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# Final Feasibility Study for Removal of the McLane and Goldman Dams Souhegan River Milford, NH

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## Volume 3 of 3: Cultural Resources

Prepared for:  
**Town of Milford**



Prepared by:  
**Gomez and Sullivan Engineers**  
*in collaboration with*  
**Public Archaeology Laboratory**  
**Hoyle Tanner and Associates**  
**ADKE Klumb Environmental**



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*November 2014*

**The following is contained in Volume 3 of 3 in the following order:**

- 07/01/2010 Request for Project Review Submittal (27 pages)
- 07/15/2010 Request for Project Review response from NHDHR (2 pages)
- 09/21/2010 Letter from PAL to NHDHR re: Project Review Form Addendum (Cover Letter 2 pages, Technical Approach and Methodology 4 pages)
- 06/07/2011 Public Archaeological Laboratory Report: McLane & Goldman Dams Removal and River Restoration Feasibility Study, Phase IA Archaeological Sensitivity Survey Results, Summary Report
- 06/10/2011 Letter from PAL to NHDHR re: McLane and Goldman Dams Individual Inventory Forms, NHDHR R&C#2245 (1 page)
- 06/14/2011 Letter from NHDHR to Gomez and Sullivan re: Report Review of Phase IA Archeological Survey and Phase I Historic/Architectural/Engineer Survey (1 page)
- 07/01/2011 Letter from NHDHR to PAL re: determinations of National Register eligibility for the Goldman and McLane Dams (3 pages)
- 08/11/2011 Letter from NOAA to NHDHR re: request for additional information regarding NHDHR's opinion that the dams are eligible as contributing resources with a District for listing in the National Register (Cover letter 2 pages, McLane and Goldman Dams, National Register Integrity Assessment 27 pages)
- 09/08/2011 Letter from NHDHR to NOAA re: NHDHR holds to the opinion that both the Goldman and McLane Dams are

contributing elements of the Downtown Milford Commercial, Civic and Residential Historic District.

- 06/24/2014 Letter from NOAA to Milford Heritage Commission re: Invitation for consulting party status, Section 106 review of the National Historic Preservation Act, Goldman and McLane Dams, Milford, NH.

Please mail the completed form and required material to:

New Hampshire Division of Historical Resources  
State Historic Preservation Office  
Attention: Review & Compliance  
19 Pillsbury Street, Concord, NH 03301-3570

DHR Use Only

R&C # \_\_\_\_\_

Log In Date \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Response Date \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Sent Date \_\_\_\_ / \_\_\_\_ / \_\_\_\_

## Request for Project Review by the New Hampshire Division of Historical Resources

- This Project is funded by **Federal Stimulus**  
 This is a new submittal       This is additional information relating to DHR Review #:

### GENERAL PROJECT INFORMATION

Project Title      McLane and Goldman Dams Removal Feasibility Study and River Restoration

Project Location Souhegan River, Milford NH

Tax Map & Lot # In the Souhegan River adjacent to 26-89-1 and 26-82

NH State Plane - Feet Geographic Coordinates:      Goldman Dam: Easting: 988899 Northing: 122738  
(see RPR Manual and R&C FAQ's for help accessing this data)      McLane Dam: Easting: 989842 Northing: 122854

Lead Federal Agency National Oceanic and Atmospheric Administration  
(Agency providing funds, licenses, or permits)

Permit or Job Reference # NA

State Agency and Contact (if applicable) New Hampshire Department of Environmental Services, Deb Loiselle

Permit or Job Reference # NA

### APPLICANT INFORMATION

Applicant Name Town of Milford

Street Address 1 Union Square      Phone Number 603-249-0600

City Milford      State NH      Zip 3055      Email [gscaife@milford,nh.gov](mailto:gscaife@milford,nh.gov)

### CONTACT PERSON TO RECEIVE RESPONSE

Name/Company Guy Scaife, Town Administrator

Street Address 1 Union Square      Phone Number 603-249-0600

City Milford      State NH      Zip 03055      Email [gscaife@milford.nh.gov](mailto:gscaife@milford.nh.gov)

Please refer to the Request for Project Review manual for direction on completing this form. Submit one copy of this project review form for each project for which review is requested. Include a self-addressed stamped envelope to expedite review response. Project submissions will not be accepted via facsimile or e-mail. This form is required. Review request form must be complete for review to begin. Incomplete forms will be sent back to the applicant without comment. Please be aware that this form may only initiate consultation. For some projects, the Division of Historical Resources (DHR) may require additional information to complete our review. All items and supporting documentation submitted with a review request, including photographs and publications, must be retained by the DHR as part of its review records. Items to be kept confidential should be clearly identified. For questions regarding the DHR review process, please visit our website at: <http://www.nh.gov/nhdhr/review> or contact the R&C Specialist at 603.271.3558.

PROJECT BOUNDARIES AND DESCRIPTION

PROJECTS CANNOT BE PROCESSED WITHOUT THIS INFORMATION

REQUIRED

- Attach the relevant portion of a 7.5' USGS Map (photocopied or computer-generated) **indicating the defined project boundary.**
- Attach a detailed written description of the proposed project. Include: (1) a narrative description of the proposed project; (2) site plan; (3) photos and description of the proposed work if the project involves rehabilitation, demolition, additions, or alterations to existing buildings or structures; and (4) a photocopy of the relevant portion of a soils map (if accessible) for ground-disturbing projects.

Architecture

Are there any buildings or structures within the project area?  Yes  No

If yes, submit all of the following information:

Approximate age(s): See attached table for details

- Photographs of **each** building located within the project area along with a photo key. Include streetscape images if applicable. (Digital photographs are accepted. All photographs must be clear, crisp and focused)
- DHR file review conducted on February 19, 2010

**Please note that as part of the review process, the DHR may request an architectural survey or other additional information.**

Archaeology

Does the proposed undertaking involve ground-disturbing activity?  Yes  No

If yes, submit all of the following information:

- Project specific map and/or preliminary site plan that fully describes the project boundaries and areas of proposed excavation.
- Description of current and previous land use and disturbances.
- Any available information concerning known or suspected archaeological resources within the project area.

**Please note that as part of the review process, the DHR may request an archaeological survey or other additional information.**

DHR COMMENT

*This Space for Division of Historical Resources Use Only*

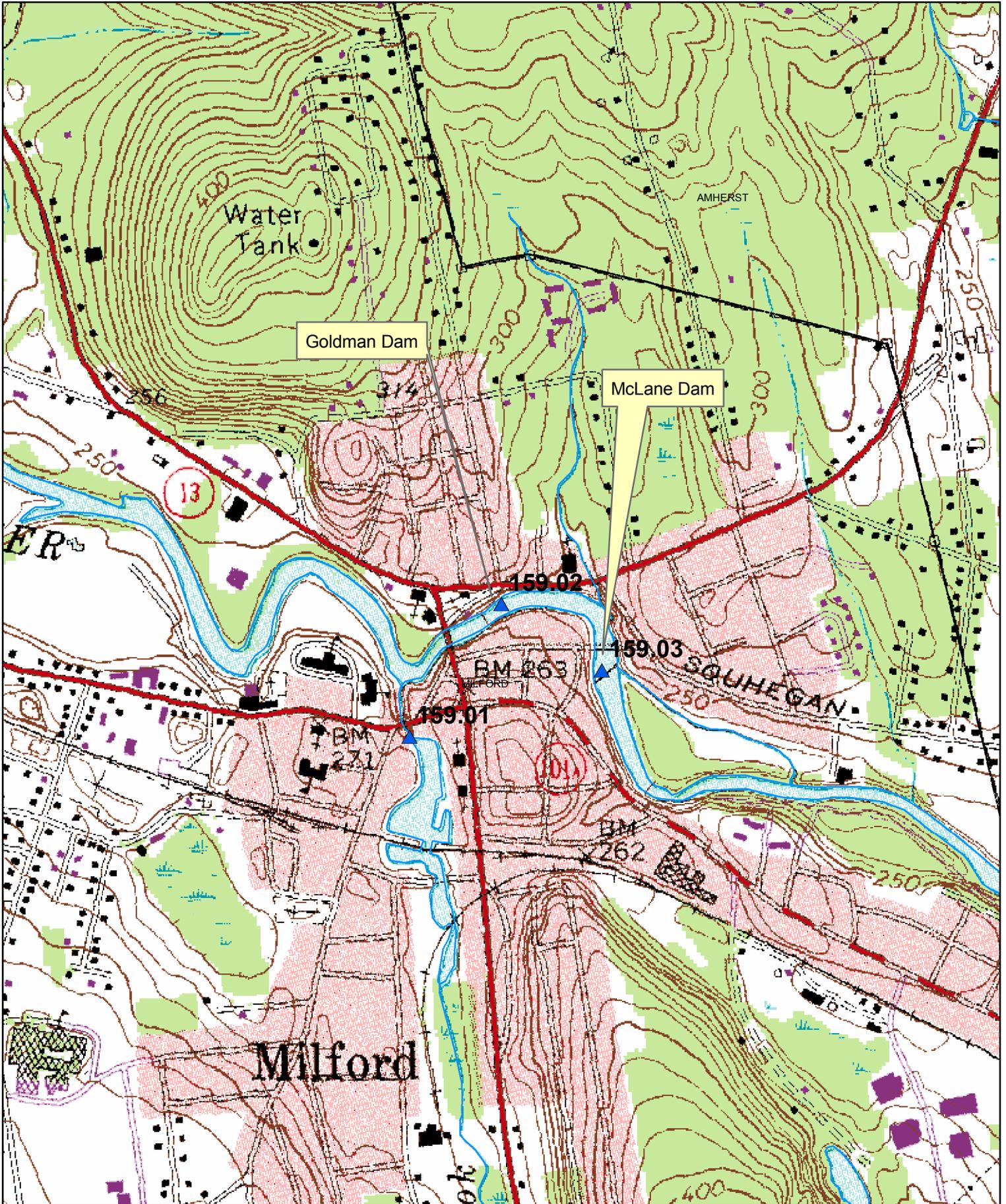
- No Potential to cause Effects  Additional information is needed in order to complete our review
- No Adverse Effect  No Historic Properties Affected  Adverse Effect

Comments: \_\_\_\_\_

If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal law and regulation.

Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# Goldman Dam (159.02) and McLane Dam (159.03), Milford



## PROJECT BOUNDARIES AND DESCRIPTION

### Narrative Description

The Town of Milford is seriously exploring the option of dam removal for both the McLane and Goldman Dams which are located on the Souhegan River in the Town of Milford. The dams have known deficiencies, associated safety and liability issues, and are not currently utilized for any purpose currently or will they be for the foreseeable future. The McLane Dam is owned by the Town of Milford and the Goldman Dam is owned by the Estate of Helen Goodwin. The Town has received a letter from the Estate of Helen Goodwin indicating its support for the Town to enter into a feasibility study for the Goldman dam as well.

In recent years Milford has experienced multiple floods of historic measure in the area of these impaired waters and it is our hope that with this project we will be better able to ensure the continued and uninterrupted access to needed areas/services for some of the more vulnerable segments of our population. Both the Souhegan Valley Boys and Girls Club facility (a portion of which is the original American Stage Festival Theater) and several buildings of workforce housing were heavily damaged in the 2007 flooding with additional concerns for the elderly housing that now occupies the space where the mills once operated.

The dams are a barrier to migrating and resident fish species, and the State Department of Environmental Services (DES) has deemed that the areas impounded behind these dams have water quality issues significant enough to require action. The Souhegan River has two impounded reaches within the Town of Milford that are on the 2008 303(d) list that are directly linked to the McLane and Goldman Dams respectively. Removal of these structures would eliminate a barrier to fish and improve overall ecology of the river.

The Town of Milford and the Helen Goodwin Trust would like to determine if the option of dam removal is prudent, feasible and cost effective. Undertaking this feasibility study will allow the owners and the public to make a well-informed decision as many issues will be addressed and evaluated. These issues include, but are not limited to: historic resources, natural resources, water quality, hydraulics, infrastructure, economics, endangered species, flooding, etc. The feasibility study is considered Phase I of three phases. The information gathered in this feasibility phase is key in order for the owners and public to make an informed decision as to move forward with dam removal or not and also for entering into Phase II – Design and Permitting if that is the decision.

The McLane Dam was originally constructed in 1846, and the Goldman Dam in 1810. Prior to the introduction of electric motors the McLane Dam was utilized in the manufacture of furniture at the McLane Mill and the Goldman Dam played a key role with the Milford Cotton and Woolen Mill. The site where the McLane Mill once stood now has elderly housing situated on it and Goldman Mill has since been converted into affordable senior citizen/disabled housing. Both of these structures, one of which is the original historic mill, have been endangered in recent years by flooding from which the dams contributed significantly. Additionally, several historical buildings on the northwest side of Milford's downtown have had their foundations significantly compromised by the flooded impoundments these dams create. Neither dam is an original structure and both of them have been significantly altered beyond their original purposes.

Should this project prove feasible and the preferred chosen alternative, when the river impairments are removed the resulting riverbed should have added capacity to mitigate seasonal floodwaters and therefore maintain accessibility and safety to Milford's buildings and residents that have been most deeply affected by recent years' flooding. It will also alleviate safety, liability and economic concerns for the Town, Helen Goodwin Trust and the public.

### Site Plan

The proposed project is to conduct a feasibility study for the removal of the McLane and Goldman Dams. This study will evaluate the impacts associated with the dams and will include a cultural resource review and appropriate studies as determined through consultation with the NH Division of Historical Resources (NHDHR) office, NOAA (Lead Federal Agency), Town of Milford, and others as identified through the Section 106 consultation process. Although there are no current plans available at this time, if approved, the future project would entail the removal of both dams. Further details would be developed during the design phase. This project does not entail the removal or demolition of any other structures within the immediate or adjacent area. Please refer to the attached aerial and location maps. Please refer to the attached aerial map for further details regarding the area this study will encompass.

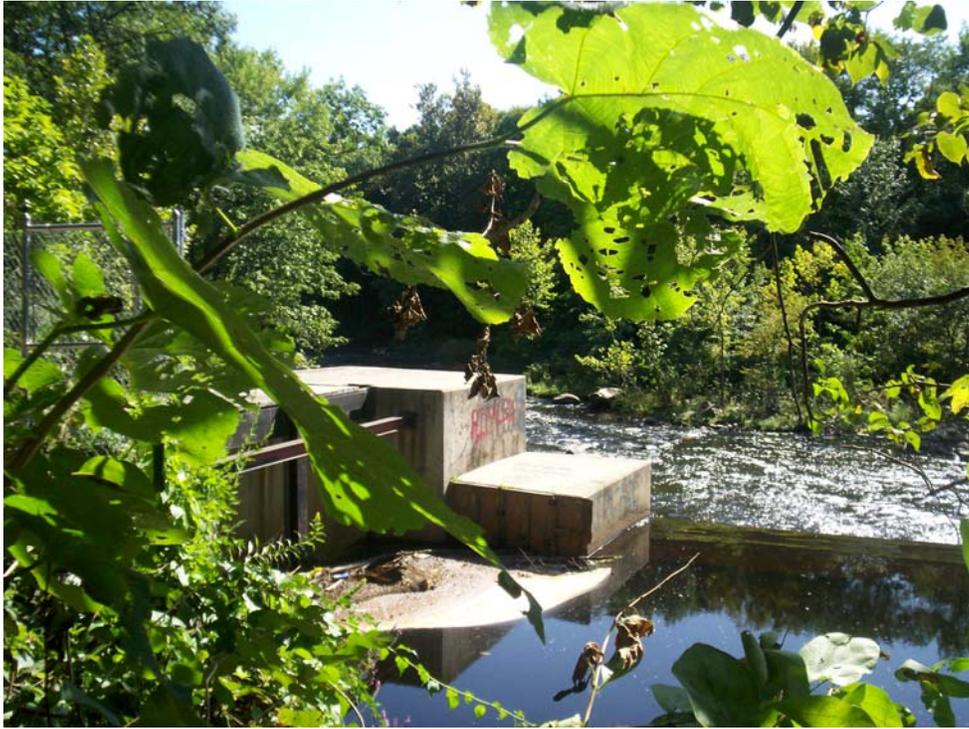
### Photos and Description of Project

The proposed project is to conduct a dam removal and river restoration feasibility study to assess the impacts of dam removal. As part of this study, a cultural resource review will be completed under the auspices of the National Historic Preservation Act, Section 106. This RPR is being submitted to inform the NHDHR of the potentially or identified historical and archaeological resources within the project area. The necessity to complete research and/or surveys will be determined through consultation with the NHDHR office, NOAA (Lead Federal Agency), Town of Milford, and others as identified through the Section 106 consultation process. Following are current photos of the McLane and Goldman Dams which are located on the Souhegan River

## **McLane Dam**



**McLane Dam – 2010 (looking downstream)**



**McLane Dam - 2010 (looking downstream)**



**McLane Dam - 2010 (looking upstream)**



**McLane Dam – (looking downstream 2009)**



**McLane Dam – (looking upstream 2007)**

## Goldman Dam



**Goldman Dam - 2010 (looking downstream)**

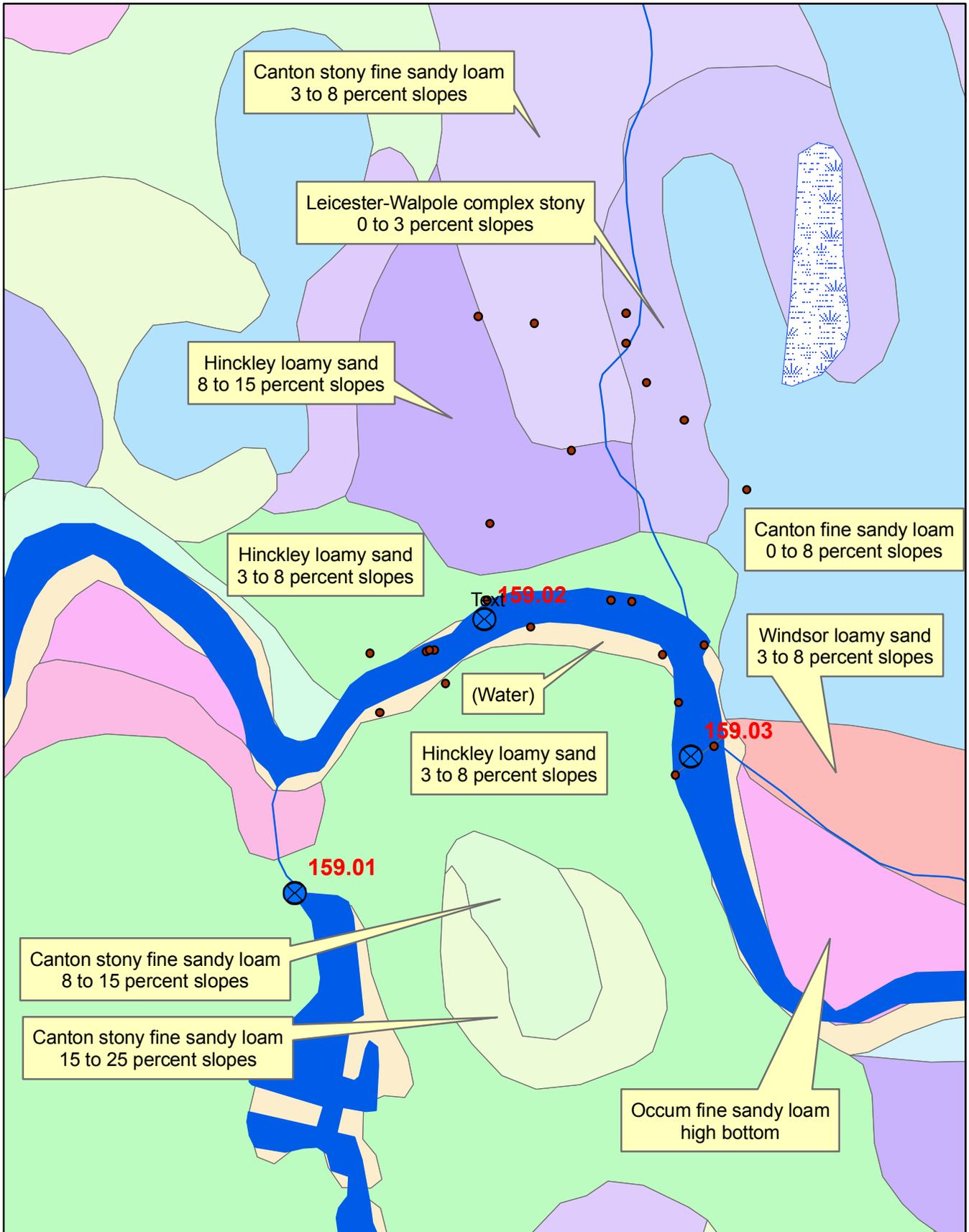


**Goldman Dam - 2010 (looking upstream)**



**Goldman Dam – 2010 (looking upstream)  
Adjacent to senior citizen housing (previous mill) & Colonel Shepard Bridge**

# Goldman Dam (159.02) and McLane Dam (159.03) Soils Map



## PROJECT BOUNDARIES AND DESCRIPTION

### Architecture

This proposed project is for a feasibility study only, for further details of this nature please see the Historic District Form - Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-CCR) compiled for the NH Division of Historical Resources by CLD Consulting Engineers, Inc. as a Historic Resources Evaluation for Section 106 Compliance of the South Street and Downtown Traffic and Sidewalk Improvements Project, 14837/X-A000565. While this project is unrelated to the dam removals feasibility study, both projects encompass the dam areas of Milford's downtown for the 106 Compliance purposes.

The McLane and Goldman Dams are located outside of the *Union Square Commercial and Civic Historic District* but within the proposed *Downtown Milford Commercial, Civic and Residential Historic District*. The *Union Square Commercial and Civic Historic District* was completed in 1994-1995 and deemed eligible under Criterion A and C. In 2009, as a result of the South Street and Downtown Traffic and Sidewalk Improvement project, the historic district was expanded and referred to as the *Union Square Commercial and Civic Historic District*. The documentation for this new district supports eligibility under Criterion A and C, however, this form has not been reviewed by the NHDHR relative to a Determination of Eligibility (DOE). However, if the district boundaries are upheld and approved as noted in the current *Union Square Commercial and Civic Historic District* form, then the McLane and Goldman Dams would fall within these boundaries.

The McLane and Goldman Dams have not been reviewed as individual resources according to a review of the District Area Forms and NHDHR file review. Both of these dams have undergone significant reconstruction since their original construction. Following is historical information on the individual dams as found in the Town of Milford files:

### McLane Dam - History

For the sake of the record, a brief history of dams in the section of the Souhegan River as it runs through the downtown area is provided, as far as that history has been able to be established. The two history books of Milford are referenced here, and whenever that occurs, copies of those pages have been added to this file. The two history books are: "History of Milford 1738-1901" by William Ramsdell, and "The Granite Town, History of Milford 1901-1978" by Winifred Wright.

William Crosby, who lived where the Town Hall now stands, owned about 100 acres which included what is now the downtown area of Milford. Some of this land he gave to the Town for the town center. His land extended up to the south bank of the Souhegan River. Across from his land and on the north side of the River, was located the Col. John Shepard grist mill as of 1738. Col. Shepard's dam, built in 1741, was the first dam in this section of the River. A short distance downstream from the Col. Shepard Bridge, just beyond the mill building on Map 26 Lot 91, was a set of falls. Col. Shepard located his mill at the foot of these falls. When the McLane Dam (or some other dam in that vicinity) was constructed it caused the water to pond in the vicinity of the falls and thus obscured them as well as the ford across the River in this area. (Ramsdell Pg. 10).

In 1789, William Crosby conveyed to Ebenezer Taylor a strip of land, about three quarters of an acre, on the south side of the River, extending from the stone bridge (Col. John Shepard Bridge) down the River to include what later became the property of Morse, Kaley & Co. (Map 26 Lot 100). See Ramsdell Page 285, and a section of the 1901 Map of Milford. This transaction was recorded in Vol. 23 Pg. 187, dated December 14 1789. This deed included the right to use half the water in the Souhegan River.

Over the years several small businesses were in existence at the south end of the Shepard dam which used the water rights conveyed by Crosby to Taylor, but it was not until 1810 with the incorporation of the Cotton and Woollen (sic) Manufacturing Co. and the building of its mill on approximately Map 26 Lot 91 in 1813, that any large manufacturing industry used this water power on the south side of the River. According to Ramsdell, this manufacturing plant eventually decided to use its water rights as they extended below the Shepard Dam, as it had been acquired through the Crosby/Taylor conveyance, and which extended to about Map 26 Lot 100 area. To do this, this company constructed an inexpensive dam about where the current foot bridge is located, and put up a grist mill in this area. After a period of time, the inexpensive dam was abandoned and a wooden one was constructed further down the River. (Ramsdell Pg. 285).

In 1846, a concrete dam was built in the vicinity of the wooden dam by Daniel Putnam and Leonard Chase. From Ramsdell's history it is not clear if the concrete dam was in the same location or not. However, this dam became the property of the Souhegan Manufacturing Co., a corporation formed by Putnam and Chase, and is now the McLane Dam.

From Wright's history on Page 57, we find that "In 1909 a cement dam was built a little further down the River", from the dam of Putnam and Chase, which had become the property of John McLane by that time. However, on Page 23 and 24 of Wright's history, we find it stated that this 1909 cement dam was built by the Milford Light and Power Company (a later owner of the McLane Dam), and that it incorporated the Putnam and Chase masonry dam. With Wright providing no source for the above information, it has not been possible to establish whether the Power Co. dam was a totally new dam or whether indeed it was located where Putnam and Chase built their dam in 1846.

Another point in the confusion in both history books as to whether the McLane Dam or the dam at Map 26 Lot 91 close to the Col. Shepard Bridge, is being referenced, is to be found on Page 288 in Ramsdell's history. There he states that in 1846 Putnam and Chase "...owners of the water privilege at the stone dam...". Whether this is the dam at the Bridge or the McLane dam is not clear. However, owning the water privileges of a dam is not to be confused with owning the dam itself.

Together with owners involved in the old cotton mill on Map 26 Lot 91 vicinity, Putnam and Chase constructed the dam below the swinging bridge, and in 1847 incorporated the Souhegan Manufacturing Co. This was planned to be the largest cotton mill in Milford. The following year they proceeded to construct a huge mill building, located approximately on Map 26 Lot 110. See a section of the 1858 Map of Milford in this land file, and also a copy of a photograph of this mill taken from Ramsdell's history book. Putnam and Chase were the largest share holders in this venture.

At the time of incorporation, the Souhegan Manufacturing Co. owned the following properties, more or less:

Map 26 Lot 100 (more or less) on Nashua Street. This later became the side of the White Elephant Shop. After it burned on January 23 1966, a small shopping area eventually was constructed.

Map 26 Lot 110 (more or less) off Souhegan Street and East Bridge Street, which area included the canal now filled in, and which land became the property of the Town of Milford together with the McLane Dam in 1963. Lot 110 was much larger when it was owned by the Souhegan Mfg. Co., and included the tenement houses still standing on Souhegan Street. These are not the property of the town of Milford.

A lot of land on Souhegan Street which has no connection with the McLane Dam nor Lot 110, and therefore no information on it is included in this land file.

The Company also owned the buildings of the mill itself, plus machinery etc.

It also owned the dam built by Putnam and Chase in 1846.

1848

On June 14 1848, the Souhegan Mfg. Co. conveyed to Gilman Wheeler a tract of land on Souhegan Street which extended to the canal of the mill which in turn fed the “basin” as shown on the 1858 Map of Milford. This transaction was recorded in Vol. 254 Pg. 256, and the deed reserved to the Souhegan Mfg. Co. the right to make all needed repairs in the canal as it abutted this lot.

1849

On April 7 1849, the Souhegan Mfg. Co. conveyed some of its assets to Daniel Putnam and Leonard Chase. This transaction was recorded in Vol. 255 Pg. 183. By this conveyance the Souhegan Mfg. Co. conveyed Map 26 Lot 100 (more or less) and the right and privilege to Putnam and Chase, their heirs and assigns, to rebuild and replace said Company dam across said river, whenever that Company should fail to keep it in good repair. The deed also referenced a “way now traveled from said highway (Nashua Street) to the River still to be kept open as a common way ....” This is Map 26 Lot 107. By this deed, the Souhegan Mfg. Co. retained ownership of the dam and so much of the west bank of the River as supports the west wing of the dam. Because the McLane dam runs in an east/west direction (the dam at the Col. Shepard Bridge runs north/south), this serves to identify the referenced dam as being the McLane Dam. The Company also retained the water power at the dam.

1869:

On April 14 1869, the Souhegan Mfg. Co. purchased a 33 foot wide strip of land from Mary Quinlan which ran from Nashua Street northerly to the Souhegan River. This transaction was recorded in Vol. 382 Pg. 223. This strip of land eventually became the property of the Town of Milford, and is identified as Map 26 Lot 107. See a land file under this map and lot number for details.

1872:

In April 1872, the mill building of the Souhegan Mfg. Co. burned to the ground.

1874:

The remaining assets of the Souhegan Mfg. Co. were disposed of as recorded in Vol. 416 Pg. 494, March 23 1874, Souhegan Mfg. Co. to John Daniels.

These assets were:

\*Map 26 Lot 110 (more or less) This was a lot of about 14 acres at that time, upon which was situated the mill pond, canal, boarding houses. (The Mill building itself had been located on Map 26 Lot 100 more or less, and had been conveyed to Putnam and Chase in 1849 as above).

\*Land on Souhegan Street, unrelated to the McLane Dam.

\*Strip of land, 33 feet wide, now identified as Map 26 Lot 107, running from Nashua Street to the Souhegan River.

The intent of this deed was to convey all the land of the Company on both sides of the River, together with the water power, dams, flumes, canals, raceways, rights of flowage and use of the water power in the River. The transaction was subject to exceptions etc. as recorded in:

Vol. 255 Pg. 183, April 2 1845, Souhegan Mfg. Co. to Putnam and Chase by which deed the Company retained ownership of the McLane Dam and the water rights.

Vol. 320 Pg. 75, July 14 1857, Souhegan Mfg. Co. to Ezekiel Mills. This was property on Bridge Street lying to the east of “the Goldman Mill” (Map 26 Lot 91).

Vol. 386 Pg. 536, December 25 1869, Souhegan Mfg. Co. to Edward Morse et als. This property extended from the Col. John Shepard Bridge easterly to the land conveyed above to Ezekiel Mills. See "carpet factory" notation on the 1858 map of Milford. It included what is now Map 26 Lot 90 and 91 (more or less). The deed retained to the Souhegan Mfg. Co. its dam across the River and abutting these premises. This is the "Goldman Dam", the one immediately below the Col. John Shepard Bridge.

1890:

From this time onwards, the property changed ownership several times.

Vol. 512 Pg. 57, September 5 1890, John Daniels to T. Henry Pearse.

This transaction included Map 26 Lot 110 plus additional land abutting what is now Lot 110 which originally made this lot about 13.5 acres. It is currently about 10 acres.

Plus the 33 foot wide strip off Nashua Street (Map 26 Lot 107).

The conveyance also included the water power, dams, flumes, canals etc., and the right of flowage and use of the water power in the River.

Vol. 512 Pg. 508, September 5 1890, T. Henry Pearse to Souhegan Electric Co.

This conveyance included all the property and rights as in vol. 512 Pg. 57.

1893:

Vol. 540 Pg. 43, February 28 1893, Souhegan Electric Co. by its court appointed assignee, to Henry Stanwood.

This conveyance property and rights as immediately above.

Vol. 540 Pg. 45, December 18 1893, Henry Stanwood to Milford Electric Light Co. Same as above, including the dam.

1903:

The Milford Electric Light Co. apparently went into bankruptcy, and its property was sold at auction by the American Loan and Trust Co. on November 2 1903 to Charles Borland.

Vol. 622 Pg. 106, November 6 1903, Charles Borland to Milford Electric Light Co.

This transaction included Map 26 Lot 110, and the 33 foot wide strip (Map 26 Lot 107), buildings, machinery etc.

1909:

Vol. 666 Pg. 4, February 3 1909, Indenture between McLane Mfg. Co. and Milford Light and Power Co.

This deed conveyed the rights, privileges, easements, and use of the water in the Souhegan River, and the right to the use of or rights in the dam across the river near the land of the McLane Mfg. Co., and the water above said dam which were conveyed by the Souhegan Mfg. Co. to Putnam and Chase in Vol. 255 Pg. 183, together with all the right to rebuild and repair said dam. However, should the Electric Co. fail to provide electric energy to the McLane Mfg. Co., then all conveyed above would revert back to the McLane Mfg. Co.

The McLane Mfg. Co. was located in the vicinity of Map 26 Lot 100. See the 1901 map of Milford in the land file.

1922:

Apparently the Milford Light and Power Co. also went into bankruptcy, and their property became, eventually, that of the Souhegan Valley Electric Co.

Vol. 809 Pg. 592, December 28 1922, Milford Light and Power Co. by Receiver to Souhegan Valley Electric Co.

Vol. 809 Pg. 527, December 28 1922, Milford Light and Power Co. to Souhegan Valley Electric Co.  
This deed conveyed Map 26 Lot 110, and Map 26 Lot 107 (33 foot wide right of way), flowage and water rights.

1926:

Vol. 861 Pg. 151, October 29 1926, Souhegan Valley Electric Co. to Public Service Co. of New Hampshire.  
This deed conveyed:

\*Map 26 Lot 110 and Map 26 Lot 107, as in Vol. 657 Pg. 134 and as in Vol. 622 Pg. 106.

\*plus the rights etc. and use of water in the River, and the use of or rights in the dam adjacent to the land of McLane Mfg. Co., which were conveyed by the Souhegan Mfg., Co. to Putnam and Chase in Vol. 255 Pg. 183 and to Milford Light and Power Co. by McLane Mfg. Co. by Indenture recorded in Vol. 666 Pg. 4.

The conveyance also included all dams, canals etc.

The above referenced deed refers to Vol. 666 Pg. 1. This should read Page 4. (Vol. 666 Pg. 1 refers to property in Mason with no connection to this issue).

1963:

Vol. 1961 Pg. 254, April 10 1964, Public Service Co. to Town of Milford.

This deed conveyed an odd configuration of land, lying between the south bank of the Souhegan River and the north line of several lots on the north side of Bridge Street (Maple Street), which had no connection with the McLane Dam.

It also included Map 26 Lot 110, and the McLane Dam (so named in the deed), and subject to rights of the McLane Mfg Co., its successors and assigns, as conveyed by Souhegan Mfg. Co. to Putnam and Chase in Vol. 255 Pg. 183.

The deed also conveyed the right to use an existing roadway between Souhegan Street and the easterly end of Lot 110.

Map 26 Lot 107, the 33 foot wide strip, was not included in this deed, it having been conveyed to the Town of Milford by Public Service Co. of New Hampshire on August 16 1940, and recorded in Vol. 1007 Pg. 55. See separate land file for this lot.

(As a point of interest, Map 26 Lot 100, referenced several times above, became the site of the White Elephant Shop on Nashua Street. Once the home of the McLane Mfg. Co., the rear section burned on February 19 1964. Two years later on January 23 1966, the remaining portion of the building was completely destroyed by a furious fire.

At the March 14 1966 Town Meeting in Article #17, the site was offered to the Town of Milford for \$25,000. However, it was voted not to raise the funds, but to lay the issue on the table. This issue was not raised again at a later town meeting.

In 1970, Cumberland Farms purchased the lot, and constructed a small shopping center on the site, at the corner of Pine Street and Nashua Street).



