

ANNETT ROAD

THE DIRT ROAD officially named Annett Road, running from the Cathedral of the Pines road SE past Hubbard Pond and across Annett State Forest, was so named in 1968-69 in honor of Albert Annett. Mr. Annett (1861-1926) was not only an enterprising mill owner, but one of the most civic minded citizens of Jaffrey, who was a benefactor of the town in the many public offices he held, in his gift to the public of the Annett State Forest, and in his lasting contribution as co-author of the *History of Jaffrey*.

Annett Road is aptly named. In effect, it runs from the Annett forest to what, in Mr. Annett's time, was the Annett Manufacturing Company (later Annett Box Company) at the old mill site in Squantum now owned by the Monadnock Forest Products Company. In choosing this road to bear Annett's name the town's committee on road names paid a gracious compliment to his great interest in the history of the town.

The oldest road in Jaffrey, dating from Rowley-Canada times in the 1730's, was what was known as the "Old Boston Road" or "Great Road".

It was more a broad route than a road.¹ It entered Jaffrey at the southeast corner, from Hubbard's Pond, and exited north of Gap Mountain.² It was without doubt used from the time of the earliest settlers. It was the choice of Colonel Benjamin Prescott for the Second County Road, laid out in 1793. To Prescott's disappointment an alternative route from Rindge was chosen by the court's commissioners' and Prescott had to build his own road to the old route.³ The situation was in due course corrected. In 1798 the town laid out a road over the old route, "from Nathaniel Ingall's house, south etc.,...NE, then SE to the SE corner of the town of Jaffrey. 3 rods wide."⁴ Ingalls, who then owned the Squantum mills, lived in a house on the later Annett homestead lot. Two years later, in 1800, petitioners from Rindge and Jaffrey persuaded the court to incorporate this stretch of road into the county road. Their petition read:

"Levi Mansfield & others of the town of Rindge and Jaffrey, April 1, 1800, shew that the town of Jaffrey have some time since laid out a new road, beginning at the County road leading from an old potash near Ingalls mills to the SE corner of said Jaffrey 'till the same meets the north line of said town of Rindge, that said road as it is now laid out is much for the public good and will greatly accommodate and ease travel to Boston as that said new Road is wrought upon and almost fit for travelling as that said new road will be useless, &c the labor thereon expended lost unless a road is laid through a barren corner of said Rindge so as to strike the County road on the east side of Saddle hill so called as that the inhabitants of said Rindge have been requested to lay out a road through the same Rindge in so far as (it) is necessary to lead from said Jaffrey line that the same shall come to Saddle hill but utterly refuse to do so wherefore the petitioners pray that a committee of the honourable court lay the road as above and assess damages &c."⁵

The court approved the request, and the road "from Ingall's house"—the ancestor of Annett Road—became part of the Second County Road. The length of the newly approved road was 336½ rods in contrast to 441 rods in the old road. Benjamin Prescott was awarded damages of \$10, the Widow Gould \$5. The road was originally petitioned for in 1790.

Another road, which figured briefly in the town records as "Annett road", was one running through the mill lot. It had been laid out in November-December 1833 "from the dam northwest of Prescott's saw and grist mill, thence SW to the road leading from the starch mill to Nathan Hunt's."⁶ The starch mill was erected in 1832 on the site of the later Annett Box Company.⁷ Nathan Hunt's house is the Grummon place. In 1963 the Annett Lumber Company requested that the 1833 road be discontinued. Postponed from the March meeting to the May meeting, the article voted upon read as follows:

"Art. 24. That the town vote to discontinue the following road and to allow ownership of the same to revert to the Annett Lbr. Co., Inc., from where said road begins at Squantum Road at the Annet Lbr. Co. plant, and extending Northeasterly to a point where it joins the road coming off Old Turnpike Road and going over to Squantum Road toward the residence of Harold G. Sands."⁸

