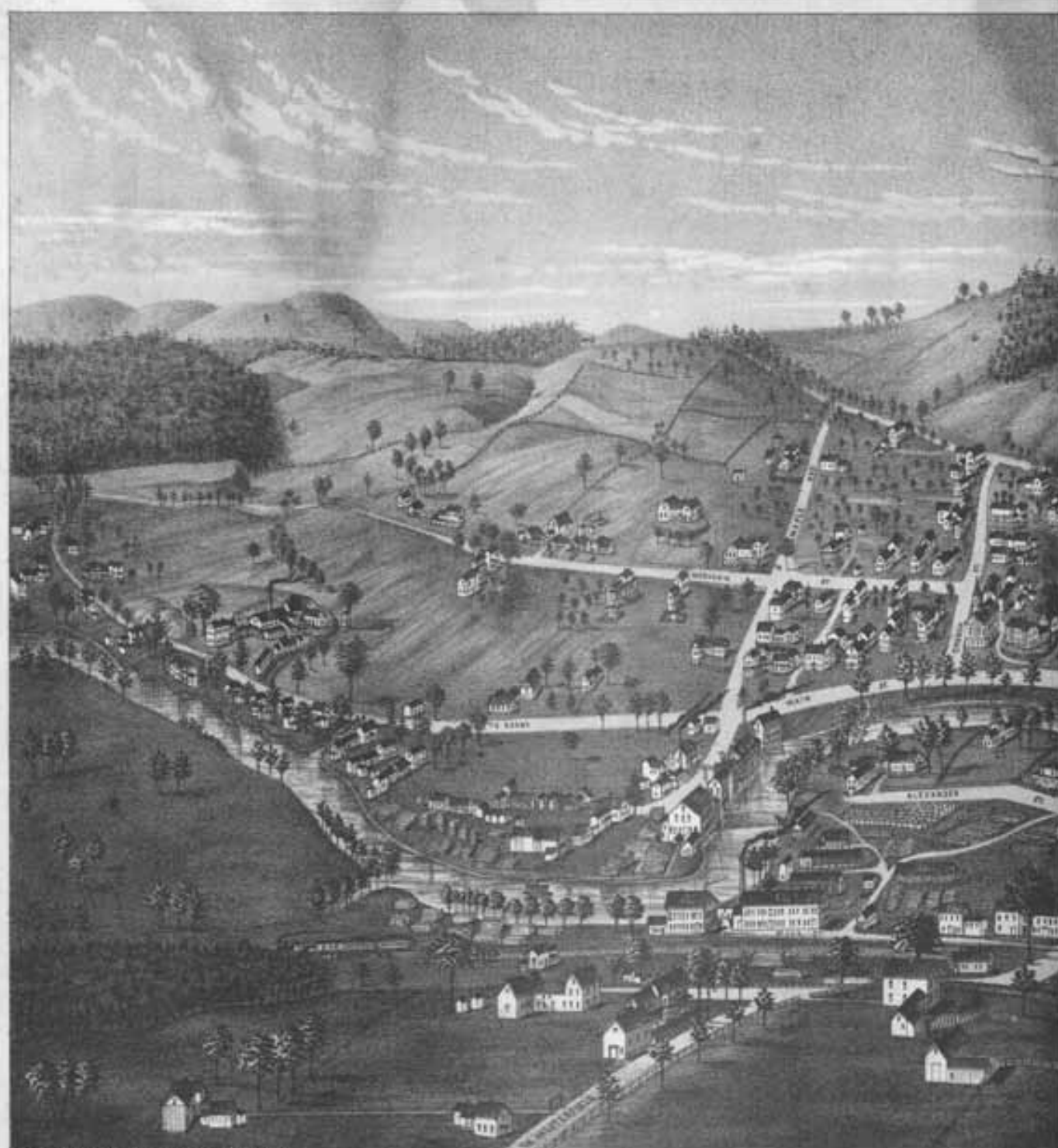
- a. Ashuelot Mfg. Co. Upper Mills.
- b. " " Wamp Co. Mills.
- c. H. H. Pratt, P.O. & General Store.
- d. Wright Wood, General Store.
- e. Ashuelot House.
- f. R. R. Station.
- g. Engine House.
- h. Catholic Church.
- i. B. F. Howe, Provisions.
- j. Thayer & Turner, Water Mill.

