PHYSICAL DEVELOPMENT.

Ferries, Bridges, Main Street, Shade Trees, Types of Houses.

Joseph B. Walker.

FERRIES.

Inasmuch as the proprietors of Penny Cook were to live on both sides of the river, a frequent crossing of it would be a necessity. To meet this, preliminary action was taken by the proprietors at a meeting holden on the 15th day of May, 1728. At this meeting it was voted:

"That Mr. Ebenezer Eastman, Mr. Abraham Foster and Mr. Joseph Hall shall be a committee to agree with some suitable person to keep a ferry on Merrimack river, at Penny Cook, in the most convenient place they can find for that purpose; and that they lay out and clear the best way they can to the ferry place, and after they have stated the place where the said ferry shall be kept, that the ferry-man shall have and receive the prices following, viz., For ferriage of each man and horse, six pence; for each horned beast, four pence; and this establishment to remain and be in force for six years."

A year later, on the 6th day of May, 1729, at a meeting of the proprietors holden at the house of John Griffin, in Bradford, Mass., it was voted:

"That Mr. Nehemiah Carlton be desired to build a ferry boat of about nineteen feet long, and a suitable breadth, to be well timbered, and every way well built, workmanlike, at the charge of the community and to be done by the 20th of May current. Said boat to be delivered at Penny Cook for the use of the society. And a pair of good and suitable oars to be made by the said Carlton, for said boat. Said boat to be well and sufficiently caulked, pitched or turpentined, and finished, fit to carry people and creatures."

And later, at the same meeting, it was also voted:

"That the sum of seven pounds, eighteen shillings and six pence, paid by several persons and several subscriptions to the sum of forty-one shillings and six pence, be put into the treasurer's hands, and by him paid to Mr. Nehemiah Carlton for the ferry boat when it is finished,—which was accordingly delivered to the treasurer."

Ten years later still, when the plantation had been pretty fully peopled and had become the town of Rumford, it was further voted:

"That Mr. Barrachias Farnum, Mr. James Osgood and Mr. George Abbot shall be a committee to agree with any person to take the Ferry against Wattanummon's and make a return of their doings to the Proprietors for their acceptance."

Some eleven years later (April 26, 1750) the proprietors appointed a committee, consisting of Dr. Ezra Carter, Lieut. Jeremiah Stickney, and Capt. John Chandler, "To dispose of the Ferry against Wattanummon's Field, so called, to such persons and upon such terms as they shall think will be for the Proprietors' advantage."

This ferry seems to have been known for a time as "Eastman's ferry," and later, as "Tucker's ferry" or the ferry of Lemuel Tucker, to whom the legislature, in 1785, granted the exclusive right of ferriage across the river for one mile above and below his house.

There was also another, possibly the one first above alluded to, near the south end of Main street, known as Merrill's ferry, operated for many years by Deacon John Merrill, who came to Concord in 1729, and upon the organization of the church, the following year, was elected its first deacon. This ferry subsequently became the property of Samuel Butters, and was known as "Butters' ferry."

Midway of these two, at the east end of Ferry street, Benjamin Kimball operated a third, between Hale's Point and Sugar Ball, which was continued in use until 1831.

Of these three ferries, Tucker's seems to have been the only one operated under the privileges and limitations of a charter, eleven only having been previously incorporated in the entire state. Its charter provided:

"That the sole and exclusive right and privilege of keeping a Ferry over said river in any place within one mile of the now dwelling house of the said Lemuel Tucker be and hereby is granted to and invested in the said Lemuel Tucker, his heirs and assigns, he and they from time to time as the same fall, giving bond, with surety, in the sum of one thousand pounds to the clerk of the Court of the General Sessions of the Peace for the county of Rockingham, that the said ferry shall be well kept and constantly attended.

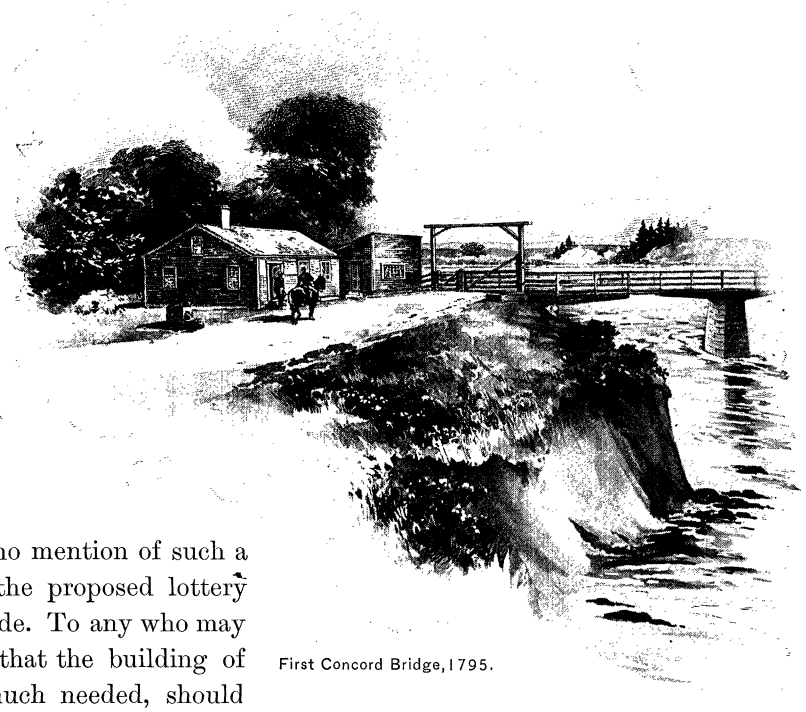
"That if any person or persons shall for hire or reward, transport over said river within one mile of the said dwelling house, any person, creature or thing, such person so transporting shall forfeit and pay forty shillings for each person, creature or thing so transported, to be recovered by action of debt before any Justice of the Peace in said county, one moiety of which shall go to the complainants, and the other moiety to the county of Rockingham."

In addition to these, in the early part of the last century, a fourth ferry was established at the south end of Hall street, near the head

of Turkey Falls. It appears to have been a private enterprise, and was managed for a time by Col. John Carter. For lack of sufficient patronage, or for some other cause, its maintenance was not of long continuance.

CONCORD BRIDGES.

For some sixty years after the settlement of Concord the crossing of the Merrimack was upon the ice in the winter, and by ferries at other seasons of the year. At length, however, as population increased and transits became more frequent, a more expeditious and convenient means was called for. In accordance with this demand, at a town-meeting holden on the 30th day of April, 1781, Col. Timothy Walker was made the agent of the town "to Petition the General Court for Liberty to make a Lottery for building a bridge over Merrimack river." The records of the General Court afford no mention of such a petition, and the proposed lottery was never made. To any who may be surprised that the building of bridges, so much needed, should have been delayed so long, it may be said that at the time last mentioned the country was just emerging from the French and Revolutionary wars, uninvested capital was not abundant in Concord, and bridge stocks were not tempting investments. But the demand for bridges increased and at length became imperative.



First Concord Bridge, 1795.

Concord Bridge.

In answer to their petition, in January, 1795, the New Hampshire legislature granted to Peter Green, Timothy Walker, Thomas Stickney, William Duncan, Robert Harris, William Austin Kent, William

Partridge, and William Manly, a charter for a toll-bridge across Merrimack river, at a point just below the Rolfe and Rumford asylum, to be known as the Concord bridge.

The corporators met for organization at the tavern of Samuel Butters, on the 29th day of the next February, and at that meeting chose all necessary officers and took measures for the immediate erection of the contemplated bridge.

Its construction soon afterwards commenced, and was prosecuted with such energy that it was opened for public travel on the 29th day of the following October (1795), with ceremonies and festivities which indicate the importance with which the event was then regarded. These, lucidly set forth in his official record by Col. Paul Rolfe, the clerk of the corporation, were conducted in accordance with the following programme, previously adopted by the proprietors of the bridge:

"PROCESSION.

"1st. The 5 Committee.
"2. The Treasurer & Clerk.
"3. The Rev. Israel Evans with Mr. Woods & Mr. Parker.[1]
"4. The Proprietors.
"5. The Workmen with the Master Workman at their head.
"6. The Spectators, in regular order."