**McLane Dam – 1935 (looking upstream)**



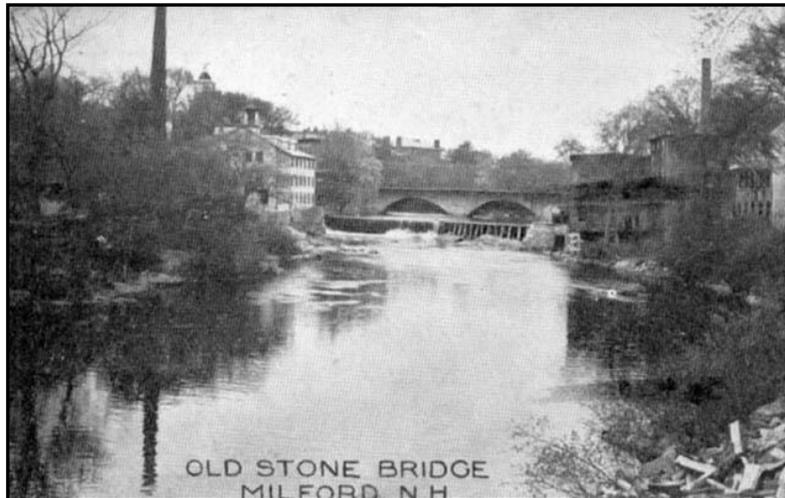
**McLane Dam – 1935 (looking upstream)**



**McLane Dam – 1979 (looking downstream)  
Waste gate was removed and reconstructed in 1992**



**McLane Dam – 1992 (looking downstream)  
Site of former waste gate. New gate constructed in 1992**



**Goldman Dam – date unknown (looking upstream)**

Location: The dam runs between Map 26 Lot 89 and 89-1 on its north end, and Map 26 Lot 91 on its south end. It is the first dam downstream from the Col. John Shepard Bridge near Union Square.

**History of the Dam**

The Goldman Dam, so called, lies immediately down the Souhegan River from the stone bridge known as the Col. John Shepard Bridge. It abuts Map 26 Lot 91 at its southerly end and Map 26 Lots 89 and 89-1 at its northern end.

William Crosby, who lived where the Town Hall now stands, owned about 100 acres which included what is now the downtown area of Milford. Some of this land he gave to the Town for the town center. His land extended up to the south bank of the Souhegan River. Across from his land and on the north side of the River, was located the Col. John Shepard grist mill as of 1738. Col. Shepard's dam, built by him in 1741, was the first dam in this section of the River. A short distance downstream from the Col. Shepard Bridge, just beyond the mill building on Map 26 Lot 91, was a set of falls. Col. Shepard located his dam at the foot of these falls. When the McLane dam (or some other dam in that vicinity) was constructed it caused the water to pond in the vicinity of the falls and thus obscured them as well as the ford across the River in this area.

In 1789, William Crosby conveyed to Ebenezer Taylor a strip of land, about three quarters of an acre, on the south side of the River, extending from the stone bridge (Col. John Shepard Bridge) down the River to include what later became the property of Morse & Kaley Co. (Map 26 Lot 91) to that of John McLane's manufacturing plant (vicinity of Map 26 Lot 100). This transaction was recorded in Vol. 23 Pg. 187, dated December 14 1789. This deed included the right to use half the water in the Souhegan River.

Over the years several small businesses were in existence at the south end of the Shepard dam which used the water rights conveyed by Crosby to Taylor, but it was not until 1810 with the incorporation of The Cotton and Woollen (sic) Manufacturing Co. and the building of its mill on approximately Map 26 Lot 91 in 1813 that any large manufacturing industry used this water power on the south side of the River. This manufacturing plant eventually decided to use its water rights as they extended below the Shepard Dam, as it had been acquired through the Crosby/Taylor conveyance, and which extended to about Map 26 Lot 100 area. To do this, this company constructed an inexpensive dam about where the current foot bridge is located, and put up a grist mill

in this area. After a period of time, the inexpensive dam was abandoned and a wooden one was constructed further down the River.

A short while after its incorporation, the Milford Cotton and Woollen Manufacturing Corp. raised the level of its dam and thereby flooded several other properties. A series of deeds were recorded involving those property owners, which deeds record monies paid by the Cotton and Woollen(sic) Corp. to the owners and thereby releasing said company from liability from the damage thus done. These deeds were recorded between 1820 and 1827 (See Vol. 151 Pgs. 28-30). From them we know that at that time, this dam was owned by the Milford Cotton and Woollen (sic) Manufacturing Corp. This is the “Goldman Dam” immediately down from the stone bridge.

In 1827 the Milford Cotton and Woollen (sic) Mfg. Corp. conveyed to C.S. Averill, the land of the Corporation, buildings etc., plus this dam. This was a mortgage deed recorded in Vol. 196 Pg. 163, dated July 24 1837. The following year, Daniel Putnam assumed this mortgage from C.S. Averill. The transaction was recorded in Vol. 196 Pg. 164, dated January 9 1838. The property included buildings etc. and the Goldman Dam. On December 2 1847, Putnam paid off the mortgage to Averill, and became the owner of the dam plus Map 26 Lot 91 (more or less).

Daniel Putnam, together with Leonard Chase, were to become the two major shareholders in the Souhegan Manufacturing Co., which company became the first owner of the McLane Dam, located below the swinging bridge.

In 1846, a concrete dam was built in the vicinity of the wooden dam by Daniel Putnam and Leonard Chase. It is not clear if the concrete dam was in the same location as the wooden dam or not. However, this dam became the property of the Souhegan Manufacturing Co., a corporation formed by Putnam and Chase, and is now the McLane Dam.

From Wright’s history of Page 57, we find that: “In 1909 a cement dam was built a little further down the River ...” from the dam of Putnam and Chase, which had become the property of John McLane by that time. However on Page 23 and 24 of Wright’s History we find it stated that this 1909 cement dam was built by the Milford Light and Power Company (a later owner of the McLane Dam), and that it incorporated the Putnam and Chase masonry dam. With Wright providing no source for the above information, it has not been possible to establish whether the Power Co. dam was a totally new dam or whether indeed it was located where Putnam and Chase built their dam in 1846. In fact, research has not established that the Milford Light and Power Company ever built a dam itself.

Another point in the confusion in both history books as to whether the McLane Dam or the dam at Map 26 Lot 91, the Goldman Dam, is being referenced, is to be found on Page 288 in Ramsdell’s history. There he stated that in 1846 Putnam and Chase “... owners of the water privilege at the stone dam ...”. Whether this is the dam at the Bridge or the McLane Dam is not clear. However owning the water privileges of a dam is not to be confused with owning the dam itself.

Regardless, together with owners involved in the old cotton mill on Map 26 Lot 91 vicinity, Putnam and Chase constructed the dam below the swinging bridge and in 1847 incorporated the Souhegan Manufacturing Co. This was planned to be the largest cotton mill in Milford. The following year they proceeded to construct a huge mill building, located approximately on Map 26 Lot 100 and 110. See a section of the 1858 Map of Milford in this file, and also a copy of a photograph of this mill taken from Ramsdell’s history book. Putnam and Chase were the largest share holders in this venture.

At the time of its incorporation, the Souhegan Manufacturing Co. owned Map 26 Lots 100 and 110 (more or less) plus other parcels of land, and also owned the McLane Dam as built by Putnam and Chase in 1846.

On April 7 1849 the Souhegan Mfg. Co. conveyed some of its assets to Daniel Putnam and Leonard Chase. This transaction was recorded in Vol. 255 Pg. 183. This included some lands, and also the right for these two men to rebuild and replace the Company's dam across the River whenever that Company should fail to keep it in good repair. By this deed, the Souhegan Mfg. Co. retained ownership of the McLane Dam and so much of the west bank of the River as supports the west wing of the dam.

Because the McLane dam runs in an east/west direction (the Goldman Dam runs north/south) this serves to identify the referenced dam as being the McLane Dam.

As of 1838, Daniel Putnam owned Map 26 Lot 91 (more or less) plus the Goldman Dam. See deed recorded in Vol. 196 Pg. 164 in this file, and referenced above. Between 1838 and 1869, this dam became the property of the Souhegan Mfg. Co. Extensive research at the Registry of Deeds failed to locate a deed for such a transaction. However, sometimes ownership of property of companies changes hands through a conveyance of shares, and not by the usual method of a deed. This could have been the case in this issue. The first recorded deed available establishing the Souhegan Mfg. Co. as the owner of the Goldman Dam appears in Vol. 386 Pg. 536 dated December 25 1869. Here the Souhegan Mfg. Co. conveyed to Edward Morse et al, Map 26 Lot 91 (more or less) together with the right to rebuild and repair the dam of the Souhegan Mfg. Co., abutting the premises conveyed, namely Map 26 Lot 91.

In 1872, the mill building of the Souhegan Mfg. Co. burned to the ground. In 1874, that Company's remaining assets were disposed of, as recorded in Vol. 416 Pg. 494, March 23 1874, Souhegan Mfg. Co. to John Daniels. The deed conveyed land assets, together with water power, dams, flumes etc. etc. and all buildings belonging to said company subject to exceptions and reservations as in:

Vol. 255 pg. 183, April 2 1845, Souhegan Mfg. Co. to Putnam & Chase.

By this deed the Company retained ownership of the McLane Dam and the water rights.

Vol. 386 Pg. 536, December 25 1869, Souhegan Mfg. Co. to Edward Morse et als.

By this deed the Co. conveyed property extending from Col. John Shepard Bridge easterly on Bridge Street (Maple Street). It included what is now Map 26 Lot 90 and 91 (more or less). But the deed excepted from the transaction the Souhegan Mfg. Co.'s dam abutting these premises. This is the Goldman Dam, the dam immediately below the Col. Shepard Bridge.

Other assets were disposed of further in other deeds that have no impact on the Goldman Dam or the McLane Dam.

The site of the Milford Cotton and Woollen Mfg. Corp., Map 26 Lot 91 vicinity, changed ownership many times over the years, but throughout all the transactions the dam abutting Lot 91 is excepted. It is also constantly referenced as being the dam of the Souhegan Mfg. Co. This of course, is not true because as of 1874 when that Company's assets were disposed of after the fire, the Goldman Dam became the property of whoever owned the McLane Dam. By 1926 the Souhegan Valley Electric Co. which was the owner of both dams, conveyed the Goldman Dam to Public Service Co. of New Hampshire, as follows:

Vol. 861 Pg. 151, October 21 1926, Souhegan Valley Electric Co. to Public Service Co. of New Hampshire. This deed included "all dams" which therefore includes the Goldman Dam and the McLane Dam further down the river.

That same year, Public Service Co. conveyed the McLane Dam and abutting land to the Town of Milford. See land file under Map 26 Lot 110.

In 1951 the Public Service Co. of New Hampshire conveyed the Goldman Dam to Milford Textile Corp, as follows:

Vol. 1363 Pg. 361, August 11 1951, Public Service Co. of New Hampshire to Milford Textile Corp. Relative to the Milford Textile Corp. it is interesting to note that on April 10 1974, the Supreme Court issued a Decree, recorded in Vol. 2351 Pg. 383, Samuel Goldman vs. All Stockholders of Milford Textile Corp., if any, other than the petitioner {Samuel Goldman} on December 15 1965, which established Samuel Goldman as the owner of Map 26 Lot 91, 91-1 and 89-1, together with buildings, machinery etc. The Decree also gave the right to repair or rebuild the dam of the Souhegan Mfg. Co. across the Souhegan River, abutting these premises, should that company fail to do so. Now as of 1874, the Souhegan Mfg. Co. had gone out of business and had conveyed this dam to another party. As of 1922, the Goldman Dam had become the property of the Souhegan Valley Electric Co., which in 1926 conveyed it to Public Service Co. In 1951, that Company conveyed the dam to Milford Textile Corp.

From the wording in the Decree it would appear this information was not in hand because the dam still is referenced as being owned by Souhegan Mfg. Co.

At some point in time after 1974, the Milford Textile Corp. appears to have gone out of business as a viable company.

Because at the current point in time, the Town of Milford does not own the dam, no further research has been done into the current ownership of the Goldman Dam.

In a review of documentation relative to ownership of the Goldman Dam, it is interesting to note that on Page 56 of Wright's History, it is stated that this dam was purchased in 1916 by Maurice Goldman, owner of the Milford Manufacturing Co., which later became the Milford Textile Co. This information is incorrect. Firstly the "Milford Manufacturing Co." never did have anything to do with Map 26 Lot 91 nor the Goldman Dam. What happened in 1916 was:

On July 24 1916, the American Thread Co. conveyed Map 26 Lot 91 (plus other land) to Maurice Goldman, as recorded in Vol. 745 Pg. 429. With this conveyance was included the right to use the water in the River in such a manner as not to interfere with the use of same at the dam of the Souhegan Mfg. Co. further down the River. This was the McLane Dam; and also the right to repair and rebuild "the dam of said Souhegan Mfg. Co. across said Souhegan River abutting on said premises whenever said Souhegan Mfg. Co., its successors and assigns, neglect or cease to do the same .....". This was the Goldman Dam.

In addition, Wright states that Maurice Goldman was the owner of the Milford Manufacturing Co. This is incorrect. No reference to this company has been found in research into ownership of the property (Map 26 Lot 91). What occurred was that after Maurice Goldman became the owner of the property as stated above, he formed the Milford Spinning and Weaving Corp. of New Hampshire, to which company he conveyed ownership of the property and rights he had acquired as above in Vol. 745 Pg. 429. The transfer of the property to the Milford Spinning and Weaving Corp. was recorded in Vo.. 778 Pg. 580, March 16 1920.

1966 Repairs to "Goldman Dam" funded by the Town of Milford:

At the March 14 1966 Town Meeting, three articles came before the meeting relative to repairs of this dam. Copies of these articles and the votes thereon are in this land file, together with a copy of the Report of the Dam Committee.

Under Article #13 it was voted to rebuild the dam, after much discussion regarding the height of the repaired dam. Under Article #14 it was voted to make application to the federal government for funding, and under Article #15 it was voted that the meeting be recessed until June 14 1966 in order to act upon the report of the Dam Study Committee.

At the June 14 1966 Recessed Town Meeting, Article #1, it was voted to raise and appropriate \$20,000 for the purpose of “constructing a dam across the Souhegan River”.

According to the Dam Committee’s report, \$7,870.50 had already, by June 1966, been paid to the contractor, and it was felt that the above \$20,000 would be sufficient to complete the work. The Committee ended its report by thanking Sam Goldman “for allowing the construction of the dam”. This is an interesting comment because the dam was not “constructed”, merely repaired. Secondly it would appear that in 1966, it was felt that Samuel Goldman owned the dam. Also on Page 57 of Wright’s history, it is stated that the 1966 Town Meeting raised \$12,000 and “... with permission of the owner, rebuilt the dam”. She does not state who the owner is.

#### Ownership of the “Goldman Dam”:

Vol. 416 Pg. 494, March 23 1874, Souhegan Mfg. Co. to John Daniels.  
Conveyed Map 26 Lot 110 (more or less) plus additional land unrelated to the dam, plus water rights etc., plus McLane Dam and Goldman Dam, specified in this deed as “dams”.

Vol. 512 Pg. 57, September 5 1890, John Daniels to T. Henry Pearse:  
Included Goldman Dam as above.

Vol. 512 Pg. 508, September 5 1890, T. Henry Pearse to Souhegan Electric Co.  
Included Goldman Dam as above.

Vol. 540 Pg. 43, February 8 1893, Souhegan Electric Light and Power Co. by its assignee to Henry Stanwood.  
By this time the Souhegan Electric Co. became the Souhegan Electric Light and Power Co.  
The deed included Goldman Dam as above.

Vol. 540 Pg. 45, December 18 1893, Henry Stanwood to Milford Electric Light Co.  
Included the Goldman Dam as above.

Vol. 657 Pg. 134, March 3 1908, Milford Electric Light Co. to Milford Light and Power Co.  
Included the Goldman Dam as above.

Vol. 809 Pg. 592, December 28 1922, Milford Light and Power Co. to Souhegan Valley Electric Co.  
Included the Goldman Dam as above.

Vol. 861 Pg. 151, October 29 1926, Souhegan Valley Electric Co. to Public Service Co. of New Hampshire.  
Included Goldman Dam as above, referenced in the deed as “dams”. Included McLane Dam.

Vol. 1363 Pg. 361, April 11 1951, Public Service Co. of New Hampshire to Milford Textile Corp.  
Included the Goldman Dam {“the upper dam ... being the first dam downstream from the stone arch bridge... near Union Square”}.

Vol. 1961 Pg. 254, April 10 1963, Public Service Co. of New Hampshire to Town of Milford:  
Included Map 26 Lot 110, other land along Souhegan River unrelated to any dams, and specifically identified the McLane Dam.

This deed did NOT include the Goldman Dam.

#### MAP 26 LOT 98 TAX COLLECTOR PROPERTY/SOLD

Plot 359 on 1941 Tax Maps

Name of Property: Leonard/Emerson Land

Location: north side of Bride Street (identified as Maple Street in documents in this file).

Size: .1 acre

Land Acquisition:

Vol. 1010 Pg. 79, November 26 1940, William Leonard to Tax Collector.

Land Disposition:

Vol. 1025 Pg. 313, October 3 1941, Town of Milford to Charles Emerson.

Note: This lot was 98 feet deep and 45 feet wide, and was part of Plot 359 on 1941 Tax Maps; part of Map 26 Lot 98 on 2000 Tax Maps.

See copy of an unnamed and undated plan in this land file.

#### MAP 26 LOTS 99, 99-1, 168, 169 AND 173

There are lots on Map 26, 1999 Tax Maps, that are interconnected because of the history of their acquisition and disposition by the Town of Milford and the Milford School District.

These lots are:

Map 26 Lot 99: Site of the old town barns on Pine Street; now privately owned.

Map 26 Lot 99-1: Part of the old town barn site; still owned by the Town of Milford to provide access to the westerly end of the McLane Dam on the Souhegan River.

Map 26 Lot 168: Site of the Milford Fire Station.

Map 26 Lot 169: Site of the Old Brick School House; now privately owned.

Map 26 Lot 173: Part of the original site of the Brick School House; still owned by the Milford School District; now a parking area on the north side of Middle Street.

There are land files for each of the above five lots. However, summary sheets from each lot are included in each file for clarification purposes.

Documentation pertaining to each lot is to be found in the relative land file.

#### MAP 26 LOTS 99, 99-1 AND 168

Note: These three lots need to be considered initially as a whole.

Map 26 Lots 99 and 99-1 and the easterly portion of Lot 168 formed the old town barn site on Pine Street, which land the Town of Milford purchased in 1913.

In 1974, it was decided to construct the Fire Station on what is Map 26 Lot 168 on the 1999 tax Maps, and at that time the Town of Milford purchased a part of the remaining unoccupied school property in this area. This purchase formed part of the Fire Station property, and the balance of the land needed came from the westerly unused portion of the town barn site.

In 1989, the Town sold Map 26 Lot 99 into private hands. It retained Map 26 Lot 99-1 along the bank of the Souhegan River to allow access to the McLane Dam from the west bank of the River.

#### MAP 26 LOT 99 PRIVATELY OWNED

**Land Acquisition:**

Town Meeting, February 15 1912, Article #11, voted to purchase the French and Heald factory land for the construction of the town stables.

Vol. 709 Pg. 84, March 29 1913, French and Heald Co. to Town of Milford.

This land file also contains various other deeds referenced in the above deed for further clarification of the bounds of the property thus purchased. See also Plan #23865. This land file also contains, for historical purposes, extracts from The History of Milford 1738 to 1901 by Wm. Ramsdell, and The Granite Town, History of Milford 1901 to 1978 by Winifred Wright.

Heald Park: Town Meeting, February 15 1915, Article 5, voted to set apart such portion of the land purchased from the French and Heald Co. as may not be needed for other purposes for a public park to be known as "Heald Park", in honor of the late David Heald. This project did not materialize.

Reed Parking Area: Town Meeting, March 1943, Article 14, voted to lease to Harold E. Reed a portion of the Town Barn site for a parking area for automobiles. This project did not materialize.

Expansion of Town Barns at Pine Street: Originally wooden structures were built on this site as town stables. These buildings remained in use until 1953 when the Town appropriated funding for the expansion of the facility.

Town Meeting March 10 1953, Article 13, voted to appropriate \$18,000 to build a new Public Works garage of a size 70 x 48 feet.

**Boundary Line Agreement Between Map 26 Lots 99 and 100:**

Vol. 2705 Pg. 272, July 19 1979, Boundary Line Agreement between VSH Realty Inc. (owner of Lot 100) and Town of Milford. This Agreement established the southern line of Map 26 Lot 99.

**Land Disposition:**

Town Meeting, March 1989, Article 2, Ballot Vote #1, and Article 25, voted to authorize the sale of the town barn site which at that time consisted of the easterly portion of the Fire Station, Map 26 Lot 168, and all of Map 26 Lot 99 (as shown on the 1989 Tax Maps).

Vol. 5142 Pg. 1329, October 5 1989, Town of Milford to Spillway Housing Associates.

By this transaction, Map 26 Lot 99 became what it is as on the 1999 Tax Maps. See Plan #23865.

The above deed includes reservations to the Town of Milford:

1. 25 foot wide sewer easement and access easement for McLane Dam maintenance.
2. 20 foot wide water easement.
3. Right to pass with municipal vehicles from the north boundary line of Pine Street via the paved traveled way of the parking area.
4. The right to pass with municipal vehicles over the paved traveled way adjacent to the south line of Bridge Street and the westerly bank of the Souhegan River.
5. The right to the general public to pass on foot only from Bridge Street to Pine Street over the paved sidewalk on the westerly side of the proposed housing facility.

**Plans:**

Rough Sketch which is part of Vol. 493 Pg. 233, January 31 1888.

Site Plan, Land of Town of Milford on Bridge, Pine and School Streets, Map 26 Lots 99, 99-1 and 168, dated August 25 1989, final revision October 5 1989.

Plan #23865 HCRD

Boundary Line Adjustment Between VSH Realty Inc. and Town of Milford (Map 26 Lots 99 and 100), date of plan unclear on available copy.

Plan #12412 HCRD. (recorded August 1 1979).

#### MAP 26 LOT 99-1 TOWN OWNED OPEN LAND

Plot 350 (part of) on 1941 Tax Maps.

Location: off Bridge Street along west bank of Souhegan River.

Size: approximately 230 feet long by 22.5 feet wide.

#### Land Acquisition:

Town Meeting, February 15 1912, Article 11, voted to purchase land from French and Heald Factory for the location of the town stables.

Vol. March 29 1913, French and Heald to Town of Milford.

The purchase included what is Map 26 Lots 99 and 99-1 and part of Lot 168 on 1999 Tax Maps. See Plan #23865.

#### Land Disposition:

Town Meeting, March 1989, Article 2, Ballot Vote #1, and Article 25 voted to authorize the sale of the town barn site. The sale excluded this strip of land along the west bank of the Souhegan River.

Vol.5142 Pg. 1329, October 5 1989, Town of Milford to Spillway Housing Associates.

This deed included reservations to the Town of Milford.

#### Plans:

Subdivision Plan Land of Town of Milford on Bridge, Pine and School Streets, Milford, New Hampshire, dated August 5 1989, final revision October 5 1989.

Plan #23865 HCRD

Note: On this Plan, Map 26 Lot 99-1 is identified as Map 26 Lot 99-2.

#### MAP 26 LOT 107 SEWER SYSTEM

Name of Property: "Nashua Street Box"

Location: Nashua Street

Size: .03 Acres (33 feet x 66 feet)

Plot 865 on 1941 Tax Maps

Type of Property: part of Town sewer system

Land Acquisition: Vol. 1007 Pg. 55, August 16 1940, Public Service Co. of New Hampshire to Town of Milford

#### Plans:

Section of Plan of Land at Milford Hydro Station, Public Service Co of New Hampshire, Plan #R6622-1, dated March 3 1947, revised March 9 1964.

#### Note:

As of 1847, the Souhegan Mfg. Co. was located on Map 26 Lots 110 and 100 vicinity, the largest cotton manufacturing company in town. In 1869, it purchased this small lot lying between Nashua Street and the Souhegan River. The transaction was recorded in Vol. 382 Pg. 223, April 24 1869, Mary Quinlan to Souhegan Mfg. Co. After the mill building burned in 1872, its remaining assets were disposed of, and over the years were owned by several different entities. On October 29 1926, this strip of

land was conveyed to the Public Service Co. by a deed recorded in Vol. 861 Pg. 151, Souhegan Valley Electric Co. to Public Service Co. of New Hampshire. In 1940, as stated above, the land was conveyed by that company to the Town of Milford.

(Copies of old referenced deeds can be found in the land file under Map 26 Lot 110/McLane Dam).

#### MAP 26 LOT 110 MCLANE DAM AND LAND

Name of Property: McLane Dam and Land

Location:

Off east end of Property lies between Souhegan Street and Souhegan River.

The dam runs from Map 26 Lot 110 westerly to Map 29 Lot 99-1.

Size: 10 acres

Type of Property: undeveloped land.

Land Acquisition:

Town Meeting, March 12 1963, Article #10, voted to authorize the Selectmen to purchase from Public Service Co. of N.H. for \$1.00, the dam, headworks, canal and associated land and rights, located westerly of a line produced by extending the line of the stone wall at the intake structure of the Milford Hydro Station in a generally southerly direction across the Souhegan River.

Note: Though that is what the Town authorized the Selectmen to accept, the deed transferred ownership to the Town of more land than is actually indicated above, plus the right to use a roadway extending from Souhegan Street westerly to the west side of Map 26 Lot 110. The deed also conveyed a convoluted strip of land on the north side of Bridge Street, running between properties on the north side of said street, and the south side of the Souhegan River. This strip appears in Land File under Map 26 Lot 92.

This land file is incomplete as of December 2002.

Vol. 1961 Pg. 254, April 10 1963, Indenture between Public Service Co. of New Hampshire to Town of Milford.

See Tract (b) and (c) of this deed,

Cost to Town: \$1.00

Deed was recorded on January 1 1968.

Tract (b) includes Map 26 Lot 110, and the dam itself.

Tract (c) includes a 25 foot right of way which is part of Map 26 Lot 73-1. This land is owned by Judith White. See Vol. 5160 Pg. 817, December 22 1989. This deed provides the right for the Town to use this right of way for access to Lot 110.

Right to enter property and construct a sewer across said property:

Unrecorded deed, Milford Electric Light Co. to Town of Milford, dated June 1 1894.

Plan:

Plan of Public Service Co. of New Hampshire, dated March 3 1947, from a survey done in 1916 by S.H. Abbot, Surveyor. Plan #R-6622-1, Public Service Co. of New Hampshire. This plan was revised March 9 1964.

Note:

Part of Map 26 Lot 110 was involved in a water main easement agreement, which did not materialize, on abutting property Map 26 Lot 73-1. See Land File under Map 26 Lot 73-1.

In deeds provided in this file for a history of this property, there is a deed recorded in Vol. 382 Pg. 223, April 24 1869, Mary Quinlan to Souhegan Manufacturing Co. This conveys a 33 foot wide strip of land from Nashua Street to the Souhegan River. It eventually became the property of Public Service Co. on October 26 1926, in Vol. 861 Pg. 151, Souhegan Valley Electric Co. to Public Service Co. of New Hampshire. It was conveyed by Public Service Co. to the Town of Milford on August 16 1940 and recorded in Vol. 1007 Pg. 55. This strip of land is identified as Map 26 Lot 107. See land file under this map and lot number for further details.

### Archeology

Both the McLane Dam and the Goldman Dam have both been reconstructed over the years and there has been much disturbance on the banks as a result (please see 1992 photos of the McLane Dam from in this document).

On April 13, 2010, Edna Feighner provided NHDES with the following information relative to known or potential archaeological resources in the vicinity of the McLane and Goldman Dams: “As for the 2 dams in Milford, no sites have been identified in close proximity however there are sites located along the river in Milford just west of the town. We know that very few surveys have occurred in Milford so I would recommend an archaeological consultant conduct a visual assessment of the proposed area of potential effect, background research and assessment should include any access or construction areas.”

Please mail the completed form and required material to:

New Hampshire Division of Historical Resources  
State Historic Preservation Office  
Attention: Review & Compliance  
19 Pillsbury Street, Concord, NH 03301-3570

RECEIVED  
JUL 09 2010

DHR Use Only	
R&C #	2245
Log In Date	___/___/___
Response Date	___/___/___
Sent Date	___/___/___

### Request for Project Review by the New Hampshire Division of Historical Resources

RECEIVED  
JUL 19 2010  
BY: OG

- This Project is funded by Federal Stimulus
- This is a new submittal       This is additional information relating to DHR Review #.

#### GENERAL PROJECT INFORMATION

Project Title    McLane and Goldman Dams Removal Feasibility Study and River Restoration

Project Location    Souhegan River, Milford NH

Tax Map & Lot #    In the Souhegan River adjacent to 26-89-1 and 26-82

NH State Plane - Feet Geographic Coordinates:    Goldman Dam: Easting: 988899 Northing: 122738  
(see RPR Manual and R&C FAQ's for help accessing this data)    McLane Dam: Easting: 989842 Northing: 122854

Lead Federal Agency National Oceanic and Atmospheric Administration    *ACOE*  
(Agency providing funds, licenses, or permits)

Permit or Job Reference # NA

State Agency and Contact (if applicable) New Hampshire Department of Environmental Services, Deb Loiselle

Permit or Job Reference # NA

#### APPLICANT INFORMATION

Applicant Name    Town of Milford

Street Address    1 Union Square      Phone Number    603-249-0600

City    Milford    State    NH    Zip    3055    Email    gscaife@milford,nh.gov

#### CONTACT PERSON TO RECEIVE RESPONSE

Name/Company    Guy Scaife, Town Administrator

Street Address    1 Union Square      Phone Number    603-249-0600

City    Milford    State    NH    Zip    03055    Email    gscaife@milford.nh.gov

Please refer to the Request for Project Review manual for direction on completing this form. Submit one copy of this project review form for each project for which review is requested. ✓ Include a self-addressed stamped envelope to expedite review response. Project submissions will not be accepted via facsimile or e-mail. This form is required. Review request form must be complete for review to begin. Incomplete forms will be sent back to the applicant without comment. Please be aware that this form may only initiate consultation. For some projects, the Division of Historical Resources (DHR) may require additional information to complete our review. All items and supporting documentation submitted with a review request, including photographs and publications, must be retained by the DHR as part of its review records. Items to be kept confidential should be clearly identified. For questions regarding the DHR review process, please visit our website at: <http://www.nh.gov/nhdhr/review> or contact the R&C Specialist at 603.271.3558.

**PROJECT BOUNDARIES AND DESCRIPTION**

**PROJECTS CANNOT BE PROCESSED WITHOUT THIS INFORMATION**

**REQUIRED**

- Attach the relevant portion of a 7.5' USGS Map (photocopied or computer-generated) **indicating the defined project boundary.**
- Attach a detailed written description of the proposed project. Include: (1) a narrative description of the proposed project; (2) site plan; (3) photos and description of the proposed work if the project involves rehabilitation, demolition, additions, or alterations to existing buildings or structures; and (4) a photocopy of the relevant portion of a soils map (if accessible) for ground-disturbing projects.

Architecture

Are there any buildings or structures within the project area?  Yes  No

If yes, submit all of the following information:

Approximate age(s): See attached table for details

- Photographs of **each** building located within the project area along with a photo key. Include streetscape images if applicable. (Digital photographs are accepted. All photographs must be clear, crisp and focused)
- DHR file review conducted on February 19, 2010

**Please note that as part of the review process, the DHR may request an architectural survey or other additional information.**

Archaeology

Does the proposed undertaking involve ground-disturbing activity?  Yes  No

If yes, submit all of the following information:

- Project specific map and/or preliminary site plan that fully describes the project boundaries and areas of proposed excavation.
- Description of current and previous land use and disturbances.
- Any available information concerning known or suspected archaeological resources within the project area.

**Please note that as part of the review process, the DHR may request an archaeological survey or other additional information.**

**DHR COMMENT**

*This Space for Division of Historical Resources Use Only*

- No Potential to cause Effects  Additional information is needed in order to complete our review
- No Adverse Effect  No Historic Properties Affected  Adverse Effect

Comments: *Not only archaeological assessment required but also inventories on the dams. Please contact Madeline Peterson to discuss information required for review.*  
If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal law and regulation

Authorized Signature: *Edna [Signature]*

Date: *7/15/10*

Scan - Job 1474

Directory - History/DHR  
Correspond.



September 21, 2010

Edna Feighner  
Archaeologist and Review and Compliance Coordinator  
and  
Nadine Peterson  
Preservation Planner  
New Hampshire Division of Historical Resources  
State Historic Preservation Office  
19 Pillsbury Street  
Concord, New Hampshire 03242

Re: McLane & Goldman Dams Removal and River Restoration Feasibility Study  
Project Review Form Addendum  
PAL #2506

Dear Ms. Feighner and Ms. Peterson:

The Town of Milford is exploring the option of dam removal for the McLane and Goldman Dams (Project) located on the Souhegan River in Milford, New Hampshire. The Project is being conducted with the support of the National Oceanic and Atmospheric Administration (NOAA), and is therefore subject to cultural resources review under Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800). For the purposes of Section 106, NOAA will act as the lead federal agency for the Project.

The Town of Milford submitted a Request for Project Review (RPR) form to your office providing a description of the project, a summary history of the McLane and Goldman dams, and identifying the architectural and archeological work completed within downtown Milford to date. NHDHR reviewed the RPR and commented that

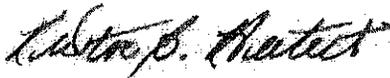
*Not only archaeological assessment required but also inventories on the dams. Please contact Nadine Peterson to discuss information required for review (Edna Feighner, Archaeologist and Review and Compliance Coordinator, July 15, 2010).*

To address this comment, PAL is providing for your review the attached technical approach and methodology statement for completing the historic property identification effort for the Project in accordance with the NHDHR's *Generalized Guidelines for Research and Reporting: Scope of Work for Proposed Dam Removals Pertaining to Historical and Archaeological Resources*. Following your review of our technical approach, we would appreciate the opportunity to speak with you in detail about the cultural resources component of the project.

*Feighner & Peterson  
McLane & Goldman Dams  
September 21, 2010  
Page 2*

We look forward to working with NHDHR on this project, and would like to begin investigations as soon as possible. If you have any questions or concerns, please feel free to contact Stephen Olausen, Senior Architectural Historian, or me at your convenience. Thank you in advance for your time and attention to this matter.

Sincerely,



Kristen Heitert  
Senior Archaeologist/Principal Investigator

cc: Mark Wamser, Gomez and Sullivan Engineers (w/ encl.)  
Eric Hutchins, NOAA (w/ encl.)  
Eric Derleth, USFWS (w/ encl.)  
Leah O'Neill, EPA (w/ encl.)  
Deborah Loiselle, NHDES (w/ encl.)  
Steve Landry, NHDES (w/ encl.)  
Brian Graber, American Rivers (w/ encl.)  
Guy Scaife, Town of Milford (w/ encl.)  
Dawn Griska, Town of Milford (w/ encl.)



**McLANE AND GOLDMAN DAMS**  
**Technical Approach and Methodology**  
**Phase 1A Archaeological Survey and**  
**Phase 1 Historic/Architectural/**  
**Engineering Survey**

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The Town of Milford is exploring the feasibility of removing the McLane and Goldman Dams (Project) located on the Souhegan River in Milford, New Hampshire. The McLane Dam, originally constructed in 1846, is owned by the Town of Milford, and the Goldman Dam, built in 1810, is owned by the Estate of Helen Goodwin. Before the introduction of electric motors, the McLane and Goldman dams provided water to power the McLane Furniture Mill and the Milford Cotton and Woolen Mill, respectively. The McLane Mill is no longer extant and an elderly housing complex occupies its former site. The Goldman Mill has been converted into affordable senior citizen/disabled housing.

