

Appendix B

Archeological Resource Assessment

**ARCHAEOLOGICAL RESOURCE ASSESSMENT
OF THE PROPOSED INTERSECTION STUDY AT US ROUTE /ROUTE 105,
CITY OF NEWPORT, ORLEANS COUNTY, VERMONT**

Prepared for
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**ARCHAEOLOGICAL RESOURCE ASSESSMENT
OF THE PROPOSED INTERSECTION STUDY AT MAIN STREET,
CAUSEWAY AND RAILROAD SQUARE,
CITY OF NEWPORT, ORLEANS COUNTY, VERMONT**

Introduction

The University of Maine at Farmington Archaeology Research Center (UMF ARC) conducted an archaeological resource assessment of the proposed Intersection Study at Main Street, Causeway and Railroad Square in the City of Newport, Orleans County, Vermont, May 12-14, 2008 (Figure 1). This work was completed at the request of Lamoureux & Dickinson, Consulting Engineers, Inc. The proposed Intersection Study entails the development of two alternative design plans that will improve the safety of traffic and pedestrian movement through this congested intersection and improve the appearance of the surrounding streetscape. One alternative plan retains the stop/yield form of traffic control and the second design plan uses a traffic signal or roundabout to achieve the desired improvements. In both plans consideration will be given to various forms of subsurface construction activity including, road reconstruction, drainage, utility relocation, landscaping, erosion prevention and sediment control and possibly some degree of hazardous materials remediation. The area of potential effect (APE) is estimated to be approximately 2,500 sq m (0.62 acre).

An area of approximately 700 sq m within Pomerleau Park is potentially sensitive for Native American and early settlement period Euroamerican cultural resources. A strip of approximately 250 sq m (10 m x 25 m) in the eastern section of the park has potentially avoided the adverse impact of historic building activity and is assessed as sensitive for archaeological resources. This parcel is adjacent to an area of approximately 465 sq m (15 m x 30 m) which may contain archaeological resources preserved within the footprint of a railroad-era (beginning ca. 1860s) feed and grain store/mill. A phase I survey is recommended to determine if archaeological resources are present in this portion of the APE. Following is a full assessment of the overall archaeological sensitivity of the project's APE for use in the development of the proposed Intersection Study and the proposed scope for phase I survey.

Environmental Context

The Intersection Study at Main Street, Causeway and Railroad Square in the City of Newport is located in Drainage Basin 17, containing Lake Memphremagog and the watersheds of the Black, Barton, Clyde and Coaticook watersheds, which together are part of the greater St. Lawrence River Drainage (Vermont Agency of Environmental Conservation 1986). The Intersection Study area is located at the head of Lake Memphremagog on a low point of land, at an elevation of 683 ft above mean sea level and about four feet above the surface of the lake. The study area lies opposite the outlet of the Clyde River at a place on the lake historically designated as the “Narrows”. The Narrows (approximately 72 m wide) separates the lake from South Bay which receives the waters of the Black and Barton rivers.

Bedrock in the general project area is composed of the Ayers Cliff member of the Waits River Formation which consists of siliceous crystalline limestone with beds of slate and pyllite (Doll 1961). The surficial geology is characterized by glaciolacustrine, lake bottom sediments of silt, silty clay and clay (Doll 1970). Soil maps indicate that the project area is composed of “Urban land-Adams-Nicholville complex”, or urban settings consisting predominantly of soils formed in glacial-fluvial or glacio-lacustrine sand, deposited on outwash plains, deltas, lake plains, moraines terraces and eskers (USDA 2008).

The study area is partially vegetated with several young tree plantings, bushes and grass, a portion of which was historically occupied by a commercial/industrial building. The remainder of the study area has been paved with asphalt and concrete. Historically, the general area contained both swamp and well-drained sandy soil, the latter supporting a heavy growth of white pine, which was cleared during the early nineteenth century for farming.

Cultural Contexts

Native American

The head of the lake encompassing the study area locates the intersection of long distance east-west and north-south travel routes linking Abenaki settlements throughout northern New England and Lower Canada. The junction of travel routes, the moderating influence of the lake on the area’s climate and the abundance of locally available subsistence resources contribute to the high sensitivity for Native American resources within the general study area. Specific environmental variables contributing to this high sensitivity include, the project area’s lakeshore location, its position opposite the mouth of the Clyde River, proximity of wetlands and its location on a point of land overlooking the narrowest part of the lake.