The bridge was toll free on this day. Besides the out-of-door exercises, "the Proprietors and Workmen partook of a repast at the expense of the Proprietors," at the tavern of William Stickney.

This 29th day of October, 1795, was a memorable one, and, as the clerk tells us in his record, was spent "in conviviality and mirth, by passing the Bridge, &c." Precisely what the "&c." stands for, and what sacred duties were discharged on this occasion by the three venerable ministers, he has, unfortunately, omitted in his record.

The expense of this bridge, including fifteen hundred dollars paid to Samuel Butters for his ferry, was twelve thousand dollars up to this time. This amount was subsequently increased by outstanding bills and additional outlays to over thirteen thousand.

Federal Bridge.

First Federal Bridge. So satisfied were the people of Concord and vicinity with the great conveniences afforded by this bridge that they called for another, to take the place of Tucker's ferry at East Concord. In accordance with this desire, on the 28th day of December of this same year (1795), the legislature granted to "Timothy Walker, Benjamin Emery, William Partridge, Jonathan Eastman,

[1] Rev. Samuel Woods of Boscawen and Rev. Frederick Parker of Canterbury.

Joshua Thompson, and others, their associates," the right, "to erect a bridge over the river Merrimack at any place within the limits of Tucker's ferry, so called, in Concord, and . . . to purchase any lands adjoining said bridge."

It was further provided in the charter that, "For the purpose of reimbursing said proprietors the money expended by them in building and supporting said bridge, a toll be, and hereby is granted and established for the benefit of said proprietors, according to the rates following, namely:—For each foot passenger, one cent; for each horse and rider, three cents; for each horse and chaise, sulky, or other riding carriage drawn by one horse only, ten cents; for each riding sleigh drawn by one horse, four cents; for each riding sleigh drawn by more than one horse, six cents; for each coach, chariot, phaeton, or other four-wheeled carriage for passengers drawn by more than one horse, twenty cents; for each curricle, twelve cents; for each cart or other carriage of burthen drawn by two horses, ten cents, and three cents for every additional beast; for each horse or neat creature, exclusive of those rode on or in carriages, two cents; for sheep and swine, one half cent each; and to each team one person, and no more shall be allowed as a driver to pass free of toll." This charter also provided that this bridge should be completed within three years, and that its projectors should pay to Lemuel Tucker the sum of four hundred and fifty dollars for his ferry, and allow him the free use of it during that period.

The construction of this bridge met with serious delays, and it was not opened to public use until the autumn of 1798. Inasmuch as its fortunes have been very similar to those of its neighbors, and it affords a fair type of the ordinary Merrimack river bridge in this vicinity, it has been thought proper to state a few of its varied experiences in such detail as the limits of this chapter will allow.

Its location was about fifty rods above that of its last successor bearing the same name, and now in use. Its capital stock was represented by one hundred shares, severally assessable in such amounts as its construction might require. Its abutments, piers, and superstructure were of wood, and it was completed in the fall of 1798, at an expense of four thousand dollars.

Second Federal Bridge. After a service of about four years this bridge was swept away, in part, by a freshet. Little disheartened, its proprietors met on the 3d day of February, 1803, and, in language as terse as hearty, "Voted to rebuild said bridge." They also chose Richard Ayer their agent to execute this purpose, and levied a first assessment of ten dollars on each share toward meeting the requisite expense. Mr. Ayer entered promptly upon the execution

of the work assigned him, and completed it in the following September at a cost of about twenty-three hundred dollars ($2,350.22).

The strong current of the river during periods of high water seems to have rendered its south abutment insecure, and the records state that repeated attempts were made to fortify it by placing about it large quantities of stones. But these efforts proved vain, and the bridge was completely destroyed in the spring of 1818.

Third Federal Bridge. This loss of their second bridge seems to have left its proprietors in some uncertainty as to what course to take. Had they viewed their enterprise of again bridging Merrimack river from a financial standpoint only they would, doubtless, have abandoned it. But the necessities of the community, coupled, perhaps, with a little town pride, forbade the idea of any long resumption of the use of the old-time ferry boat.

At a meeting of the proprietors holden on the 1st day of September, 1818, a carefully selected committee of eight was chosen "To examine Federal Bridge and the river within the limits of the grant, and find the best place for building the Bridge, should it be expedient to build."

The next day this committee reported that they were "Unanimously of the opinion that it is expedient to build a new bridge, and that the most eligible place for erecting the same is the old Ferry Place." Their report, signed by Jeremiah Pecker, Richard Bradley, Richard Ayer, Joseph Walker, Samuel A. Kimball, Stephen Ambrose, and Jacob Eastman, was accepted, and, in pursuance of its recommendations, a vote was immediately passed "To build Federal Bridge at the old Ferry Place, and that the directors proceed to erect the same as soon as practicable, and that they also purchase the necessary land for a toll house, and that they build or purchase a toll house as they think most advisable."

In the erection of this bridge it was subsequently decided that a portion of its substructure should be of stone instead of wood, and Jeremiah Pecker was made agent of the proprietors "To erect a stone pier and abutment, to be built with split stone, and that he employ Leban Page to split and lay the stone."

The records indicate that this bridge, including purchased land and toll house, cost about fifty-five hundred dollars. It did good service until the winter of 1824, when, against the date of February 10–11, Mr. Benjamin Kimball made in his diary the following entry: "A great thaw, and on the 12th the ice left the river and carried off Federal Bridge."

The injury to the bridge proved less serious than Mr. Kimball supposed. The ice destroyed one wooden pier, and about two thirds of

the superstructure. Measures were promptly taken to repair the damages and to provide a ferry for use while this work was in progress. It was completed during the summer at an expense of about twelve hundred dollars.

Several votes passed by the proprietors about this time afford refreshing evidence of their probity and prudence.

Upon abandoning the location of their two first bridges they had sold their toll house to James Moulton, Jr. When, subsequently, an adverse claim to this property was made, they at once instructed the directors (September 4, 1825) to examine their former title, "and if they find said Moulton aggrieved to make him such compensation as they may deem equitable." In the same spirit they made good the loss imposed upon the tollman by some unknown person by voting "That the proprietors of Federal Bridge sustain the loss on a one dollar bill, altered to a three, which was received by Mr. Mooney."

The records also afford evidence of a commendable effort to keep all official salaries within reasonable limits. By a formal vote passed September 4, 1827, the directors, treasurer, and clerk were each allowed the sum of four dollars for their services the preceding year.

About this time an evident desire was manifested by persons having frequent occasion to cross the river to do so at the cost of the town. To this the bridge owners responded by offering to all citizens of Concord free passage over their bridge for one year for the sum of four hundred dollars to be paid to them by the town in quarterly payments of one hundred dollars each. The town failed to accept the offer, inasmuch as the majority of its citizens had but little occasion to use the bridge, and did not care to be assessed towards paying the toll of those who used it frequently.

Fourth Federal Bridge. Repaired or rebuilt, as above stated, the third bridge seems to have stood securely for about ten years. In 1834, however, solicitude arose as to its safety, and a committee was appointed to examine its condition and that of the river's bed and report their findings to the stockholders, together with such recommendations as they deemed advisable.

In compliance with the advice of this committee, it was subsequently decided by the stockholders (April 18, 1835) that, "It is expedient to rebuild the ensuing year," and the directors were authorized to make all necessary contracts for labor and materials and hire money to meet the same, to be paid from the future receipts of tolls.

Thus started, the fourth bridge was in time erected, at a cost of thirty-six hundred dollars, as shown by the treasurer's report of 1836.

By this time, the project of building a free bridge was advocated

by citizens of influence, to cross the river a short distance below Kimball's ferry. Inasmuch as this project augured financial injury to the two existing bridges, the proprietors of Federal bridge appointed a committee to oppose it (September 4, 1839), but their efforts proved of no avail.

Thus, to the former assaults of log drivers, floods, and ice was added a large diversion of its former patronage. Never desirable as an investment of capital, Federal bridge now became even less so; yet, with careful management its income remained sufficient, barring accidents, to yield some return to its stockholders.