In recent years, Milford has experienced multiple floods of historic measure. The Souhegan Valley Boys and Girls Club and several buildings of workforce housing were heavily damaged in the 2007 flooding with additional concerns for the elderly housing that now occupies the space where the mills once operated. It is hoped that with the removal of these dams that the Town of Milford will be better able to ensure the protection and uninterrupted access to these areas/services.

In addition, the New Hampshire Department of Environmental Services (DES) has deemed that the areas impounded behind the McLane and Goldman dams have water quality issues significant enough to require action. The dams are also preventing the movement of migratory and resident fish by acting as barriers and their removal would restore an additional 6 miles of free-flowing riverine conditions.

The New Hampshire Division of Historical Resources (NHDHR) has reviewed a Request for Project Review for the Project and has requested additional information about its potential to impact historic properties, including archaeological sites and aboveground architectural resources. In accordance with the NHDHR's *Generalized Guidelines for Research and Reporting: Scope of Work for Proposed Dam Removals Pertaining to Historical and Archaeological Resources*, PAL is pleased to present the following technical approach and methodology statement for completing a Phase IA archaeological reconnaissance survey and a Phase I historic/architectural/engineering survey for the Project.

### **Coordination, Consultation, and Meetings**

A senior archaeologist/principal investigator will serve as PAL's point of contact for all coordination and communication throughout the project. The senior archaeologist will coordinate the research, site visits, and preparation of reports, and be responsible for

## TECHNICAL APPROACH & METHODOLOGY

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insuring the quality and timely submittal of all products. The architectural survey will be overseen by a senior architectural historian.

PAL will assist in determining the APE for historic and archaeological resources (see below). Lead PAL project staff including the senior archaeologist and senior architectural historian will coordinate with Gomez and Sullivan Engineers, P.C. (Gomez and Sullivan), the Town of Milford, National Oceanic and Atmospheric Administration (NOAA), and other designated Project Partners to ensure that the project objectives and schedules are achieved. PAL lead personnel will be available throughout the project for consultation and/or coordination with NHDHR, or provide technical support/information for that purpose.

### **Research**

The research program for the project will be conducted to assist with the sensitivity assessment for pre- and post-contact archaeological resources upstream and downstream of the dams in areas that may be affected by their removal, and to develop predictive statements for the types and locations of such resources. The research also will be used to document the historical development of the dams and associated aboveground architectural resources.

The research will consist primarily of a review of primary and secondary histories of the Town of Milford; the examination of historic maps and photographs; a review of the available ecological and engineering data about the Souhegan River and McLane and Goldman dams; and a review of the archaeological and historic site files (including National Register nominations) and cultural resource management reports housed at NHDHR.

### **Field Survey**

PAL staff including a project archaeologist and architectural historian will conduct a pedestrian survey to become familiar with the dam structure and adjacent properties where work may occur including dam removal, bank restoration, access routes, and staging areas. The architectural assessment methodology will include notes on and digital photographs of the appearance and dimensions of the dam structure and upstream and downstream river banks. The assessment also will verify the location of properties identified during the research, locate potentially significant properties that have not been previously documented, and refine the boundaries of the APE (see below).

The archaeological survey will identify any surface remains that might be indicative of historic period archaeological sites, and intact landforms that have the potential to contain pre- or post-contact period sites. Notes and photographs will be taken to describe the project area and provide illustrations for the report. All identified properties included in the survey and areas of archaeological sensitivity will be recorded on a base map.

### **Delineation of the Direct and Indirect APE**

Using engineering and environmental data, the results of the site file and historical research, and the results of the site visit, a recommended APE for the project will be developed in consultation with the Town of Milford, NOAA, Project Partners and NHDHR. The APE will be based on anticipated direct and indirect effects associated with the dam removal. These effects may include, but are not limited to: the dams, subsurface and structural disturbances related to the dam removal and construction staging and access areas; erosion; increased resource visibility due to lowered water levels; and visual impacts to surrounding historic resources and/or districts.

### **Work Products**

#### **Phase IA Archaeological Survey Technical Memorandum**

Upon completion of the research and site visit, PAL will prepare a Phase IA Archaeological Reconnaissance Survey technical memorandum following guidelines established by the National Park Service in the *Recovery of Scientific, Prehistoric, Historic, and Archeological Data* (36 CFR Part 66 Appendix A) and NHDHR's *Generalized Guidelines for Research and Reporting: Scope of Work for Proposed Dam Removals Pertaining to Historical and Archaeological Resources*. The report will include a USGS map showing the location of the project and previously identified pre- and post-contact period archaeological resources within a 1-mile radius of existing dams; a detailed project map illustrating the recommended APE and existing archaeological resources; a methodology statement; the results of the background research and site visit with accompanying photographs and maps; and recommendations for additional archaeological survey work as required. NHDHR Archaeological Inventory Forms also will be included as an appendix. A copy of the technical memorandum will be submitted to Gomez and Sullivan, Town of Milford, NOAA and Project Partners for review and comment before submission to NHDHR.

#### **Phase 1 Architectural Survey: Individual Inventory Forms**

An Area Form for the Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-CCR) was produced for the South Street and Downtown Traffic and Sidewalk Improvement Project in 2009 (Preservation Company 2009). The Area Form is an expansion of the 1994–1995 Union Square Commercial and Civic Historic District that was evaluated as eligible for listing in the National Register under criteria A and C. The McLane and Goldman dams are identified as contributing properties within the district. The existence of this recently prepared and comprehensive documentation, which establishes that the dams are eligible for listing in the National Register, obviates the need to prepare a Project Area Form as required in the NHDHR guidelines.

PAL will prepare individual inventory forms for the McLane and Goldman Dams in order to provide a more in-depth assessment of their current condition and historical

## TECHNICAL APPROACH & METHODOLOGY

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development. The forms will include a narrative description, history of development, and comparable evaluation of similar dams in accordance with NHDHR guidelines.

### **Personnel**

The key PAL staff assigned to the project will be Kristen Heitert, Principal Investigator/Senior Archaeologist, and Stephen Olausen, Senior Architectural Historian. The assigned staff has more than 20 years of combined experience in the field of New England cultural resources management, with an emphasis on historic dam/mill sites and dam removal projects in Connecticut, Massachusetts, Rhode Island, and New Hampshire. All PAL staff meet the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.



# McLane and Goldman Dams Removal and River Restoration Feasibility Study Milford, New Hampshire

## Phase 1A Archaeological Survey Results Summary Report

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As part of the McLane and Goldman Dams Removal and Restoration Feasibility Study (Project), The Public Archaeology Laboratory, Inc. (PAL), completed a Phase IA archaeological reconnaissance survey to provide preliminary information about the potential of the Project to impact significant archaeological resources. The results of the investigation were presented in a report that was submitted to the New Hampshire Division of Historical Resources (NHDHR). The report contains site location information that under state law ([New Hampshire RSA 227-C:11](#)) must remain confidential in order to protect the sites from looting. As an alternative, the following document provides a summary of information contained in the report that is suitable for public dissemination. It includes information about the methodology employed in conducting the investigation, survey results, and recommendations for additional investigations that may be necessary to locate and evaluate the significance of archaeological sites.

### Survey Methodology

The goals of the Phase IA archaeological sensitivity assessment were 1) to develop a preliminary project Area of Potential Effect (APE), which is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause changes in the character of or use of historic properties, if any such properties exist” ([36 CFR 800.16\(d\)](#)); 2) provide a summary prehistory and history of the APE; 3) conduct a walkover/drive-over survey of the APE to document existing conditions; 4) identify areas of potential archaeological sensitivity within the APE based on the results of the historical research and walkover/drive-over survey; and 5) provide recommendations for any future archeological survey work that may be necessary in compliance with applicable state and federal regulations. PAL conducted the fieldwork and prepared and submitted the results of the archaeological survey between October 2010 and May 2011.

For the purposes of the dam removal feasibility study, PAL recommended a preliminary Project APE extending 100 ft from either river bank beginning approximately 525 feet (ft) downstream of McLane Dam and continuing upstream along the length of the river to the Gregg Crossing Footbridge. This 100-ft APE was based on anticipated hydraulic impacts resulting from dam removals as provisionally identified through engineering models, and was consistent with other similar dam removal projects in New Hampshire. For those areas immediately surrounding the McLane and Goldman dam structures, the APE was extended to 150 ft to accommodate the construction of access roads, staging and storage areas, and direct riverbank impacts that will likely occur during the dam removals.

Following the delineation of the Project APE, PAL staff conducted research focused on the history and prehistory of the Project corridor with a particular emphasis on the dams and known historical industrial sites. PAL reviewed readily available town and Milford Historical Society and Milford Town Library research files and photograph collections pertaining to the work areas. Nineteenth- through twentieth-century town and county maps and insurance maps were reviewed

for changes in land use and development in the study area. The research also included a review of local geography, geology, ecology, soils, and regional Native American occupational sequences as a means to address the precontact history of the Project corridor. Finally, PAL conducted a historic and archeological site file search at NHDHR to identify previously inventoried National and/or State Register-listed or eligible historic properties in or near the project study area. The results of the research were then used to develop historical contexts within which to discuss and assess the known and potential cultural resources within the project APE.

In October 2010, PAL staff conducted a pedestrian archaeological survey of the preliminary Project APE and identified surface remains and intact landforms along both banks of the river that suggest favorable conditions for the survival of both prehistoric and historic/industrial archaeological resources. The Souhegan River has been subjected to various natural and cultural disturbances throughout its long history that have both created and destroyed potential archeological sites. Major and minor flooding episodes and channel meandering have both eroded and buried evidence of prehistoric period occupation, while intensive industrial, commercial, and residential development along the riverbanks have similarly disturbed and/or destroyed prehistoric and early historic period sites.

### **Survey Results**

Despite the documented and historic period disturbance, approximately 40 percent of the project corridor was assessed with moderate–high prehistoric archaeological sensitivity. Potential resources may include moderately-sized, seasonal camps dating primarily to the Woodland Period with artifact assemblages reflecting a semi-sedentary, riverine/hunter-gatherer subsistence orientation. Features may include evidence of structures in the form of post molds; hearths; pottery; middens; and stone tool assemblages geared toward plant and animal processing (e.g., pestles, anvil stones, scrapers). While no prehistoric period fishery sites have been identified in Milford, the presence of two former “falls” within the preliminary Project APE suggests the potential for such sites to exist.

Approximately 50 percent of the project corridor was assessed with moderate–high historic period archaeological sensitivity. The Souhegan River, and particularly that portion of the river contained within the preliminary Project APE, has been intensively developed for residential, commercial, and industrial purposes from the eighteenth through early twentieth centuries. Expected archaeological deposits associated with those former industrial complexes could include foundation/masonry remains, dam and coffer dam structures, raceways (headrace, tailrace, and spillways), stone wing/retaining wall elements, wheel and turbine pits, other water power features (water control gates), machine parts, ancillary work areas, domestic refuse, and general use features (trash middens, privies etc). The APE also has the potential to contain worker housing/tenement sites. Expected archaeological deposits associated with these types of buildings could include buried house and outbuilding foundations, trash middens, garden plots, and privies.

Finally, several stretches of Souhegan River within the Project corridor were not intensively developed for industrial purposes during the historic period but rather remained active farmland. It is possible that structural or landscape features associated with this use may survive within the Project APE, with potential resources including barn and outbuilding foundations, cart paths, and sheet middens.

### **Recommendations**

PAL concluded its report with recommendations for additional archeological survey within the project corridor in the event that dam removal plans are approved and formalized. It was recommended that with the completion of engineered plans that the project proponents and NOAA consult with the NHDHR concerning specific impacts to areas assigned moderate–high archaeological sensitivity, and that Phase IB intensive archaeological investigations be conducted in those areas in accordance with [NHDHR standards](#) and [Section 106 of the National Historic Preservation Act of 1966 \(as amended\)](#).



June 10, 2011

Edna Feighner, Archaeologist and Review and Compliance Coordinator  
and  
Nadine Peterson, Preservation Planner  
New Hampshire Division of Historical Resources  
State Historic Preservation Office  
19 Pillsbury Street  
Concord, New Hampshire 03242

Re: McLane & Goldman Dams Removal & River Restoration, Milford, New Hampshire  
Individual Inventory Forms  
NHDHR R&C#2245; PAL #2506

Dear Ms. Feighner and Ms. Peterson:

Please find enclosed for your review the Individual Inventory Forms for the McLane and Goldman dams in Milford, New Hampshire. The forms have been prepared in accordance with *New Hampshire Individual Inventory Form Architectural Survey Manual I* (2011).

If you have any questions or concerns, please feel free to contact Stephen Olausen, Senior Architectural Historian, or me, at your convenience. Thank you in advance for your time and attention to this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kristen Heitert', is written in dark ink.

Kristen Heitert  
Senior Archaeologist/Principal Investigator

Enclosures

cc: Mark Wamser, Gomez and Sullivan Engineers (via email)  
Eric Hutchins, NOAA (via email)  
Guy Scaife, Town of Milford (via email)  
Debbie Loiselle, NHDES (via email)  
Steve Landry, NHDES (via email)  
Leah O'Neil, EPA (via email)  
Eric Derleth, USFWS (via email)  
Brian Graber, American Rivers (via email)

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0063****Name, Location, Ownership**

1. Historic name Goldman Dam / Morse & Kaley Dam
2. District or area MIL-DTW
3. Street and number Souhegan River at Mt. Vernon Rd.
4. City or town Milford
5. County Hillsborough
6. Current owner Helen Goodwin Trust

**Function or Use**

7. Current use(s) Industry: Dam,
8. Historic use(s) Industry: Dam, Manufacturing

**Architectural Information**

9. Style Other: Concrete Gravity Dam
10. Architect/builder NH Water Resources Board
11. Source NH Dept. of Environmental Services files
12. Construction date 1966-67
13. Source NH Dept. of Environmental Services files
14. Alterations, with dates None

15. Moved? no  yes  date: \_\_\_\_\_

**Exterior Features**

16. Foundation Other: Bedrock
  17. Cladding Does not apply
  18. Roof material Does not apply
  19. Chimney material Does not apply
  20. Type of roof Does not apply
  21. Chimney location Does not apply
  22. Number of stories Does not apply
  23. Entry location Does not apply
  24. Windows Does not apply
- Replacement? no  yes  date: \_\_\_\_\_

**Site Features**

25. Setting Downtown business district
26. Outbuildings None
27. Landscape features Foundation
28. Acreage <1.00



35. Photo #1 Date 11/4/2010 Direction: Southwest  
Reference #: MIL0063-01

29. Tax map/parcel # N/A
  30. UTM reference 19 283494 E; 4745900 W
  31. USGS quadrangle and scale Milford 1:24,000
- Form prepared by**
32. Name John J. Daly
  33. Organization PAL, Pawtucket, Rhode Island
  34. Date of survey 11/04/2010

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0063

39. LOCATION MAP: Location map of Goldman Dam within the Downtown Milford Commercial, Civic, and Residential Historic District t (MIL-DTW).

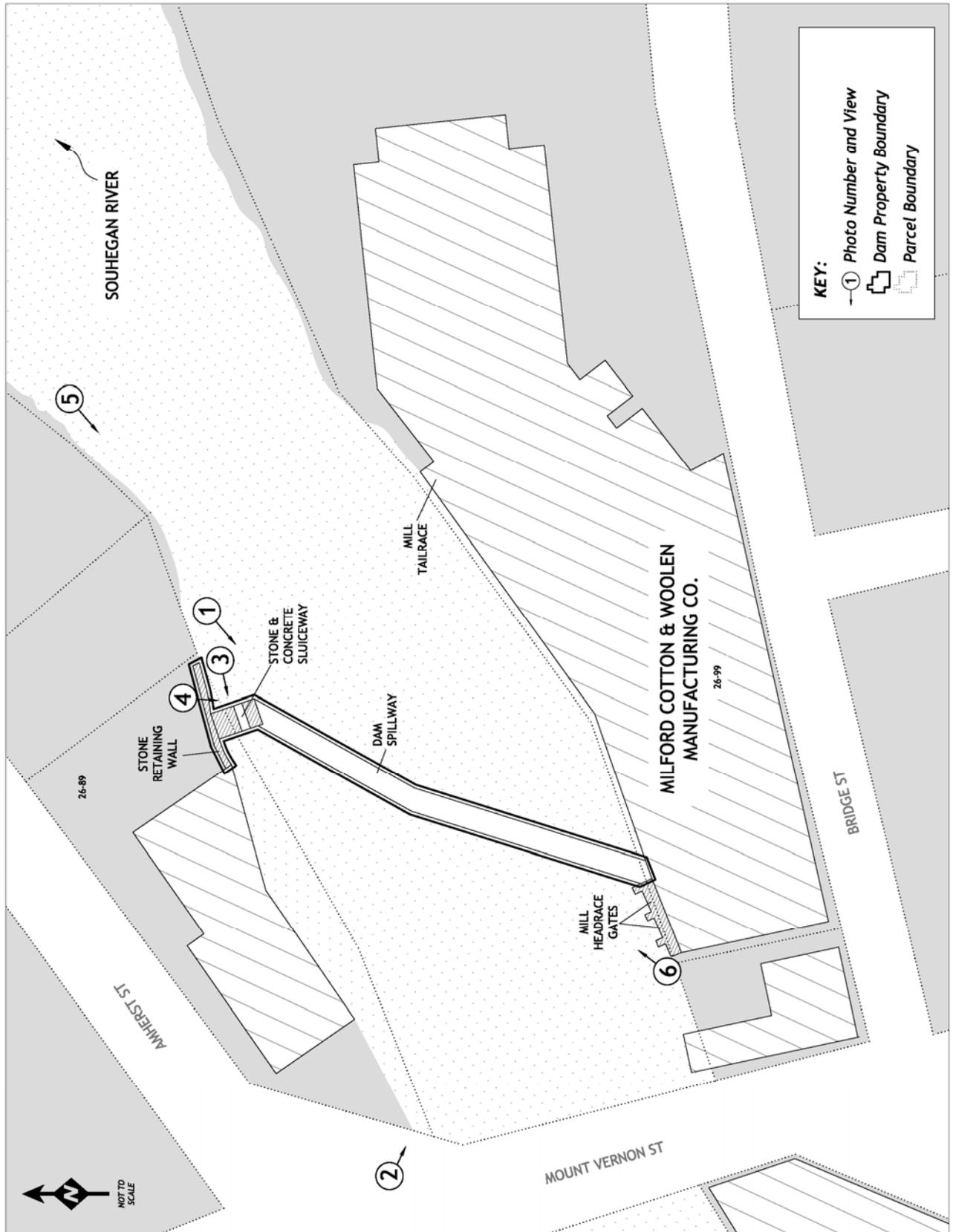


PLEASE USE ADDITIONAL CONTINUATION PAGES AS NEEDED

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0063

40. PROPERTY MAP: Map showing physical boundaries of the Goldman Dam and photo views.



**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0063****41. Historical Background and Role in the Town or City's Development:**

The Goldman Dam (a/k/a Morse & Kaley Dam) is located at a Souhegan River water privilege that has played a significant role in the Town of Milford's economic, civic, and industrial development. The present dam is not associated with any of these historical themes, however. Rather, it is a modern structure constructed by the town in 1966-1967 for scenic and recreational purposes.

**Industrial Development of the John Shepard Mill Privilege****1741-1916**

Milford, originally part of Amherst, was settled circa 1740-1755. The early settlers enticed miller John Shepard to the area in 1741 to establish grist and sawmills, granting him 120 acres of land around the present-day Colonel John Shepard Bridge. Fulfilling his agreement, Shepard established a saw and grist mill, and possibly a carding mill as well, east of the current bridge location on the north bank of the river. The area around Shepard's Mill became the southwest parish of Amherst in 1782 and was first mapped on Samuel Holland's 1784 map of New Hampshire. The area remained an Amherst parish until 1794, when Milford was incorporated, taking its name from its location at Shepard's Mill and a nearby ford on the Souhegan River. No information has been located regarding Shepard's first damming of the river. The dam was likely a simple timber or timber and earth structure, in keeping with the resources that would have been readily available (Driemeyer 2010:6-7; Holland 1784; Ramsdell 1901:281).

In the late eighteenth century, water rights at the privilege were divided to serve industrial purposes on the north and south banks of the Souhegan. The saw and grist mills and accompanying water rights on the north side of the river remained in the Shepard family until 1805. Between that year and 1865, the history of privilege ownership on the north bank is not known. In 1865, William Gilson of Brookline purchased the property, which included a store, blacksmith shop, sawmill, gristmill, cooperage, and house (Wright 1979:488). Gilson, succeeded by his son Henry, used the sawmill for production of barrels and tubs, or their component staves, supplementing water power with steam beginning in 1870. Village maps for this period show a sawmill present on the north bank in 1854 and 1858 but do not depict a dam in that location. Maps drawn in 1885 and 1886 label the sawmill as the H.S. Gilson Stave and Kit (Tub) Manufactory or H.S. Gilson's Lumber & Cooperage Manufactory, respectively. Gilson's operation occupied three or four attached buildings (Burleigh 1886; Sanborn Map & Publishing Company 1885; Wright 1979:489).

Late nineteenth and early twentieth century photographs show that water power for Gilson's mill was supplied by a wood gravity-type structure with a continuous spillway and stone abutments. The spillway was of hybrid construction incorporating both timber cribbing and triangular timber bents, perhaps to accommodate differences in the bottom of the river channel. The upstream side of the spillway was sheathed in wood planking. A low-flow outlet constructed of stone slabs was located near the location of the present-day low-flow outlet, and appears to have been retained for use in the current structure. Insurance maps of the same period confirm this design, and show the dam spillway angling on a slightly-curving footprint oriented southwest to northeast in the channel (see discussion below) (Milford Historical Society collection:P-890, P-1020; Sanborn Map & Publishing Company 1885).

In 1895, Smith Berry purchased Gilson's mill. Berry, a carpenter by trade, continued operation of the sawmill and associated stave manufacture, and also restored the operation of the grist mill. His operations continued until 1916, when he demolished the sawmill and sold its associated land parcel to Morris Goldman. Berry's wife Kate sold the gristmill on a separate parcel of land to a building contractor in 1928. The People's Laundry moved into the cooper's shop in 1902 and purchased the property in 1907. By 1924, all of Shepard's mills had been demolished (Sanborn Map & Publishing Company 1901; 1924; Bureau of the Census 1900; Wright 1979:219, 489-490).

While the north bank of the river was dedicated to saw and grist milling, industrial use of the south bank was developed to take advantage of the cotton textile boom of the late Federal Period, after the War of 1812. By 1789, 100 acres along the south side of the river were owned by William Crosby, who also possessed rights to half the river's flow. According to town historian George Ramsdell, "several kinds of business were carried on to a limited extent at the south end of the old Shepard dam", but these were not described in his writing (Ramsdell 1901:285). In 1789, Crosby sold a strip of his holdings along the river beginning at the bridge and ending at a point near the present McLane Dam to Ebenezer Taylor. Taylor in turn sold water rights and land to the Cotton and Woolen Manufacturing Company in 1810 (Ramsdell 1901:285).

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0063**

The Cotton and Woolen Manufacturing Company, the first to manufacture textiles mill in Milford, completed a substantial timber frame mill on the south bank of the Souhegan in 1813 and began production of cotton yarn in 1814. Beginning in 1824, the mill expanded operations to include weaving of cloth using power looms. The mill had 28 looms, employed 40 persons, and produced 4,000 yards of cloth per week. An economic downturn in 1833 led to the mill's closure and the dam was seriously damaged during an 1835 flood. After several years of inactivity, four Milford residents (names not provided in available texts) acquired the mill and water rights and began cotton fabric production again. This continued until 1860, when a new firm, Morse, Kaley & Company, leased the facility. The firm purchased the mill outright in 1870 and made several expansions to the premises, supplementing the water power with steam boilers and engines in the process (Bacon 1890:83; Driemeyer 2010:9-10; Ramsdell 1901:282; 285).

In 1899, the American Thread Company of New York purchased the property. They operated in Milford only seven years before closing the mill and moving operations to Holyoke, Massachusetts. The mill was then leased for manufacture of dress goods and towels to the Middlesex Linen Company, who were in turn succeeded as leaseholders by Summers Linen Mill in 1912 (Sanborn Map & Publishing Company 1907; 191; Wright 1979:232).

**1916-1965**

After a brief period of vacancy, the Morse, Kaley & Company mill was acquired and enlarged in 1916 by Morris Goldman and T.S. Morrow, owners of the Milford Manufacturing Company, which manufactured coarse linen cloth. The firm also consolidated the water rights to the river; buying out the former Shepard Mill privilege on the north bank from Smith Berry. At that time, the property consisted of the mill, miscellaneous office and storage buildings to the east and west of the mill, and a 50 foot strip of land abutting the north end of the dam on Amherst Street. The mill prospered making uniform linings during World War I, during which time Samuel Goldman, Morris' brother, bought a share of the company. In 1920, the name was changed to Milford Spinning and Weaving Corporation. The following year it was reincorporated as the Milford Textile Corporation. The firm's focus shifted from cloth for clothing to a canvas fabric used on airplane fuselage in 1925. In 1932, Samuel Goldman consolidated Milford Textile Corporation under his sole ownership (Wright 1979:232-233).

In 1926, ownership of the dam was transferred to the Public Service Company of New Hampshire (PSNH), which made repairs and also lowered the dam. Other than these minor modifications, maps and photographs for this period show that the dam remained essentially the same as it had in the late nineteenth century. Ownership of the dam was returned to the Milford Textile Corporation in 1951. The company continued production until 1960 and was dissolved as a corporation in 1965 (New Hampshire DES-Water Resources Section files for Dam No. 159.02; Sanborn Map & Publishing Company 1924, 1938, 1960; Wright 1979:232-233).

**Construction of the Goldman Dam, 1965-Present**

There is some confusion about ownership of the dam in the 1960s. After dissolution of the Milford Textile Corporation, Goldman retained ownership of the dam. However, the Town of Milford believed that it owned or was at least responsible for the structure, which was then in disrepair. The town elected to rebuild the structure despite the fact that there was no longer any manufacturing interest at the site. The town enlisted the help of the New Hampshire Water Resources Board, which provided plans and cost estimates between 1964 and 1966 for the construction of the current structure. Correspondence between the municipality and the state indicates that the town's motives for keeping a dam at the location were based in the recreational and scenic potential of the impoundment. In 1964, a town memo requested that the Water Resources Board build a dam "that would form a scenic pool of water in the Souhegan River at Milford" (V.A.K., 1964). These sentiments were echoed in later correspondence and public meetings. In 1966, the town allocated \$20,000 to rebuild the dam. Francis C. Moore, civil engineer at the Water Resources Board, designed the structure, which was completed in 1967. The earlier timber dam's stone sluiceway was likely retained and incorporated into the new structure. Moore's plans for the new dam, however, do not confirm this (Milford Historical Society collection:P-890, P-1020; New Hampshire DES-Water Resources Section files for Dam No. 159.02; New Hampshire Water Resources Board 1964).

The question of the dam's ownership was resolved between 2002 and 2005 after multiple reviews of deed and estate transfers. In 2005, the DES Legal Unit determined that the Milford Textile Corporation had passed ownership of the dam to Samuel Goldman in 1965 when the corporation dissolved. Ownership of the dam subsequently passed to Goldman's great-granddaughter, the current owner (Barnsley 2005). Samuel Goldman's guardian sold the mill premises for \$42,500.00 in 1975, which ultimately passed to the Housing Resources Corporation through intermediaries and then to Housing Initiatives of New England, the present owner.

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0063**

The mill was listed in the National Register in 1982 and rehabilitated for use as apartments using the Federal Historic Rehabilitation Tax Credit Program. In 2004-2006, Housing Initiatives of New England enlarged the mill substantially by adding an additional rental property called Lindsey Landing. The corporation also replaced all the windows in the complex. This work was not completed within the tax credit program and seriously undermined the integrity of the historic mill (Candee and Milliken 1982; Taylor 2010).

**42. Applicable NHDHR Historic Contexts:**

- 3. Early exploration and settlement in the interior of NH, 1623-1770.
- 18. Locally capitalized textile mills in NH, 1720-1920.
- 22. Logging, lumbering, and sawmills, 1620-present.
- 27. Barrel making and commercial cooperages in NH, c. 1807-1850.
- 130. Commerce, industry, and trade in NH village and town centers, 1630-present.

**43. Architectural Description and Comparative Evaluation:*****Setting***

The Goldman Dam (a/k/a Morse & Kaley Dam, New Hampshire Division of Environmental Services Dam No. 159.02) is a run-of-the-river, concrete gravity type structure on the Souhegan River at the north edge of Milford's commercial center and village. The dam is immediately adjacent to and within the viewshed of properties contributing to the Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-DTW, Downtown Milford District). Adjoining the dam at its south end (river right) is the Milford Cotton & Woolen Manufacturing Company mill (40 Bridge Street, a/k/a Mill Apartments and Lindsey Landing), historically associated with the mill dam. This three-story wood, brick, and granite mill complex was individually listed in the National Register in 1982. The Goldman Dam is not within the boundaries of the National Register property (Candee and Milliken 1982). The mill complex extends downstream of the dam approximately 150 ft and is erected on a mortared split granite foundation that also serves as a dam abutment and river wall. At the north end of the complex, immediately upstream of the dam, a pair of vertical-lift water intake gates in a concrete frame is incorporated into the mill's foundation wall. The gate leaves have been removed and replaced with concrete slab walls blocking the mill's forebay/headrace behind the gates. Remnant portions of the gate lift mechanism gear train are set on granite and concrete footings above the openings. The mill's tailrace exits the mill downstream at the loft's northeast corner. No portions of the mill's historical power-generation equipment are retained within the building, whose residential spaces extend into areas formerly occupied by this infrastructure. The remnant portions of the mill's headrace and tailrace are only accessible from the river channel.

The north bank (river left) of the river immediately adjacent to and downstream of the dam is excluded from the Downtown Milford District and occupied by a modern garage complex and restaurant on Amherst Street, which parallels the river. The garage rests on a pair of dry-laid granite retaining/foundation walls within the dam impoundment. Two retaining walls stabilize the river's north bank immediately downstream of the dam. Adjacent to the dam is an approximately 20 ft long, 10 ft high wall of massive tabular split granite blocks that is similar in design to the dam's low-flow outlet (described below). Adjoining this wall to the east is a wall of massive, irregular 4-6 ft split granite blocks that appears modern in construction.

The dam's impoundment extends upstream approximately 3,000 ft within the Souhegan River channel on the north and east sides of downtown Milford and delimits its geographic expansion. The 6-acre reservoir has a gross storage capacity of 42 acre-feet at normal pool elevations. This portion of the river is also included within the bounds of the district (dam dimensions are taken from Gomez and Sullivan Engineers, P.C. 2010a and 2010b; and New Hampshire Water Resources Board 1964).

Approximately 135 ft upstream (west) of the Goldman Dam and within the dam impoundment is the Col. John Shepard Bridge (a/k/a Stone Bridge), which carries Mount Vernon Street (NH Route 13) across the Souhegan River. This two-span stone arch and steel structure was built in 1931 and is identified as a contributing resource to the Downtown Milford District. The south bank of the river adjacent to and upstream of the dam is occupied by series of two- and three-story wood frame commercial buildings at 87, 99, 111, 123, 127, 139 Union Square. These buildings are outside the viewshed of the dam, but rest on random-laid split granite masonry retaining/foundation walls that extend directly into the river impoundment. Opposite these buildings on the north bank of the impoundment is Emerson Park (built 1969), which is within the boundaries of the Downtown Milford District but identified as a non-contributing resource.

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0063*****Goldman Dam***

The Goldman Dam is constructed on a “dog leg” plan extending north-south across the east-west flowing Souhegan River. The overall length of the dam is approximately 195 ft and the dam creates an approximately 7 ft fall of water (head). The dam’s poured concrete spillway flexes at a shallow 25-degree angle to take advantage of natural bedrock topography in the river channel. Cross section drawings show that the overall structural height of the dam spillway ranges from approximately 1 ft to 12 ft, with the shorter portions of the dam in the vicinity of the structure’s apex, where bedrock outcroppings are visible. The south portion of the spillway is about 87 ft long. The north portion of the spillway is approximately 83 ft long. The dam’s upstream face is vertical, with a short top slope angled at about 70 degrees. The downstream face of the dam is raked at a shallow 35 degree angle and there is no apron. The horizontal crest of the dam is about 18 inches wide.

A stone and concrete low flow outlet (a/k/a sluiceway) is incorporated into the north abutment of the dam. This substructure is 14.50 ft long and 10 ft wide. The bulk of the structure is constructed dry-laid, split-faced tabular granite blocks that incorporate a box culvert. Reinforced concrete has been cast onto the top, south, and west sides of the sluiceway to strengthen the structure and create grooves for stop logs (wood planks) at the culvert’s intake. The spillway culvert is 5 ft wide and 10 ft long. The stone box culvert appears to be remnant portion of the earlier timber dam built at this location.

The dam appears to be in fair condition. There is some undermining of the structure along the toe of the dam, stones are missing in a short wingwall adjacent to the low-flow structure, and there is minor scouring of the spillway’s crest and downstream face.

**44. National or State Register Criteria Statement of Significance:**

The Goldman Dam does not appear eligible for individual listing in the National Register. Constructed in 1966-1967 by the Town of Milford, the structure is less than 50 years of age. The dam was neither built for the continuation of industrial production at the adjacent Milford Cotton & Woolen Manufacturing Company Mill; nor for the continuation of any other manufacturing or electrical generation activities at the privilege. Rather, the town erected the dam for aesthetic and recreational purposes. There is no historical information indicating that the dam might rise to the level of exceptional importance required for properties less than 50 years of age to be considered individually eligible for the National Register (Sherfy and Luce 1979).

The Goldman Dam is identified as a contributing resource within the Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-DTW, the Downtown Milford District), which the New Hampshire Division of Historical Resources (NHDHR) determined eligible for listing in the National Register of Historic Places (National Register) in 2010. The period of significance for the district identified in both the NHDHR Area Form and Determination of Eligibility is 1783-1959. The Area Form notes the dam’s reconstruction in 1966 in the text of the document, but not in the accompanying List of Properties. There is no discussion of the dam’s construction date relative to the period of significance for the district. Properties that are less than 50 years of age that are “integral parts of a district” do not need to be of exceptional importance in order to qualify for listing in the National Register, provided that they are associated with one or more of the district’s designated areas of significance and also date from within the district’s defined period of significance (Sherfy and Luce 1979:10). Because the dam’s construction date lies outside of the determined period of significance for the district, it fails to meet the established requirements for properties less than 50 years of age (Driemeyer 2010; NHDHR 2010).

**45. Period of Significance: N/A****46. Statement of Integrity:**

The Goldman Dam replaced an historic timber dam that serviced industrial production on the Souhegan River from the late-nineteenth through the mid-twentieth century. It retains its integrity as a 1966 concrete gravity structure. There have been no significant alterations to the dam since this date of construction.

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0063****47. Boundary Discussion:**

The boundaries of the Goldman Dam are limited its current structural footprint and include the spillway, the sluiceway, and the north retaining wall. These structural elements are located within the Souhegan River channel, as well as parcels 26-89 and 26-91, which flank the river to the north and south, respectively. The headrace gates of the Milford Cotton & Woolen Manufacturing Company are excluded from the current dam footprint, as the current dam was constructed for scenic and recreational purposes not associated with the operation of the industrial facility.

**48. Bibliography and/or References:*****Maps and Plans***

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**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0063*****Published Sources***

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1979 *Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years*. US Department of the Interior, National Park Service, Washington, DC.

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1979 *The Granite Town*. Courier Printing Company, USA.***Unpublished and Primary Sources***

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Driemeyer, Laura B.