There has been no previous archaeological subsurface testing within the proposed Intersection Study area and only a limited amount of archaeology has occurred in the general area. Of particular interest is a phase I survey conducted prior to the construction of the Hebard State Office Building, less than 200 meters from the Intersection Study area. Archaeologists identified a Native American site designated as, VT-OL-55 in the Vermont Archaeological Inventory (VAI). Artifacts recovered from this excavation included pottery, lithic flakes, fire-cracked rock, a projectile point and other items. Diagnostic information suggests Early, Mid and Late Woodland contexts, (ca. 900 B.C. – 1600 A.D.). The site was not considered eligible for inclusion on the National Register of Historic Places (NRHP) because of the disturbed context of the site. Euroamerican cultural material associated with two historic house lots on the site diminished the archaeological integrity of the Native American site. Archaeologists conducting the survey were informed by Bea Nelseo, a local contact for the Alnobak Nebasakiak group, that the lake was the heart of Abenaki homeland (Wheeler 1999).

The South Bay site, VT-OL-2, is located about two kilometers (1 ¼ miles) south of the Intersection Study area. Artifacts from this site date from the Late Archaic to Late Woodland periods (ca. 4000 B.C. – 1600 A.D.) and are known primarily from local private collections and field research conducted by Stephen Loring for the Vermont Collections Survey (VAI). Other archaeological investigations in the general area include a variety of studies (Collamer 1993; Frink 1986; Frink and Fahy 1996; Knight et al. 2002). There are a few “find spots”, or unconfirmed sites near southern portions of the lake and small private collections further attest to Native American presence throughout the general area.

Historic Euroamerican

During the long series of wars between the French and English and their respective allies, the long distance travel routes used during the Precontact period were utilized by French and Indian raiding parties and by English scouting parties. The first recorded Euroamerican to have passed through Newport was John Stark, in 1753, as a captive of the French in transit to Canada (Langdon 1757). Rogers’ Rangers returned to the Connecticut Valley by way of Lake Memphremagog, following their raid on the village of St. Francis in 1759. The Rangers broke into small groups choosing to follow the established routes of the Clyde, Barton and Black rivers to their rendezvous on the Connecticut River (Loescher 2002).

Newport was chartered in 1781 under the name of Duncansboro. Settlement began in the 1790s, approximately 1.5 mi (2.4 km) north of the Intersection Study area – where a ferry was established between Indian Point (Derby) and Whipple’s Point (Duncansboro). It was chartered

as early as 1813 and remained in operation until 1830, and was the principal crossing on the lake for all overland travel. The ferry linked the road surveyed by Timothy Hinman, ca. 1794, which ran between Newbury, on the Connecticut River to Derby, and the “Burlington Road” which ran west from Whipple’s Point towards Newport Center (Nelson 1977). Hinman had previously, ca. 1791, supervised the construction of a road from Greensboro to Derby, a route which led north towards the lake from the Bayley-Hazen Road, a military road begun in 1776 and extending to the southwest corner of Westfield about 16 mi (26 km) west-southwest of the study area.

At the time of Hinman’s road building activity, the present City of Newport was part of the town of Salem, where settlement had begun near the town’s center, ca. 1800, by settlers who had followed the Hinman Road from Greensboro. In 1816, that part of Salem on the west shore of the lake was annexed to Newport, which had changed its name from Duncansboro the same year. In 1832, a log bridge was constructed across the Narrows, initiating the development of Narrows Bridge, or Lake Bridge, later to become the City of Newport. With the bridge came the decline of the ferry between Indian Point and the west shore. A road connecting the new bridge to the Burlington Road was completed in 1833-34 (Nelson 1977).