In January, 1841, an ice freshet made great havoc along the Merrimack, carrying away all of the free bridge, except the west pier, and robbing Federal bridge of one of its piers and two lengths of its stringers.

This damage to the latter bridge was repaired at no very large expense, which, again taking a new lease of life, entered upon fresh contests with the floods which periodically sought its destruction. In these it was successful for about ten years, although the great freshets of 1850 may have impaired somewhat its strength.

Shortly afterward it became by condemnation by the road commissioners as a highway the property of the town, and its proprietors were awarded as damages the sum of fifteen hundred dollars, which was subsequently somewhat increased by a vote of the town. Dissatisfied with its condition, the town removed it and supplied its place with a new one.

Fifth Federal Bridge. This, unlike its predecessors, was a covered arc-truss-bridge of the Paddleford pattern. Its superstructure rested upon piers and abutments of stone. Its cost, when completed, was about fifteen thousand dollars ($14,830.14). While stronger than any of its predecessors, the construction of its stone work was faulty and led to its destruction by the freshet of 1872.

Sixth Federal Bridge. The power of Merrimack river in times of flood, long ignored, was recognized at length, and the conviction became general that it was unwise to longer waste money upon structures unable to withstand it.

Accordingly, the sixth and present bridge, constructed in 1873, under the general direction of Hon. John Kimball, then mayor of Concord, was built with special reference to endurance. To allow the widening of the river's channel it was made longer by forty feet than its predecessor. Its superstructure was made of wrought iron. Its abutments and piers were constructed of closely fitted stones, laid in cement, so accurately fitted to each other that any impingement upon any part of any pier or abutment would encounter the

resistance of its whole mass. Thus constructed, this bridge has stood unimpaired for twenty-nine years. While its superstructure may need occasional renewals, its foundations bid fair to outlast the new century.

First Free Bridge. The project of a free bridge across the Merrimack did not materialize until 1840. It was started in 1839, as a private enterprise, the money for its construction having been raised by the subscriptions of three hundred and ninety different individuals, for the most part citizens of Concord, Loudon, Pembroke, Chichester, and Epsom. These subscriptions varied in amount from fifty cents to one hundred dollars.

Subsequently, in answer to the petitions of Ira Osgood of Loudon and others, and of Trueworthy L. Fowler of Pembroke and others, the Court of Common Pleas ordered highways from these two towns to be laid out over this bridge to a point in Concord where Bridge street now meets Main street. The damages awarded for the several parcels of land taken for these were assessed upon the towns in which they lay.

Upon the town of Concord was also assessed the sum of sixteen hundred and seventy-eight dollars and fifty cents, being one half of the subscriptions above mentioned, and awarded as damages to the respective owners of the bridge. In short, its cost was borne in moiety by the subscribers before mentioned and the town of Concord. This bridge was the forerunner of all the free bridges across the Merrimack in this state.

Second Free Bridge. After a brief life of about a year it was swept to its destruction by a freshet, on the 8th day of January, 1841, and soon afterwards was succeeded by another of more stable construction, which stood until about 1849, when it was succeeded by a new one of the Paddleford pattern. This in turn gave way in 1894 to the present structure of iron.

Sewall's Falls Bridge. This bridge, which is also a Merrimack river bridge, incorporated as a toll-bridge in 1832 and built soon afterwards, has had experiences similar to those of its associates below it. Three times it has been carried away and as many times rebuilt.

Contoocook River Bridges.

Penacook Bridges. When the first bridge across the Contoocook was built does not appear. Located near the works of the Concord Axle Company, and in Boscawen, it was reached by a highway deflecting from the main road to that town, which, after crossing the river, again joined this road near Johnson's tavern (now the Penacook House). Colonel Rolfe intimates that this location was selected

because the river was narrow there and the expense of a pier could be saved by building at that point.

Upon the straightening of this road, in 1826, a new bridge became necessary and was constructed upon the site of the present iron bridge. This stood until 1849, when it was rebuilt and did service until 1874. It was superseded by an iron one, which, in 1898, gave way to the one now in use.

The Twin Bridges, so called, which cross the river farther down stream, were first constructed in 1850; one in Concord and the other in Boscawen. An island in mid channel serves as a double abutment for the two. The former, originally of wood, was supplanted by an iron bridge in 1898.

Horse Hill Bridge, which spans the Contoocook some two miles and a half above the village of Penacook, was first built at some time previous to 1792 by persons residing on the west side of this river. For many years thereafter the town repeatedly assisted them in its maintenance and finally assumed its entire support. It has shared the fortunes of its neighbors and been often repaired and several times rebuilt, the last time in 1894. No one of the bridges across the Contoocook has ever been a toll-bridge.

Bridges over Turkey and Soucook Rivers.

The limits of this chapter forbid giving in detail accounts of the smaller bridges, which have been built from time to time over Turkey and Soucook rivers. Of these, six now span the former and seven the latter. They have been subjected to accidents of ice and flood similar to those encountered by their contemporaries on the larger streams.

From first to last Concord has had three distinct styles of bridges. The one in use down to about 1850 was termed "the balance beam bridge." It was sometimes supported upon stone and at others upon wooden piers. When the latter were used each consisted of a mud-sill resting upon the bottom of the channel, from which rose a series of square posts planked on both sides and surmounted by a heavy cap. From the up-river end of this mud sill two timbers, one resting upon the other, rose on a slant to the corresponding end of the cap, the upper one being of oak and designed to protect the pier from the assaults of floating ice, log jams, and other river drift.

At right angles across the caps of the piers, and extending at equal distances therefrom, were laid heavy timbers of considerable length and some fourteen by sixteen inches square, termed "balance beams." Their office was to stiffen the stringers, which consisted of large timbers resting upon them and extending from one pier to the next.

Upon these rested the floor timbers of the bridge. To still farther increase the rigidity of these stringers, as they were termed, a third series of heavy timbers, reaching from pier to pier, were sometimes laid upon and firmly bolted to them and their underlying balance beams, thereby making the three virtually one. By this means vertical vibrations were mostly prevented.

The second style of bridge, which succeeded to the first about the middle of the last century, was a lattice bridge, supported on stone piers and covered with a light, long shingle-roof. Vertical vibration of bridges of this style was sometimes prevented by the addition to the lattice sections of wooden arches, supported by the piers.

The third style of bridge, first introduced some twenty-five or thirty years ago, is the one in present use;—an open, iron truss bridge, supported upon solid stone piers provided with sharp, sloping ice cutters upon their upper ends. These vary greatly in their details, but similar principles of construction may be found embodied to a great extent in each.

Four different means have been devised by which transit is made from one side to the other of a stream: the ford, the tunnel, the ferry, and the bridge. With the two last, Concord has had a long experience. With the two first she has had none. Her streams have been too deep to ford, and as yet, neither her wants nor her resources have warranted a tunneling beneath them.

Thus, since 1796, down to the present time some twenty different bridges have spanned the Merrimack alone, within the limits of Concord. Had the fathers possessed the knowledge of bridge architecture which we have and the pecuniary means of using it, their earliest structures might have been more permanent.

MAIN STREET.

Main street, called by Concord people eighty years ago "The Street" and by outsiders, "Concord Street," was for many years Concord's principal village street. It was four hundred and sixty-five (465 2–3) rods long, and extended from Horse Shoe pond to the brow of the hill above Merrill's ferry.

It was the first thoroughfare laid out in the town, and upon it abutted sixty-eight of the one hundred and three house lots, of one acre and a half each, which were assigned to the original proprietors in the division of their plantation lands. It was not quite straight, inasmuch as the ground's surface required two slight bends; one at a point near the east end of Montgomery street, and another near that of Fayette street.

As first laid out it was ten rods wide, but this width proving

undesirable the lot owners were allowed to advance their front lines two rods, thereby reducing the street's width to six rods, or ninety-nine feet, at which it has since remained. By so doing the proprietors acted better than they knew, and furnished their posterity with a highway adequate, and no more than adequate, for future needs.