 **Ashu**
18



Geo. H. Walker & Co. Publishers, Boston.

Plot: N.A.
37.



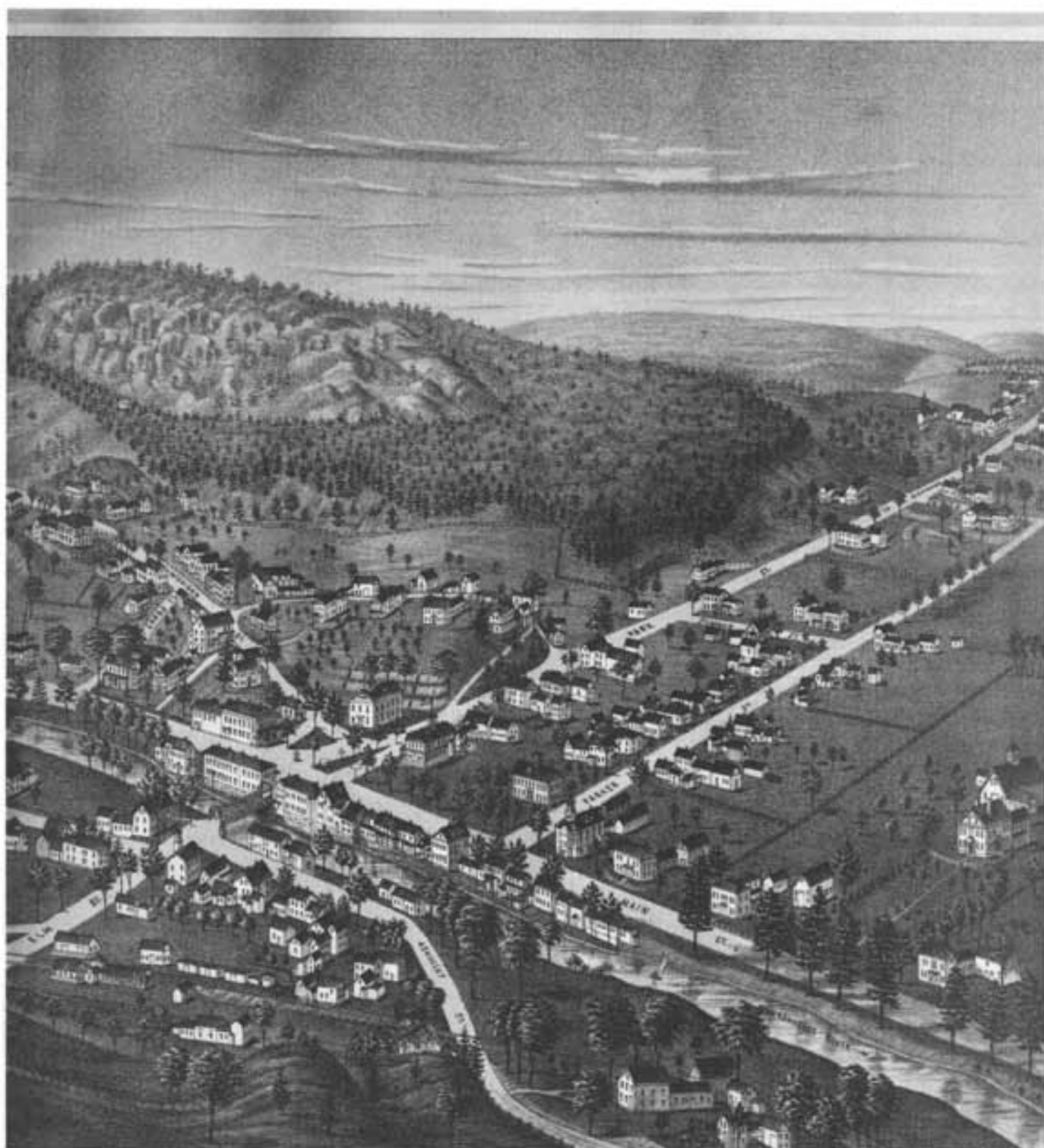
DRAWN & PUBLISHED BY GEO. E. NUNIS, BROCKTON, MASS.

