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HIGHWAY THREATENS LANDMARK MILL VILLAGE

The New Hampshire Department of Public Works & Highways (NHDPW&H) and the Federal Highway Administration are preparing the Draft Environmental Impact Statement for the B3 Corridor of the proposed relocation of Rte. 101 (Bypass of Dublin Village). The B3 Corridor would cross a ridge forming the southern edge of the bowl of hills that surrounds Harrisville (NHL, HABS), perhaps the finest surviving example of a 19th-c. brick mill village. While the state's schedule is uncertain, it is likely that a hearing on the project will take place around July 1st.

A road in the B3 Corridor would have an adverse auditory and visual impact on the landmark village. It would disrupt, as well, an area containing many of the original late 18th-c. farmsteads that formed the economic and social matrix for the start of the small woolen mills and sustained them until the 19th c. NHDPW&H asserts that the proposed road would be built below the present surface of the ridge, that it would not be visible in its entirety from the village, and that the visual impact would therefore be mitigated.

The firm of Bolt, Beranek & Newman of Cambridge, Mass., was hired by the Town of Harrisville to assess the auditory impact of the proposed corridor. They concluded that the proposed roadway will significantly increase noise levels throughout most of Harrisville, creating a major change in the acoustic environment. Noise-level increases, they predicted, would be "moderate to severe."

Early in 1981 the SIA Northern New England Chapter established a subcommittee, chaired by Peer Kraft-Lund, to investigate possible adverse effects of the B3 Corridor on industrial-archeological resources. One of the subcommittee's concerns was the impact of blasting during construction on the brick buildings of the landmark district. This, as well as a general concern for the preservation of the 19th-c. mill village, has been communicated to John Clements, NHDPW&H commissioner, by NNEC President John Jordan.

Local residents and a consulting architectural historian have been studying the historic resources of both Dublin and Harrisville during the past several years. The investigation of the original agricultural settlement is proving to be an important contribution to the history of both towns. These agricultural sites and the many houses in Dublin that contributed to the literary, artistic, and architectural distinction of that town have been submitted to the Keeper of the National Register for a Determination of Eligibility.



Harrisville Historic District, looking southeast. The proposed highway would cross Beech Hill Ridge, at the upper right. "The architecture of Harrisville portrays the life of a particular town," William H. Pierson Jr. wrote in *American Buildings and Their Architects* (Vol. 2), "yet it is also a composite of early industrial America which has no surviving counterpart in this country." John J. Colony Jr. photograph.

Dublin continues to press aggressively for a solution to the traffic problem in its village center. With similar determination, Harrisville continues to resist the construction of a highway across the Beech Hill Ridge. *M.M.*

ZERO HOUR FOR PRESERVATION PROGRAMS

The U.S. national historic preservation program is in trouble. James Watt, Secretary of the Interior, has proposed a ZERO appropriation in FY 1983 for the state historic preservation programs and for the National Trust for Historic Preservation. (Both programs received \$25.4 million for FY 1982.) The National Trust is fighting back with its "Raise the Roof for Preservation" campaign. It is urging all friends of preservation to voice their support by writing their Representatives (U.S. House of Representatives, Washington, D.C. 20515) and Senators (U.S. Senate, Washington, 20510). The crucial vote on the proposed budget likely will take place in June.

SIAN PRODUCTION MOVES TO CLEVELAND

Beginning with this issue, the *SIA Newsletter* will be printed in Cleveland by The Carpenter Reserve Printing Co. This change will allow the Editor closer control over production and, at the same time, save money. The *Newsletter* will continue to be mailed from Washington, D.C.