Across this street ran, for many years, three small brooks, which drained the low ground lying west of these house lots. The first, West's brook, crossed it at the east end of Chapel street; the second, Tan Yard brook, near Montgomery street; and the third still farther south, near Freight street. For these streams water courses were made, since buried, by repeated elevations of the street, to the depth of some ten or a dozen feet below its present surface. Of those the two first mentioned are in use to-day.

For an hundred years the mercantile and other business of Concord was transacted upon this street, mainly at the north end of it. Upon it was erected the block house, in 1726, which served for nearly a generation the triple office of meeting-house, town house, and schoolhouse, until its supersedure by the old North meeting-house in 1751. In 1790, eight years after the legislature had begun to hold occasional sessions in Concord, the town in co-operation with public-spirited citizens erected a town house, upon the site now occupied by the court house and city hall; largely for the accommodation of the General Court. Here, the legislature subsequently held all its sessions until 1819, when the present state house was finished. In 1806 the Concord bank was chartered, and under its act of incorporation two banks of the same name were organized, popularly designated as the Upper and Lower banks. The former subsequently developed into the Merrimack County bank, and in 1826 erected the brick building now owned and occupied by the New Hampshire Historical society, then, with the exception of the state house, the most imposing structure upon the street. A few years later, farther south and opposite the state house, the Eagle Coffee House was built, for some years the finest hotel in New Hampshire.

The establishment of the enterprises represented by these structures, together with the openings of river and rail transportation from Boston, drew southward the centre of business to a point near the state house. Hence, it has since gradually moved to one a little to the south and may now be found at or very near the intersection of this street with School or Warren streets.

Three other establishments of importance to a New Hampshire village two generations ago were located on, or at the head of, this street. The first was the post-office, introduced to Concord in 1792,

which subsequently followed the drift of business and never had a permanent abiding place until 1890, when it was established at its present location on State street. The second was the public hay scales, near Tan Yard brook, which, by means of a windlass, raised from the ground a load of hay or other bulky article and allowed its weight to be read from a scale beam in an office near by, while the third was the town pound, which stood on Pond hill.

The length of this street, nearly a mile and a half, gave rise to North End and South End rivalries. Naturally the sentiments of the fathers were adopted by their sons. These fought and bled in the interests of their respective sections, which extended from the North End south to West's brook, and from the South End north to Tan Yard brook, the section between these being neutral ground. A boy from either end caught on the wrong side of this was liable to hostilities he would have done well to avoid. For many years the bone of contention was an old iron cannon. This was repeatedly captured from each other by the contending parties. At length the South-enders, having it in possession, concealed it in the stable of the Phenix hotel. Here, their opponents eventually discovered it chained to a beam. Having by stealth gained possession of it, they transported it to Horse Shoe pond and sunk it. Like the precise resting-place of Moses, the place of its burial is known to no man. As the town increased in business and population local animosities grew less and less, until they ceased to exist.

Along this street the great out-of-doors pageants have from time to time been displayed—martial, funereal, religious, and civic. A generation ago, more or less of the New Hampshire regiments which departed for or returned from the Civil War marched up and down it. In earlier times, from 1784, when the legislature met for the first time under the new state constitution, down to 1831, the members of the General Court annually went in solemn procession up this street to the Old North church, to listen to the Election sermon delivered on the occasion. Most graphically has Dr. Andrew McFarland described one of these, as follows:

"But the grand occasion for the Old North was the annual election sermon. To those who can go back in memory to the time when there was at least a show of recognizing divine agency in the direction of state affairs this pulpit deliverance and the parade attending it must ever stand as an event of a lifetime. It is the state's one great holiday, and Concord swarms with the ingathered multitude. On Wednesday the General Court organizes; but Thursday is the day of all days, for then the governor takes his seat. Main street, from the state house to the extreme North End, is lined

with booths ('tents' so called) active in traffic of sheet gingerbread, early apples, and ginger beer, not to speak of the plentiful array of decanters full of more heady liquors; for temperance societies were of much later birth. From his perch on a maple limb close to the church door the writer awaits the coming pageant. It has already left the state house, for does not the cannon every minute proclaim the fact from the brow of Sand hill? Now, faintly on the air comes the low boom of the big drum, afar down the street in advance of all other sound. Nearer it comes every minute, but still alone, till at length the higher notes of the key-bugle can just occasionally be made out. There is an almost undefinable consciousness of other sounds, for the very winds seem to hold their breath. The more distinct strain of each musical piece announces the approach of the slow moving column at the head of the street, and a skirmish line of small boys heralds the grand advance. And now, with burst and swell of martial melody—big drum and little drums, bugles, clarionettes, fifes, cymbals, and triangles—every man of them at his best—Fisk's corner is turned, and the grand spectacle opens out with all of war's pride, pomp, and circumstance. What a test of stretched sheep-skin—what wind! Mark the cymbal-player, head thrown back and swaying from side to side, breast well forward, the glittering disks waved high in air, with a flourish and a shake, as he brings the two together with a resonant clang, to the admiration of all small boys. The Concord Light Infantry leads the van; white pants, blue coats, most uncomfortably buttoned to the chin; felt-topped leather caps, and tall, stiff plumes of white, roofed with plumage of brilliant red. What martial mien in the captain! (Seth Eastman, I think) head erect, eyes sternly fixed on nothing just in front, body stiff as a halberd, sword firmly to right shoulder, toes well turned out! Shades of heroes and warriors! How can mortal man descend to common week-day affairs from such a pinnacle of glory! This is but the escort and the grand central figures are now in sight. Governor Pierce (father of the President) and his aids, all showily mounted, the portly form of the bluff old governor in the centre of the platoon, continental cocked hat in hand, bowing right and left to the acclaiming thousands, with his aids in all the splendor of half-moon chapeaux, ostrich feathers, red and yellow sashes, buff breeches and most formidable, knee-high military boots. Now the sensation is at full height. Cannon are booming, martial strains fill the air, horses neigh, the welkin rends with the prolonged shoutings of the multitude, and billows of dust envelope every thing.

"When close to the tree, where this chronicler sits, the captain comes to a sudden halt; pivots round on the soles of his boots to