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Gomez and Sullivan

2010a *Existing Information Report, Technical Memo: McLane and Goldman Dams, Souhegan River, Milford, NH*. Prepared by Gomez and Sullivan Engineers, P.C., Henniker, NH. Prepared for Town of Milford, NH.

2010b Memo: Summary Notes and Photograph Log from August 4, 2010 Inspection. Prepared by Gomez and Sullivan Engineers, P.C., Henniker, NH. Prepared for Town of Milford, NH.

New Hampshire Division of Historical Resources (NHDHR)

2010 New Hampshire Division of Historical Resources Determination of Eligibility for Area MIL-DTW. October 20, 2010. On file, New Hampshire Division of Historical Resources, Concord, NH.

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V.A.K.

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**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0063**

***Archives and Collections***

Milford Historical Society collections, Milford, NH.

New Hampshire Department of Environmental Services (DES) – Department of Water Resources  
Dam Bureau File for the McLane Dam (Dam No. 159.03). Concord, NH.

**Surveyor's Evaluation:**

NR listed: individual \_\_\_\_\_  
within district \_\_\_\_\_

Integrity: yes \_\_\_\_\_  
no \_\_\_\_\_

NR eligible: individual \_\_\_\_\_  
within district \_\_\_\_\_  
not eligible X \_\_\_\_\_  
more info needed \_\_\_\_\_

NR Criteria: A \_\_\_\_\_  
B \_\_\_\_\_  
C \_\_\_\_\_  
D \_\_\_\_\_  
E \_\_\_\_\_

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0063**

Date photos taken: 11/4/2010



Photo # 2 Description: Goldman Dam and gates into Milford Cotton & Woolen Mill  
Roll and Frame # OR Digital file name: MIL0063\_02 Direction: South



Photo # 3 Description: Stop log sluiceway at north end of Goldman Dam.  
Roll and Frame # OR Digital file name: MIL0063\_03 Direction: West

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0063**

Date photos taken: 11/4/2010



Photo # 4 Description: Detail of gates for Milford Cotton & Woolen Company at south end of dam.  
Roll and Frame # OR Digital file name: MIL0063\_04 Direction: South



Photo # 5 Description: View of Goldman Dam and Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-DTW)  
Roll and Frame # OR Digital file name: MIL0063\_05 Direction: West

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0063**

Date photos taken: 11/4/2010



Photo # 6 Description: Goldman Dam as seen from Milford Cotton & Woolen Company.  
Roll and Frame # OR Digital file name: MIL0063\_06 Direction: Northeast

PHOTO LOG:

- MIL0063\_01
- MIL0063\_02
- MIL0063\_03
- MIL0063\_04
- MIL0063\_05
- MIL0063\_06

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: Epson: Stylus Pro Printer, Photo Black T5801 Ink, Premium Photo Paper. The negatives or digital files are housed at/with: PAL, Pawtucket, RI.

SIGNED:

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0063

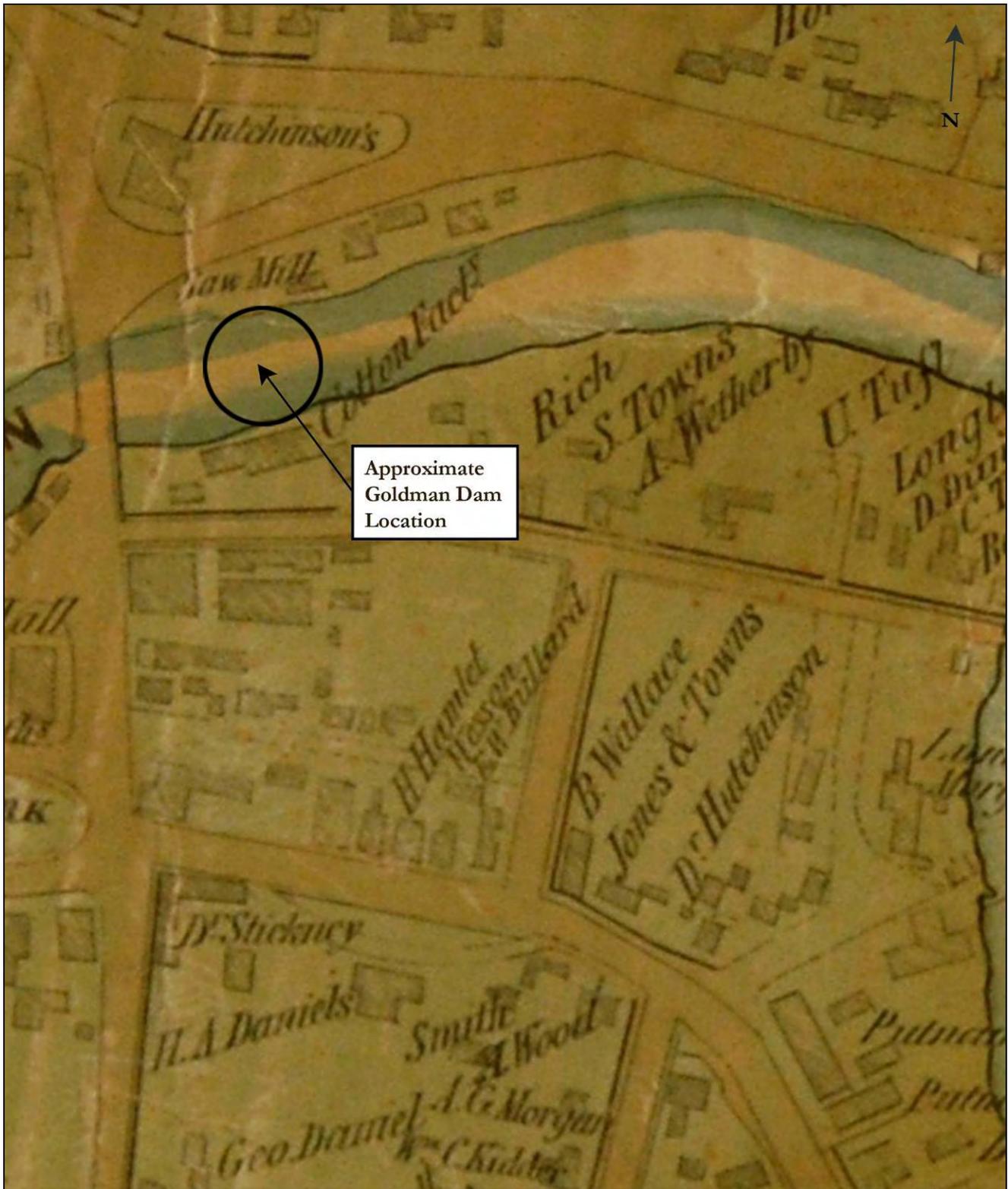
Historical Maps and Plans



1784 map of Amherst including future territory of Milford showing location of Shepard's Mill (source: Goldman 1784).

INDIVIDUAL INVENTORY FORM

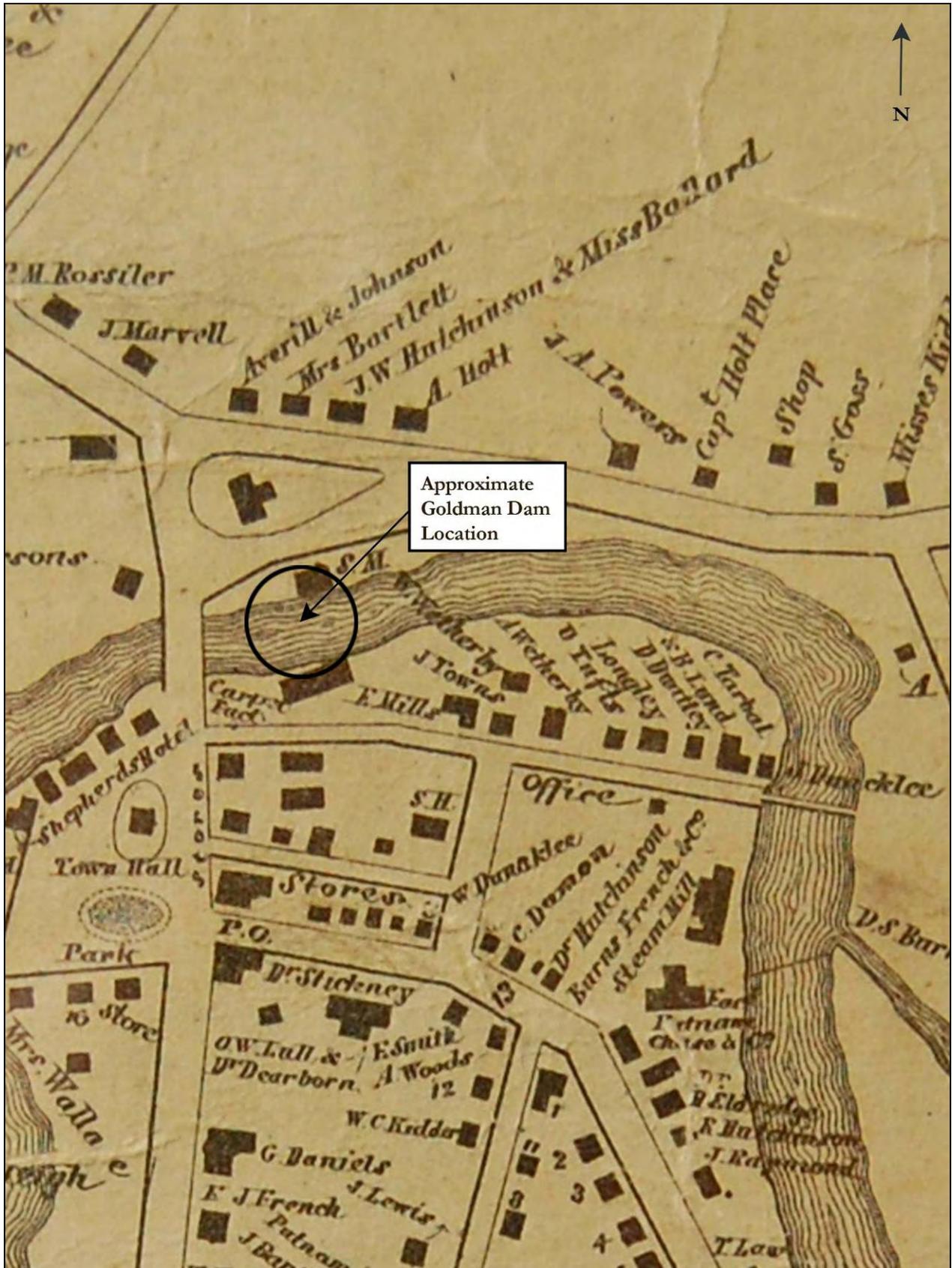
NHDHR INVENTORY # MIL0063



1854 map of Milford village with approximate location of Goldman Dam indicated (source: Woodford 1854).

INDIVIDUAL INVENTORY FORM

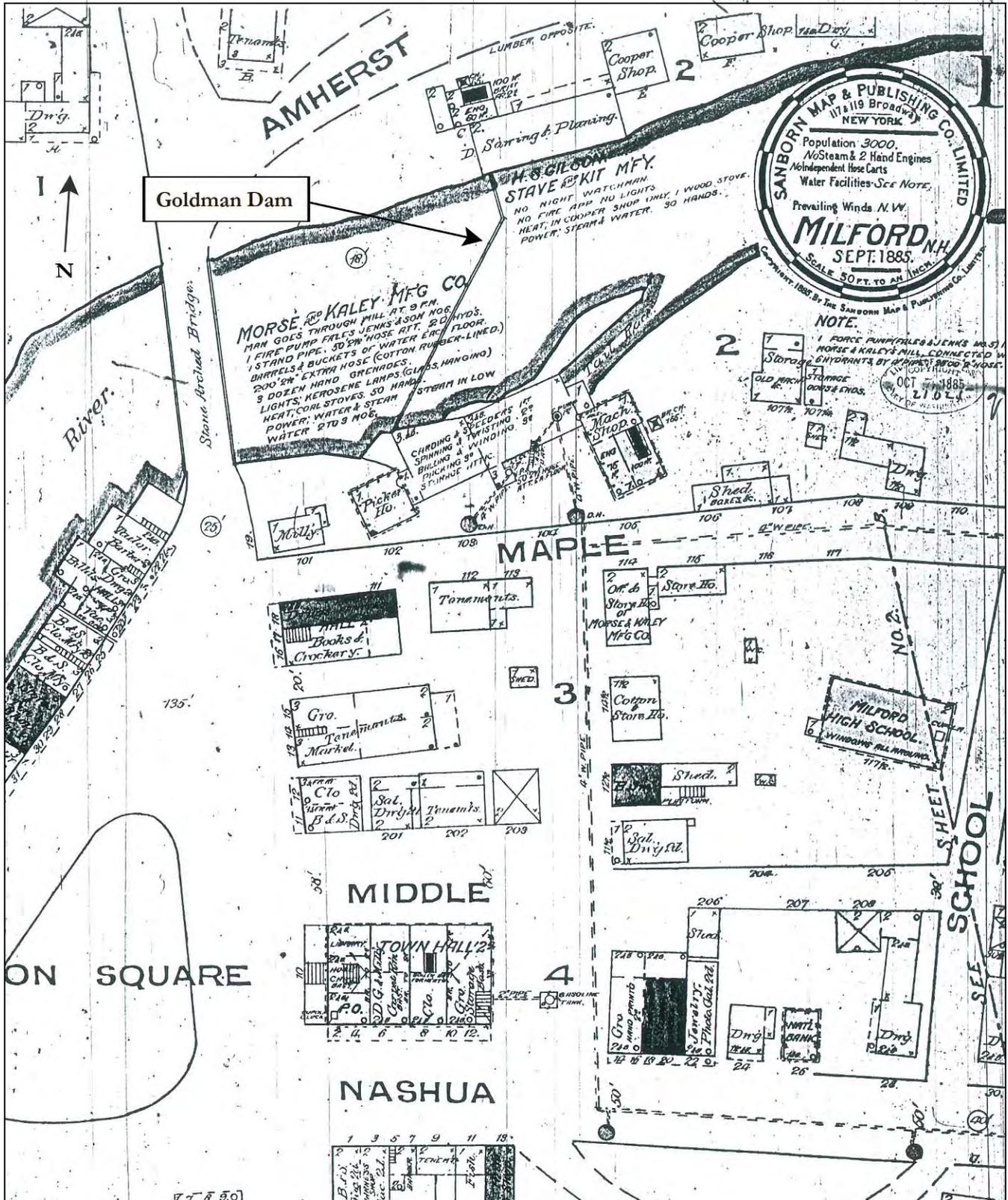
NHDHR INVENTORY # MIL0063



1858 map of Milford village with approximate location of Goldman Dam indicated (source: Goldman 1858).

INDIVIDUAL INVENTORY FORM

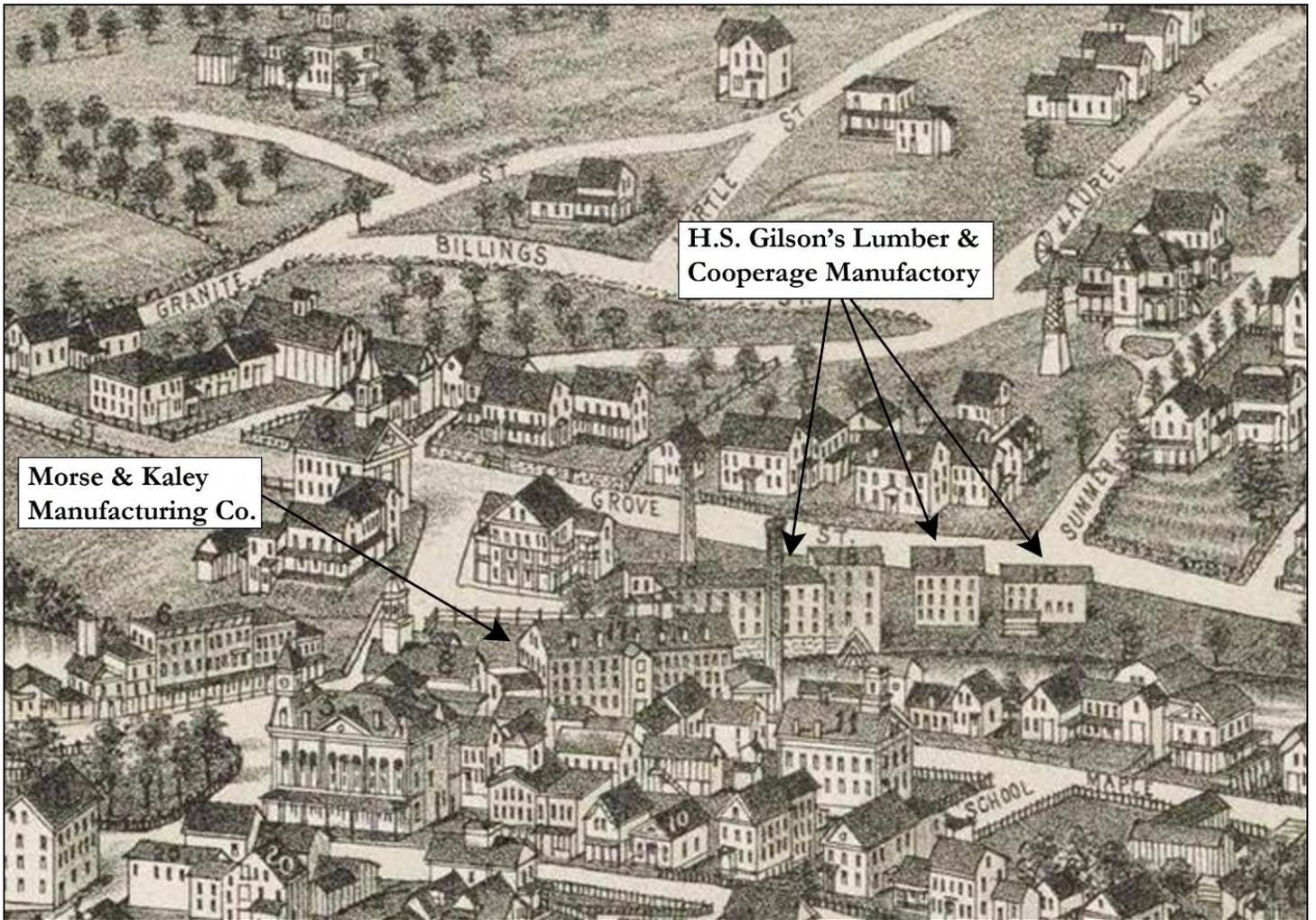
NHDHR INVENTORY # MIL0063



Insurance map of 1885 showing location of Goldman Dam (source: Sanborn Map and Publishing Co. 1885).

**INDIVIDUAL INVENTORY FORM**

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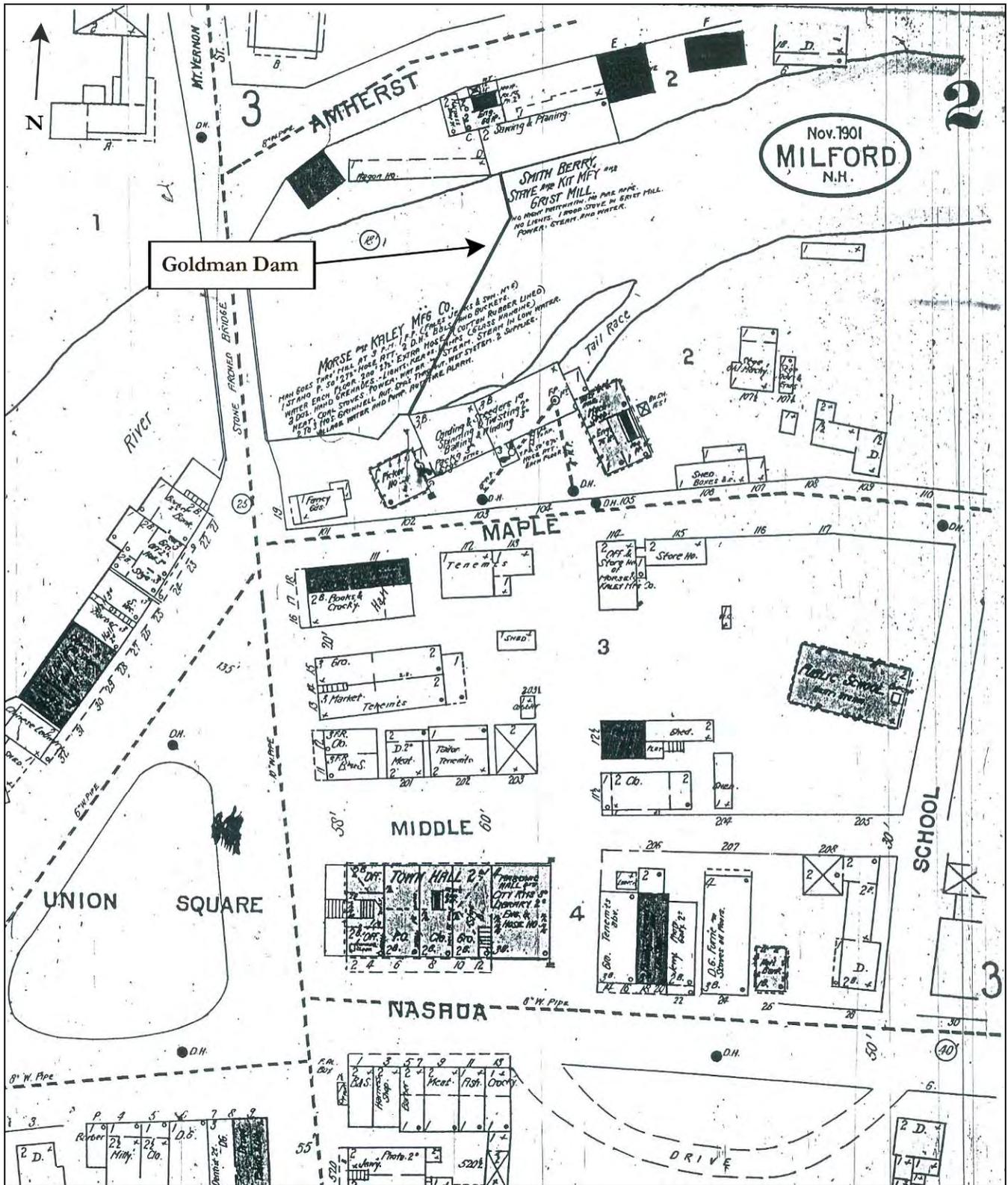


1886 aerial lithograph view of Milford village showing locations of Morse & Kaley Manufacturing Co. and H.S. Gilson's Lumber and Cooperage Co. flanking the Goldman Dam (hidden) (source:Burleigh 1886).



INDIVIDUAL INVENTORY FORM

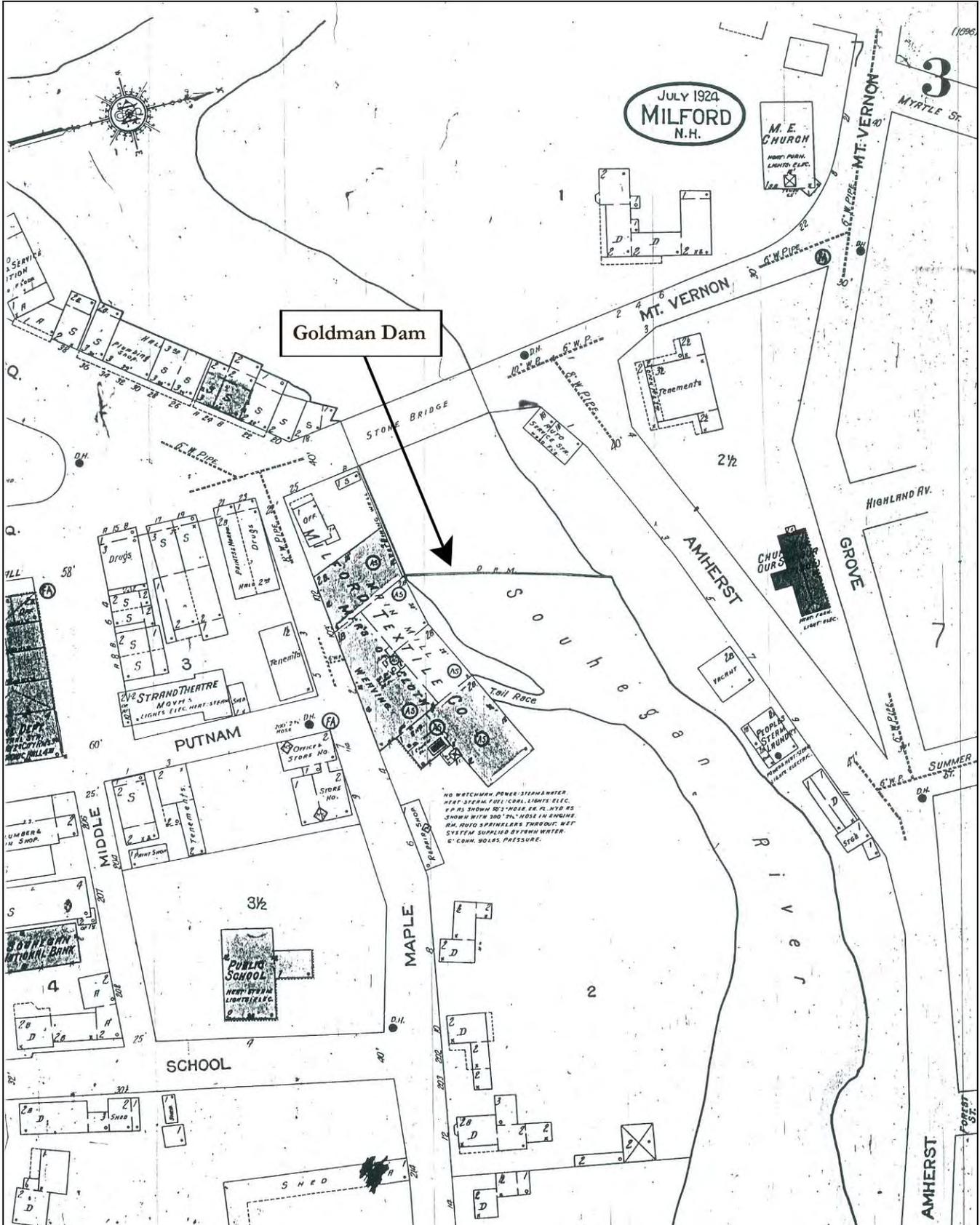
NHDHR INVENTORY # MIL0063



Insurance map of 1901 showing location of Goldman Dam (source: Sanborn Map and Publishing Co. 1901).

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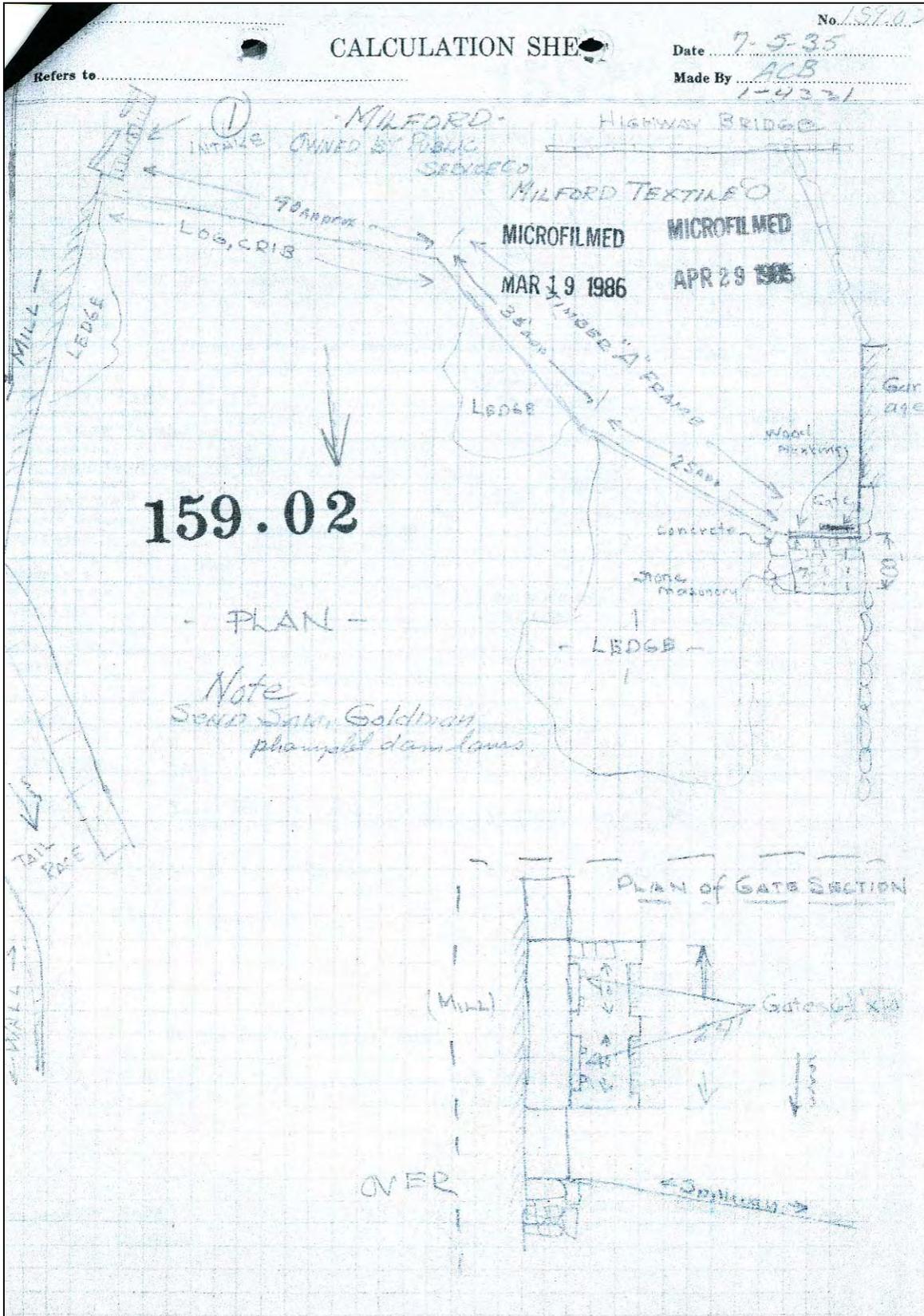
NHDHR INVENTORY # MIL0063



Insurance map of 1924 showing location of Goldman Dam (source: Sanborn Map and Publishing Co. 1924).

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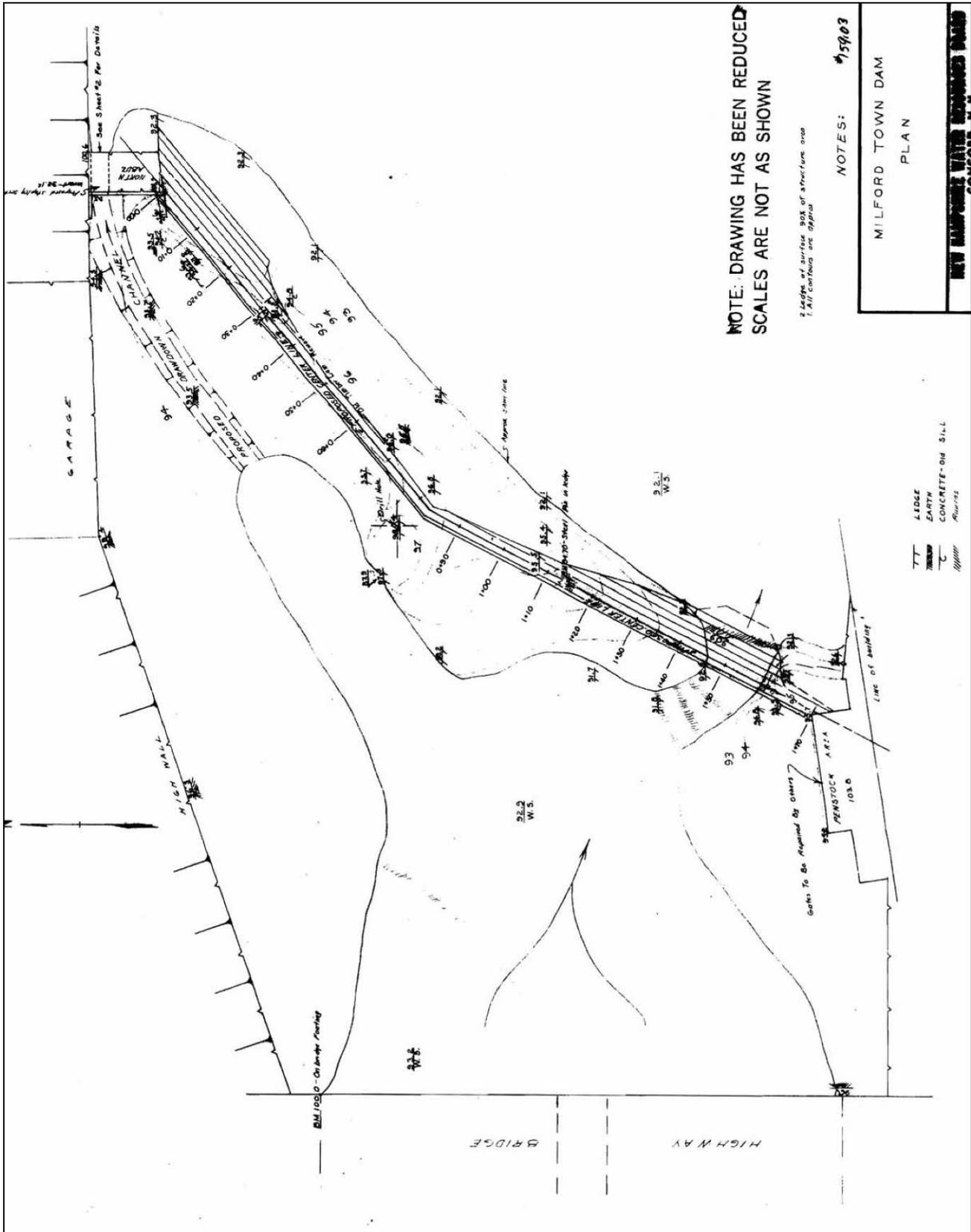
NHDHR INVENTORY # MIL0063



1935 sketch plan of the Goldman Dam (source: New Hampshire DES – Department of Water Resources Dam Bureau File for the McLane Dam [Dam No. 159.03]).