The geography of the Narrows dictates that water routes following the Clyde, Barton and Black rivers all used this narrow passage to gain access to the lake. Archival evidence is lacking but the peninsula of land containing the village of Lake Bridge, is likely to have accommodated earlier, unrecorded historic sites. A time of particular interest was during the period of Jefferson’s embargo, ca. 1808 through the War of 1812, a period when smuggling was a major activity along the northern border, especially on Lake Memphremagog. Historic accounts also suggest that Newport played a role in the Canadian Rebellion of 1837. For example meetings were held in a log structure which later became the Memphremagog House (Nelson 1978). John Sias built a logging camp near the bridge and proceeded to log the area south of present day Main Street of all its huge white pines, after which he sold the lot to his son-in-law, George Smith, in 1828 (Currier 1916). Smith is alleged to have built a double-log cabin near the bridge in 1833, where his first child was born (Nelson 1978), but he is also recorded as having lived in the old logging camp before construction began on what later became the Memphremagog House. As part of an 1838 land transfer to George Kendall, Smith agreed to build a horse shed between the house and barn (Currier 1916). This construction further improved the hotel. There were five houses in Lake Bridge in 1841 (Nelson 1977), all of which were located outside the project area.

The Connecticut & Passumpsic Rivers Railroad (C & P RR) reached Newport in 1863 and was extended into Canada in 1870, as the Massawippi Valley Railroad, to Lenoxville/Sherbrooke where it connected to the Grand Trunk Railroad. Railroad Square, or the

general project area, also marked the junction of the C & P RR with the Missisquoi & Clyde Rivers RR (Newport & Richford RR), which was leased to the South Eastern Railway (later to become part of the Canadian Pacific system). The C & P RR was acquired by the Boston & Maine RR, ca. 1885-1889. The railroad introduced considerable alteration to the landscape in the vicinity of the study area and the village of Lake Bridge (City of Newport) generally. By the late nineteenth century the railroad owned 18 dwellings, two stores, the Memphremagog House, the excursion boat, "Lady of the Lake" in Newport, and 2,000 acres of timberland along the line (Child 1883). The landscape was further modified when the railroad company filled a swampy area located between the railroad and the Memphremagog House. An historic account relates that after the C & P RR bought the Memphremagog House, the swampy land east of the hotel was filled with gravel, and piling was driven to support the new east wing of the rebuilt hotel. When finished the basement level of this wing served as a passenger station (Currier 1916:16).

Historic Background of the Intersection Study Area

The project area is situated at the south end of the original "log bridge" crossing and in the northernmost part of an extensive railyard, containing all the major components of a regional railroad terminal and junction. The tracks and former location of the passenger station delineate the western boundary of the study area. The Route 5/Main Street Bridge (Causeway) and former site of the Lake House/Raymond Hotel, now Azur's Mini Mart, form the eastern boundary of the main section of the study area and Main Street, together with frontage along the line of railyard freight and grain warehouses, the southern boundary of the project. A narrow leg of the project extends east on Railroad Square, terminating near the approach to the Long Bridge.

John Sias, of Derby, acquired this parcel and the larger peninsula of land that later was to become the City of Newport from Micah and Lewis Lyman of Troy, N.Y., in 1820. This lot as noted above was transferred to George Smith in 1838 and changed hands several times, but fell back to Smith in 1836, at which time he began selling off smaller parcels. It appears that the Sias/Smith log structure was 50-75 meters north of the study area. This structure has been designated as the first of five building expansions of what became the Memphremagog House (Currier 1916). In another 1838 transfer, Smith sold 50 acres of land south of Main Street to Orville Robinson, who established a farm on the cut-over pine land (Currier 1916; NLR 1838). If we presume that Main Street, ca. 1838, was the road leading from the original log bridge, located where the present railroad bridge is today, then the entire project area was part of the Orville Robinson farm at this time. Robinson, the "Father of Newport village" (Nelson 1978) built his

house in the block that once held the Newport House and Bellevue Hotel, which stood on the opposite side of Main Street from the Memphremagog House and was less than 100 meters away from the Intersection Study area. Another dwelling built by Robinson's brother, Moses, is described as the next building east of Orville's house, near the south end of the bridge. Moses was a preacher and managed a small private school in the attic of his one-story dwelling (Nelson 1978). Historic maps indicate a dwelling east of "O. Robinson" occupied by "S. Parker" (Walling 1859), "F.M. Sherman" (Beers 1878) and "Kendall & Pratt" (Sanborn 1885-1943:1885 map), located near or possibly identifying Moses Robinson's house. The proposed project area is immediately adjacent to this former dwelling site (Figures 2, 3 and 4).