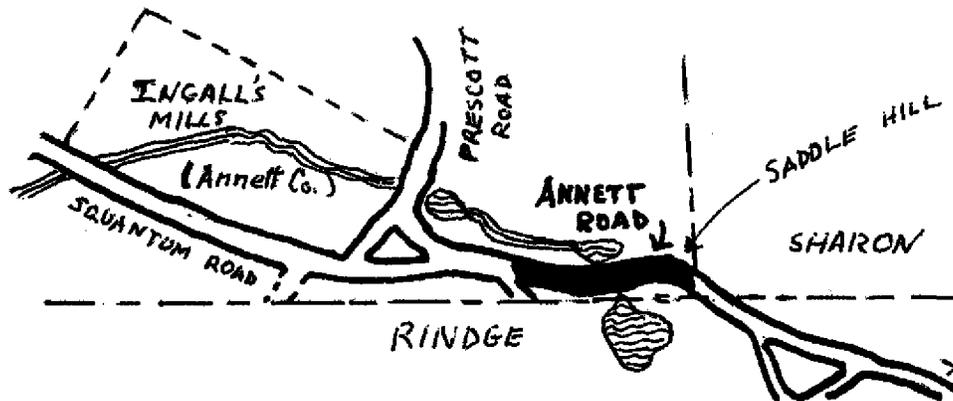
The article narrowly carried (79 to 76), and was the subject of an appeal by Mrs. Lenna Perry to the Superior Court.⁹

In place of the road through the lumber yard, which was to revert to the petitioners, the Annett Company offered to build a short road across the east end of their property to be given to the town. This is what was later done. A hearing was held by the selectmen in October 1963. A transcript of the road subsequently laid out (August 25, 1964) reads

“Beginning on the highway leading from route 124 to Cathedral of the Pines at or near a brick building, formerly a boiler room of Annett Lumber Company, thence Southwesterly to the highway from Squantum to Jaffrey opposite the residence of Albert J. Labonte.”¹⁰

The new road was to be 66 feet in length.

1. In New Ipswich, for example, it was four rods wide, and the town voted that trees should be left standing on it. Kidder's *History of New Ipswich*, p. 251.
2. See *Hist.*, Vol. I, p. 320.
3. *Hist.*, Vol. I, p. 335.
4. I R 383; T 37, March 22, 1798; *Hist.*, Vol. II, p. 433.
5. *Hist.*, Vol. I, pp. 336, 337.
6. Vault ,70, pp. 377, 384.
7. *Hist.*, Vol. I, p. 369.
8. Ann. Rep. 1962, warrant for March 1963, Art. 29; VII R 104, 121, 133-134, March 12 and May 20, 1963.
9. VII R 159, Sept. 1963.
10. Misc. Rec. Bk, p. 614 with map; VII R 151, Aug. 25, 1964.



PRESCOTT ROAD

THE EARLIEST ROAD from Squantum village to the north was evidently one which runs from near the lumber company's dam, then NE behind the present Jones-Gould house around the east side of Garfield Hill, exiting near the Sharon line.¹ That road, long since abandoned, was replaced at an early date by the more practical route approximating the present Prescott Road.

Prescott Road comes into the turnpike (route 124) at the present Millipore corner, formerly the site of Schoolhouse No. 1. There it also connected with Witt Hill Road across the way. From the corner it ran half a mile south "to a crotch of the road" leading on the right down along the Squantum mills and woodworking shops, and on the left to the old road past Hubbard's Pond to New Ipswich (present "Annett Road"). In the old days the road past Hubbard's Pond was much travelled, whereas the nearby road past the Cathedral of the Pines site was not. These days it is the reverse. Also, since 1964 the portion through the mill yard has been discontinued; in its place a short cut-off road was constructed from Prescott Road to Squantum Road at the east end of the lumber yard (see Annett Road).

There is no record of the original lay out of Prescott Road—any such document may have been lost with the other pre-incorporation records. The road will have been used since the 1760's, when the Haywoods built their farm (present Sawyer dairy farm) and when Jonathan Hopkinson, who owned the first saw mill in Squantum, cleared and built a house that was later acquired by Benjamin Prescott. Col. Benjamin Prescott was the imposing patriarch who with his four sons dominated the southeast part of Jaffrey throughout the early history of the town. The Prescott homestead (1772) was the site of the later Wilson (1875), Vannevar Bush, Shepherd Place, now (1979) owned by James Devlin [Benjamin Prescott Inn]. Col. Prescott lived to see his son Oliver as proprietor of Prescott's Tavern nearby on the turnpike, Oliver and Eldad part owners of the new starch mill in Squantum, son Benjamin owner of the saw mill in Squantum, and son John Adams owner of the finest house in Squantum Village (the "Prescott House").² The half mile of road from the mills in Squantum to the turnpike was in effect the road from the Prescotts to the Prescotts. If it was not called Prescott Road in the beginning, a better name could not have been found for it.³