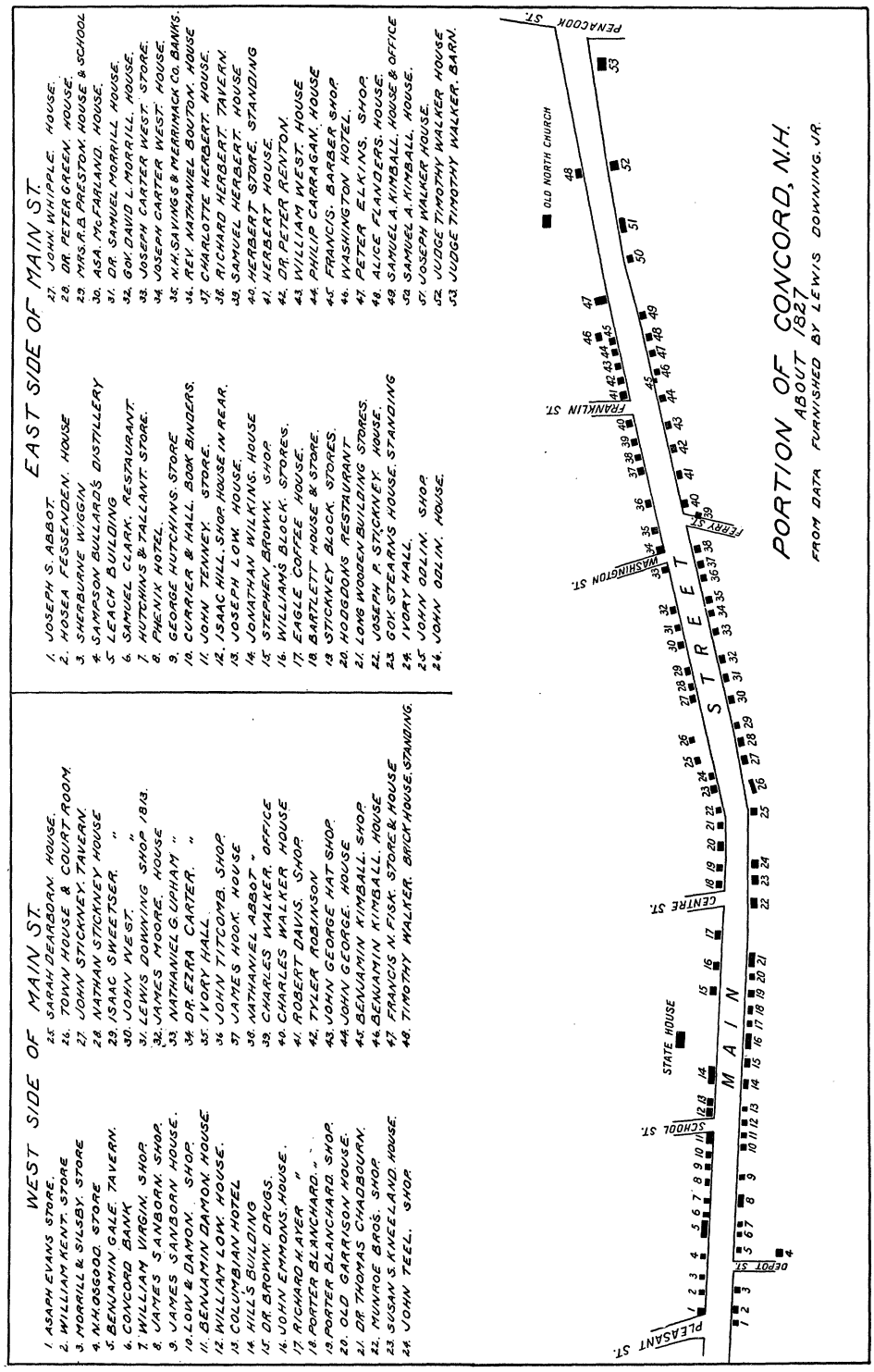
face his company, sword uplifted with the short, quick command: 'Right and left of sections file to the front! Halt! Inward face! Present arms!' Meanwhile the cavalcade has dismounted, and the chargers are given to the keeping of ready-to-hand boy, expectant of a pistareen when the sermon is over. The governor and his suite, the honorable council, senate and house of representatives, two and two, with heads uncovered, advance between the files of soldiery; the band plays the salute; officers stand with sword-hilt to the eyes; the flag waves; and the venerable sanctuary swallows up the long procession, when the services follow, in which the boy of the period takes, as I fear, but little interest." [1]

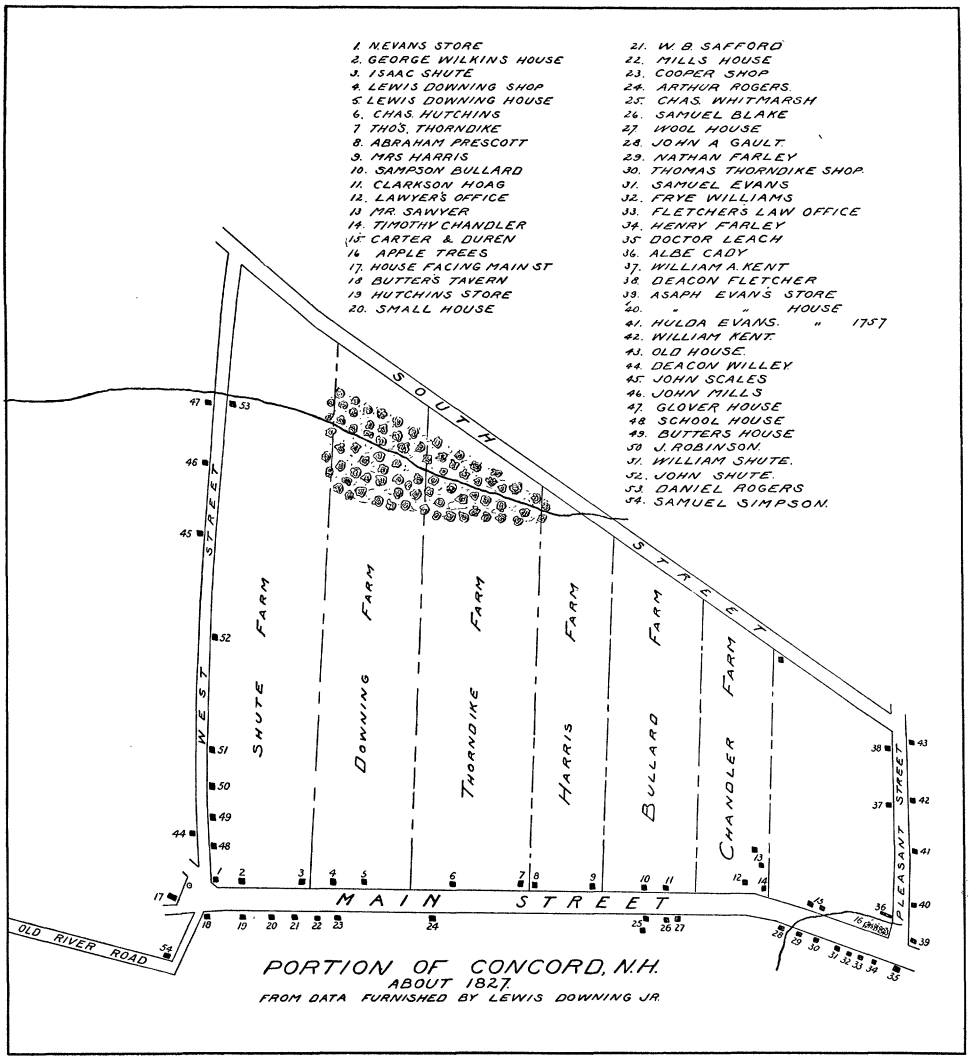
It is a matter of some surprise that the colonists of the little plantation of Penacook, in the wilderness, should have given to their main street such generous breadth as they did, and that they made their second street no less than eight rods wide. It is more so that their successors, nearly a hundred years later, should have given to the extension of this latter street a width of but fifty.

Indeed, those fathers of ancient Penacook did better than they knew. Little dreamed they, when establishing the lines of their main street upon which most of their dwellings were to stand, that it was to form a section of one of the great highways of travel from the Canadas to the sea, and become, in time, the chief avenue of the capital of a sovereign state, over which busy throngs and imposing pageants were to move; or that, within a few generations, science, coupled with inventive skill, would harness the lightning to palatial carriages to be moved thereby upon it continually and, quite likely, perpetually.

It is impossible, at this late day, to ascertain all the changes of buildings and their occupants on this street during the one hundred and seventy-five years it has been in use. Some of these, however, have been preserved, and, a short time before his decease, the late Lewis Downing, Jr., a native and constant resident of Concord for more than eighty years, prepared for this history the following plan of the buildings upon it in 1827, and attached to these the names of their occupants at that time.

[1] One Hundredth Anniversary of First Cong. Ch., *pp.* 67, 68.