INDIVIDUAL INVENTORY FORM

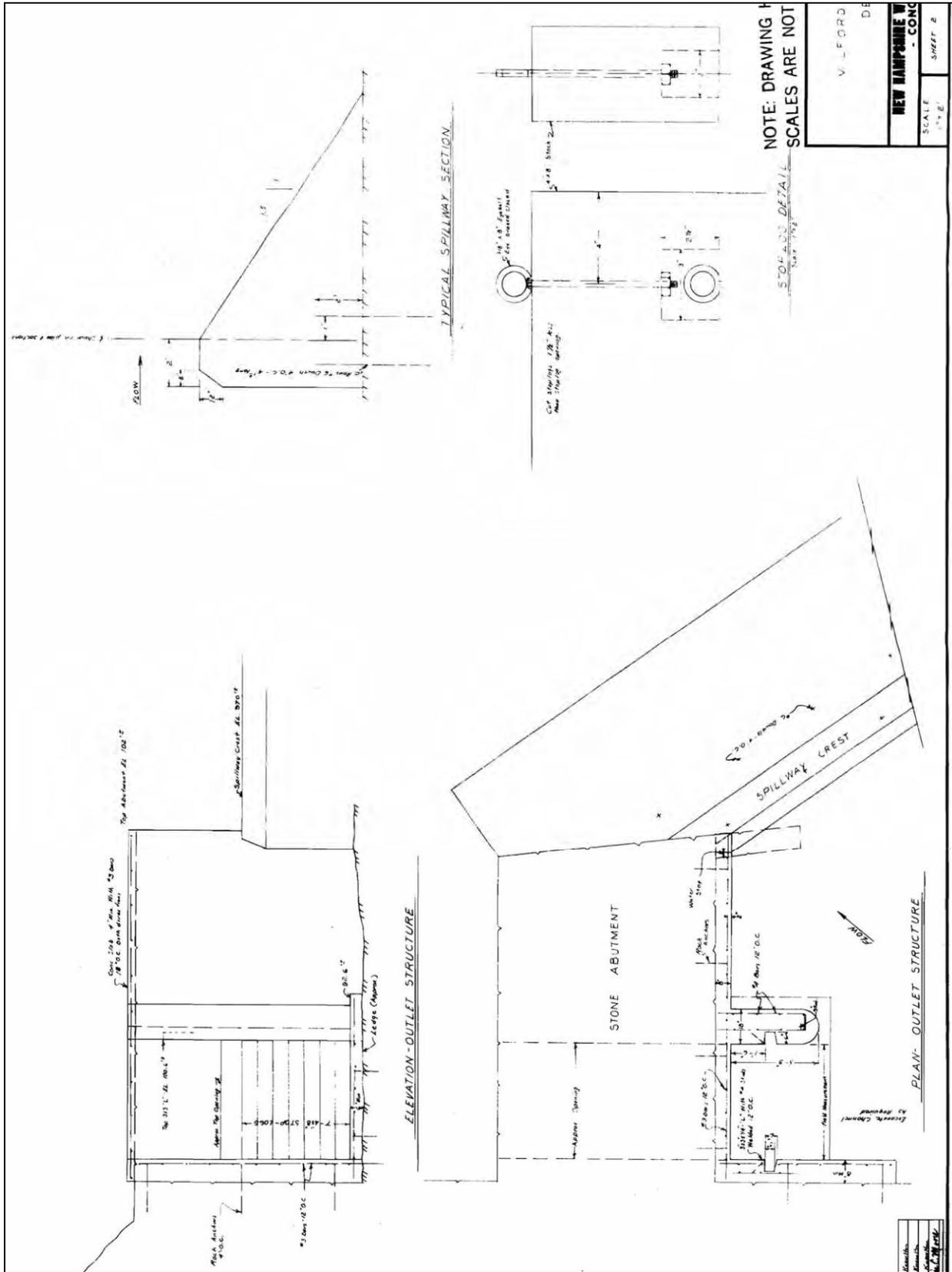
NHDHR INVENTORY # MIL0063



Plan view from 1964 plans for Goldman Dam reconstruction (source: New Hampshire DES – Dam Bureau File for the McLane Dam [Dam No. 159.03]).

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0063

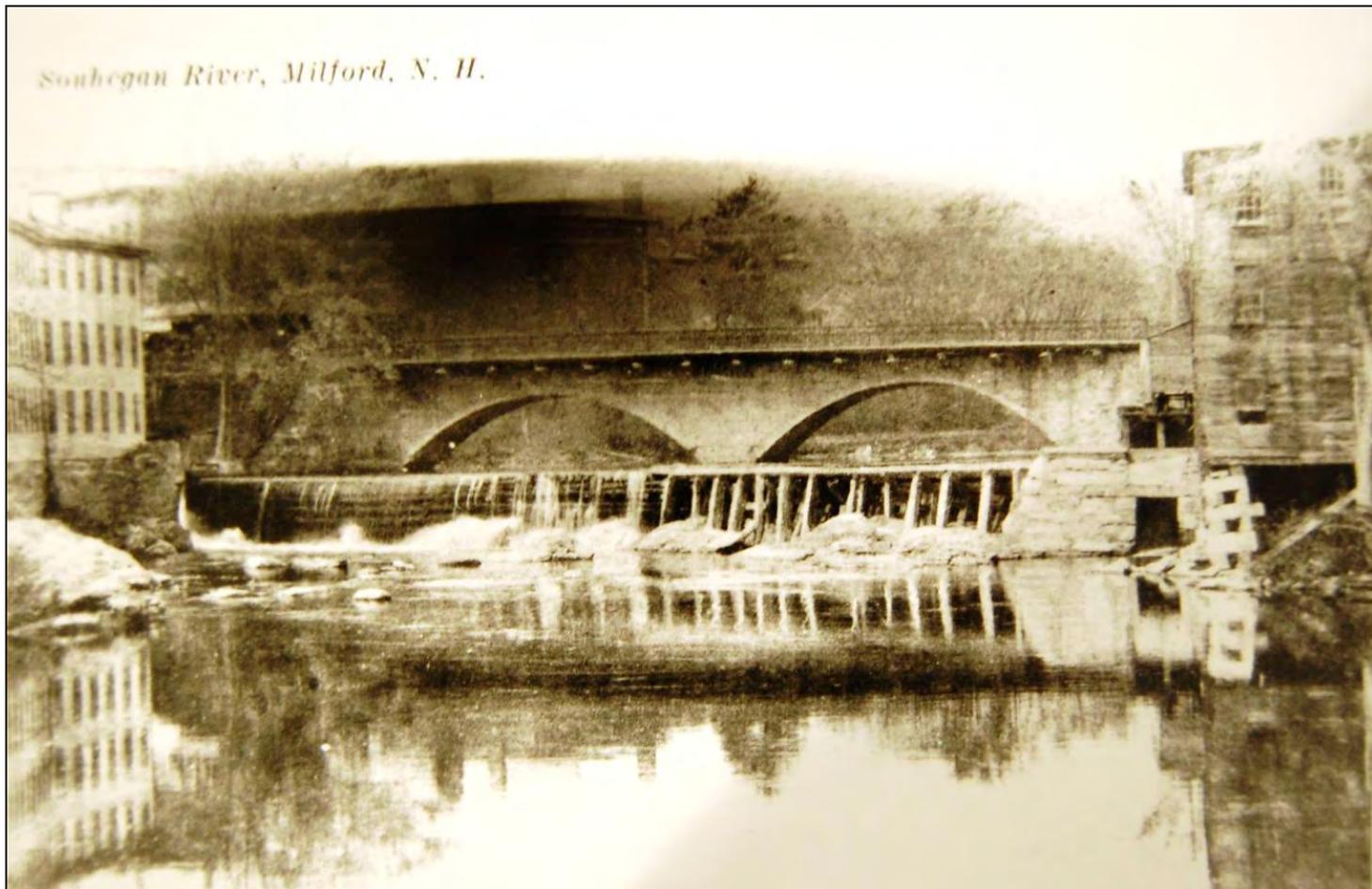


Sluceway details and spillway cross section from 1964 plans for Goldman Dam reconstruction (source: New Hampshire DES – Dam Bureau File for the McLane Dam [Dam No. 159.03]).

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0063**

**Historical Photographs**



**View of the Goldman Dam between 1885 and 1924, looking west (upstream). Stone portion of sluiceway structure at right is likely still extant (Source: Milford Historical Society collections:P-890).**

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0063**



**View of the Goldman Dam between 1912-1924, looking south from the north bank of the Souhegan River. River flows from right to left (source: Milford Historical Society collections:P-1020).**

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY #** MIL0064**Name, Location, Ownership**

1. Historic name McLane Dam
2. District or area MIL-DTW
3. Street and number Between Bridge and Souhegan Sts.
4. City or town Milford
5. County Hillsborough
6. Current owner Town of Milford

**Function or Use**

7. Current use(s) Dam
8. Historic use(s) Dam, Energy, Manufacturing

**Architectural Information**

9. Style Other: Concrete Gravity Dam
10. Architect/builder Putnam & Chase
11. Source Ramsdell 1901
12. Construction date 1846
13. Source Ramsdell 1901
14. Alterations, with dates \_\_\_\_\_  
Rebuilt 1909  
Rebuilt 1992
15. Moved? no  yes  date: \_\_\_\_\_

**Exterior Features**

16. Foundation Other: Bedrock
17. Cladding Does not apply
18. Roof material Does not apply
19. Chimney material Does not apply
20. Type of roof Does not apply
21. Chimney location Does not apply
22. Number of stories Does not apply
23. Entry location Does not apply
24. Windows Does not apply  
Replacement? no  yes  date: \_\_\_\_\_

**Site Features**

25. Setting Downtown business district
26. Outbuildings None
27. Landscape features Stone walls



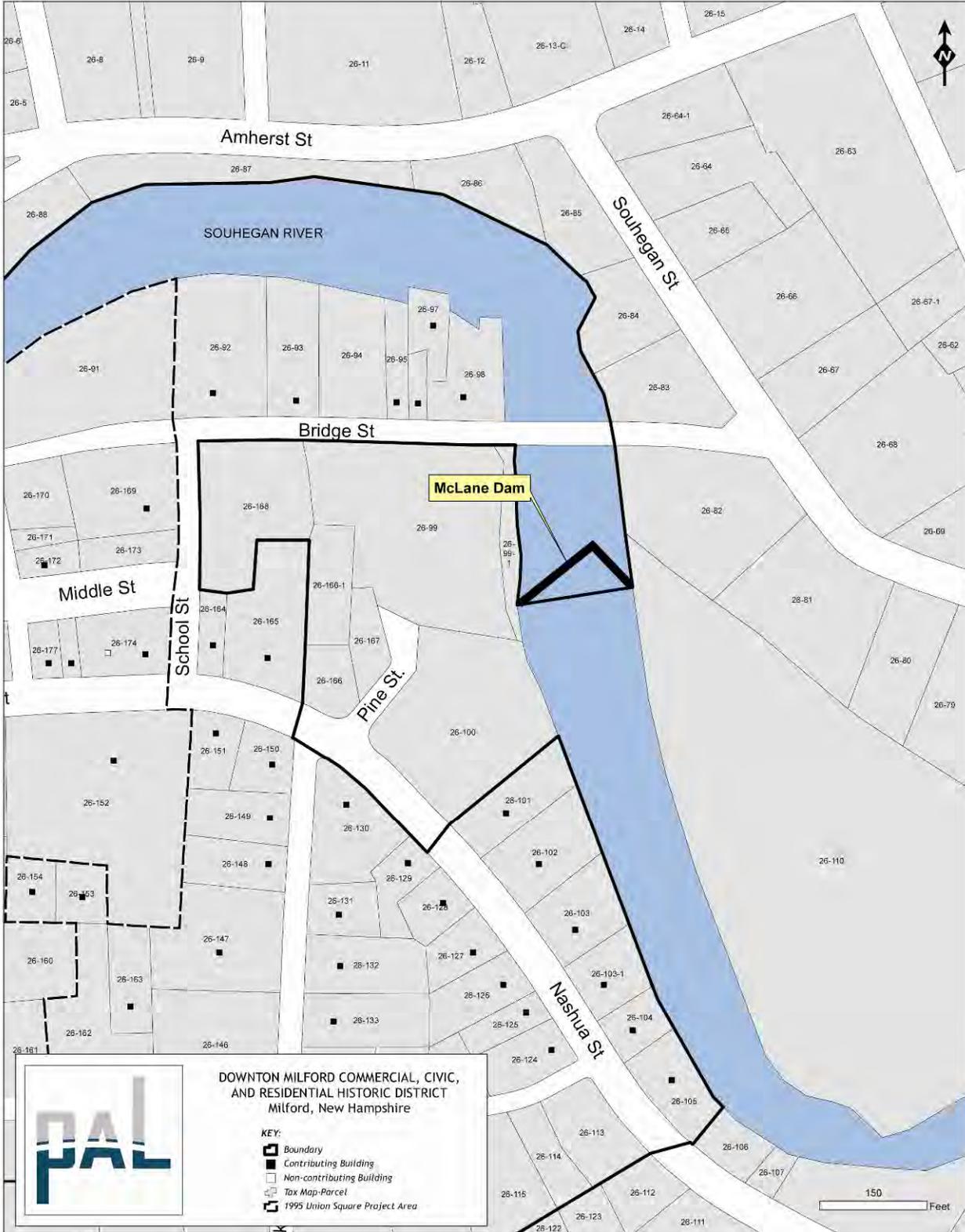
35. Photo # 1 Date 11/4/210 Direction: Northeast  
Reference #: MIL0064-01

28. Acreage Does not apply
29. Tax map/parcel # Does not apply
30. UTM reference 19 283736 E; 4745785 N
31. USGS quadrangle and scale Milford 1:24,000
- Form prepared by**
32. Name John J. Daly
33. Organization PAL, Pawtucket, RI
34. Date of survey 11/4/2010

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0064

39. LOCATION MAP: Location map of McLane Dam within the Downtown Milford Commercial, Civic, and Residential Historic District (MIL-DTW).

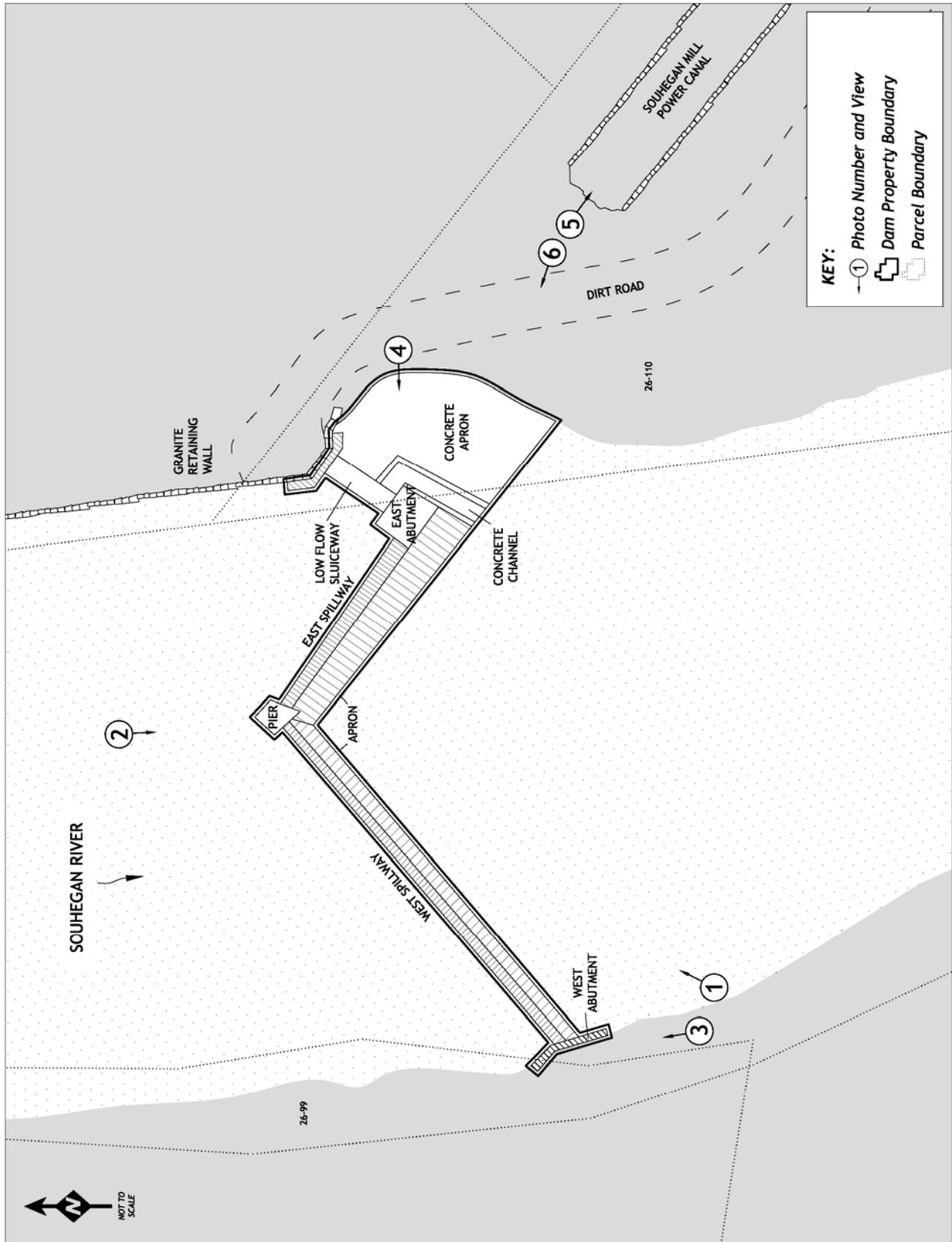


PLEASE USE ADDITIONAL CONTINUATION PAGES AS NEEDED

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0064

40. PROPERTY MAP: Map showing physical boundaries of the McLane Dam and photo views.



**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0064****41. Historical Background and Role in the Town or City's Development:**

The McLane Dam privilege has been dammed for industrial and electrical generation purposed since the early 19<sup>th</sup> century. Rebuilt in 1992 by the Wilton Hydroelectric Company, the current dam contains remnants of two earlier structures dating to 1846 and 1909. Although the structure is commonly referred to as the McLane Dam, after the longest-lived and most successful user of water power at the privilege; the partnership of Putnam & Chase actually constructed the oldest portion of the present dam structure in 1846.

**Industrial Development of the McLane Dam Privilege****1810-1909**

The origins of the earliest dam on this reach of the Souhegan River are obscure. George Ramsdell's *History of Milford* relates that the proprietors of the Cotton and Woolen Manufacturing Company, who operated a mill at the Goldman Dam (sometimes known as the Morse & Kaley Dam, see NHDHR inventory # MIL0063), also owned land along the south (river right) bank of the river between Mt. Vernon Road and the present McLane Dam. Sometime between 1810 and 1846, they erected a crude dam on their property near the Bridge Street footbridge. A canal or penstock carried water from this dam downstream to a grist mill on the west bank of the river near the site of the present McLane Dam. This structure was abandoned at an unspecified date in favor of a wood dam erected further downstream near the current McLane Dam and powering the same facility (Ramsdell 1901:285).

Beginning in 1842, entrepreneurs Daniel Putnam and Leonard Chase (later joined by Leonard's brother Abel) operated an iron foundry at the privilege, just south of the present dam on the river's west bank. The foundry produced stove castings and blades for the Milford Plow Company, a consortium in which Putnam and Chase were partners. Neither Putnam, nor Chase, were experienced iron workers themselves, and they sold their foundry business in 1849 to Pratt, Hill & Company, who moved operations elsewhere in Milford soon thereafter. Simultaneously, Putnam & Chase were pursuing the idea of cotton textile production. In 1847 they, along with some other investors, incorporated the Souhegan Manufacturing Company and transferred the dam and water rights at their privilege to the new corporation. In 1848, the Souhegan Manufacturing Company erected a four-story cotton mill approximately 1,200 feet (ft) downstream of Putnam & Chase's dam and excavated a lengthy canal to supply its wheels with water. By 1850 the mill employed 150 persons, operated 5,000 spindles, and manufactured 4,000 yards per day of ticking fabric. The company was later purchased by or merged with the Milford Cotton and Woolen Manufacturing Corporation, which continued to produce textiles at the mill until it was destroyed by fire in 1872 (Driemeyer 2010:10, 14; Ramsdell 1901:286-288, 296-298, 430-434).

Maps of Milford from 1854 and 1858 confirm the written accounts. They show a dam at or near the structure's current location below Bridge Street, oriented on a southwest-northeast orientation with a single straight spillway. The west bank was occupied by Putnam & Chase's building just south of the dam and by [Lund?] & Morgan's Steam Mill (not associated with water use at the privilege) just north of the dam. On the east bank, the Souhegan Manufacturing Company's power canal led downstream from the dam to the mill of that company (Chase 1858; Clark 1854).

Between 1874 and 1890, ownership of the dam and water rights passed through a succession of private individuals, who apparently made little or no effort to redevelop the Souhegan Mills property (Carson 2002; Driemeyer 2010:10; Wright 1979:266). In 1890, four Milford investors purchased the water rights and land of the Souhegan Mill and formed the Souhegan Electric Light Company. The new company constructed a small hydroelectric generation facility at the base of the Souhegan Company's power canal and sold electricity to the town under contract. The generation facility and water rights passed through a series of owners who continued to operate the hydroelectric plant and made multiple incremental increases in the facility's generation capacity between 1898 and the 1940s (Wright 1979:266-268).

Meanwhile, the occupancy of Putnam & Chase's mills on west bank of the river at the dam went undocumented between 1858 and 1883. In 1883, John McLane moved his post office furniture manufacturing company to the premises. By 1885, insurance maps show that the dam was supplying hydropower to a multi-building complex with multiple tenants, including McLane, the W.L. Pierce and Co. Mackerel Kit (tub) Manufactory, N.H. Brown Plow Manufactory, S.B. Emerson Furniture Manufactory, and Mrs. H.A. Fuller-Dressing Case Frames. The latter two were in a building fronting Nashua Street (now demolished) that was powered by shafting from the buildings atop the mill race (Bacon 1890:81; Sanborn Map & Publishing Company 1885). L.R. Burleigh's "bird's-eye" aerial view of Milford from 1886 showed the dam as a run-of-the-

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0064**

river structure with a single long spillway and raceway gates at both the west and east ends, and McLane's multi-building mill complex at the west end of the dam (Burleigh 1886).

Between 1890 and 1910, McLane continued to expand his west bank operations and utilized water not claimed by the Souhegan Electric Light Company and its successors. Basket manufacturing and granite polishing were added to his works during this period, although post office furniture continued to be his primary focus. By 1892, McLane occupied all of the wood-frame mills along Nashua Street, as well as those immediately adjacent to the dam. French & Heald Furniture Company had a large steam-powered mill (not extant) upstream of the dam on the west bank (D.H. Hurd & Co. 1892; Sanborn Map & Publishing Company 1892, 1901, 1907; Wright 1979:229).

Based on historical map evidence, the dam may have been reconstructed between 1886 and 1892 to create a "dog-leg" footprint approximating that of the current structure. A late nineteenth-century photograph of the dam with a long spillway constructed of dry-laid, irregular, split stone slabs (probably granite). A two-leaf gate guarding McLane's mill race was located on the west bank. The photographer's view does not permit a clear view of the east end of the dam and east bank (D.H. Hurd & Co. 1892; Milford Historical Society collection:P-632; Sanborn Map & Publishing Company 1892).

**1909-1985**

In 1908, Milford Light & Power Company took over the dam and the Souhegan Electric Light Company premises. The new utility company undertook a major reconstruction of the dam in 1909. Workmen reconstructed the spillway by casting up to 2 ft of concrete around some unknown portion of the older stone dam, which was retained as core for the new structure. The east spillway leg was given a somewhat oversized apron to accommodate a sewer main within the structure (Meridian Land Services, Inc 1992; Wright 1979:266-268).

The Milford Light & Power Company, followed by the Souhegan Valley Electric Company and Public Service Company of New Hampshire (PSNH), continued to operate the hydroelectric facility on the former Souhegan Mill premises until the 1940s, when it was abandoned for unknown reasons. By 1959 the lower end of the canal near the power house was filled in with earth and silt had filled in much of the remainder of the canal. In 1963, the town purchased the dam and six acres of land from PSNH. During this period, the portion of the former Souhegan Mill property along Souhegan Street was used by a succession of short-lived light industrial operations unrelated to the hydroelectric companies or water use at the privilege (Dreiemeyer 2010:10; NH DES-Water Resources Branch files for Dam No. 159.03 and Dam No. 159.02; Northeast Hydrodevelopment Corporation 1988:3; Sanborn Map & Publishing Company 1938, 1960; Wright 1979:253, 266-268).

During the 1909 dam reconstruction, the intake gate for McLane's raceway was closed with a concrete retaining/training wall, ending industrial use of water power on the west bank. McLane died in 1911 and the company was sold to Robert and William E. Bourn, furniture makers from Templeton Massachusetts. After that company went bankrupt in 1935, Harold Reed of Newport, New Hampshire purchased McLane's mill and established the White Elephant Shop and museum in 1936-1938, thereby ending almost 100 years of industrial activity at the location. Fires in 1964 and 1966 destroyed those premises (Dreiemeyer 2010:21; Milford Historical Society Collection: P-180; Sanborn Map & Publishing Company 1907; Wright 1979:228-230).

**Wilton Hydroelectric Company Dam Reconstruction, 1985-present**

Beginning in 1985, newly-formed utility companies began exploring the possibility of rehabilitating the McLane Dam for hydroelectric generation. Records and correspondence for the dam on file at the Dam Bureau of the New Hampshire Department of Environmental Services (DES) show that between 1985-88, the Northeast Hydrodevelopment Corporation (NHDC) obtained a Federal Energy Regulatory Commission permit (FERC, permit no. 8924) and a Town of Milford lease agreement to rehabilitate the McLane Dam and operate a 400-500 Kilowatt hydropower facility. After delays in rehabilitating the dam, NHDC sold its assets to Wilton Hydroelectric Company, who completed the first of two rehabilitation phases in 1992 (New Hampshire DES Dam Bureau files for Dam No. 159.03).

Wilton Hydroelectric Company reconstructed the dam spillway and abutments and built a new sluice gate structure. The concrete of the dam spillway was encapsulated with reinforced concrete to thicknesses ranging from 12 to 18 inches. A 4 ft-wide apron was added to the west leg of the spillway. Photographs and plans show that the existing dam spillway was

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0064**

left largely intact beneath its new concrete casing. The granite and wood gate and frame for the power canal on the east bank was entirely removed, as was a wasteway in the power canal immediately adjacent to the dam. A new reinforced concrete structure, intended as the intake gate structure to a proposed turbine forebay and power house, replaced the old gate. The granite east abutment was partially encased in concrete. A new west abutment was constructed 10 ft east of the 1909 abutment, encompassing part of the older dam's spillway, and a small waste gate located at the base of the spillway. Wilton Hydroelectric Company never completed the planned forebay, intake gates, and powerhouse at the east end of the dam because of funding issues. The gate structure is now used as a low-flow sluiceway and is fitted with stoplogs. Wilton Hydroelectric Company surrendered its FERC license in 1999 and left the dam in a state approximating its current appearance after some minimal site work was completed. The United States Fish & Wildlife Service (USF&WS) had assisted the Town of Milford with the preparation of fish passage designs for the dam in 1998. The town constructed portions of the passage between 2001 and 2005 on the concrete apron below the low-flow outlet, but the structure was never completed (Gomez and Sullivan Engineers, P.C. 2010a:5; Loiselle 2011; Meridian Land Services, Inc. 1992; New Hampshire DES Dam Bureau files for Dam No. 159.03).

**42. Applicable NHDHR Historic Contexts:**

- 18. Locally capitalized textile mills in NH, 1720-1920.
- 23. Wood products mills and shops in NH.
- 27. Barrel making and commercial cooperages in NH, c. 1807-1850.
- 28. Metal working in NH for local and regional markets, 1630-present.
- 92. Hydropower in NH.
- 93. Electricity generation and distribution in NH.
- 130. Commerce, industry, and trade in NH village and town centers, 1630-present.

**43. Architectural Description and Comparative Evaluation:*****Setting***

The McLane Dam (New Hampshire Division of Environmental Services Dam No. 159.03) is a run-of-the-river, concrete gravity type structure on the Souhegan River at the east edge of the Milford village. The McLane Dam impoundment extends upstream to the Goldman Dam within the Souhegan River channel, which curves around the north and east sides of the downtown Milford and delimits its geographic expansion. The 6-acre reservoir has a gross storage capacity of 42 acre-feet at normal pool elevations (dam dimensions are taken from Gomez and Sullivan Engineers, P.C. 2010a and 2010b; and Meridian Land Services, Inc 1992).

No buildings associated with industrial use of the river at the McLane Dam survive. Properties on the west riverbank extending approximately 225 ft upstream of the dam and 125 ft downstream of the dam are excluded from the Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-DTW, Downtown Milford District). The Granite Square apartments, recently constructed on the former location of the McLane Mill (burned 1964 and 1966), occupy the west bank adjacent to the dam. The dry-laid stone foundation wall of a former McLane Mill building projects from the valley wall about 10 ft downstream of the west dam abutment. Further downstream of the dam, the steeply-sloping, wooded bank is 30-ft high and topped by residential and commercial properties within the established district. Properties on the east riverbank are not included in the Downtown Milford District. A narrow strip of pine trees fringes the shoreline at the east end of the dam and divides the river from residential development along Souhegan Street. Informal footpaths run through the woods along this bank.

Below the dam, the east bank of the river is a low, wooded floodplain. Through this area runs the power canal of the former Souhegan Mill (demolished). Dry laid fieldstone walls in ruinous condition line the canal's earth prism. Water in the canal is stagnant as the waterway is now detached from the river at both its upstream and downstream ends. The north end of the canal stops about 40 ft south of the McLane Dam and the canal's prism adjacent to the dam is now demolished. At the south end of the canal, approximately 600 ft of the canal's approximate 1,200 ft length are now filled with earth and used as a construction staging yard. A former hydroelectric power house, constructed at an unknown date, survives in highly altered condition at the south end of the canal. Approximately 200 ft upstream of the dam is the Swing Bridge (built 1889), a pedestrian suspension bridge. The bridge spans the McLane Dam impoundment and is identified as a contributing element to the Downtown Milford District.

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0064*****McLane Dam***

The McLane Dam is constructed on a “dog leg” plan extending east-west across the north-south flowing Souhegan River. Two concrete spillways are set at near right angles to each other and separated by a projecting concrete center pier. A low flow outlet is set at the east end of the dam, between the east spillway abutment and the east river bank. The overall length of the dam is approximately 210 ft and the dam creates an approximately 8 ft fall of water (head). The overall structural height of the dam spillway ranges from approximately 18 ft at the west abutment to 13 ft at the east spillway abutment.

The spillways are constructed of cast concrete bonded to an earlier concrete dam (built 1909), which in turn surrounds a stone core from an earlier dam (built 1846, see historical discussion below). The west overflow spillway trends on a southwest to northeast line and is 116.9 feet long with a compound-slope crest 12 ft in width. The east spillway, which trends on a northwest to southeast line, is 61.8 feet long with a 9 ft-wide crest. Both spillways have vertical upstream faces. An integrally-cast concrete apron extends downstream of the spillways from 4 to 15 ft at varying degrees of slope. Both the east and west spillway abutments consist of 18 inch-thick reinforced concrete walls set in front of earlier, dry-laid split granite block abutments. Broken stone armors the riverbank adjacent to the west abutment. The east abutment has an irregular trapezoidal footprint measuring 11 by 13 ft in plan. The pier dividing the spillways is also on an irregular trapezoidal footprint and constructed of concrete.

Between the east spillway abutment and east river bank is low-flow outlet. This structure, which was designed to serve as a gateway to a hydroelectric power canal, now contains three 5 ft-wide, 12 ft-high stoplog bays (see historical discussion). The stoplogs, or heavy wood planks, are stacked within vertical steel I-beams anchored into a concrete floor and to a steel frame at their top ends. This framework supports a plank maintenance walkway extending from the east bank to the east abutment. A split stone granite retaining wall lines the east river bank and extends upstream of the dam 75-100 ft and downstream 15-20 ft. At the low-flow outlet, the stone wall is faced with an 18 inch thick reinforced concrete wall and topped by a 6 ft high chain link fence. Poured concrete lines the river channel floor downstream of the low-flow outlet to create an apron. Atop this apron, two low concrete walls channelize the outflow of one of the three stoplog bays. These walls are the remnants of an unfinished fish passage.

The dam is in good condition. There is minor deterioration in the concrete at the base of the spillway (Gomez and Sullivan 2010b:2).

**44. National or State Register Criteria Statement of Significance:**

The McLane Dam does not appear eligible for individual listing in the National Register. The structure, which was constructed in 1846 and rebuilt in 1909, was rebuilt again in 1992 by the Wilton Hydroelectric Company during an attempt to reinstitute hydroelectric generation at the site. The 1992 reconstruction resulted in the loss of the structure's integrity as a component of a 1909 hydroelectric generation facility. The current dam is less than 50 years of age, rendering it ineligible for the National Register. There is no information to suggest that the dam might rise to the level of exceptional importance required for properties less than 50 years of age to be considered individually eligible for the National Register (Sherfy and Luce 1979).

The McLane Dam is identified as a contributing resource within the Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-DTW, the Downtown Milford District), which the New Hampshire Division of Historical Resources (NHDHR) determined eligible for listing in the National Register of Historic Places (National Register) in 2010. The Area form notes the dam's reconstruction in 1909, but not the structure's subsequent reconstruction in 1992. The dam does not meet the eligibility requirements for inclusion in the district because it lacks integrity to the period of the district's significance, which is defined as extending from 1783 to 1959 (Driemeyer 2010; NHDHR 2010; Sherfy and Luce 1979:10).

The McLane Dam has been the subject of project review under Section 106 of the National Historic Preservation Act on two occasions. In both instances the dam was evaluated as ineligible for listing in the National Register. When Northeast Hydrodevelopment Corporation applied for a FERC permit to rebuild the dam in 1985, FERC consulted with the NHDHR (formerly housed within the New Hampshire Department of Resources and Economic Development) regarding the

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY # MIL0064**

potential effects of the project on significant properties. At that time, the dam was over 60 years of age. The NHDHR offered the opinion that there were "no known properties of architectural, historical, archeological, engineering, or cultural significance within the area of the undertaking's potential environmental impact" (Quinn 1985). In 1999, Northeast Hydrodevelopment Corporation filed a petition to surrender the current license for the McLane Dam Hydroelectric Project (FERC no. 8924). In correspondence with the NHDHR, the FERC Director of the Division of Licensing and Compliance offered an opinion of "no effect" for this undertaking, noting that "Although the dams associated with these projects are more than 50 years old, they do not meet the criteria for evaluation for eligibility due to the major renovations which have occurred to the structures (Robinson 1999). The NHDHR, in its official response, concurred with the FERC determination of effect (Dutton 1999).

**45. Period of Significance:** N/A

**46. Statement of Integrity:**

The McLane Dam has been radically altered to the point where it no longer conveys its historical associations. The complete reconstruction of the dam in the early twentieth century at the time of its conversion to support hydroelectric power generation destroyed the earlier stone dam that was associated with its functional association with Milford's mid-nineteenth century industrial development. The 1992 dam rehabilitation destroyed the physical attributes that were present during the period when the dam served its hydroelectric power function. Modern concrete encases the spillway and much of the abutments. The 1909 gate structure is now completely rebuilt in concrete and steel and the dam's connection to the historic power canal was cut by the filling of the southern portion of the canal with earth and the destruction of the northern end of the canal. These changes have obscured or destroyed the design, materials, and workmanship that were present in the historic structure. The removal over time of historic industrial facilities surrounding the dam has dramatically altered its historic setting and the ability of the dam to convey its significance in terms of feeling and association. The only aspect of integrity that remains intact is the dam's location.

**47. Boundary Discussion:**

The boundaries of the McLane Dam are limited to its current structural footprint and include the west and east spillways with their associated abutments, the low flow sluiceway, and the concrete apron below the sluiceway. These structural elements are located within the Souhegan River channel, as well as parcels 26-99 and 26-110, which flank the river to the west and east, respectively. Other buildings and structures on these flanking parcels are excluded from the boundaries of the dam.

**48. Bibliography and/or References:**

***Maps and Plans***

- Barnes, Sherman L. and Stephen H. Gilson  
1936 *Village of Milford, Hillsborough Co., New Hampshire*. September 1, 1936, Revised May 10, 1937. Milford Planning Board, Milford, NH.
- Burleigh, L.R.  
1886 *Milford, N.H.* L.R. Burleigh, Troy, NY.
- Chace, J.  
1858 *Map of Hillsboro Co., New Hampshire*. Smith, Mason & Co. Boston, MA.
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1854 *Map of Milford, Hillsboro Co., New Hampshire*. Richard Clark, Philadelphia, 1854.
- Holland, Samuel.  
1784 *A Topographical Map of the Province of New Hampshire*. William Fadin, London.