In the report of the committee appointed in 1793 to determine the route of a second county road through Jaffrey, Prescott Road is recommended as a constituent part thereof:

"...we have examined the ground for a Road from Col. Prescott's toward Mr Mansfield's and also the old north road—and in our opinions neither of them will accommodate the publick or our Constituents so well as the old Road which is now trod from Dⁿ Spofford's mills by Col. Prescotts and Lt. Sharwins..."⁴

In 1805 the town appointed a committee to survey both the turnpike and the town road routes. The committee reported that the old road ran

"along the turnpike route to Benjamin Hayward's (now Sawyer farm), then SE to the fence by Esq Prescott's malt house, then SE across the old road to the Rindge Road south of Prescott's house, then SE to crotch of the road leading to New Ipswich through Marritt's pasture (the road past Hubbard Pond) and the other road leading to Rindge by Deacon Kingsburie's mill (through the lumber yard to the Sherwin Hill Road)."⁵

In 1834 a new road was laid out in place of "the other road leading to Rindge by Deacon Kingsburie's mill". The new road—"from the dam northwest of Prescott's saw and grist mill, thence SW to the road leading from the starch mill to Nathan Hunt's"—was favorably voted at town meeting in 1834.⁶ This road in turn was discontinued in 1963. The proposal in 1963 was warmly contested, and finally carried by only a 3 vote margin (79 to 76).⁷ In place of the road discontinued in 1963 the short cut-off road east of the lumber yard was built in 1964.⁸

In 1960 an article was included in the warrant "to see if the town will...discontinue that portion of highway (now re-located) leading from the Turnpike near the residence of Dr. Vannevar Bush southerly past the former No. 1 Schoolhouse to Squantum Road."⁹ The article carried.

In 1969, after improvement of the Cathedral of the Pines Road on the Rindge side, Prescott Road was reclassified by the State, from Class V to Class II:

“After Aug. 19, 1969, the 0.77 miles of Class V highway in Jaffrey beginning at the end of Cathedral of the Pines Road at the Rindge town line and running northerly to N. H. Route 124 is classified as Class II highway by 1969, No. 259:l, eff. Aug. 19, 1969.”¹⁰

The State evidently thought twice about the matter. An addition reads:

“After May 8, 1973, the 0.77 miles of Class II highway in the town of Jaffrey known as the Prescott Road, beginning at the Rindge town line and running northerly to the junction of N. H. Route 124, is classified as Class V highway by 1973, 105:1, eff. May 8, 1973.”

At town meeting in March 1970 it was voted to appropriate the “sum of \$20,000.00 provided the State will appropriate an equal amount of matching funds to rebuild the present bridge and approach on Prescott Road at the Annett Mfg. Co.”¹¹

A substantial adjustment was made in 1974-75, to remove the road from the door step of the Jones-Gould house [Burt]. Article 34 adopted at town meeting in March 1974 reads:

“To see if the town will discontinue a portion of Prescott Road as originally laid out, a distance of 1,300 ft more or less, from land of Anita M. Jones and Sarah W. Gould northeasterly to the property line of Jones-Gould and land of Gehrung...and to deed the discontinued piece to Anita Jones and Sarah W. Gould. Discontinuance to be effective when the new section of road is completed and open to the public.”¹²

The new section of road was completed and opened to the public in 1975.