1. Town Hall.
2. Congregational Church.
3. Methodist Church.
4. Universalist Church.
5. High and Graded Schools.
6. Meeting House Mountain.
7. Meeting House Hill.
8. Stone Mt.
9. Gardner's Mill.
10. Winchester House, E. A. Wister, Prop.
11. Post Office, Geo. H. Shaw, P. M. and Town Clerk.
12. Winchester National Bank, H. Abbott, Cashier.
13. Ashcroft Can Co., New Era Oil Cans, Sugar Buckets, Pickle Packages Etc.
14. Dickinson, Seaver & Co., Pails, Buckets & Fruit Packages.
15. A. M. Howard, Wood Packing, Toy & Fancy Goods Boxes.
16. Winchester Box Mfg Co., J. B. C. Shepherdson, P. E. Russell, Lock Cornered Boxes for all uses.
17. Chas. M. Norwood, Lock Cornered Wood Packing Boxes.
18. Baker & Metcalf, Wood Packing Boxes.

WINCHESTER

CHESHIRE

18



THE BURLING LITHO. ESTABLISHMENT, 1847, N. C.

BEAUFORT, N. C. **COUNTY.**

37.

- | | |
|---|---|
| 17. Winchester Tannery. | 34. Wm. A. Alexander, Clothing & Gent's Furnishings |
| 18. H. B. Swan, Palm Leaf Hat and Wire Picket Fence Manufactory. | 35. J. T. Barnap, Mf's & Dealer in Harnesses, Horse Clothing Etc. |
| 19. Geo. W. Pierce, Physician & Druggist. | 36. D. S. Swan, Farmer. |
| 20. W. L. Hixford, Flour, Grain, Groceries & Meats. | 37. Success Poultry & Pigeon Yards, A. F. Pierce. |
| 21. E. L. Roberts, Dry Goods, Boots, Shoes and General Merchandise. | 38. John Hutchins, Residence. |
| 22. John Hutchins, Paper, Stoves, Tin, Wooden and Glass ware. | 39. A. J. Hills, Residence. |
| 23. Geo. H. Snow, Clothing and Gent's Furnishings | 40. Edw. Alexander, Residence. |
| 24. R. W. Leth, Merchant Tailor. | 41. Mrs. J. C. Smith, Residence. |
| | 42. Munsell's Box Shop. |
| | 43. Cemetery. |

drawn by George Norris, the traveling artist who drew the Winchester view.

The Ashuelot view appears to have been drawn from the hill across the river. From the artist's viewpoint we look down to see the railroad and the old Ashuelot Station next to the covered bridge. The road through the covered bridge leads to the village proper, where we see the buildings and drying racks of the Ashuelot Manufacturing Company, a large woolen mill. In the upper left corner are seen the Thayer and Turner Woolen Mills and the mills of the Ashuelot Warp Company. The smoke coming from these mills is typical of this type of print. A factory with a smokestack was a sign of progress in 1887.

The Winchester view presents at a glance the expanse of land on Meetinghouse Hill that our forefathers had cleared. When the original proprietors arrived in the 1730s, this area was heavily forested. (At this writing, 1983, much of the higher elevation of the hill has gone back to woods.) Michigan Street's course over the hill is

clearly seen. The old 1794 meetinghouse still keeps watch over the central section of the village, and across the way the Winchester House is in its prime. The names of many of the businesses and streets on this view are not used today. Near the railroad tracks, a "Millshed" went by H. B. Swan's Palm Leaf Hat Factory to Dickenson and Seaver's Pail and Bucket shop, and the New Era Oil Can Company. Alexander Street is now Hildreth Street. Across the bend in the river (left side) it is interesting to see the several small box shops then in operation.

The artists who drew the bird's-eye views often took small liberties with the facts and included objects in their views which may not actually have been there. Besides the roads, homes and residences in the Winchester scene, we can discern a steamboat proceeding up the river past the box shops, and some distance below, a small sailboat. On the Ashuelot view, the artist placed a balloon in the sky above the village, perhaps to remind us of the unique viewpoint provided by these prints.