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY #** MIL0064

Hurd, D. H. &amp; Co.

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Meridian Land Services, Inc.

1992 *McLane Dam Hydro Project, Milford, NH. Project 222, July 10, 1992..* Meridian Land Services, Inc., Milford, NH.

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1988 *Emergency Action Report and Request for Waiver of Emergency Action Plan: McLane Dam Hydroelectric Power Project, FERC #8924.* Northeast Hydrodevelopment Corporation, Nashua, NH.

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1885 *Milford, New Hampshire.* Sanborn Map & Publishing Company, New York, NY.1892 *Milford, New Hampshire.* Sanborn Map & Publishing Company, New York, NY.1901 *Milford, New Hampshire.* Sanborn Map & Publishing Company, New York, NY.1907 *Milford, New Hampshire.* Sanborn Map & Publishing Company, New York, NY.1912 *Milford, New Hampshire.* Sanborn Map & Publishing Company, New York, NY.1924 *Milford, New Hampshire.* Sanborn Map & Publishing Company, New York, NY.1938 *Milford, New Hampshire.* Update of 1924 map through 1938. Sanborn Map & Publishing Company, New York, NY.1960 *Milford, New Hampshire.* Update of 1924 map through 1960. Sanborn Map & Publishing Company, New York, NY.**Published Sources**

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1890 *Leading Business Men of Nashua and Vicinity.* Mercantile Publishing Company, Boston, MA.

Ramsdell, George A.

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Wright, Winifred A.

1979 *The Granite Town.* Courier Printing Company, USA.**Unpublished and Primary Sources**

Carson, Lorraine T.

2002 Lorraine T. Carson, Town of Milford, to Lee Mayhew, Town of Milford, personal correspondence dated November 24. On file, New Hampshire DES-Water Resources Branch files for Dam No. 159.02

Driemeyer, Laura B.

2010 Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-CCR). New Hampshire Division of Historical Resources Area Form prepared by Preservation Company, Kensington, NH. On file, Town of Milford, Milford, MA.

Dutton, Nancy C.

1999 Nancy C. Dutton, NHDHR, to J. Mark Robinson, FERC, letter, November 4. On file, New Hampshire DES-Water Resources Branch files for Dam No. 159.03).

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0064**

Gomez and Sullivan

2010a *Existing Information Report, Technical Memo: McLane and Goldman Dams, Souhegan River, Milford, NH.*  
Prepared by Gomez and Sullivan Engineers, P.C., Henniker, NH. Prepared for Town of Milford, NH.

2010b Memo:Summary Notes and Photograph Log from August 4, 2010 Inspection. Prepared by Gomez and Sullivan Engineers, P.C., Henniker, NH. Prepared for Town of Milford, NH.

Loiselle, Deborah S.

2011 Deborah S. Loiselle, NH Department of Environmental Services to Mark Wamser, Gomez & Sullivan Engineers P.C., May 24.

New Hampshire Division of Historical Resources (NHDHR)

2010 Determination of Eligibility for Area MIL-DTW. October 20. On file, New Hampshire Division of Historical Resources, Concord, NH.

Quinn, Joseph F.

1985 Joseph F. Quinn, Deputy State Historic Preservation Officer to Normand E. Hebert, Northeast Hydroelectric Corporation, letter, May 15. On file, New Hampshire DES-Water Resources Branch files for Dam No. 159.03.

Robinson, J. Mark

1999 J. Mark Robinson, FERC, to Nancy C. Dutton, NHDHR, letter, October 13. On file, New Hampshire DES-Water Resources Branch files for Dam No. 159.03.

***Archives and Collections***

Milford Historical Society collections, Milford, MA.

New Hampshire Department of Environmental Services – Department of Water Resources  
Dam Bureau File for the McLane Dam (Dam No. 159.03). Concord, New Hampshire.

Gomez and Sullivan Engineers, P.C., Henniker, NH.

**Surveyor's Evaluation:**

NR listed: individual \_\_\_\_\_  
within district \_\_\_\_\_

NR eligible: individual \_\_\_\_\_  
within district \_\_\_\_\_  
not eligible X \_\_\_\_\_  
more info needed \_\_\_\_\_

NR Criteria: A \_\_\_\_\_  
B \_\_\_\_\_  
C \_\_\_\_\_  
D \_\_\_\_\_  
E \_\_\_\_\_

Integrity: yes \_\_\_\_\_  
no X \_\_\_\_\_

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY #** MIL0064

Date photos taken:



Photo # 2 Description: McLane Dam as seen from Bridge Street bridge.

Roll and Frame # OR Digital file name: MIL0064\_02

Direction: South



Photo # 3 Description: West abutment of McLane Dam.

Roll and Frame # OR Digital file name: MIL0064\_03

Direction: North

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0064**

Date photos taken:

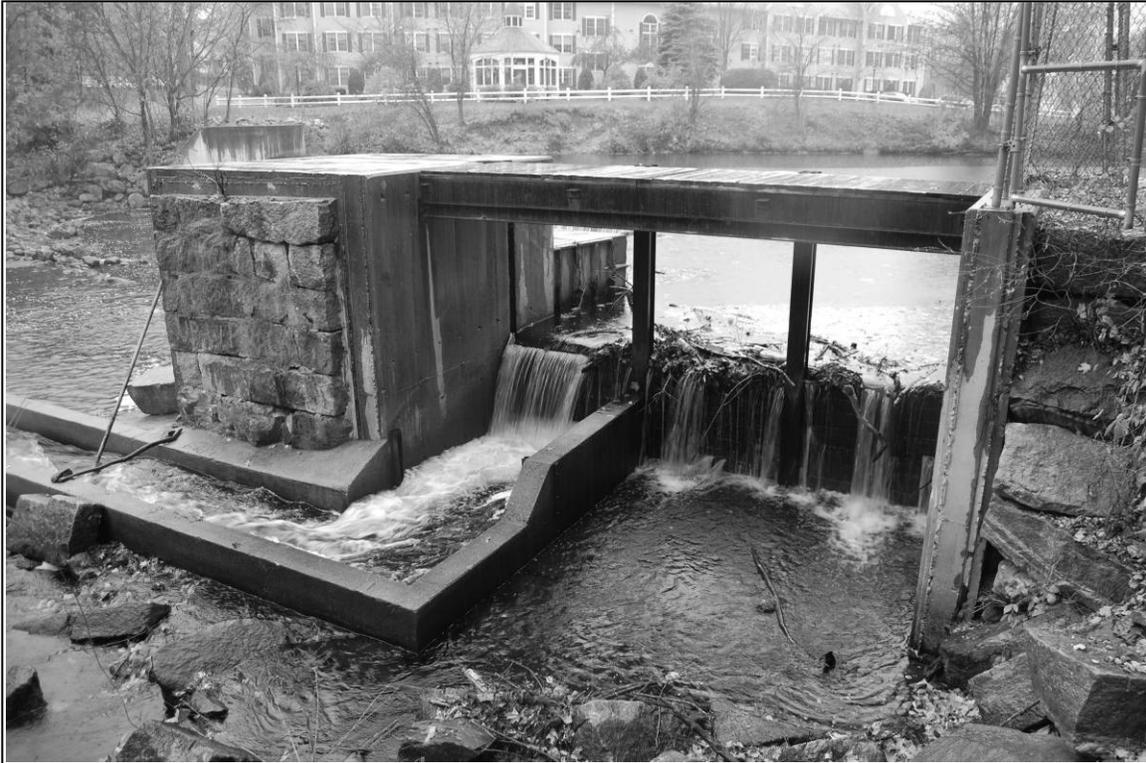


Photo # 4 Description: East abutment, stop log sluiceway, and unfinished fish passage as seen from east bank.  
Roll and Frame # OR Digital file name: MIL0064\_04 Direction: Northwest



Photo # 5 Description: Former Souhegan Mills power canal on east bank, now disconnected from McLane Dam.  
Roll and Frame # OR Digital file name: MIL0064\_05 Direction: Southeast.

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY #** MIL0064



Photo #   6   Description: View of McLane Dam and former location of Souhegan Mills power canal on east bank.  
Roll and Frame # OR Digital file name: MIL0064\_06 Direction: Northwest

PHOTO LOG:

- MIL0064\_01
- MIL0064\_02
- MIL0064\_03
- MIL0064\_04
- MIL0064\_05
- MIL0064\_06

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: Epson: Stylus Pro Printer, Photo Black T5801 Ink, Premium Photo Paper. The negatives or digital files are housed at/with: PAL, Pawtucket, RI.

SIGNED:

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0064

Historical Maps and Plans



1854 map of Milford village showing location of McLane Dam (source: Woodford 1854).

INDIVIDUAL INVENTORY FORM

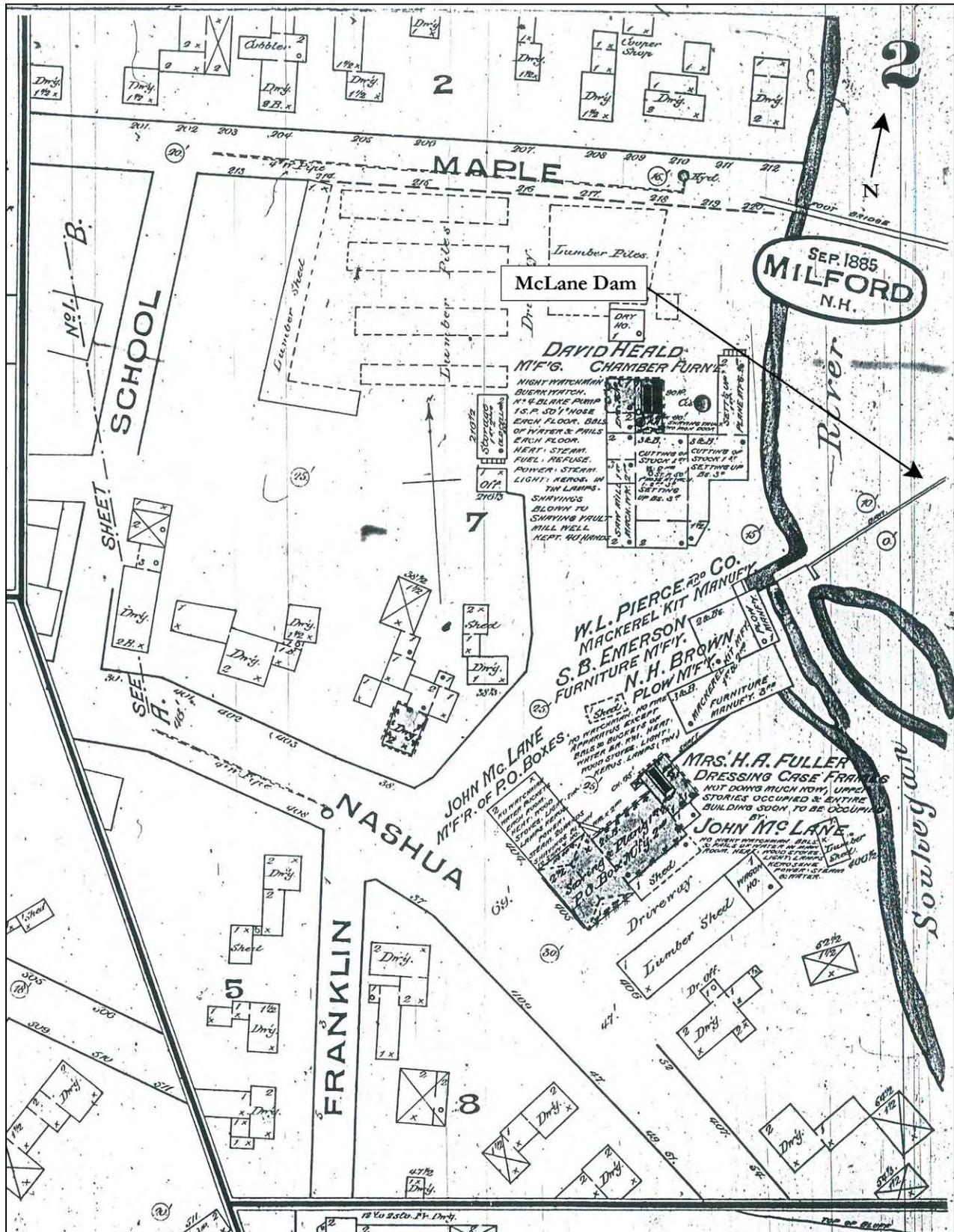
NHDHR INVENTORY # MIL0064



1858 map of Milford village showing location of McLane Dam (source: Goldman 1858).

INDIVIDUAL INVENTORY FORM

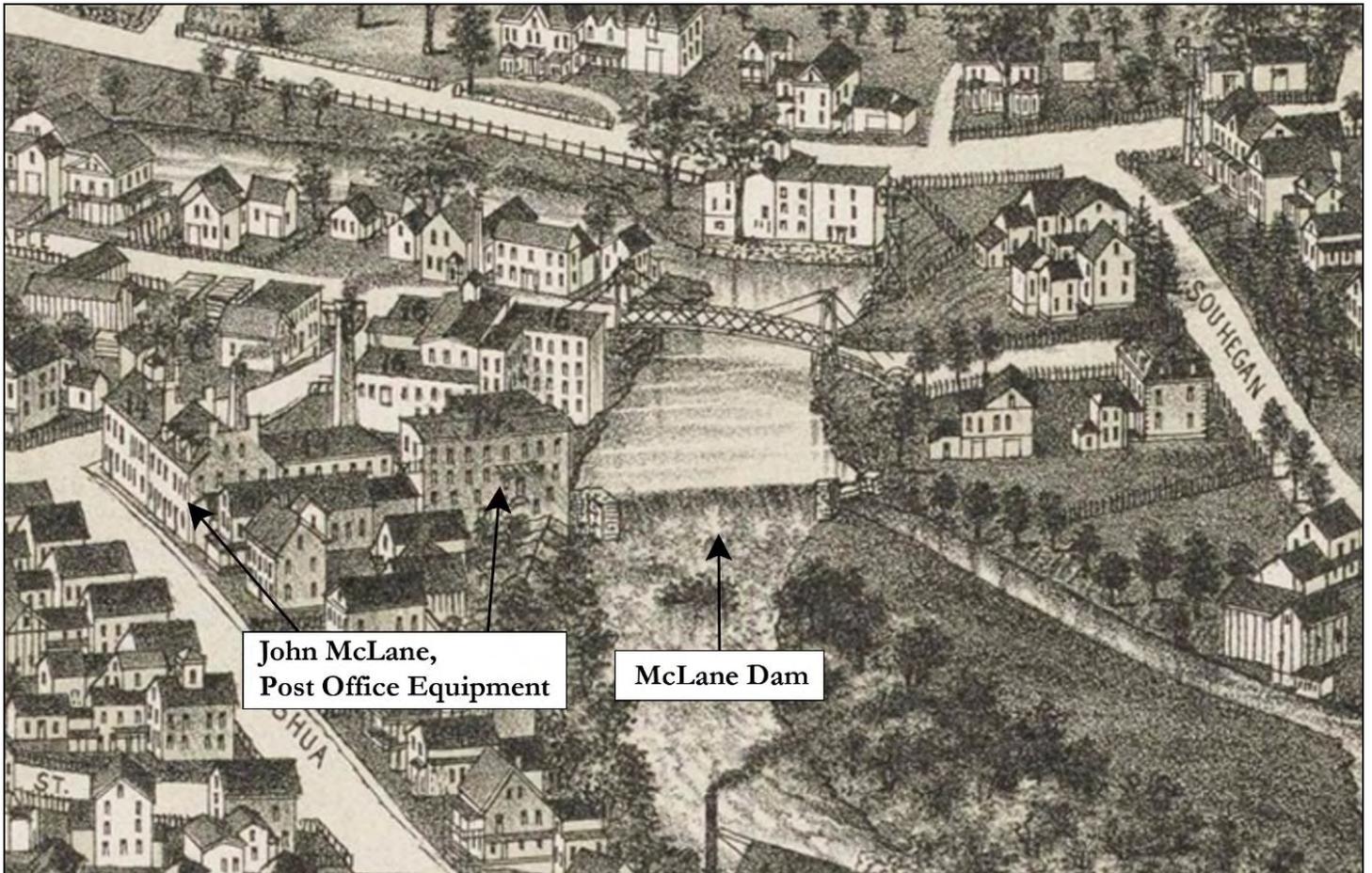
NHDHR INVENTORY # MIL0064



Insurance map of 1885 showing west end of McLane Dam (source: Sanborn Map and Publishing Co. 1885).

**INDIVIDUAL INVENTORY FORM**

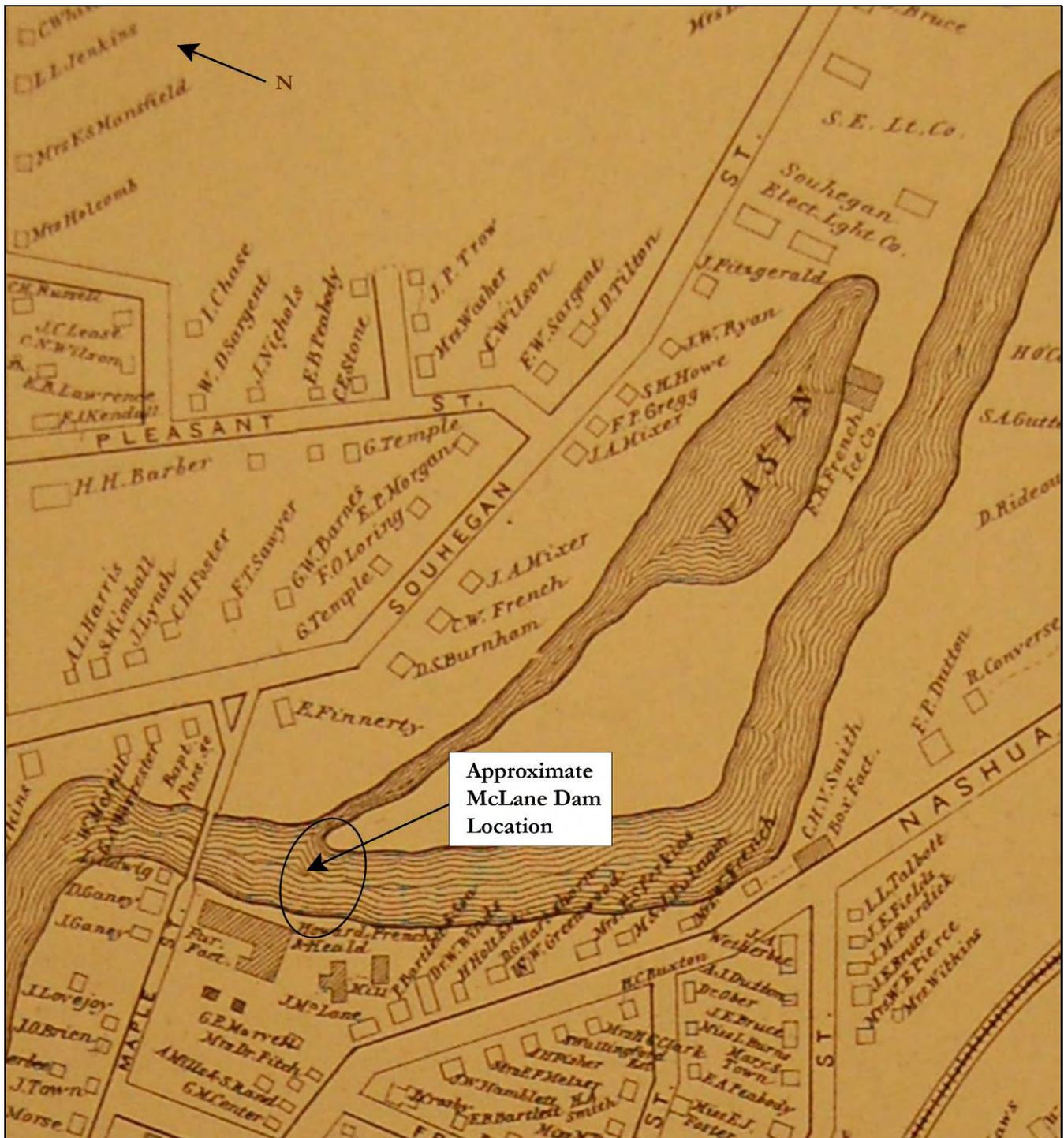
**NHDHR INVENTORY #** MIL0064



1886 aerial lithograph view of Milford village showing McLane Dam flanked by McLane's post office furniture factory at left and power canal to former Souhegan Manufacturing Co. at right (source: Burleigh 1886).

INDIVIDUAL INVENTORY FORM

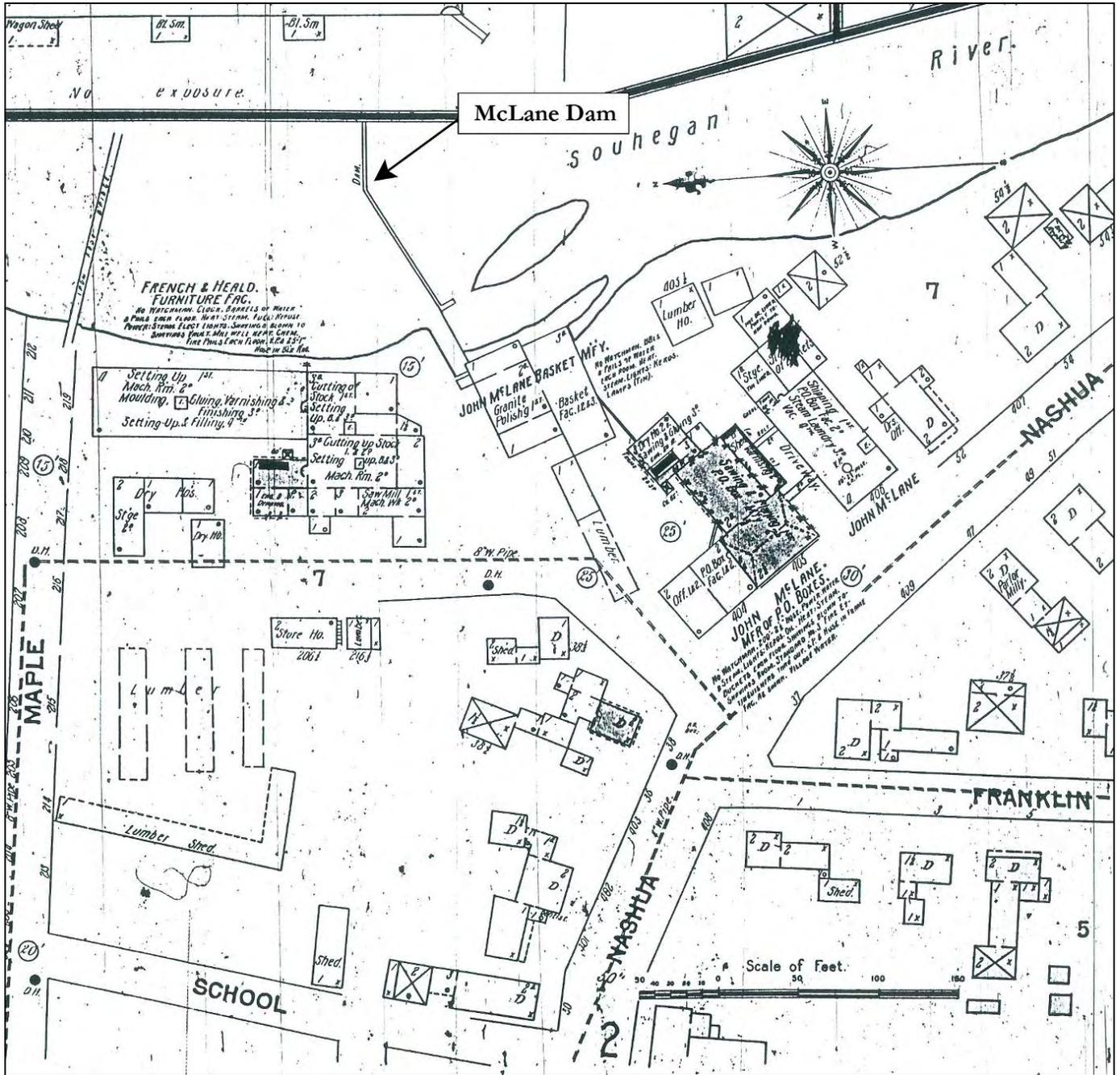
NHDHR INVENTORY # MIL0064



1892 map of Milford village with approximate location of McLane Dam indicated (source: Hurd 1892).

INDIVIDUAL INVENTORY FORM

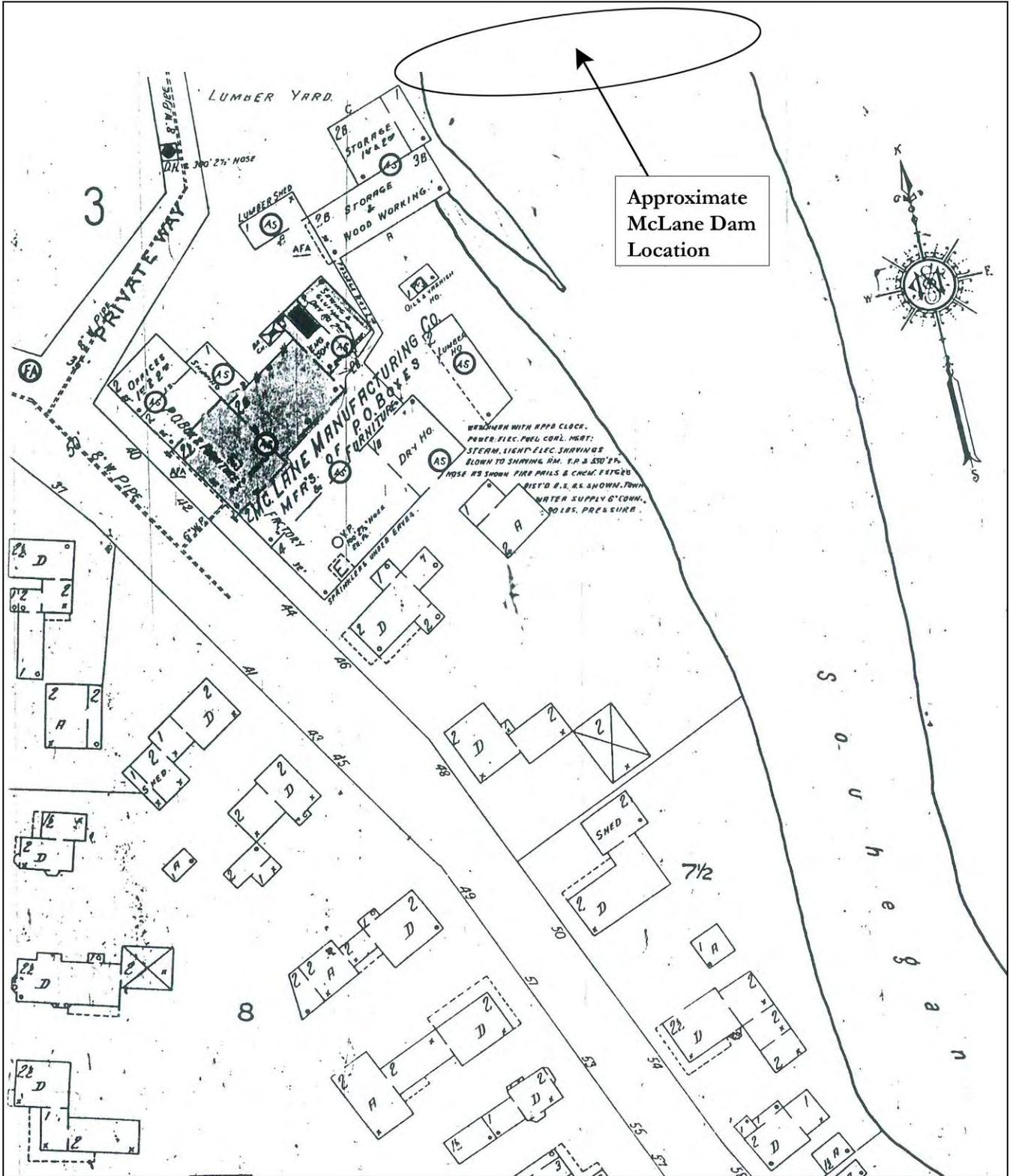
NHDHR INVENTORY # MIL0064



Insurance map of 1901 showing west end of McLane Dam (source: Sanborn Map and Publishing Co. 1901).

INDIVIDUAL INVENTORY FORM

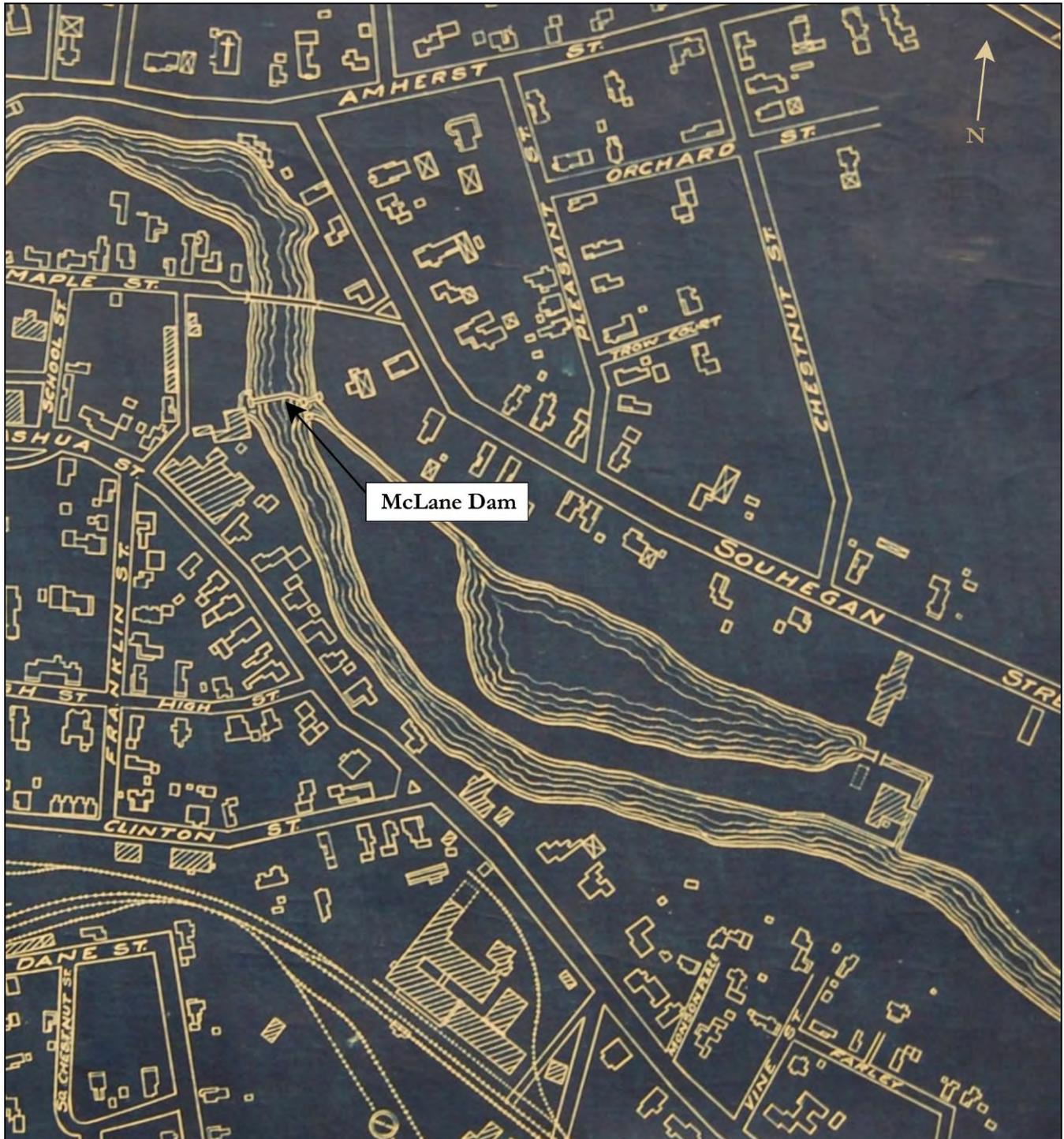
NHDHR INVENTORY # MIL0064



Insurance map of 1924 with approximate location of McLane Dam indicated (source: Sanborn Map and Publishing Co. 1924).

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0064**

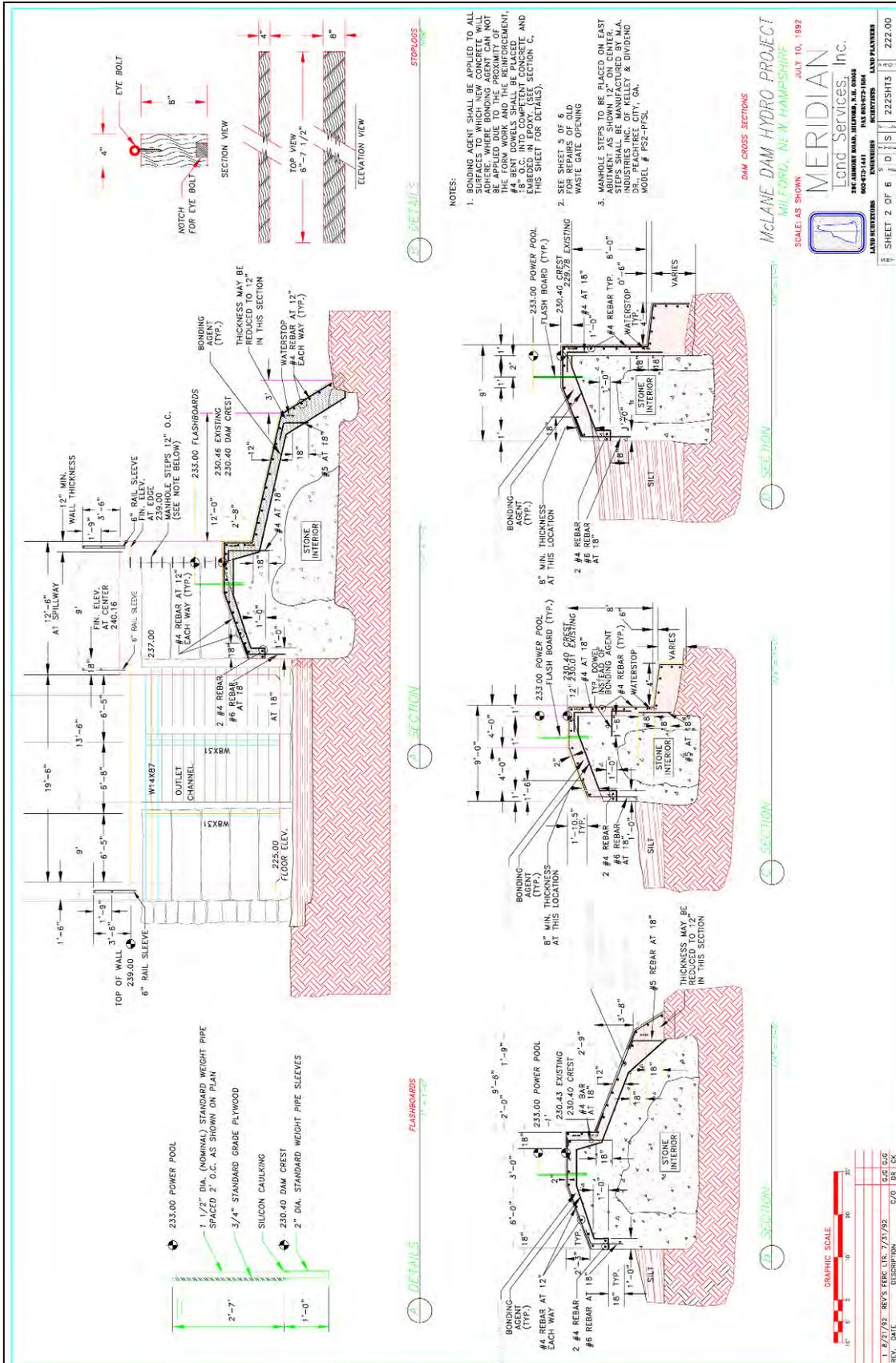


1936 Map of Milford showing location of McLane Dam (source: Barnes and Gilson 1936).



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # MIL0064



Existing and proposed cross sections for the rehabilitation of the McLane Dam in 1992 (source: Meridian Land Services 1992).