1. *Hist.*, Vol. I, p. 323. Whether this road was part of the 1749 road from Wilton to Rowley Canada (Middle Monadnock, Jaffrey), laid out by Lawrence & Spaulding, as the *History* suggests, is not clear. The *History of Sharon* by Thorne King Jr. (pp. 54, 55) places the two branches of the old Wilton-Jaffrey route further north, at the points of entrance of Old Sharon Road and Chamberlain Road respectively.
2. See *Hist.*, Vol. I, p. 103, Vol. II, pp. 614-617.
3. It may have been called simply “the road from Rindge to Peterborough”, as the *History* does (Vol. I, p. 281), or “the old road to the Rindge Road south of Prescott’s house” (I R 513-521, Aug. 27, 1805; T 47.
Another road, properly called “Prescott’s”, was built in 1797 by Col. Prescott at his own expense from the road near his house southeast to Saddle Hill, where it connected with the road from Squantum to New Ipswich via Hubbard Pond. (I R 361, March 25, 1797; T 37: “From the old road SE of ESQ Prescott’s house, thence SE across Prescott’s corner, then through Adam Marritt’s pasture about 100 rods through a corner of widow Mary Gould’s land, about 50 rods to the town line between Jaffrey and Sharon between the upland and the meadow land.”) This was done in order to intercept County Road traffic through Rindge which by-passed Col. Prescott’s tavern. Two years later, when the turnpike route was decided upon, this “Prescott’s road” was discontinued (I R 395, March 1799).
Still another road called “Prescott’s” was that past the present Edwin Cutter farm on North Street when it was owned by a branch of the Prescott family (John A. Prescott), about 1830.
4. *Hist.*, Vol. I, p. 333.
5. I R 513-521, Aug. 27, 1805; T 47.
6. T 84, Nov. 18, 1833; T 85, Dec. 17, 1833; II R, Vault .70, pp. 377, 384, March 1834, Art. 9.
7. Ann. Rep. 1962, Art. 29 for March meeting 1963; VII R 104, 121, 133-134, March 12, 1963, May 20, 1963. (See Annett Road)
8. Sel. Misc. Rec., p. 614, with map; VII R 151, Aug. 25, 1964.
9. Ann. Rep., 1959, warrant for March meeting 1960, Art. 10.
10. RSA 230:4, Notes.
11. IX R, March 1970, pp. 3, 16.
12. IX R, March 1974, Art. 34.

SHERWIN HILL ROAD

SHERWIN HILL in Rindge overlooks Lake Contoocook from the east. It is named after Jonathan Sherwin who bought two 100-acre lots in the north part of Rindge, along the Jaffrey line near Squantum.¹ One of his sons, David, came to Jaffrey in 1790-91, when he bought the mill and house on the site of the later Annett homestead. The road that ran a short distance southwest from this property to the Rindge line, continuing onward through Sherwin land until it met a road past Bullet Pond, was called the Sherwin Hill Road. The Jaffrey piece was laid out in August 1791. The transcript reads:

“beginning at a hemlock on the south side of the road from Lt. David Sherwin’s to John Baton’s (Squantum Road) at the bow of the road west of the tree, thence straight to the Rindge line to meet the road laid out by the town of Rindge from Jonathan Sharwin’s to Jaffrey.”²

With minor modification the road was accepted at town meeting the following March.³

Lt. David Sherwin sold his Jaffrey property in 1795 and moved away about the time that his road achieved a brief importance as part of the Second County Road bearing the New Ipswich and Townsend traffic to Keene. The transcript of the County Road approved by the Court in 1794 is given in the *History*.⁴ The route laid out over Sherwin Hill was not satisfactory. A shorter, more direct route, following the course of the “Old Boston Road”, was accepted by the court in 1800.⁵ The new route was an extension of Squantum Road east over Saddle Hill to the SE corner of Jaffrey. This was “the road from Ingall’s mills”, now called “Annett Road”. (See Annett Road and Second County Road)

After acceptance of the new piece as part of the County Road, and establishment of the turnpike within a year or so, Sherwin Hill Road ceased to have much importance. It is still shown on maps as an “unimproved dirt road”, but has been closed or abandoned on both the Jaffrey and the Rindge sides.⁶

1. *Hist.*, Vol. II, pp. 698, 699.

2. I R 245, Aug. 23, 1791; T 26.

3. I R 269, March 1792, Art. 5; T 28: “From the SW corner of Sharwin’s Mill yard on a straight line to Nathan Hunt’s field, there to meet the old road. Also from the south side of the Mill Brook to the Rindge line, to meet the road laid out by Rindge selectmen from Rindge to Sharwin’s mills by Jonathan Sharwin’s.” David Sherwin certified that he would give the land.

4. *Hist.*, Vol. I, pp. 333, 334; I R & S 39.

5. *Hist.*, Vol. I, pp. 336, 337; I R & S 78.

6. In 1881 there was an article in the warrant “To see if the Town will grade the hill on the road from Squantum to Rindge in cooperation with the town of Rindge” (IV R, March 1881, Art. 17). This appears to refer to Sherwin Hill Road, but may mean what is now called Cathedral of the Pines Road.