WEST SIDE OF MAIN ST.
1. ASAPH EVANS STORE.
2. WILLIAM KENT STORE
3. MORRILL & SILSBY STORE
4. N. HOSSOOD STORE
5. BENJAMIN GALE TAVERN.
6. CONCORD BANK
7. WILLIAM VIRGIN SHOP
8. JAMES SANBORN SHOP.
9. JAMES SANBORN HOUSE.
10. LOVI & DAMON SHOP
11. BENJAMIN DAMON HOUSE
12. WILLIAM LOW HOUSE.
13. COLUMBIAN HOTEL
14. HILLS BUILDING
15. DR. BROWN DRUGS.
16. JOHN EMMONS HOUSE.
17. RICHARD H. AYER "
18. PORTER BLANCHARD "
19. PORTER BLANCHARD SHOP.
20. OLD GARRISON HOUSE.
21. DR. THOMAS CHADBOURN.
22. MUNROE BROS. SHOP.
23. SUSAN S. KNEELAND HOUSE.
24. JOHN TEEL. SHOP
25. SARAH DEARBORN HOUSE.
26. TOWN HOUSE & COURT ROOM
27. JOHN STICKNEY TAVERN.
28. NATHAN STICKNEY HOUSE
29. ISAAC SWEETSER. "
30. JOHN WEST. "
31. LEWIS DOWNING SHOP 1813.
32. JAMES MOORE. HOUSE
33. NATHANIEL G. UPHAM "
34. DR. EZRA CARTER. "
35. IVORY HALL
36. JOHN TITCOMB. SHOP.
37. JAMES HOOK. HOUSE
38. NATHANIEL ABBOT "
39. CHARLES WALKER. OFFICE
40. CHARLES WALKER HOUSE
41. ROBERT DAVIS. SHOP.
42. TYLER ROBINSON
43. JOHN GEORGE HAT SHOP
44. JOHN GEORGE. HOUSE.
45. BENJAMIN KIMBALL SHOP.
46. BENJAMIN KIMBALL. HOUSE
47. FRANCIS N. FISK. STORE & HOUSE
48. TIMOTHY WALKER. BRICK HOUSE. STANDING.
EAST SIDE OF MAIN ST.
1. JOSEPH S. ABBOT.
2. HOSEA FESSENDEN. HOUSE
3. SHERBURNE WIGGIN
4. SAMPSON BULLARD'S DISTILLERY
5. LEACH BUILDING
6. SAMUEL CLARK. RESTAURANT.
7. HUTCHINS & TALLANT. STORE.
8. PHENIX HOTEL.
9. GEORGE HUTCHINS. STORE
10. CURRIER & HALL. BOOK BINDERS.
11. JOHN TENNEY. STORE.
12. ISAAC HILL. SHOP HOUSE IN REAR.
13. JOSEPH LOW. HOUSE.
14. JONATHAN WILKINS. HOUSE
15. STEPHEN BROWN. SHOP
16. WILLIAMS BLOCK. STORES.
17. EAGLE COFFEE HOUSE.
18. BARTLETT HOUSE & STORE.
19. STICKNEY BLOCK. STORES.
20. HODGDONS RESTAURANT
21. LONG WOODEN BUILDING STORES.
22. JOSEPH P. STICKNEY. HOUSE.
23. GOV. STEARNS HOUSE. STANDING
24. IVORY HALL.
25. JOHN ODLIN. SHOP
26. JOHN ODLIN. HOUSE.
27. JOHN WHIPPLE. HOUSE.
28. DR. PETER GREEN. HOUSE.
29. MRS. R. & PRESTON. HOUSE & SCHOOL
30. ASA. McFARLAND. HOUSE.
31. DR. SAMUEL MORRILL. HOUSE.
32. GOV. DAVID L. MORRILL. HOUSE.
33. JOSEPH CARTER WEST. STORE.
34. JOSEPH CARTER WEST. HOUSE.
35. N.H. SAVINGS & MERRIMACK CO. BANKS.
36. REV. NATHANIEL BOUTON. HOUSE
37. CHARLOTTE HERBERT. HOUSE.
38. RICHARD HERBERT. TAVERN.
39. SAMUEL HERBERT. HOUSE
40. HERBERT STORE. STANDING
41. HERBERT HOUSE.
42. DR. PETER RENTON.
43. WILLIAM WEST. HOUSE
44. PHILIP CARRAGAN. HOUSE
45. FRANCIS. BARBER SHOP.
46. WASHINGTON HOTEL
47. PETER ELKINS. SHOP.
48. ALICE FLANDERS. HOUSE.
49. SAMUEL A. KIMBALL. HOUSE & OFFICE
50. SAMUEL A. KIMBALL. HOUSE.
51. JOSEPH WALKER HOUSE.
52. JUDGE TIMOTHY WALKER HOUSE
53. JUDGE TIMOTHY WALKER. BARN.
MAIN STREET
STATE HOUSE
SCHOOL ST.
CENTRE ST.
FERRY
WASHINGTON ST.
FRANKLIN ST.
OLD NORTH CHURCH
PLEASANT ST.
DEPOT ST.
PENACOOK ST.
PORTION OF CONCORD, N.H.
ABOUT 1827
FROM DATA FURNISHED BY LEWIS DOWNING, JR.



SHADE TREES.

Concord abounds in shade trees, mostly elms and rock maples. The former are indigenous to the interval, where they grow in great perfection, attaining large dimensions, and, under favorable conditions, ages of from an hundred to an hundred and fifty years. They also flourish equally well on that part of the plain upon which the compact part of the city stands. The latter are natives of the uplands, and when transplanted grow well for a time, but their lives are much shorter than those of their associates, shorter, probably, by one half.

Shade trees began to be planted along the streets of Concord at

quite early dates. The earliest recorded planting was nearly synchronous with the collapse of the attempt of the proprietors of Bow to capture the township. Its citizens then felt that the title to their homesteads had been rendered secure, and that any improvements of them which they might make would be for their own enjoyment and not for that of unjust claimants.

The oldest shade trees yet standing of which an authentic record has been preserved are the five elms at the north end of Main street, near the house of the writer of this chapter. They were set out by the Rev. Timothy Walker the next spring after his third return from London, whither he had gone as agent of his people to prosecute an appeal to the king in council from a judgment of the superior court of New Hampshire in favor of the proprietors of Bow. Upon his majesty's reversal of that judgment, December 29, 1762, the inhabitants of Concord were quieted in the titles to their landed estates, and felt encouraged to improve and adorn them.[1]

In his diary for 1764, against the date of May 2d, Mr. Walker makes this brief entry, "Sat out 8 elm trees about my house." Five of these still survive, one hundred and thirty-seven years after their removal from the interval at ages, probably, of a dozen to fifteen years.

Three of these are yet in vigorous health. Two are gradually approaching the limits of their respective careers, while the lives of the other three have sunk into oblivion for the want of a timely historian.

The finest tree in the city is the graceful elm at the north end of Fisk street, often called the Webster elm. It was set out by Capt. Enoch Coffin and his brother, Col. John Coffin, about 1782, the year in which Daniel Webster was born (January 18, 1782). Hence, doubtless, the name sometimes given to it.

The trees on the west side of Main street, between the residence of William P. Fiske and the east end of Church street, were planted in 1818 by the late Samuel A. Kimball, who also planted the sturdy willows on the north side of the East Concord road, near the buildings of the Page Belting Company, in 1831. There are ten of the latter, and their respective circumferences at three feet from the ground are: 1st (westernmost), thirteen feet and five inches; 2d, thirteen feet and four inches; 3d, ten feet and ten inches; 4th, ten feet and five inches; 5th, twelve feet; 6th, thirteen feet and one inch; 7th, eleven feet and four inches; 8th, ten feet and six inches; 9th, twelve feet; 10th, eleven feet and one inch.

The ten have an aggregate of circumference amounting to one hundred and eighteen feet, an average of nearly twelve to a tree, at

[1] Moore's Annals of Concord, *p.* 99.

their present age of about eighty years. The smaller willows standing eastward were set out by the writer in 1895–'99.

The elms in front of the lot of Dr. George M. Kimball were planted by his great uncle, Hazen Kimball, at a date unknown, but somewhat earlier, evidently, than that of the planting of those on the opposite side of the street.

The noble row of elms in front of the ancient building once known as the Washington hotel were set out by Dr. Ebenezer H. Goss in 1774, and those in front of the house of Henry Robinson are believed to have been placed in their present position soon after the close of the Revolutionary War. Those which line the west side of Main street between Franklin and Pearl streets were planted by Charles Walker, about 1802, in front of his house, erected about that time.

The stalwart elms on Main street, near the east end of Thorndike street, were planted at an early day by Timothy Walker, a relative of the first minister. Many others of advanced ages might be mentioned, notably those in front of the Rolfe and Rumford asylum, planted, doubtless, by Col. Benjamin Rolfe about the time he built the main structure of this house, in 1764; the great elm near the corner of South and Clinton streets; and the tough old veteran on Pleasant street opposite the house of Dr. F. A. Stillings.