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY #** MIL0064

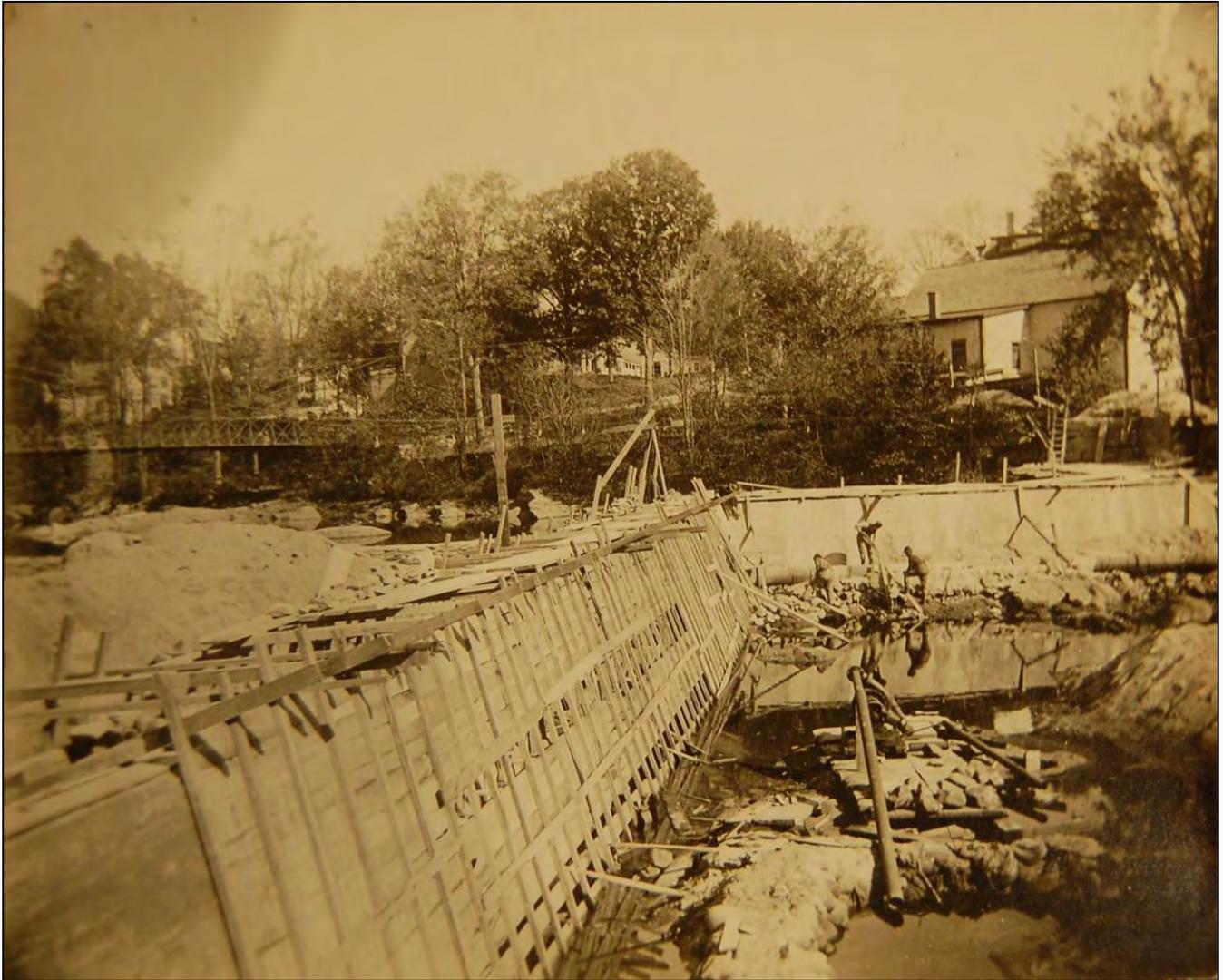
**Historical Photographs**



**View of the McLane Dam before 1892, looking west. French & Heald Furniture Company (not associated with industrial use of the water privilege) is in the background (source: Milford Historical Society collections:P-632).**

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY #** MIL0064



**View of McLane Dam during reconstruction circa 1909, looking east (source: Milford Historical Society collections:P-1020).**

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY #** MIL0064



**View of McLane Dam after reconstruction between 1909 and 1912, looking west. Former raceway for the McLane mills is at far left, now blocked with a concrete wall (source: Milford Historical Society collections:P-180).**

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY # MIL0064**



Photo of McLane Dam spillway under reconstruction in 1933, looking west. Rebar is in place for new concrete (source: Gomez and Sullivan).



Photo of McLane Dam gate (right of stone pier) under reconstruction. 1909 gate was removed entirely (source: Gomez and Sullivan).



## NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources  
19 Pillsbury Street, Concord, NH 03301-3570  
TDD Access: Relay NH 1-800-735-2964  
[www.nh.gov/nhdhr](http://www.nh.gov/nhdhr)

603-271-3483  
603-271-3558  
FAX 603-271-3433  
[preservation@dcr.nh.gov](mailto:preservation@dcr.nh.gov)

June 14, 2011

Mark Wamser  
Gomez and Sullivan  
41 Liberty Hill Road  
PO Box 2179  
Henniker, NH 03242

Re: Report Review: *Mclane & Goldman Dams Removal Feasibility Project, Phase IA Archaeological Sensitivity Assessment and Phase I Historic/Architectural/Engineering Survey, Milford, New Hampshire*. Prepared by Kristen Heitert, PAL, Inc. submitted by Gomez and Sullivan

Dear Mr. Wamser:

The Division of Historical Resources (Division) is in receipt of the report for the project cited above. The Division concurs with the Phase IA assessment provided in the archaeological report and looks forward to continued consultation as project planning proceeds.

As I mentioned during our phone conversation, during the week of June 6, including the Architectural study with the archaeological assessment is not an acceptable format. The Historic/Architectural survey should be submitted under separate cover in order to meet the needs of the Determination of Eligibility (DOE) review committee and for the Division's file requirements. I have spoken with Ms. Heitert and relayed the requirements for review. At this time we are waiting for the materials.

Thank you for continuing to provide the Division an opportunity to be involved in consultation as this project moves forward.

Sincerely,

Edna Feighner  
Review and Compliance Coordinator, Historical Archaeologist

Cc: Deb Loiselle/DES  
Guy Scaife/Town of Milford Planning





NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources  
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[preservation@dcr.nh.gov](mailto:preservation@dcr.nh.gov)

July 1, 2011

✓ Kristen Heitert  
Public Archaeology Lab  
210 Lonsdale Avenue  
Providence RI 02860

Re: RPR #2245

Dear Ms. Heitert;

Thank you for requesting determinations of National Register eligibility for the properties listed below. As requested, the Division of Historical Resources' Determination of Eligibility Committee has reviewed the *DHR Inventory Forms* prepared by John J. Daly; based on the information available, the DOE Committee's evaluations of National Register eligibility are:

TOWN/CITY	PROPERTY	DETERMINATION
Milford	Goldman Dam/Morse & Kaley Dam, Souhegan River, MIL0063	Eligible in District
Milford	McLane Dam, Souhegan River, MIL0064	Eligible in District

Copies of the DHR evaluation forms are attached for your use. Please refer to the "Follow-up" sections for explanations of the additional data needed for the "more information" requests. The inventory data and the evaluations will also be added to the statewide survey database for historic properties in New Hampshire.

Please contact Mary Kate Ryan at 271-6435 or [MaryKate.Ryan@dcr.nh.gov](mailto:MaryKate.Ryan@dcr.nh.gov) if you have questions.

Sincerely,

Christina St. Louis  
Program Specialist

Enclosure

cc: Elizabeth Muzzey, Director / State Historic Preservation Officer  
Eric Hutchins. NOAA  
Deb Loiselle, NH DES.



NH Division of Historical Resources  
Determination of Eligibility (DOE)

Date received: June 14, 2011 Inventory #: MIL0064

Date of group review: June 22, 2011 Area: MIL-DTW

DHR staff: Laura Black

Property Name: McLane Dam Town/City: Milford

Address: Between Bridge and Souhegan Sts. County: Hillsborough

Reviewed for: R&C PTI NR SR Survey Other

Agency, if appropriate: NOAA

Individual Properties

NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated for individual eligibility
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Eligible, in district
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Districts

NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Integrity:  ALL ASPECTS  Location  Design  Setting  Materials  
 Workmanship  Feeling  Association

Criteria:  A. Event  B. Person  C. Architecture/Engineering  
 D. Archaeology  E. Exception

Level:  Local  State  National

IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION IS NEEDED.

STATEMENT OF SIGNIFICANCE:

The stone core of the extant McLane Dam appears to have been constructed in the 1840s to power industrial enterprises along the Souhegan River. The dam contained a single straight spillway until the late nineteenth century. Ca. 1890 the dam's configuration was altered to include bend with an east and west spillway. Through the turn of the twentieth century, the dam supported both industrial use (including that of John McLane) and a small hydroelectric generation facility. In 1909 a new utility company reconstructed the dam, casting concrete around the earlier stone structure and adding a concrete apron to the east spillway. This company's hydroelectric facility operated through the 1940s. Industrial use of the dam ended in the 1930s. In the 1990s the dam was reconstructed again for potential use for hydroelectric power, though this wasn't completed. The work included additional concrete casing and removal of some elements of the earlier two dam incarnations and associated structures.

Note that the dam structure is older than 50 years with modern alterations, not a modern structure as the form states. Due to modern alterations, the integrity of the McLane Dam does not meet a level necessary to be individually eligible for listing in the National Register of Historic Places under Criteria A or C.

The McLane Dam is located within the National Register-eligible Downtown Milford Commercial, Civic, and Residential Historic District (MIL-DTW; 2010). It was determined in 2010 to be a contributing element of the historic district. Though altered, elements of the nineteenth and early twentieth-century dam incarnations and use are visible on the landscape demonstrating it as part of a larger engineering system along the Souhegan River and contributing to the district's ability to convey its history. A valid argument has not been made to change the current contributing status of the structure.

NH Division of Historical Resources  
Determination of Eligibility (DOE)

Date received: June 14, 2011 Inventory #: MIL0063

Date of group review: June 22, 2011 Area: MIL-DTW

DHR staff: Laura Black

Property Name: Goldman Dam/ Morse & Kaley Dam Town/City: Milford

Address: Souhegan River at Mt. Vernon Rd. County: Hillsborough

Reviewed for: R&C PTI NR SR Survey Other  
Agency, if appropriate: NOAA

Individual Properties

NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated for individual eligibility
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Eligible, in district
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Districts

NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Integrity:  ALL ASPECTS Location Design Setting Materials  
Workmanship Feeling Association

Criteria: A. Event B. Person C. Architecture/Engineering  
D. Archaeology E. Exception

Level: Local State National

IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION IS NEEDED.

STATEMENT OF SIGNIFICANCE:

Through the mid-twentieth century a nineteenth-century timber and stone dam at this site was associated with industrial enterprises along the Souhegan River, including an adjacent extant textile mill. Minor repairs and alterations occurred to the timber and stone dam ca. 1926. In 1966-67, the Town of Milford replaced the dam's timber gravity spillway with a concrete gravity spillway, though various stone and mechanical elements of the earlier dam structure and associations with adjacent mill operations were retained and are extant.

Note that the dam structure contains sections that are older than 50 years with modern alterations, not a completely modern structure as the form indicates. Due to modern alterations, the integrity of the Goldman Dam/Morse & Kaley Dam does not meet a level necessary to be individually eligible for listing in the National Register of Historic Places under Criteria A or C.

The Goldman Dam/Morse & Kaley Dam is located within the National Register-eligible Downtown Milford Commercial, Civic, and Residential Historic District (MIL-DTW; 2010). It was determined in 2010 to be a contributing element of the historic district. Though altered, elements of the nineteenth and early twentieth-century dam incarnations and use are visible on the landscape demonstrating it as part of a larger engineering system along the Souhegan River and contributing to the district's ability to convey its history. A valid argument has not been made to change the current contributing status of the structure.

ENTERED INTO DATABASE

ACREAGE: TBD

PERIOD OF SIGNIFICANCE: within the historic district's established period of significance of 1783-1959

AREA OF SIGNIFICANCE: community development, engineering



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
NORTHEAST REGION  
55 Great Republic Drive  
Gloucester, MA 01930-2276

AUG 11 2011

Christina St. Louis  
Program Specialist  
New Hampshire Division of Historical Resources  
19 Pillsbury Street  
Concord, NH 03301-3570

**Re: McLane and Goldman Dams Feasibility Study  
Milford, New Hampshire  
NHDHR R&C#2245**

Dear Ms. St. Louis:

Thank you for providing the New Hampshire Division of Historical Resources' (NHDHR) comments on the cultural resource management reports prepared by the Public Archaeology Laboratory (PAL) in conjunction with the McLane and Goldman Dams Feasibility Study. While the feasibility study has not yet been completed and we have not determined what, if any, action will be undertaken at the two dams, I am writing to request additional information regarding the NHDHR's opinion that the structures are eligible as contributing resources with a District for listing in the National Register. That opinion is at odds with PAL's recommendation that the dams are not eligible because they lack integrity. In light of NHDHR's comments on the Individual Inventory Forms prepared for the dams, NOAA requested that PAL provide a more thorough evaluation in accordance with National Register guidelines for assessing integrity. The results of PAL's evaluation are included in the enclosed report entitled "McLane and Goldman Dams National Register Integrity Assessment."

NOAA requests that NHDHR review PAL's report and offer additional information that either supports or refutes its conclusions. Any information that you provide will be valuable in resolving the competing professional opinions before us, and will be used to make informed determinations of eligibility for the dams pursuant to 36 CFR 800.4(c)(2).

NOAA looks forward to receiving a response to this request and continuing consultation with your office regarding this project. If you have any questions or require additional information, please feel free to contact me at any time.

Sincerely,

Eric Hutchins  
Gulf of Maine Habitat Restoration Coordinator

Enclosure



cc: Elizabeth Muzzey, NESHPO  
Deb Loiselle, NHDES  
Stephen Olausen, PAL  
Guy Scaife, Town of Milford  
Steve Landry, NHDES  
Eric Derleth, USFWS  
Leah O'Neil, USEPA  
Brian Graber, American Rivers  
Mark Wamser, Gomez and Sullivan  
Miguel Aparicio, NOAA



## McLane and Goldman Dams National Register Integrity Assessment Milford, New Hampshire

August 1, 2011  
PAL No. 2506

Submitted to:  
**Gomez & Sullivan Engineers, PC**  
41 Liberty Hill Road, Building 1  
PO Box 2179  
Henniker, New Hampshire 03242

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### Introduction

PAL is providing cultural resources services to Gomez & Sullivan Engineers, PC, the National Oceanic and Atmospheric Administration (NOAA, the lead federal agency), the Town of Milford, and project partners for the McLane and Goldman Dams Removal Feasibility Study (Project) in Milford, New Hampshire. In June 2011, PAL prepared New Hampshire Division of Historical Resources (NHDHR) individual inventory forms for the Goldman Dam/Morse & Kaley Dam (MIL0063) and the McLane Dam (MIL0064) on the Souhegan River, and recommended that the structures are not eligible for listing in the National Register of Historic Places (National Register) based on their lack of integrity. The NHDHR provided its comments on the forms in correspondence dated July 1, 2011, stating in its opinion that the dams are not individually eligible, but are contributing resources within the potential Downtown Milford Commercial, Civic, and Residential Historic District (MIL-DTW, hereinafter referred to as the “Downtown Milford HD”). The opinions included a statement that “A valid argument has not been made to change the current contributing status of the structure[s]” (Black 2011a, 2011b). Due to the conflicting eligibility opinions offered by PAL and the NHDHR, NOAA requested that PAL provide a more thorough analysis of the integrity of the dams. The following report provides the results of that analysis and is intended to assist NOAA in further consultation with the NHDHR regarding the identification of historic properties within the Area of Potential Effect (APE) for the Project.

### Methodology

The following assessment of integrity of the McLane and Goldman dams was prepared in accordance with the guidance provided in National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation* (NPS 2002). PAL utilized a variety of primary source materials, including historic maps and views that provide information about the physical evolution of the dams and their relationship to the surrounding built environment over time. The NHDHR Area Form for the Downtown Milford HD, which was prepared in 2010 by the Preservation Company and provides the documentation under which the district was evaluated eligible for listing in the National Register, was consulted to determine the proposed areas and period of significance for the district, and to identify the rationale for including the dams within the boundaries of the district. PAL also reviewed the Determination of Eligibility (DOE) forms that were prepared by the NHDHR in response to the individual inventory forms that PAL prepared for the McLane and Goldman dams and provide NHDHR’s summary evaluation of the significance of the dams.

In accordance with the National Register guidelines, properties that are eligible for listing in the National Register must be significant under one or more of the National Register criteria *and* must have sufficient integrity to convey their significance. These rules apply whether the property is considered for individual listing or as a contributing resource within a historic district. In assessing historic integrity, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity. In order to retain historic integrity “a property will always possess several, and usually most, of the aspects” (NPS 2002: 44). The seven aspects of integrity are:

- Location – the location where the historic property was constructed or the place where the historic event occurred.
- Design – the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting – the physical environment of a historic property or the character of the place in which the property played its historic role.
- Materials – the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship – the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
- Feeling – a property’s expression of the aesthetic or historic sense of a particular period of time.
- Association – the direct link between an important historic event or person and a historic property.

National Register Bulletin 15 outlines four steps to be followed in assessing integrity:

1. Define the **essential physical features** that must be present for a property to represent its significance. The National Register recognizes that all properties change over time and that it is therefore not necessary for a property to retain all of its physical features or characteristics. It is necessary, however, that a property retain the essential features that enable it to convey its historic identity. Essential physical features are those that define why a property is significant in relation to the applicable National Register Criteria and areas of significance and when it achieved significance. For a property to be eligible under Criteria A and B, it must retain the essential physical features that made up its character or appearance during the period of its association with a historic event or person. A property that is significant under Criterion C as an important illustration of a particular architectural style or construction technique must retain *most* of the physical features that constitute that style or technique.
2. Determine whether the **essential physical features are visible** enough to convey their significance. Properties eligible under Criteria A, B, and/or C must exhibit their essential physical features to a degree significant enough to convey their historical associations. Even if a property is physically intact, its integrity is questionable if the majority of its essential physical features are concealed under modern construction.

3. Determine whether the property needs to be **compared with similar properties**. The need to compare a property with others of similar type generally arises when there is a lack of scholarly information on the type or it is an extremely rare resource. In cases where the resource is extremely rare, the National Register allows for a greater degree of alteration, provided enough of the property survives to identify it as a significant resource.
4. Determine, based on the significance and essential physical features, **which aspects of integrity** are particularly vital to the property being nominated and if they are present. While ideally a property that is associated with a historic event or person (Criteria A and B) would retain some features of all seven aspects of integrity, integrity of design, materials, and workmanship may not be as important as location, setting, feeling, and association. Properties that are significant as architectural or engineering resources under Criterion C must retain those physical features that characterize their type. Retention of design, workmanship, and materials are usually the most important aspects, but location and setting are equally important when the design is a reflection of their immediate environment (NPS 2002: 44).

Steps 1, 2, and 4 apply to the McLane and Goldman dams and were used to prepare the following evaluation of integrity. Step 3 does not apply because the dams are not rare examples of any property type and there is extensive information regarding historic dams available to assist in assessing their significance and integrity.

### **Downtown Milford HD Documentation**

The Statement of Significance contained in the Area Form for the Downtown Milford HD states that the district is eligible under Criterion A as a center of political, commercial, and ecclesiastical activities. It also identifies the district as eligible under Criterion C as a collection of civic, commercial, ecclesiastical, and residential buildings that displays a range of types and styles and provides information about the historic building fabric of a town center that developed in the nineteenth and early twentieth centuries.

The district's period of significance extends from 1783 to 1959. The district includes 114 contributing and 20 non-contributing resources. Of the 20 non-contributing resources, 14 were constructed within the period of significance, but were evaluated as being substantially altered to the point where "their historic character is unrecognizable" (Driemeyer 2010:45-46). The NHDHR concurred with the evaluation, stating that the district is eligible "under Criterion A for its association with the development of a town center in Milford beginning in the late eighteenth century and under Criterion C for its range of late eighteenth to mid-twentieth century civic, commercial, institutional, and residential architecture and structures characteristic of a town center" (NHDHR 2010).

Both the McLane and Goldman Dams are identified in the Area Form as contributing resources in the potential Downtown Milford Historic District. The justification for including the dams within the boundary is stated as follows:

"The Souhegan River along the northeast boundary is a part of the district as it was one of the reasons for initial European settlement in the area, serving [as] an important source of power for industry and manufacturing beginning in the mid-eighteenth century. It remained so well into the twentieth century and though it no

longer serves that purpose two dams, the Goldman Dam and the McLane Dam further east on the river are included in the area” (Driemeyer 2010:49-50).

The Railroad Pond Dam, located on Great Brook at the corner of Elm and Union streets, also is included in the district as a contributing resource. It was associated with a blacksmith shop that was in operation for more than 100 years and was rebuilt in 1934 as a timber and stone dam. In 1947 the dam was rebuilt again as a granite dam (Dreimeyer 2010: 18, 57).

The evaluation of the McLane and Goldman dams appears to have been made without the benefit of the full historical record of the structures, and there are inconsistencies in the logic behind their classification as contributing resources. The Area Form notes that the Town of Milford rebuilt the Goldman Dam in 1966, but does not address the extent of the changes to the design and function of the dam and the fact that the reconstruction occurred outside the period of significance for the district. Similarly, there is no mention of the extensive modifications made to the McLane Dam in 1992 in anticipation of its conversion for use for modern hydro power generation.

The Area Form’s List of Properties that identifies all contributing and non-contributing resources does not include a construction date for either dam. In the case of the Railroad Pond Dam, the reconstruction date of 1947, which is within the period of significance, is used. It would follow, therefore, that the dates of the equally extensive reconstructions of the McLane and Goldman dams, 1966 and 1992, respectively, would be the assigned dates. These dates are outside the period of significance for the district and present technical problems for listing the district in the National Register if they are to be considered contributing properties. The period of significance would have to be expanded to 1992, and Criteria Consideration G for properties of exceptional significance that are less than 50 years of age would have to apply. The changes to the design, setting, materials, workmanship, feeling, and association of the dams would make it difficult to justify the extension of the end date of the period of significance (Driemeyer 2010:18, 42, 56).

### **Previous National Register Evaluations of the McLane Dam**

The McLane Dam has been the subject of project review under Section 106 of the National Historic Preservation Act on two occasions. In both instances, the dam was evaluated as ineligible for listing in the National Register. When Northeast Hydrodevelopment Corporation applied for a FERC permit to rebuild the dam in 1985, FERC consulted with the NHDHR (formerly housed within the New Hampshire Department of Resources and Economic Development) regarding the potential effects of the project on significant properties. At that time, the dam was over 60 years of age. The NHDHR offered the opinion that there were “no known properties of architectural, historical, archeological, engineering, or cultural significance within the area of the undertaking’s potential environmental impact” (Quinn 1985).

In 1999, Northeast Hydrodevelopment Corporation filed a petition to surrender the current license for the McLane Dam Hydroelectric Project (FERC no. 8924). In correspondence with the NHDHR, the FERC Director of the Division of Licensing and Compliance offered an opinion of “no effect” for this undertaking, noting that “Although the dams associated with these projects are more than 50 years old, they do not meet the criteria for evaluation for eligibility due to the major renovations which have occurred to the structures” (Robinson 1999). The NHDHR, in its official response, concurred with the FERC determination of effect (Dutton 1999).

## **Integrity Assessment of the McLane and Goldman Dams**

Based on the information contained in the Individual Inventory Forms that PAL prepared, the NHDHR evaluated both dams as eligible under National Register Criteria A and C and assessed them as possessing integrity in terms of their location, design, setting, and association, and lacking integrity of materials, workmanship, and feeling. The NHDHR opinions are based on the assertions that the dams have been altered, not reconstructed as PAL indicated in the forms, and that “Though altered, elements of the nineteenth and early twentieth-century dam incarnations and use are visible on the landscape demonstrating [the dams] as part of a larger engineering system along the Souhegan River and contributing to the district’s ability to convey its history” (Black 2011a, 2011b).

PAL agrees that the dams possess integrity of location due to the fact that dams have been located at both privileges since the nineteenth century. PAL further agrees that the Goldman Dam possesses integrity of setting and that both dams lack integrity of materials, workmanship, and feeling. The following assessments, therefore, focus on the remaining aspects of integrity: design, setting (McLane only), and association.

### **Goldman Dam**

#### ***Design***

Throughout the period of significance for the district, the Goldman Dam’s defining feature was its timber crib and frame spillway (Figures 1–3). In cross-section, the dam approximated a right triangle with a shallow sloping, wood-plank upstream face and a near-vertical downstream face. The dam designers would have relied on stone rubble within the cribbing and iron pins driven into the rock ledge in the steam channel to allow the dam to withstand the mass of water upstream of the dam. The sloping upstream profile of the spillway would have supplemented this resistance by transferring some of the lateral force of the water down through the dam into its substructure and underlying stream bed. Tight-fitting wood planking provided the dam with the ability to retain water and directed debris in the river up and over the dam. In plan, the dam crossed the Souhegan River in three legs at varying angles. Cribbing was utilized in the southern-most leg, while timber bents were used on the other two legs, which were over exposed bedrock. The difference in construction techniques across these legs was probably a response to the changing river channel conditions. Cribbing would have provided a better solution for a soft river channel bottom, while bents could more readily be anchored into the exposed ledge and the frame structure more easily adapted to this irregular surface. At the north end of the spillway was a stone culvert low-flow outlet. This was operated using a vertical-lift gate whose mechanism rested on a headframe atop the outlet.

In 1966–1967 the Town of Milford removed the historic dam spillway, which constitutes approximately 170 feet (or 87 percent) of the dam’s 195-foot length, and replaced it with a concrete gravity structure, a completely different type of construction than the previous dams at the privilege (Figures 4–7). This change was not a singular alteration to one aspect of the structure’s integrity (materials), but occurred within shifting engineering practices that allowed for fundamental changes in the form, structure, and style of the resource. As a result, the design integrity of the nineteenth-century timber crib dam was lost.

In cross-section, the dam remains a right triangle, but is reversed in orientation, with a vertical upstream face and shallow sloping downstream face. The shallow, wood plank upstream side of the spillway was no longer needed as concrete is impervious to water and the dam's chamfered crest is sufficient to pass debris. The new spillway's downstream face diffuses the force of water falling over the dam, slowing erosive forces on the concrete and serving as an apron to prevent scouring from water as it hits the base of the structure. Concrete's plastic qualities allowed a different, simplified response to the shifting conditions in the floor of the river channel: the dam's plan became a shallow chevron plan. The endpoints of the dam remained constant, reflecting the decision to rehabilitate the low-flow outlet at the north end of the structure and limitations imposed by the presence of the gates underneath the Morse, Kaley & Company Mill. These limitations were spatial, not functional, since water was no longer used by the mill for manufacturing purposes in the 1960s. The low-flow outlet was modified through the removal of the old gates and headframe and the addition of new poured concrete stop log slots across the outlet's upstream elevation. Concrete also was added to cover the top and south elevation of the outlet, leaving older stonework only exposed on the east (downstream) elevation.

### *Association*

In order to convey its associations with the “engineered system” along the Souhegan River, the Goldman Dam would need to demonstrate its relationship specifically with the Milford Cotton and Woolen Manufacturing Company Mill (a/k/a Morse, Kaley & Company Mill), which was constructed in 1813, expanded in 1870 and 1916, and stopped using water for power before 1951. There is a locational relationship between the dam and the mill that would appear to convey a historical association. This spatial relationship is misleading, however, since there is no direct historical or functional link between the dam structure as it exists today and industrial activity at the mill or in the district.

In fact, the current dam was not constructed to perform any sort of industrial function, but was designed to provide an impoundment for recreational and scenic purposes. It is a visual analog for earlier structures that once provided power for industry, but it is not the same structure. Only one element of the old dam – the low-flow outlet, was retained in a highly modified form for use in the new structure. Furthermore, the dam's overall workmanship, design, and materials are demonstrative of its 1966–1967 rehabilitation, regardless of whether the structure is considered a modern dam or a heavily modified nineteenth-century structure. It therefore cannot convey any associations with the earlier industrial use of the site and the Downtown Milford District's period of significance (1783–1959). While portions of the low-flow outlet date to within the district's period of significance, this infrastructure has been altered and is not sufficient on its own to convey associations with industrial use of the Souhegan River. Low-flow outlets are common to dams built for variety of uses, including manufacturing, hydroelectric generation, and water supply.

### **McLane Dam**

#### *Design*

The McLane Dam underwent a rehabilitation in 1982 that compromised the form and plan of the structure (Figures 8–17). The basic footprint (location) of the dam has been retained, but the dam's cross-section, spillway length, and ancillary flow control structures were altered during an aborted 1992 project intended to rehabilitate the structure for hydroelectrical generation. The L-shaped

“dog leg” spillway has a stone core built in 1846 that is surrounded by up to 2 feet of concrete from a 1909 rehabilitation, and between 1 and 1.5 feet of additional concrete added in 1992. The overall length of the west spillway was reduced by about 11 feet, and the east spillway reduced by 1 foot. The crest of the dam has been raised between 0.5 and 1.0 foot, depending on the location. A concrete apron also was added to the downstream side of the west spillway leg, covering and/or filling a former low-flow outlet at the base of the spillway. New reinforced concrete abutment walls were built in front of the earlier stone abutments on the east and west river banks. The stone and wood gate structure at the east end of the dam was severely altered. Two wood gate leaves, the gate frames, and a granite pier adjoining the gate on the east river bank were removed and replaced with the current steel and concrete stop log slots and wood stop logs. Concrete cladding covers three of four elevations of the remaining granite pier west of the gate. The upper portion of the power canal, where it connected to the gates, was removed, so the stoplogs now function as a low-flow outlet rather than a canal gate.

### *Setting*

The McLane Dam was intended to function as a source of power for industrial and, later, hydroelectric enterprises on both the east and west banks of the Souhegan River. The industrial resources on the river’s west bank consisted of wood mill loft structures used for manufacturing between 1842 and 1935. The mill lofts were immediately proximate to the west end of the dam, and powered by a short raceway at this location. Neither the mill lofts nor the raceway survive on the west bank, which is now occupied by an apartment complex (compare Figures 8 and 15). On the east bank, an approximately 1,200 foot-long power canal supplied power to the Souhegan Mill (demolished) between 1848 and 1872. The canal then supplied a hydroelectric facility at the same location as the mill between 1890 and an unknown date in the 1940s. The upper 40 feet of canal adjacent to the dam is demolished, and the lower 600 feet of canal adjacent to the former hydroelectric powerhouse are filled. The powerhouse is highly altered and is located outside of the boundaries of the Downtown Milford District. Because of the missing industrial and hydropower fabric at the east and west ends of the dam, the dam no longer reflects the manufacturing and hydroelectric functions that it was intended to serve. The McLane Dam therefore lacks integrity of setting.

### *Association*

As noted above, historic properties that retain their association convey a direct link between an important historic event or person and a historic property. In this instance, the link between the McLane Dam and the industrial and economic history of the Downtown Milford District was conveyed by the presence of the east and west mill raceways and industrial and hydroelectric infrastructure. The demolition of the majority of this infrastructure has broken the linkage between the dam and its historical functions. Therefore, the dam lacks integrity of association.

### **Conclusions**

PAL concludes that the McLane and Goldman dams are not eligible for the National Register as contributing resources in the Downtown Milford HD because they do not do not meet the minimum integrity standard of retaining at least “several” aspects of integrity. The Goldman Dam retains integrity of location and some elements of its setting. The McLane Dam retains integrity of location only. Just like the buildings that were constructed during the period of significance and evaluated in

the Area Form for the district as non-contributing, the dams no longer retain the essential physical features that characterized their type and function during the district's period of significance. In the case of the Goldman Dam, most of the current structure dates to 1966. The current structure lacks "the essential physical features" necessary to convey its significance. It was reconstructed to serve a different purpose and exhibits a different design and materials than the historic timber crib dam that existed in this location throughout the historic period. The core of the McLane Dam dates from the historic period, but has been entirely encased and enlarged by modern materials that obscure its essential physical features. The structure exists as a modern looking run-of-the-river dam that does not convey any specific function or historical association.

## References

### Anonymous

- Ca. 1992 McLane Dam Construction Photographs. On file, Gomez and Sullivan Engineers, PC, Henniker, NH.

### Black, Laura

- 2011a NH Division of Historical Resources, Determination of Eligibility (DOE) for Goldman Dam/Morse & Kaley Dam. June 22.
- 2011b NH Division of Historical Resources, Determination of Eligibility (DOE) for McLane Dam. June 22.

### Driemeyer, Laura B.

- 2010 Downtown Milford Commercial, Civic, and Residential Historic District (Area MIL-CCR/MIL-DTW). New Hampshire Division of Historical Resources Area Form prepared by The Preservation Company, Kensington, NH. On file, Town of Milford, Milford, MA.

### Dutton, Nancy C.

- 1999 Nancy C. Dutton, NHDHR, to J. Mark Robinson, FERC, letter, November 4. On file, New Hampshire DES-Water Resources Branch files for Dam No. 159.03).

### Meridian Land Services

- 1992 *McLane Dam Hydro Project, Milford, NH*. Project 222, July 10, 1992. Meridian Land Services, Inc., Milford, NH.

### Milford Historical Society

- n.d. Milford Historical Society Photograph Collection, Milford, NH.

### National Park Service (NPS)

- 2002 *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin 15. U.S. Department of the Interior, National Park Service, Washington, DC.

### New Hampshire Department of Environmental Services (DES) – Department of Water Resources Dam Bureau Files for the Goldman Dam (Dam No. 159.02) and McLane Dam (Dam No. 159.03). Concord, NH.

### New Hampshire Division of Historical Resources (NHDHR)

- 2010 New Hampshire Division of Historical Resources Determination of Eligibility for Area MIL-DTW. October 20, 2010. On file, New Hampshire Division of Historical Resources, Concord, NH.

### Quinn, Joseph F.

- 1985 Joseph F. Quinn, Deputy State Historic Preservation Officer to Normand E. Hebert, Northeast Hydroelectric Corporation, letter, May 15. On file, New Hampshire DES-Water Resources Branch files for Dam No. 159.03.

St. Louis, Christina

2011 Christina St. Louis, Program Specialist, NHDHR; written correspondence with Kristen Heitert, PAL. July 1.

Robinson, J. Mark

1999 J. Mark Robinson, FERC, to Nancy C. Dutton, NHDHR, letter, October 13. On file, New Hampshire DES-Water Resources Branch files for Dam No. 159.03.