SQUANTUM ROAD

IN THE TOWN records the lay out of Squantum Road is dated March 30th 1775,¹ but there is no doubt that the road was in existence many years earlier. In 1734 the town of Keene (Upper Ashuelot) was platted for settlers, and in the following year (1735-36) a route was laid out between Townsend, Massachusetts, and Ashuelot. This route, variously called the "Old Boston Road", "Great Road", "Main Road", "County Road", passed through New Ipswich, crossed the northeast corner of Rindge past Hubbard Pond, entered present Jaffrey at its southeast corner, and exited north of Gap Mountain at the present Troy line near Perkins Pond. It may not have been much of a road, but at least it was a marked way for a traveller on horseback or with a yoke of oxen. An account of the Old Boston Road is given in the *History*, Vol. I, pp. 320, 321, which notes that it was the basis of the earliest system of town roads in Jaffrey, previous to incorporation of the town by about forty years.

The Old Boston Road would have led through Squantum Village, where there was a saw mill and grist mill in the 1740's. Settlers as far away as the later Jaquith Road area used these mills in 1743-46, and in the 1760's Francis Wright's tavern at the head of Jaquith Road (present Lambert house) was the main tavern in the town. The most direct route from Squantum to Wright's tavern would have passed Contoocook Lake ("Long Pond"), thence over Howard Hill, then gone more or less along the later Carey and Lacy Roads. The present Old Fitzwilliam Road is referred to in early documents as "the Great Road", "Main Road", "County Road". From Wright's tavern to Old Fitzwilliam the Great Road would have gone around the north side of Gilmore Pond, although there is no identifiable path today except Gilmore Lane. The Old Fitzwilliam Road to the Troy ("New Marlborough") line "north of Gap Mountain" the most probable route would have been that of the later Old County Road and Old Mill Road.²

In any event, after Jaffrey received its charter, what is now Squantum Road was officially laid out in 1775 from "Borland's Mills" (at the river near the Texaco station) [Jaffrey War Memorial Park] through Lot 17, Range 7, then Lot 17, Range 8, to Ephraim Whitcomb's house (near Howard Hill), then South to the Pond (Contoocook Lake), then East by the Pond and by Ephraim Hunt's house (Grummon) to Eaton's Mills (Annett yard), thence to the town line".

In the 1780's and 90's there were minor adjustments made in the road, at both ends and in the middle, but basically the route was fixed until the 1880's when a determined stand was taken by Thomas Annett and others to avoid the steep slope of Howard Hill. The adjustments in Old Squantum Road were as follows:

At town meeting in March 1780 an article was included "To see if the Town will allow any money to widen the highway over the brook by James Cutter's mills".³ In 1771 James Cutter had moved to Jaffrey from his farm near Hubbard Pond, and had bought of John Eaton a house and mill in Squantum. The town voted to leave the matter discretionary with the selectmen. In 1783 the layout of the road from Long Pond (Contoocook) to Cutter's was adjusted as follows:

"Beginning at the crook of the roads by the East end of Long Pond and running as the road is now trod to a marked tree, thence Southerly to a hemlock marked H, thence Southerly to a dead hemlock marked H, and thence Southerly to the Bridge in the road as now trod to James Cutter's house."⁴

The following year an article was included in the warrant "To see if the Town will discontinue the road that leads from Mr John Baton's Mill to Mr James Cutter's".⁵ The town "Rested and then dismisit" this article, but voted "to except" the transcript of the road from Long Pond to Cutter's.⁶

At the other end of Squantum Road, at the river, Deacon Spofford in 1785 proposed an article to see if the Town would permit him "to set off the highway tax on the road through his house lot and part of Lot 18, Range 8, by work he does on it."⁷ The town voted to allow the set-off "as long as the said Dea. Spofford maintain and repair the Same to the Exciptance of the town".