The only other building in the immediate vicinity of the project area that pre-dates the railroad was the Lime House of Lane, Robinson (Orville) and Baker. According to Nelson's history, this structure was located at the abutment of the log bridge, east of the road (Main Street). This description puts the Lime House adjacent to, or within the Intersection Study area. It was built close enough to the lake so that lime could be transferred from barges. Nelson relates that the railroad passenger station later occupied this spot, however this is confusing because the station was on the west side of the road leading to the bridge. It would seem the Lime House would have been on the west side as barges would have met the obstruction of the timber crib piers of the Log Bridge.

Two buildings were constructed during the early railroad period, which were wholly or partially within the bounds of the Intersection Study area. The Lake House (later the Raymond Hotel) a hotel brought by rail in sections from Wells River, was initially erected south of Main Street, in the area of the Poulin Grain building complex, and then moved across the street to a location presently occupied by Azur's Mini Mart. The Beers map indicates that the hotel was moved sometime before 1878 (see Figure 3). The hotel burned ca. 1901-1902 and was replaced the following year by the Raymond Hotel. This hotel burned sometime between 1925 and World War II. By 1943, a filling station was built on the former hotel site (Nelson 1978). The second building was a wholesale store, owned by A.W. Brown and Co., ca. 1878 (Beers 1878) and beginning in 1885, a wholesale and retail grain and feed store leased from the C & P RR by F.M. Sherman and C.N. Brady (see Figures 3 and 4). This business expanded to become one of the most important enterprises in the village with three storehouses on the south side of Main Street (on the site of the Poulin Grain warehouses/elevator). The building was enlarged, ca. 1889 to include a steam powered grist, or flouring mill with shed additions added, ca. 1895 (Sanborn 1885-1943:1889 and 1895 maps). The store measured 100 ft x 50 ft and was three stories (Figures 5 and 6). The building does not appear on Sanborn maps after 1905. A historic view of

the general project area shows that the former site of the Sherman store was used as a park as early as 1917 (Figure 7). The caption of the photograph reads, "Railroad Boys Flag Raising...June 19, 1917" (Nelson 1977:96). The flag pole appears to be in the same location as the present one. The monument in Pomerleau Park commemorates the "scores of railroad employees whose dedication contributed to a great area industry".

During the early railroad era, the dwelling mentioned as possibly relating to Moses Robinson and shown on the maps as inhabited by S. Parker and others was occupied by F.M. Sherman, Station Agent for the C & P RR, who was later principal partner in the Sherman and Brady Grain and Feed Store. This dwelling was radically altered, ca. 1913, when it became an Emigrant Detention Station (Sanborn 1885-1943:1913) and a furniture warehouse, ca. 1925-1943. The Long Bridge extends across the northern-most portion of South Bay from the extreme eastern leg of the proposed project area. This bridge was built in 1862-3 (Nelson 1978). The dwelling mentioned above was located near the south corner of the western abutment of the bridge. The back-buildings of the Lake House/Raymond Hotel were located on the north corner of this side of the Long Bridge and in later years a steam laundry was constructed much closer to this corner opposite the Memphremagog Boathouse/Restaurant.

Field Inspection

A walkover survey or field inspection of the project area was conducted on May 12-13, 2008 by Stephen Scharoun, UMF ARC Project Director. The following account assesses the archaeological sensitivity of the proposed project area and an evaluation of prior disturbance within the APE, or area of potential effect. The general project area is archaeologically sensitive for Native American cultural resources due to its location at the intersection of travel corridors, proximity to the lakeshore and the outlet of the Clyde River. Background research and field inspection indicate that archaeological sensitivity for historic Euroamerican cultural resources is also relatively high within the project area. From historic accounts, it is not clear whether land east of the tracks (the project area) was raised/filled in for the Sherman store and new bridge, however it is evident that the "Narrows" is a natural landform and that it was sufficiently raised above the wetland/swamp to provide for the early crossing at this point. This is to say that portions of the project area may be built on fill and other sections on natural sediments. Preliminary background research indicates that this information is lacking in the documentary record.