Most of the elms on the lot of the Walker schoolhouse were set out in 1832 by John D. Abbot and paid for by subscription. The largest of those in the yard of John H. Stewart were probably planted by Capt. Benjamin Emery. The younger elms at the north end of Main street were for the most part set out by the writer of this chapter about 1850. The flourishing elms on the south avenue of Blossom Hill cemetery were planted by the cemetery committee about twelve years later.

The trees thus far mentioned are mostly elms. But, as before intimated, rock maples have been the favorite shade trees of many. Hazen Kimball planted a fine row of these just north of the elms before alluded to as set out by him, but only one of these survives. In his History of Concord, published in 1856, Dr. Bouton says that the rock maples on Centre street, between State and Main streets, were at that time about twenty years old, making their present age about sixty-six, and that both the maples and elms in the state house yard are older by some ten years.

Besides elms and maples, trees of other species have been planted for ornament and shade. There were formerly standing on State and Main streets five sycamores, three of which still remain,—one in the front yard of George H. Marston, one near the foot of Montgomery street, and the majestic one near the house of Dr. George M.

Kimball. Various other kinds have also been planted from time to time, but in no great numbers. In the southeast section of the State Hospital grounds may be seen a magnificent grove of large white oaks, some thirty in number, evidently of great age and presumably remains of the great primeval forest which once covered Concord's whole territory.

Since the publication of Dr. Bouton's history, forty-five years ago, many magnificent elms have, for various causes, been removed. Among these were the six he mentions as standing near his house, the large ones on the west side of State street, near the east end of Walker street, the monster on Stickney hill, one of the largest, and perhaps the largest, Concord has produced, and the Downing elm, near the residence of the late Lewis Downing.

The growth of the five venerable elms before mentioned, which have shaded a section of the north end of Main street for one hundred and thirty-seven years, is shown by the following comparison of circumference measurements at heights of three and six feet from the ground in 1764, 1856, 1864, 1871, and 1901:

CIRCUMFERENCES.

1764–1901.

Trees.	1764.		1856.				1864.				1871.				1901.			
	3 ft. from ground.		3 ft. from ground.		6 ft. from ground.		3 ft. from ground.		6 ft. from ground.		3 ft. from ground.		6 ft. from ground.		3 ft. from ground.		6 ft. from ground.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1st..	0	9	16	0	14	0	16	4	14	10	16	10	15	3	18	5	16	4
2d ..	0	9	12	4	12	3	13	5	12	10	14	1	13	5	15	10	15	2
3d ..	0	9	9	0	9	3	9	2	9	4	9	4	9	6	9	9	9	10
4th..	0	9	13	0	12	0	13	2	12	3	13	3	12	7	14	0	13	0
5th..	0	9*	12	9	12	2	13	6	13	0	14	4	13	5	15	4	14	6

*The 1st is the southernmost tree and the 5th is on west side of the street. The size of the first measurement at the time of their setting out has been assumed.

INCREASE OF CIRCUMFERENCES.

1764–1901.

Trees.	1764.		Inc. in 92 years. 1764-1856.				Inc. in 8 years. 1856-'64.				Inc. in 7 years. 1864-'71.				Inc. in 30 years. 1871-1901.			
	3 ft. from ground.		3 ft. from ground.		6 ft. from ground.		3 ft. from ground.		6 ft. from ground.		3 ft. from ground.		6 ft. from ground.		3 ft. from ground.		6 ft. from ground.	
	Ft.	In.	Ft.	In	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1st..	0	9	15	3	13	3	0	4	0	10	0	6	0	5	1	7	1	3
2d ..	0	9	11	7	11	6	1	1	0	7	0	7	0	7	1	9	1	9
3d ..	0	9	8	3	8	6	0	2	0	1	0	2	0	2	0	5	0	4
4th..	0	9	12	3	11	3	0	2	0	3	0	1	0	4	0	9	0	5
5th..	0	9	12	0	11	7	0	9	0	10	0	10	0	5	2	0	1	1

It will be observed that the first, second, and fifth have surpassed in growth the third and fourth, a fact due largely to their standing

farther away from neighboring trees than the other two. To this circumstance the first owes its far-extending crown, which has an east and west diameter of seventy-four feet.

The entire length of Main street is seventy-six hundred and eighty-three feet. Between Centre and Pleasant streets, for a distance of thirteen hundred and twenty feet, no trees now remain. Along the remaining sixty-three hundred and sixty-three feet trees to the number of two hundred and eighty-nine shade the sidewalks, one hundred and fifty-nine on the street's east side and one hundred and thirty on the opposite. These stand at average distances from each other of forty feet on the former side and forty-nine on the latter.

Under such circumstances proper trunk developments and comely crowns cannot be attained. A well-developed elm, of an hundred years, requires as many linear feet along the street, and a well-formed maple of seventy-five years, three fourths as many.

The history of Concord's shade trees may, possibly, throw some light upon the question as to the allotted age of the American elm (*Ulmus Americana*). As before stated, the Rev. Mr. Walker planted elms before his house in 1764, one hundred and thirty-seven years ago, five of which now remain. If it be assumed that they were fifteen years old at that time, their present age is one hundred and fifty-two. Three of them are in vigorous health and seem good for another half century. The other two will probably end their careers ere half that period has elapsed. While it is by no means safe to generalize from single facts, the history of these trees, so far as it goes, suggests some one hundred and seventy-five to two hundred years as, under favorable circumstances, the allotted age, in Concord, of the American elm.

And just here another question arises. Whence came to Concord this custom of lining a street with shade trees? Doubtless from the older Massachusetts towns in which its earliest settlers had been reared. Whence to the latter came this custom? Doubtless from the parks and villages of the old English fatherland.

The attractiveness of Concord's streets is not wholly due to their smoothness as highways of travel and the comely houses which adorn them, but in a good measure also to the graceful lines of trees which overshadow them.

HOUSES.

Some ten to a dozen types of houses have been erected in Concord during the period following its settlement as a plantation down to the present time.

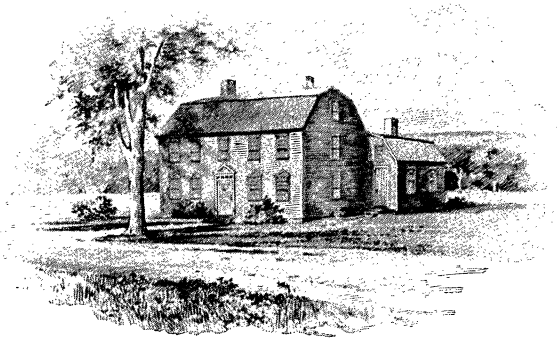
1. *The Log House.* The first, intended for temporary use, was necessarily built of logs, as no sawmill was erected until 1729, three years after the settlement of the town had commenced. The building first erected was the block house, to be used as a meeting-house, town house, schoolhouse, and, if need be, as a fortress for protection against

The Log House.

attacks of the Indians. Its construction, commenced in 1726, was completed the next year. Its site was the north corner of Main and Chapel streets.

The Framed Cottage.

2. *The Framed Cottage of One Story.* How many of the early houses of Concord were of logs there is no means of determining. From a statement of the condition of the plantation, bearing date October 20, 1731, it appears that no less than eighty-five dwelling-houses were at that time wholly or partially finished, and that a large part of these were framed structures. The type of many of these was doubtless that of the simple one-story cottage, whose rooms —surrounding a single central chimney—were easily warmed. As this arrangement met the wants of the frugal life then prevailing in this remote community, it was very generally adopted.



The Gambrel Roof House.

3. *The Gambrel Roof House.* A third type of dwelling introduced to Concord very soon after its settlement was the gambrel roof house, a type brought from the older towns of Massachusetts where its people had been born, and whence they had recently emigrated. Houses of this description were usually of two stories, about forty feet long and half as wide. They were covered by a roof known as a "gambrel roof," which descended on both sides from the ridge line in two unlike slopes to the eaves. To this was sometimes attached a rear addition of one story of like construction. While its outlines were not particularly pleasing and its form suggested a ship turned upside down, it was roomy, and, owing to its capacious attic, came near being a three-story house.

The Box Trap House.