At the town end of Squantum Road there was also an adjustment made in 1792 between Lemuel Stickney's property (in Lot 17, Range 8, near present post office) and his brother Amos' (near Hamilton Court apartments), thence to the top of Howard Hill (where Lieutenant E. Whitcomb and Lieutenant J. Pierce lived on neighboring farms). The transcript reads:

“Beginning 30 rods West of Lemuel Stickney’s house, SE to West of Amos Stickney’s barn, thence in a straight line to East of Lt. Whitcomb’s house to the road leading to Lt. Pierce’s. Sd road to be in exchange for the road from Lemuel Stickney’s to Lt. A. Stickney’s house and so to Lt. Whitcomb’s.”⁸

In 1794, after much legal pulling and hauling, the Second County Road was laid out through Jaffrey from the Rindge line in the southeast to Perkins Pond in the west. As laid out by County Commissioners in 1794 the entrance from Rindge was via Sherwin Hill Road (old road south of Annett lumber yard); in 1800, after the town had relaid a portion of the Old Boston Road from Ingalls mills (Squantum) over Saddle Hill to Hubbard Pond, this segment also was made part of the County Road. With a little variation the projected route of the County Road followed old Squantum Road from Squantum Village past Contoocook Lake to Howard Hill, thence around the hill as new Squantum Road runs now, and on toward the river via the present Stratton Road. The Commissioners’ transcript reads:

“beginning at the east side line of the county of Cheshire etc....then northerly on said road (Sherwin Hill Road) to the south line of Jaffrey and to said Sherwin’s house; then leaving the old road and running westerly by the potash to the old road by a new rail fence in Mr Hunt’s land (Grummon); then on the old road (Squantum Road) to the pond (Contoocook) and to a green white pine tree near the south end of Lt. Jacob Pierce’s land (Howard Hill); then leaving the old road and running northerly a little east of a dry white pine tree in said Pierce’s pasture and along near the east side of said Pierce’s mowing ground and by the east end of the hill as the best ground will admit into Deacon Spofford’s logging path, so-called (more or less the path of new Squantum Road); then on and near said path to the old road (present Stratton); then on said road by Lt. Amos Stickney’s house (present “Hamilton Court”) and to the bridge near Deacon Spofford’s old mill dam” (near present Texaco) [Jaffrey War Memorial Park].⁹

As things turned out, the stretch around Lt. Pierce’s hill (Howard Hill) did not materialize until nearly a hundred years later. Instead, the town voted in December 1794 to keep the road over Howard Hill:

“Voted that the County Road be made from Lt. Amos Stickney’s barn, thence East of Lt. Whitcomb’s hop yard to Lt. Whitcomb’s house and South of Lt. Jacob Pierce’s house”.¹⁰

By 1798 the Squantum mills formerly owned by Lt. Sherwin were owned by Nathaniel Ingalls, who lived in the house of his father in law, Ephraim Hunt (now Grummon). In that year the town relaid a segment of the road from Ingalls’ mills along the route of the Old Boston Road over Saddle Hill toward Hubbard Pond.¹¹ The road was 3 rods wide. Upon the petition of Rindge and Jaffrey citizens in 1798 and 1800 this segment was made part of the County Road by order of the Court in 1800.¹² Benjamin Prescott and the Widow Gould, through whose land the road passed, received respectively \$10 and \$5 damages.

All was quiet on Squantum Road for many years thereafter—probably because most of the traffic was diverted to the turnpike a half mile north—until a short piece of road was built from the dam past a starch mill in what is now the lumber yard. The date of this adjustment was 1833.¹³

The Contoocook Lake Road, along the east side of the pond, is a very old road. A new road of Squantum Road was laid out in 1866, converging with it. The transcript reads:

“beginning near Oliver Hunt’s house (in Lot 19, Range 10) on the south side of the road leading from Long Pond to the house of Oliver Hunt 9 rods and 8 links, then east from the stone bridge, then SW etc....to the intersection with the old Rindge Road near the Goff place.”¹⁴

The Goff place was on the eastern shore of Lake Contoocook, which the road to Rindge skirted more closely than at present.¹⁵

There is a note in the records for 1874 that Squantum Road is 3 rods wide and that the fence of Joseph Crombie’s garden in town (present Bean block) on the south side of Squantum Road is nearly four feet into the right of way.¹⁶

In 1886, almost 100 years after the County Commissioners suggested it, the town decided to build new Squantum Road, the stretch from Humiston Field to the juncture with the old road near the bathing beach, so as to avoid Howard Hill. The article in the warrant was petitioned for by Thomas Annett and others. W. L. Goodnow moved “that the road be built and the necessary appropriations be made to construct the same”, and the town so voted.¹⁷ In 1930 an article was included in the warrant on the petition of Frederick A. Stratton and others to see if the town would appropriate a sum of money “to build a State Aid road on the Squantum Road, beginning at Humiston Field and extending to Lake Contoocook.”¹⁸ It was voted to have a committee investigate and report at next town meeting. In previous years the road had been straightened and widened at the head of Contoocook Lake.¹⁹ In 1926 an article to gravel the new road to Squantum was passed over.²⁰