The integrity of intact archaeological deposits has been diminished to a considerable degree in the major portion of the APE (Figure 8). Paved portions of the project area are

considered in this assessment as least sensitive for archaeological resources, despite the fact that in some contexts paved surfaces cap off such resources and can preserve them from further disturbance. Because of the variability of swamp and higher, well drained soils on this peninsular landform, the road base underlying Main Street/Route 5 is expected to consist of layered deposits of well compacted gravel, sand and possibly railroad ballast to maintain the approach to the bridge. It is noted, for example, in the plans of the 1981 replacement bridge that two feet of gravel formed the subbase of 100 ft of the Main Street approach to the bridge (Vtrans 1981). Because the project area is not an alluvial setting, Native American resources are expected to be relatively shallow and vulnerable to most subsurface disturbances. Underlying a section of Main Street asphalt near the rail crossing is an earlier road surface of concrete construction. Older water lines, sewer lines, catch basins and drainage pipes represent deep levels of disturbance within and adjacent to the road corridor. The rail crossing and signal gates also represent sources of subsurface disturbance.

The remaining paved surface within the APE is found on the Mini-Mart lot and fronting the Poulin Grain buildings along the south edge of Main Street. The paved area of the Mini-Mart covers underground storage tanks and drainage pipes. The site's function as a gas station dates minimally to 1943 and is likely to be earlier, given that the livery stables adjacent to the Lake House/Raymond Hotel was replaced and later expanded as an "auto storage" building, as early as 1925 (Sanborn 1885-1943:1925-1943). The Mini-Mart section of the APE is on the Vermont Active Hazardous Sites List, as Site ID # 982556 (VT DEC 2008). The construction of the "Filling Station" and three gasoline tanks and subsequent development of the lot is likely to have eliminated subsurface structural remains and deposits related to the hotel located there, although Sanborn maps place the hotel closer to the corner of Main Street and Railroad Square, so that portions of the structure may be present beneath the Mini-Mart parking lot (Sanborn 1885-1943:1925-1943). The impact of historic and recent building construction decreases and likely eliminates the potential for identifying Native American cultural resources in this section of the APE. On the other side of Main Street/Railroad Square, the APE extends onto the margins of the Poulin Grain building complex, and based on background research, without apparent impact on historic resources that potentially underlie or form part of the existing buildings. Furthermore, the paved area in front of the Poulin Grain buildings is not considered sensitive for archaeological resources because of the disturbance caused from modern building construction and the emplacement of catch basins and drains which parallel the road corridor along the entire south side of Main Street. Also, a large "scales" was added to the front of the central Flour and Feed storehouse, ca. 1925, an installation that caused additional subsurface disturbance.

The remaining portion of the APE consists of the open area, currently identified as part of Pomerleau Park, which is outside of but adjacent to the eastern boundary of Newport's Downtown Historic District. Background research has established that the Sherman & Brady Feed and Grain Store/Grist Mill was located on this lot, beginning in 1885, preceded by a store operated by A.W. Brown. This structure was likely built by the railroad. Sanborn maps indicate that Sherman leased from the C & P RR and later from the Boston & Maine RR. The Sherman store occupied an area of 5,000 sq ft (465 sq m) between the railroad tracks and the Route 5/Main Street Bridge (see Figures 4 and 6). The building was very close to the railroad tracks and extended east 15 m (50 ft), leaving an open strip approximately 10 m x 25 m (30 ft x 75 ft) facing the bridge approach. The eastern margin of this strip is likely to have been affected by road construction, drainage and utility lines and by bridge construction/replacement. For example, the bridge replacement of 1981 resulted in a wider bridge with a five-foot sidewalk and guardrail following the curve of the bridge approach. Additionally, a concrete abutment with stone fill, a dry hydrant and drainage pipe represent subsurface disturbance on the west corner of the bridge. Truncating the southern portion of the open parcel is a town water line, which according to the Public Works Department occupies a trench 10-12 ft wide and six feet deep. This line forms a right angle in the southwest corner of the APE. The long leg of the water line extends to the lake through the open parcel and parallels the railroad tracks, approximately 8 m (25 ft) to the east. Further disturbance to potential archaeological resources in Pomerleau Park include the installation of two utility poles (one removed), a possible underground power line to the existing pole, a monument, flagpole, town sign and several plantings of young trees and ornamentals. The area within the 250 sq m strip potentially contains undisturbed, subsurface archaeological resources. There may also be intact features and deposits within portions of the 465 sq m formerly occupied by the Sherman & Brady Store.