**Figure 1. View of the Goldman Dam between 1885 and 1924, looking west (upstream). Timber crib and timber A-frame portions of spillway are shown on left and right, respectively. The stone low-flow outlet (a/k/a sluiceway) at the right end of the spillway is extant, but has been altered through its partial encasement in concrete (source: Milford Historical Society Photograph Collection: P-890).**



**Figure 2. View of the Goldman Dam between 1912 and 1924, looking south (river flows right to left) (source: Milford Historical Society Photograph Collection: P-1020).**

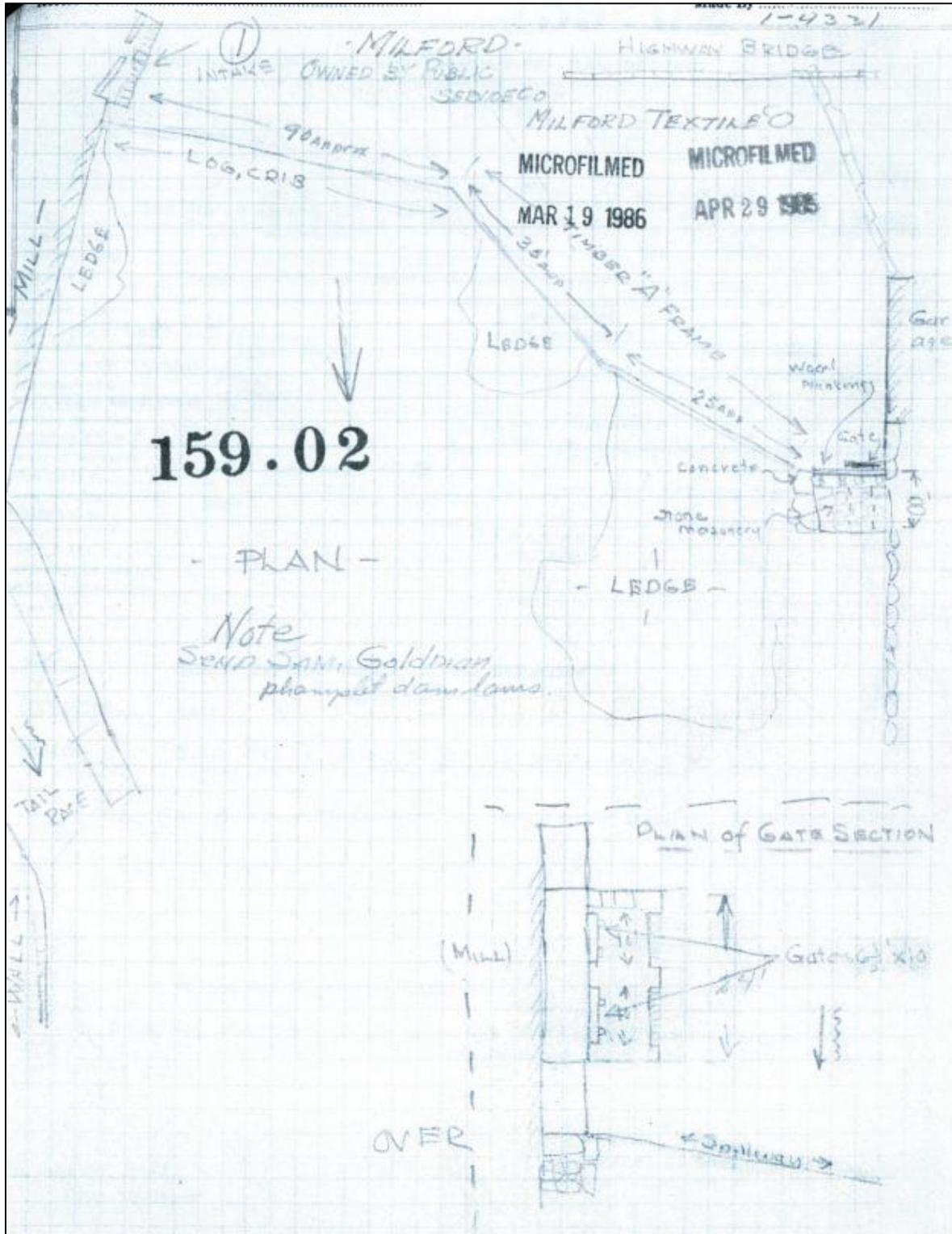


Figure 3. 1935 sketch plan of Goldman Dam (source: New Hampshire DES – Department of Water Resources Dam Bureau File for the Goldman Dam [Dam No. 159.02]).

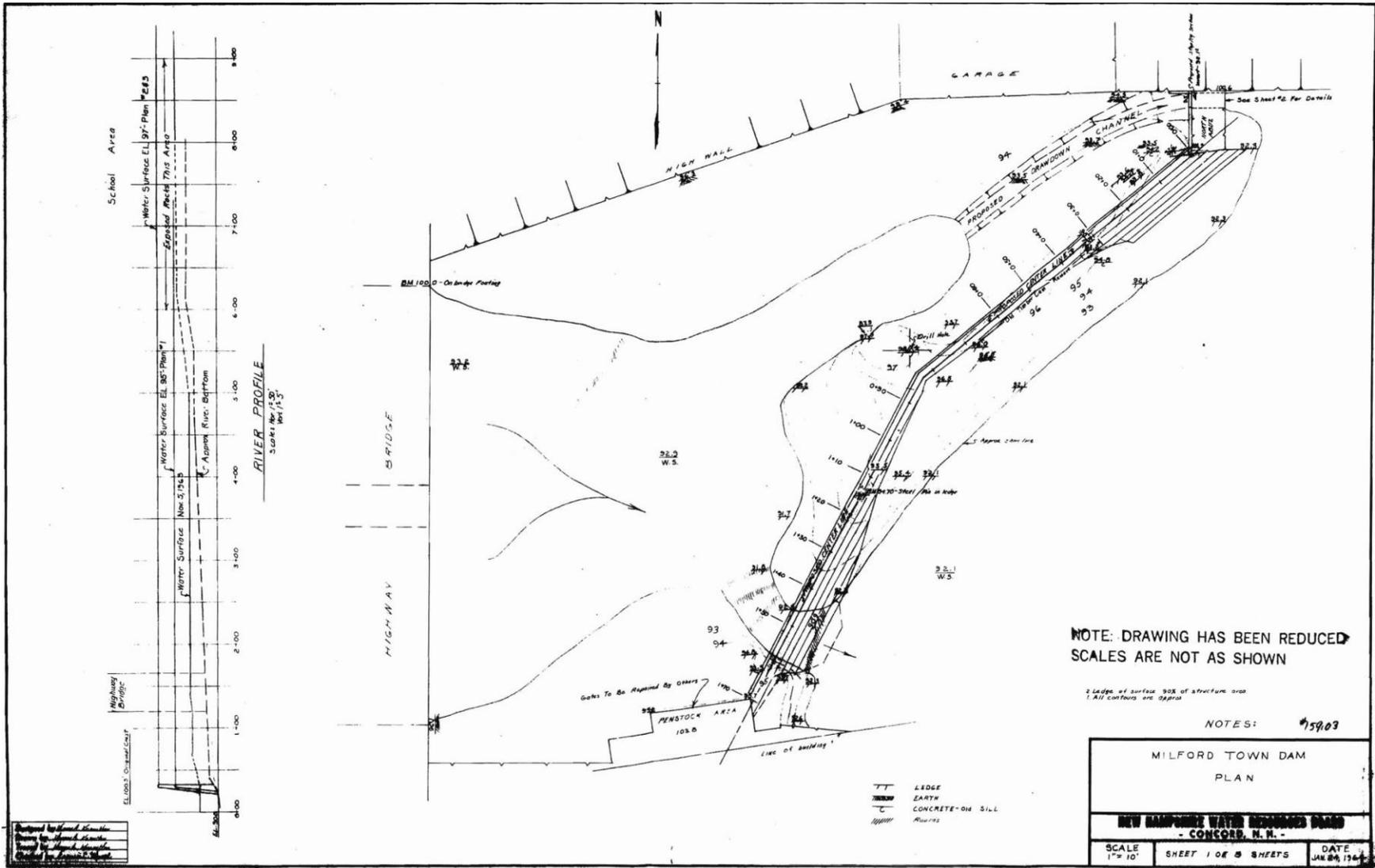


Figure 4. 1964 plan view for Goldman Dam reconstruction (source: New Hampshire DES – Dam Bureau File for the Goldman Dam [Dam No. 159.02]).

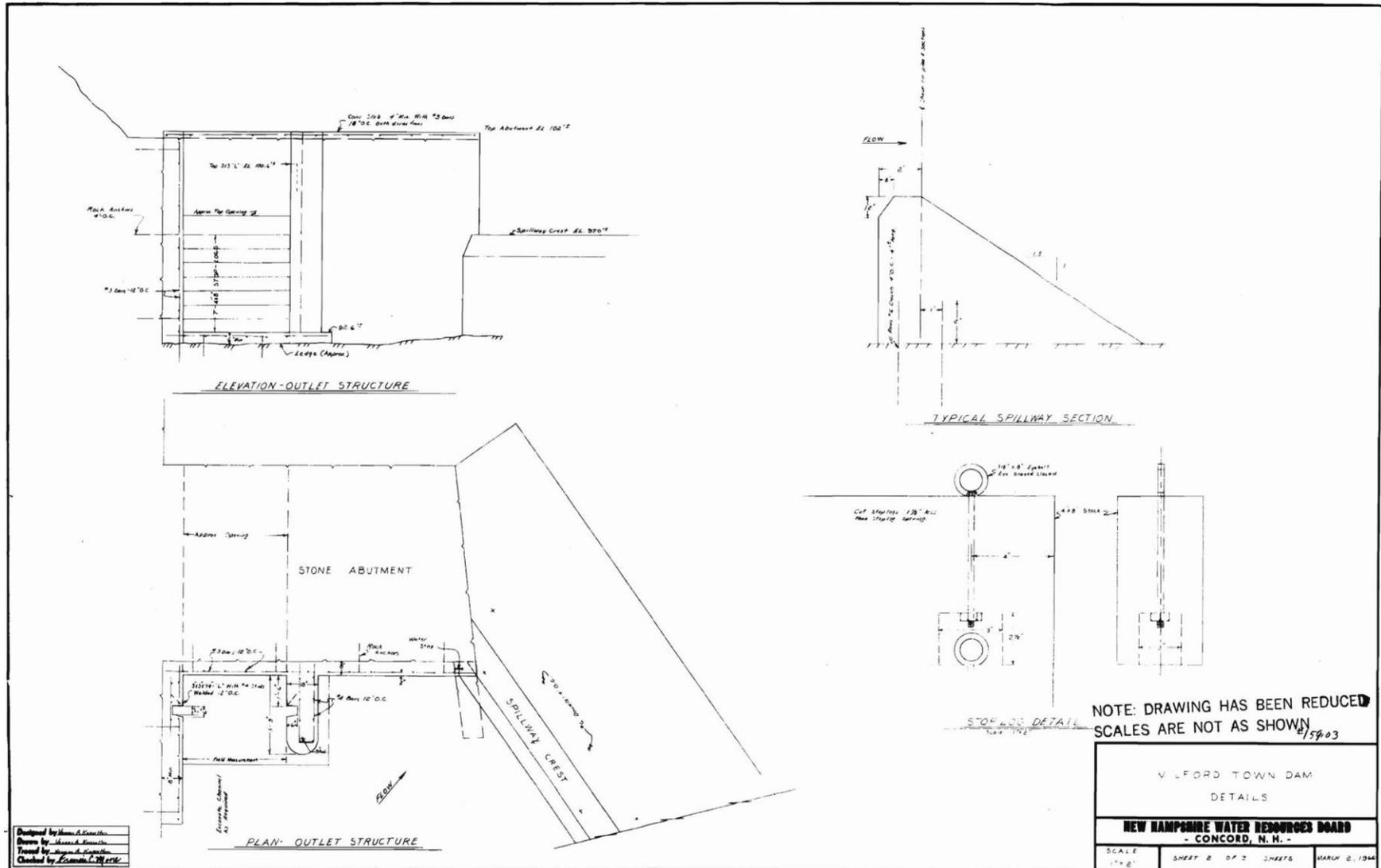


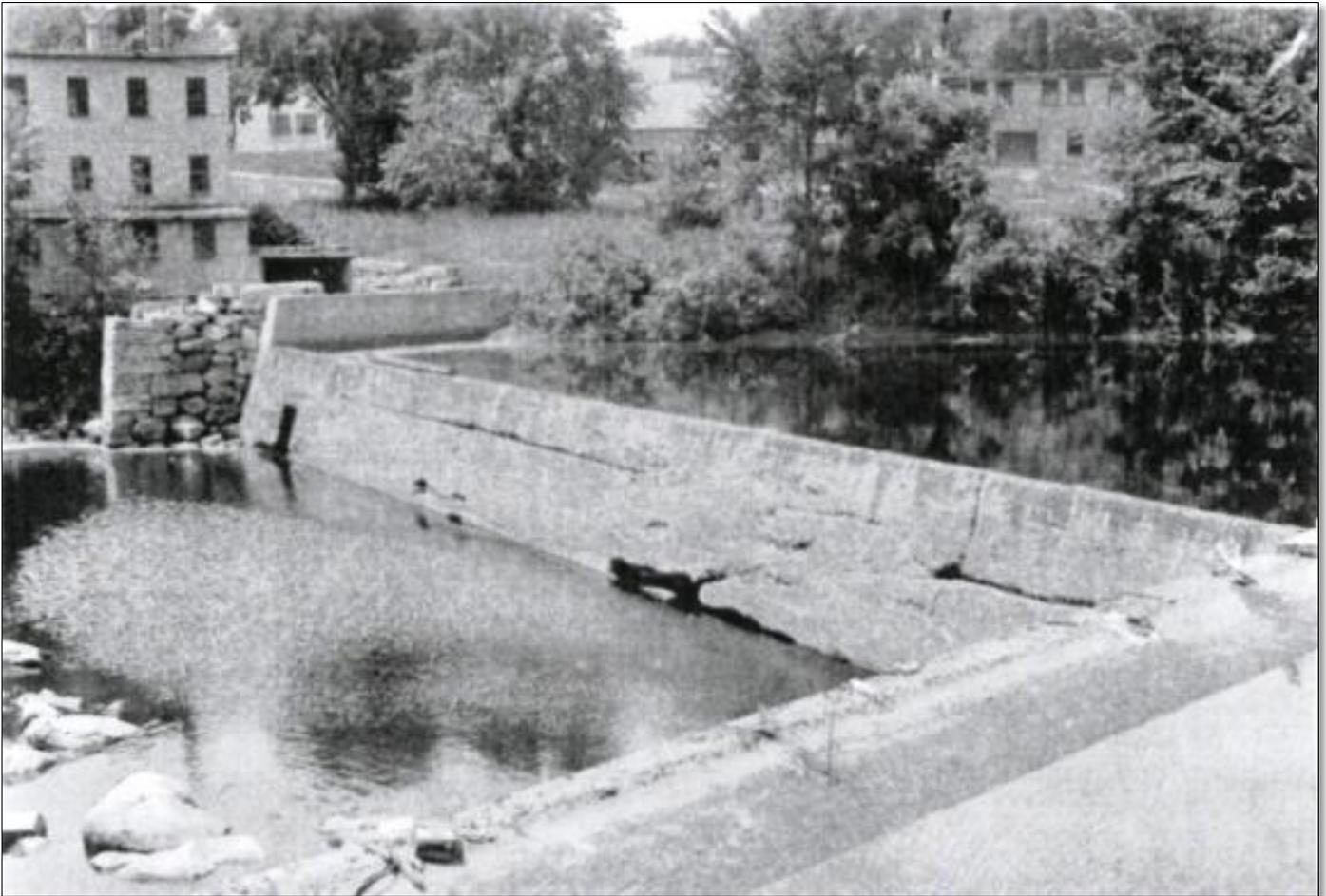
Figure 5. Sluiceway details and spillway cross-section from 1964 plans for Goldman Dam reconstruction (source: New Hampshire DES – Dam Bureau Files for the Goldman Dam [Dam No. 159.02]).



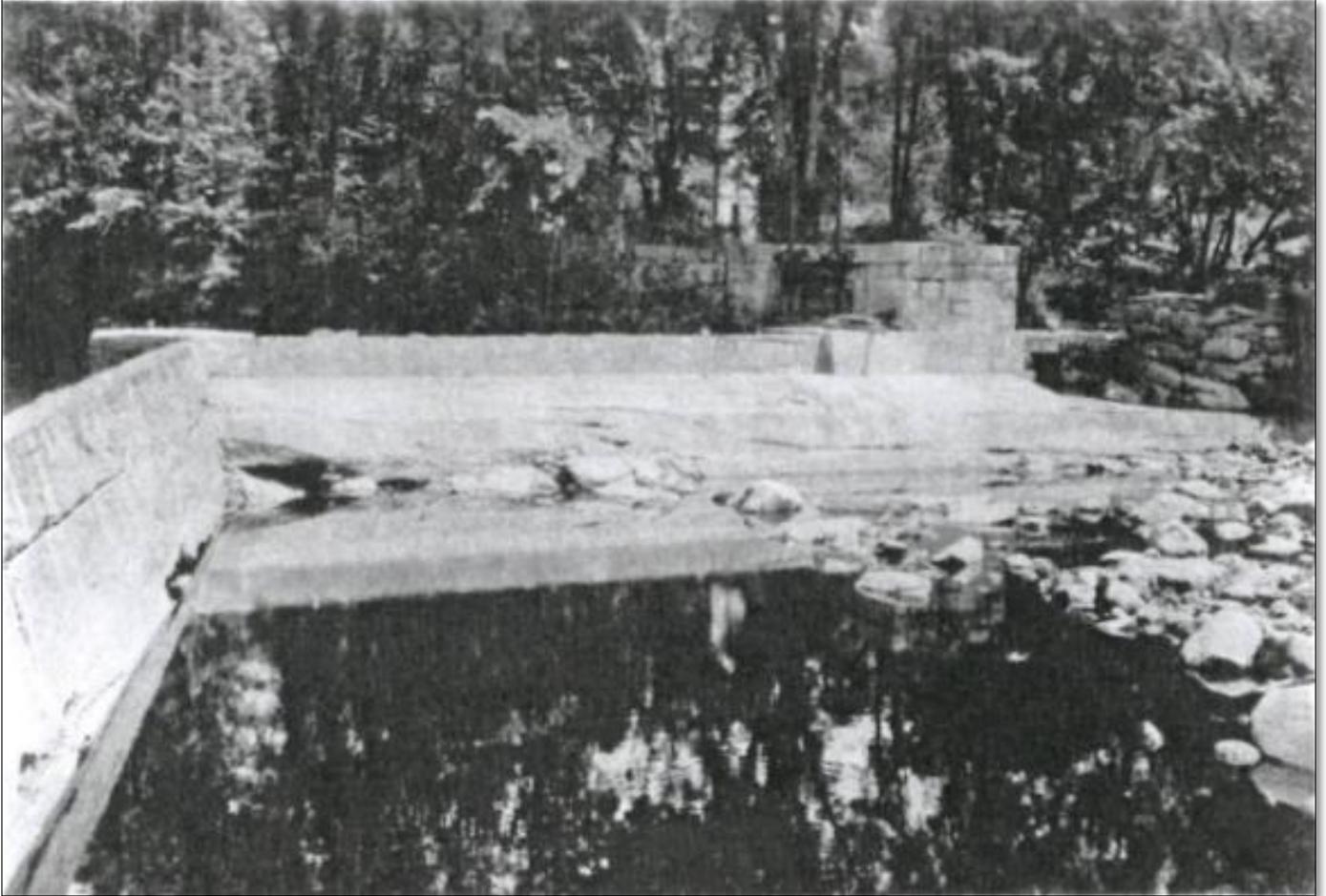
**Figure 6. View of current Goldman Dam, looking southwest.**



**Figure 7. View of current Goldman Dam, looking northeast.**



**Figure 8. 1935 photographic view of McLane Dam, looking west. The former mill and headrace (both demolished) of John McLane are visible at upper left corner of the image (source: New Hampshire DES – Dam Bureau File for the McLane Dam [Dam No. 159.03]).**



**Figure 9. 1935 photographic view of McLane Dam, looking east. The top of the now demolished power canal is visible at the extreme right of the image, adjacent to the gate (source: New Hampshire DES – Dam Bureau File for the McLane Dam [Dam No. 159.03]).**



**Figure 10. 1979 photographic view of the McLane Dam power canal gate, looking southeast. The stone pier to the right of the gate survives encased in concrete. The gates and the stone pier to the left of the gate have been replaced with the current low-flow outlet (source: New Hampshire DES – Dam Bureau File for the McLane Dam [Dam No. 159.03]).**



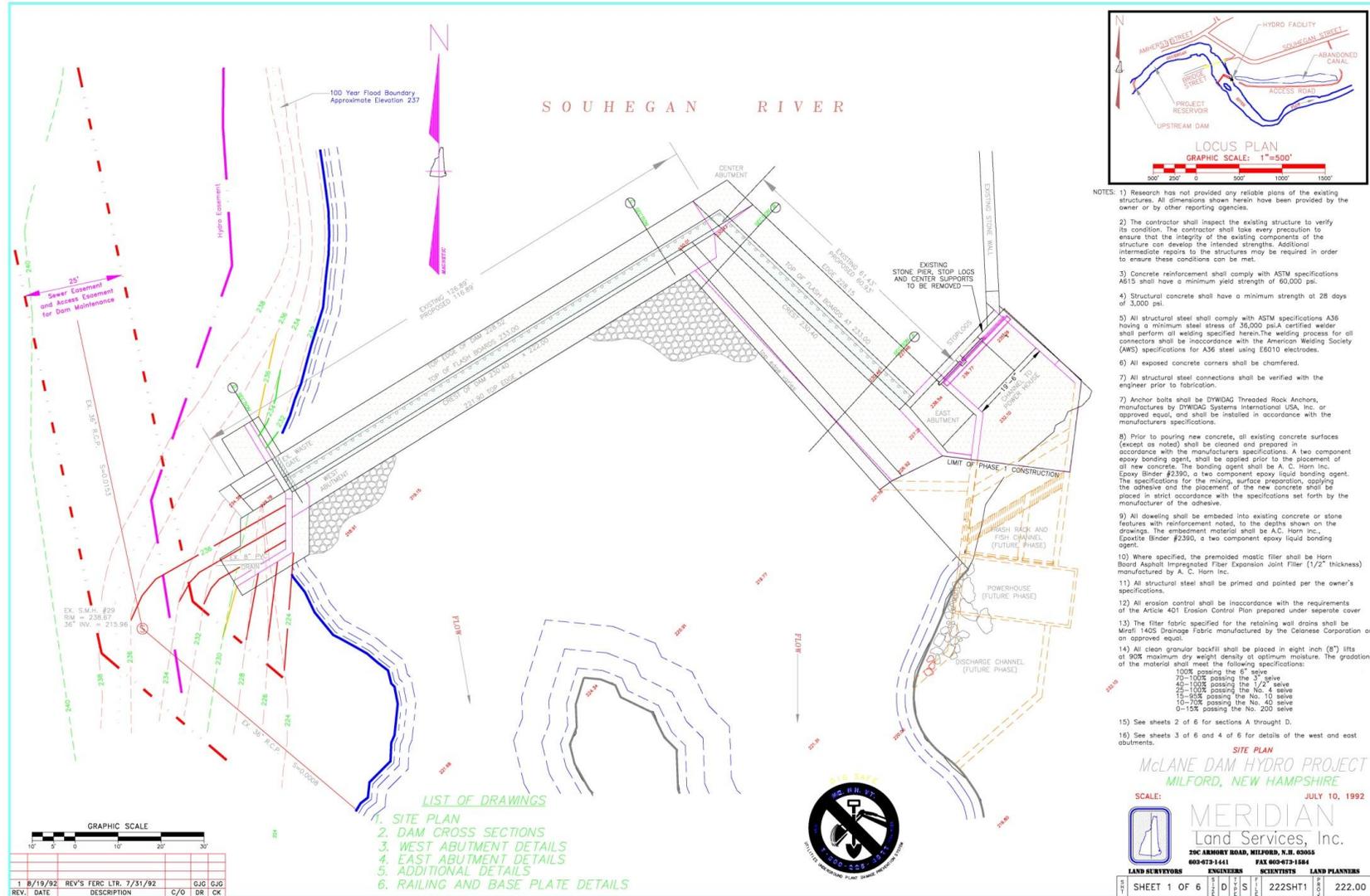


Figure 12. 1992 plan for rehabilitation of the McLane Dam showing existing and proposed conditions (source: Meridian Land Services 1992).

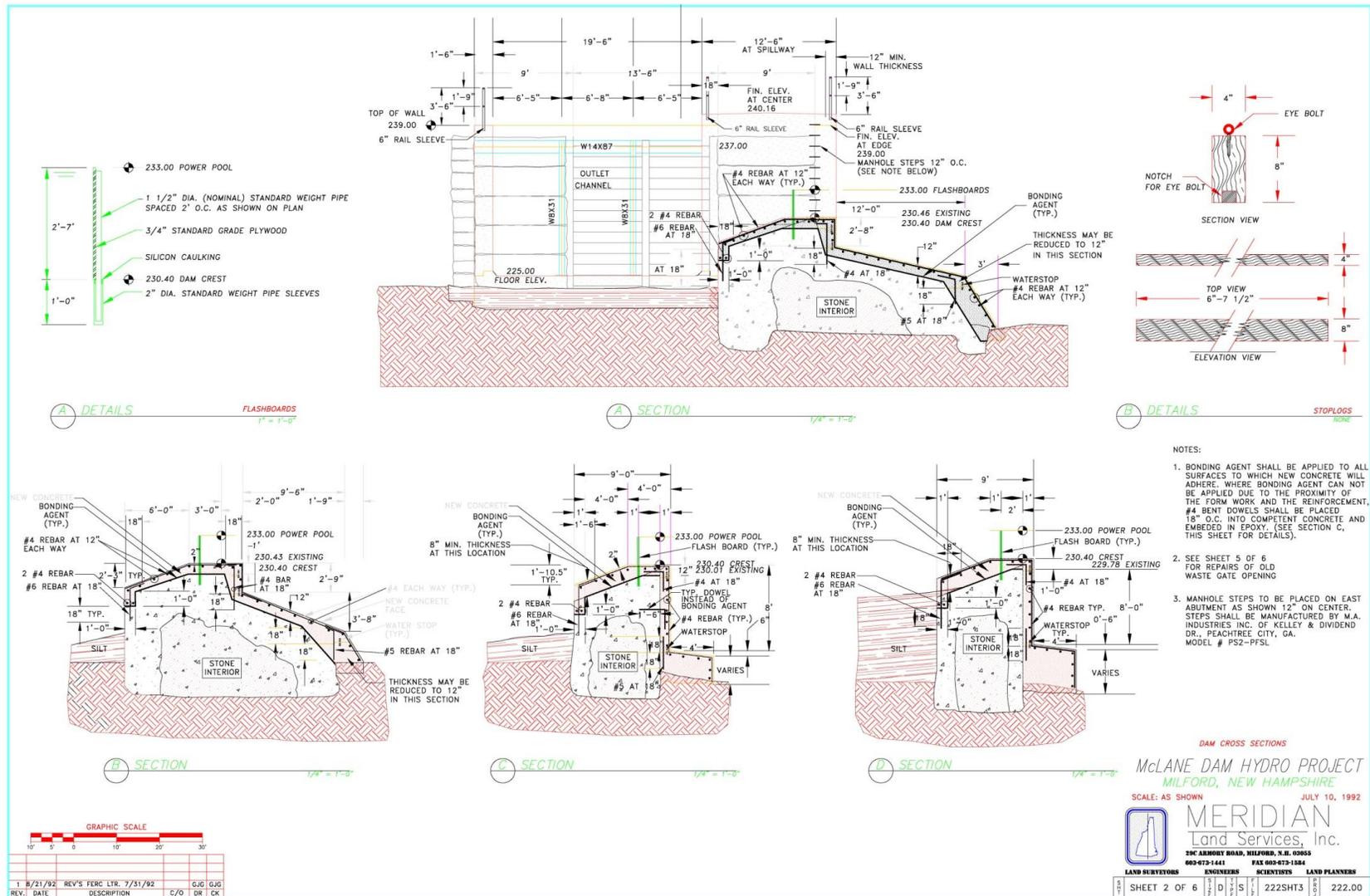


Figure 13. 1992 cross sections of the McLane Dam showing existing and proposed concrete work (source: Meridian Land Services 1992).



**Figure 14. View of the McLane Dam gate during 1992 dam rehabilitation, looking north. Pier in center foreground is still extant, now encased in concrete. To the right of pier, the old wood gate structure, a second stone pier, and the top of power canal have been completely removed (source:Anonymous ca. 1992).**



**Figure 15. View of McLane Dam, looking west (compare to Figure 6). The industrial setting and infrastructure on the river's west bank is entirely gone, destroying the structure's association with the industrial and commercial development of the Downtown Milford HD.**



**Figure 16. View of McLane Dam, looking east (compare to Figure 7). The former power canal where it connected to the dam is demolished.**



**Figure 17. Detail of McLane Dam low-flow-outlet, looking south (compare to Figure 8).**



## NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

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September 8, 2011

Eric Hutchins  
Gulf of Maine Habitat Restoration Coordinator  
National Oceanic and Atmospheric Administration (NOAA)  
National Marine Fisheries Service, Northeast Region  
55 Great Republic Drive  
Gloucester, MA 01930-2276

RE: McLane and Goldman Dams; Milford, NH; NHDHR #2245

Dear Mr. Hutchins:

The New Hampshire Division of Historical Resources (NHDHR) would like to thank you for the opportunity to provide additional comments regarding the New Hampshire individual inventory forms and additional information prepared for the McLane and Goldman dams by the Public Archaeology Laboratory (PAL). The NHDHR would like to commend NOAA for the manner in which it, as lead Federal agency, is handling the resolution of two "competing professional opinions" and its consultant PAL for providing back-up information and well-thought out reasoning for their argument. Please note for the future that any additional information related to inventory forms submitted for review must be submitted in inventory form continuation sheet format.

The comprehensive submission provided the NHDHR Determination of Eligibility Committee (DOE) with much to discuss. However, after extensive discussion the DOE Committee holds to the opinion that confirms the 2010 determination that both the Goldman Dam and the McLane Dam are contributing elements of the Downtown Milford Commercial, Civic, and Residential Historic District. PAL's approach—their context for assessing integrity—is much more narrowly defined than the DOE Committee's. While individual eligibility is not in question by either the NHDHR or PAL, it appears that PAL's assessment of integrity is more closely related to an individual eligibility assessment. PAL's well-intentioned point-by-point integrity assessment for each dam individually seems to have precluded a more nuanced historic district assessment.

Fitting into the spectrum of arguments made in the past regarding New Hampshire dams in historic districts and National Register guidance, the NHDHR takes a more holistic approach. This includes evaluating the dams differently, looking at their function of holding water vs. solely a direct association with extant elements of industry and hydropower; and in relation to the historic district as a whole rather than just their immediate surroundings. The DOE Committee also discussed the dams and the district in terms of a cultural landscape.

The development of Milford as a community relied on the engineered elements of the river system and how the water was harnessed for various uses by the community. Taking into consideration the integrity of the historic district as a whole, the dams and their physical impact on the river in the district are



important. The impoundment of water, and the spatial relationship of water to the historic district, is intact despite the diminished integrity of original dam designs.

The DOE Committee disagreed with some of PAL's direct assertions and felt some were made too narrowly. Regarding previous evaluations, it is likely that both previous responses from the NHDHR in 1985 and 1999 were based on an individual evaluation, not in relation to a larger district. In any event, NHDHR's Survey Policy requires re-evaluation for any determination older than 10 years precisely because such determinations could be outdated for a variety of reasons. Regarding resource-specific assertions, there was general consensus, for example, that filled-in stretches of canal does not necessarily undermine integrity. Rather, intact stretches of power canal currently obscured by fill could be considered an archaeological element. In addition, there are extant above-ground industry-associated elements in the historic district that PAL does not address that would contribute to association, such as nineteenth-century mill worker housing.

Like many engineering structures, design changes to the McLane Dam are inherent in its history. There is a pattern of changes to the dam to maintain its utility over time. In addition, changes to the Goldman Dam represent another context, one related to scenic elements of the water impoundment and the community. Once the 1966 alterations reach 50 years of age, the Goldman Dam could also be contributing to the historic district under community planning and development. The 1966 project indicates that even in the 1960s Milford recognized a relationship between the water impoundment and the community.

In summary, following a broader context and approach in defining integrity the NHDHR DOE Committee maintains the original 2010 determination that the Goldman Dam and the McLane Dam are contributing elements to the Downtown Milford Commercial, Civic, and Residential Historic District.

Thank you for the opportunity to comment. Should you have any additional questions, please contact me at 603-271-6628.

Sincerely,



Nadine Peterson  
Preservation Planner

NMP:lsb

cc: Deb Loiselle, DES  
PAL





**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
NORTHEAST REGION  
55 Great Republic Drive  
Gloucester, MA 01930-2276

June 24, 2014

Mr. Charles Worcester, Chair  
Milford Heritage Commission  
One Union Square  
Milford, NH 03055

**RE: Invitation for consulting party status, Section 106 review of the National Historic Preservation Act, Goldman and McLane Dams, Milford, NH**

Dear Mr. Worcester:

As the lead federal agency for the Goldman and McLane Dam Removal Feasibility Study, NOAA is inviting you to participate in the consultation regarding the effects of project on historic properties in accordance with the regulations governing Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

Enclosed is the Request for Project Review (RPR) submitted to the New Hampshire Division of Historical Resources (NHDHR) on September 10, 2010 which provides more detail about the project. Based on more recent consultation with NHDHR, NOAA has determined that the two dams are not individually significant as historic structures. The impoundments they create, however, contribute to the significance of the surrounding Downtown Milford Commercial, Civic, and Residential Historic District, which has been determined eligible for listing in the National Register of Historic Places.

We note that this is a feasibility study, and not the actual undertaking to remove or modify the dam. We can only conclude the Section 106 review process if there is an undertaking, but we wanted the early input of individuals and organizations who have knowledge and interest in the dams and nearby historic resources that could be affected if the undertaking to remove or modify the dams goes forward.

The historic resources component of the feasibility study that was prepared by the Public Archaeology Laboratory, Inc. (PAL) includes an Individual Inventory Form for the Goldman and McLane Dams; a delineation of the Direct and Indirect Area of Potential Effect (APE); and a Phase IA Archaeological Assessment to identify any known or potential recorded archaeological sites and provide information on archaeological sensitivity in the project area.

If you indicate to me that you would like to be a consulting party, you will be provided with copies of the Individual Inventory Form and the summary for the Phase IA Archaeological Assessment results. We cannot send you the entire archaeological assessment report, due to



the state's legal requirement to keep confidential the locational information of archaeological sites.

If you are a consulting party, we will be asking you to review these reports for any corrections or additional information you may have to offer, although hopefully our early outreach to you for information will minimize this review. We will keep you informed of our communications with the NHDHR as well as public meetings related to this project. As an early notification, the Town of Milford is planning on having a public meeting on September 10, 2014 where their consultant (Gomez and Sullivan Engineers, P.C.) will present their draft feasibility study.

If you have any questions about the Section 106 process or have any further information you can offer, please feel free to contact me at 978-281-9313 or at [Eric.Hutchins@noaa.gov](mailto:Eric.Hutchins@noaa.gov). We look forward to your response to our invitation to participate in the Section 106 review.

Sincerely,



Eric W. Hutchins

Gulf of Maine Habitat Restoration Coordinator

Enclosure

cc: Milford Board of Selectman

Guy Scaife, Milford Town Administrator

Helen Goodwin Estate, c/o Thomas Dawe of Gallagher, Casados, and Mann PC

Elizabeth Muzzey, NH DHR

Erik Beck, US EPA

Deb Loiselle, NHDES

Steve Landry, NHDES