The last substantial adjustment in the road was in the years 1955-57, when Hunt Road was constructed to by-pass the Lake Contoocook bathing beach. An article was submitted in 1955 “To see if the Town will... appropriate a sum of money not exceeding \$6,500 to relocate a portion of Squantum Road parallel to the Bathing Beach.”²¹ The vote was favorable. The following year the town voted to investigate the need for further action with regard to relocating the road.²² At an adjourned meeting on May 22, 1956, it was voted:

“to appropriate \$6,000 plus for laying out a new road, leaving new Squantum Road about 400 feet North of its intersection with the present Squantum Road about 300 feet East from the junction of Squantum Road with (the road to) Rindge.”

A 1957 description of the lay out reads:

“Beginning at a point on the travelled way of the Squantum Road...950’ Northerly from the junction of the Howard Hill Road & Squantum Road...thence curving to the left—to the right—etc, to the center of the Squantum Road, being shown as Station 35/78.4 of this layout, at a point 470’ East of the junction of the Squantum Road & the road to Rindge. Taking on the left and right all the land that comes within a distance of 50’.”²³

The names associated with Squantum Road include the following:

(1) From Saddle Hill in the southeast corner to the lumber-yard mills the road was originally merely part of the Old Boston Road. In 1798 it was relaid out as “the road from Ingalls mills”. It now appears on the maps as “Annett Road”.

(2) The entire stretch from the mills in Squantum Village (or “Prescottville” as it appears on some old maps) to the bridge over the Contoocook in town was earlier called Squantum Road. The road went over Howard Hill (named after William Oscar Howard; it was previously called “Sawyer Hill”, after Leonard F. Sawyer). Howard Hill, where the road runs, is a little north of Whitcomb Hill, the higher elevation. See Howard Hill Road.

(3) “Hunt Road”, the by-pass road around Contoocook bathing beach, was named after the prominent family who lived on the road in the early days.²⁴

(4) “Stratton Road”, the portion of Squantum Road between Main Street and Humiston Field, was named by resolution of the town for George L. Stratton, one of the Jaffrey men who lost their lives in World War I.²⁵

1. I R 27, March 30, 1775; Vault .114.
2. *Hist.*, Vol. I, p. 326.
3. I R 83, March 1780.
4. I R 142, Oct. 18, 1783.
5. I R 139, March 1784, Art. 12.
6. I R 142, March 1784.
7. I R 150, 153, March 1785, Art. 13.
8. I R 265, Sept. 4, 1792.
9. *Hist.*, Vol. I, pp. 333, 334.
10. I R 314, December 1794.

11. I R 383; T 37, March 22, 1798; *Hist.*, Vol. II, p. 433.
12. *Hist.*, Vol. I, p. 337.
13. See Annett Road. T 84, Nov. 18, 1833; T 85, Dec. 17, 1833; II R, March 1934, Vault .70, pp. 377, 384, Art. 9.
14. T 168, Aug. 18, 1866. When the new road was laid out, the description read: "Beginning on the road between the guide post and Oliver Hunt's house running SW on the clay road leading from East Jaffrey to Rindge. 46 rods, 9 links."
15. *Hist.*, Vol. II, p. 337.
16. T 185, Nov. 13, 1874.
17. IV R, Nov. 2, 1886, Art. 6; petition and lay out, Vault .114.
18. Ann. Rep. 1929, warrant for March 1930, Art. 11.
19. Ann. Rep. 1911, Abstract of Business Transacted.
20. Ann. Rep. 1925, warrant for March 1926, Art. 23.
21. Ann. Rep. 1954, warrant for March 1955, Art. 14. The bathing beach had been purchased by the town in 1924. See *Hist.*, Vol. I, p. 532.
22. Ann. Rep. 1955, warrant for March 1956, Art. 16.
23. Sel. Misc. Rec. Bk, p. 569, Nov. 29, 1957.
24. *Hist.*, Vol. II, pp. 422-424.
25. IV R, March 1919, Art. 16.