4. *The Box Trap House.* Another style of house erected quite early in Concord was a house of a somewhat greater depth than length, which generally faced the south, regardless of location and surroundings. It was of two stories in front, and of one in the rear. From the eaves of the front side the roof rose by a pretty sharp pitch to the ridge line, and descended thence on the other in a more gentle slope to the top of the back wall. While no technical name may have attached to houses of this model, their end elevations so forcibly suggest an ordinary box trap set for game, that this designation has been assumed for the want of a better one.

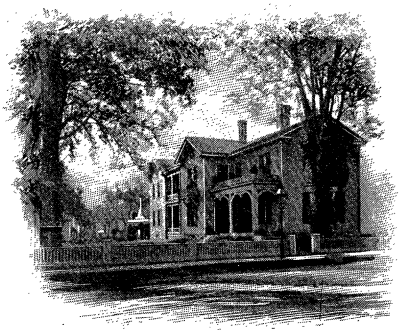
The Two-Story Square House.

Mr. Wilson Flagg appropriately remarked, in 1872, of this style of house and of the elm which so often shaded it: "In my own mind, the elm is intimately allied with those old dwelling-houses which were built in the early part of the last century. . . . Not many of these venerable houses are now extant; but wherever we see one it is almost invariably accompanied by its elm, standing upon the open space which slopes down from its front, waving its branches in melancholy grandeur above the old homestead, and drooping as with sorrow over the infirmities of its old companion of a century."[1]

[1] Woods and By-Ways of New England, *p.* 86.

5. *The Two-Story Square House.* This affords another type of dwelling introduced to villages and large farms early in the last century. It was usually well built by well-to-do proprietors, a fact which accounts for the good condition in which it is generally found. The most marked features in its construction are a large, square chimney in its centre, bisecting its ridge line as it emerges from the roof, around which the rooms of both stories are so arranged as to allow fireplaces in most or all of them. Admission on the front side is through a shallow entry between the chimney and the outside door, while access to the second story is had by a stairway of so many rectangular turnings as to make it a matter of some uncertainty whether a person, starting from the bottom in a sober condition, would be able to walk without staggering when he had reached the top.

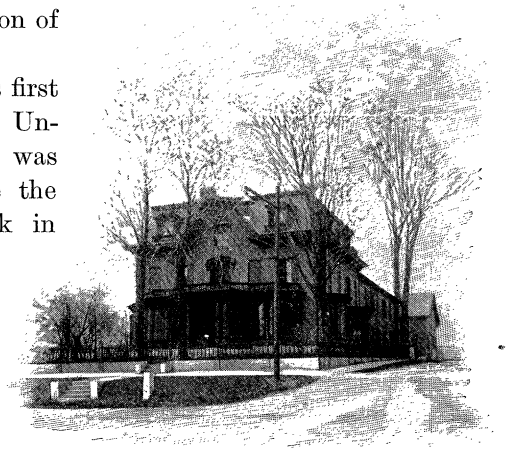
The Nearly Flat Roof House.



The Gable Front House.

6. *The nearly Flat Roof House, without Gables*, also came into use about the same time as the type last mentioned. Its roof, pitching from a short ridge line in four directions, was pierced by a chimney at each end of the building. This style seems to have been a faint imitation of the three-story colonial mansions of the coast towns, many of which still survive in perfect preservation, and attest the prosperity of the country about the time of their erection. Its depth was that of a single room, and its main entrance was midway of its front wall. It was quite often enlarged by the addition of an L in its rear.

7. *The Gable Front House* made its first appearance about seventy years ago. Unlike the former, its front elevation was formed by having a gable end face the street. From this it extended back in form of a parallelogram until the desired room was secured. The front entrance was generally through a re-



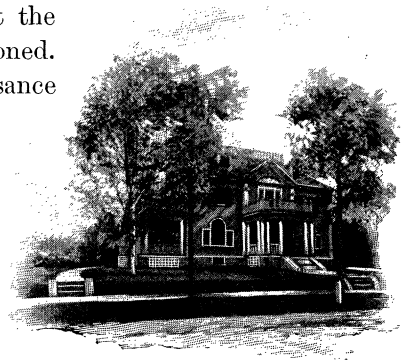
cessed porch which opened on one side to a long, narrow hall, which afforded immediate access to the rooms of the first story, and by a straight stairway to those above. Scores of these are still in use, but few have been built in recent years.

8. *The Mansard or French Roof House.* This type began to be erected in Concord just before the Civil War, but in no great numbers, inasmuch as it was expensive and best adapted to the wants of towns where large estates abounded. It may be said of this style of house that it allows of imposing elevations and the utilization of almost every cubic foot of interior space.

The Queen Anne House.

9. *The Queen Anne House.* This was introduced some thirty years ago. It allows greater freedom of architectural treatment than any other. Its steep roofs, numerous gables and dormer windows, its porches, piazzas, and L's, often give to a house of this type the appearance of a cluster of buildings which have gradually grown by degrees into an harmonious whole, rather than of a building of one design and construction. Concord has several good specimens of this type, of which it is unnecessary to say that, while no two of them are alike, they all bear a typical resemblance to each other.

10. *The Colonial* is another type of about the same period as that of the style just mentioned. It is not a new one. It is, rather, the renaissance of the old colonial mansion so common a hundred years ago, modified by the addition of porticoes, verandas, and bay windows—a type more showy and palatial than any heretofore mentioned. Its contrast with the log cabin forcibly suggests the great advance in wealth and improved housing in this city since its settlement, while the intermediate styles mark the steps along which these have been reached.

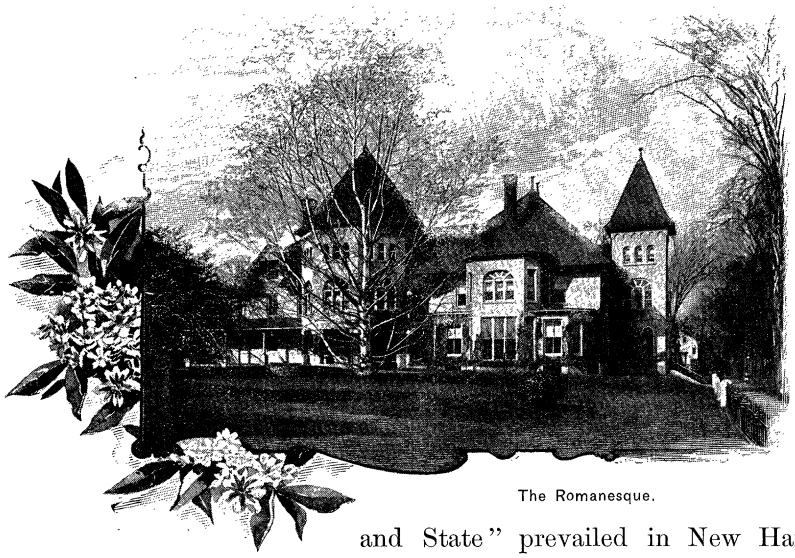


The Colonial.

11. *The Romanesque.* Of this style, which succeeded to the Grecian and other styles in vogue upon the downfall of the Roman empire, Concord can show but few examples. It is highly picturesque, and, in general appearance, foreign. It also varies greatly in minor points in the different European countries in which it has been developed.

In England charming specimens of it in its simpler forms may be found classed as Norman. It is not well adapted to the more common requirements of domestic life, and is most often chosen for buildings of a public character and for imposing private mansions.

By a more particular examination of the diversities in styles of the Concord dwellings, the foregoing number of types might be enlarged, but it seems unnecessary. It should, however, be stated that there was a kindred variation in the types of the town's meeting-houses. The first consisted of a simple, one-story structure of logs, which served as a town house, schoolhouse, and meeting-house. The second, built for the standing order, when "Church and State" prevailed in New Hampshire, was originally seen in a two-story, square structure, having walls pierced by numerous large windows, and subsequently enlarged by exterior additions and a steeple. To this type, soon after the passage of the toleration act, succeeded a third of one story, with long side windows, gable front, and steeple. Of the various renaissance types which have succeeded, the limits of this chapter forbid particular description.



The Romanesque.