Conclusions and Recommendations

A high sensitivity for Native American cultural resources is coupled with a high degree of adverse effect upon these resources by historic and modern road, bridge and building construction. The degree to which these resources have been affected is significant in a large portion of the APE, but its effect in a relatively small portion of the APE remains unclear. Phase I survey for Native American cultural resources is recommended in this portion of the APE. Known historic resources within the APE are not likely to be of sufficient significance to warrant inclusion in the NRHP. However, some testing for unrecorded historic Euroamerican resources is

recommended in Pomerleau Park due to the immediate proximity of the 1832 bridge crossing and the project's location within the settlement of Lake Bridge, elements of which are potentially extant within Pomerleau Park.

It is the recommendation of the UMF ARC that phase I survey for Native American and early Euroamerican (pre-Railroad) cultural resources be limited to the area of Pomerleau Park, with testing concentrated but not limited to eastern portions of the park.

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City of Newport
Main Street / Causeway / Railroad Square
Intersection Study
Existing Conditions Plan
January 2008

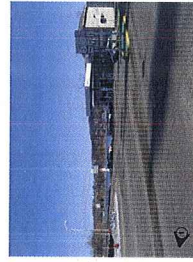
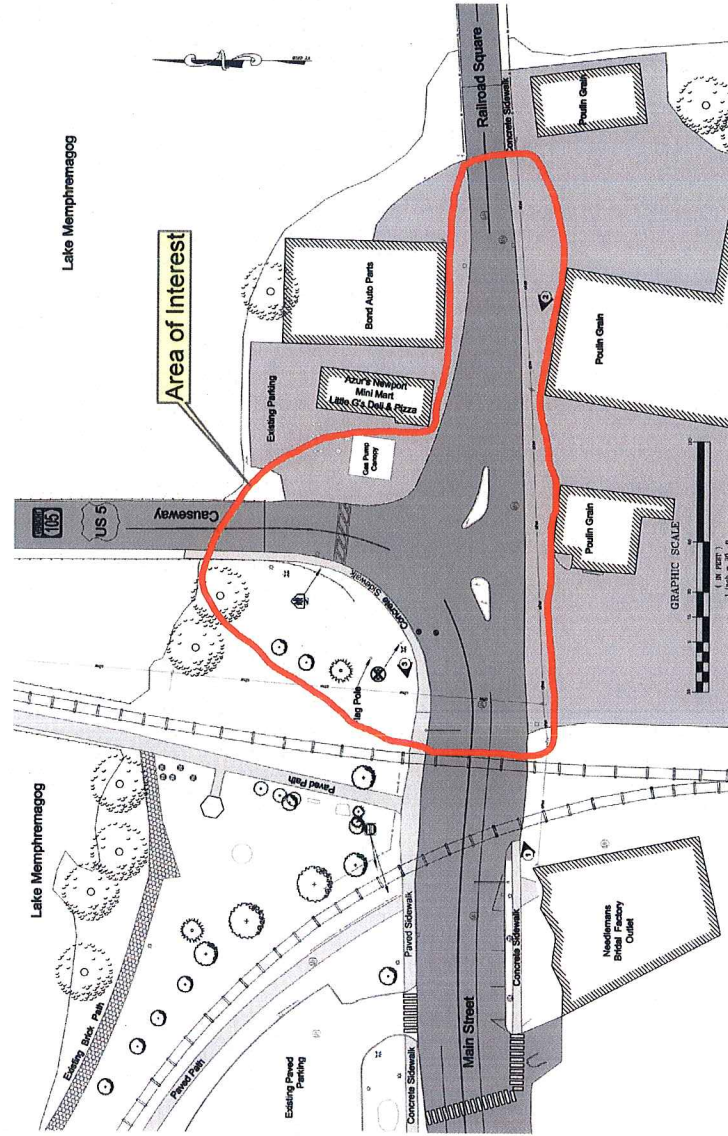


Figure 1. Map showing the general project area of the proposed Intersection Study.

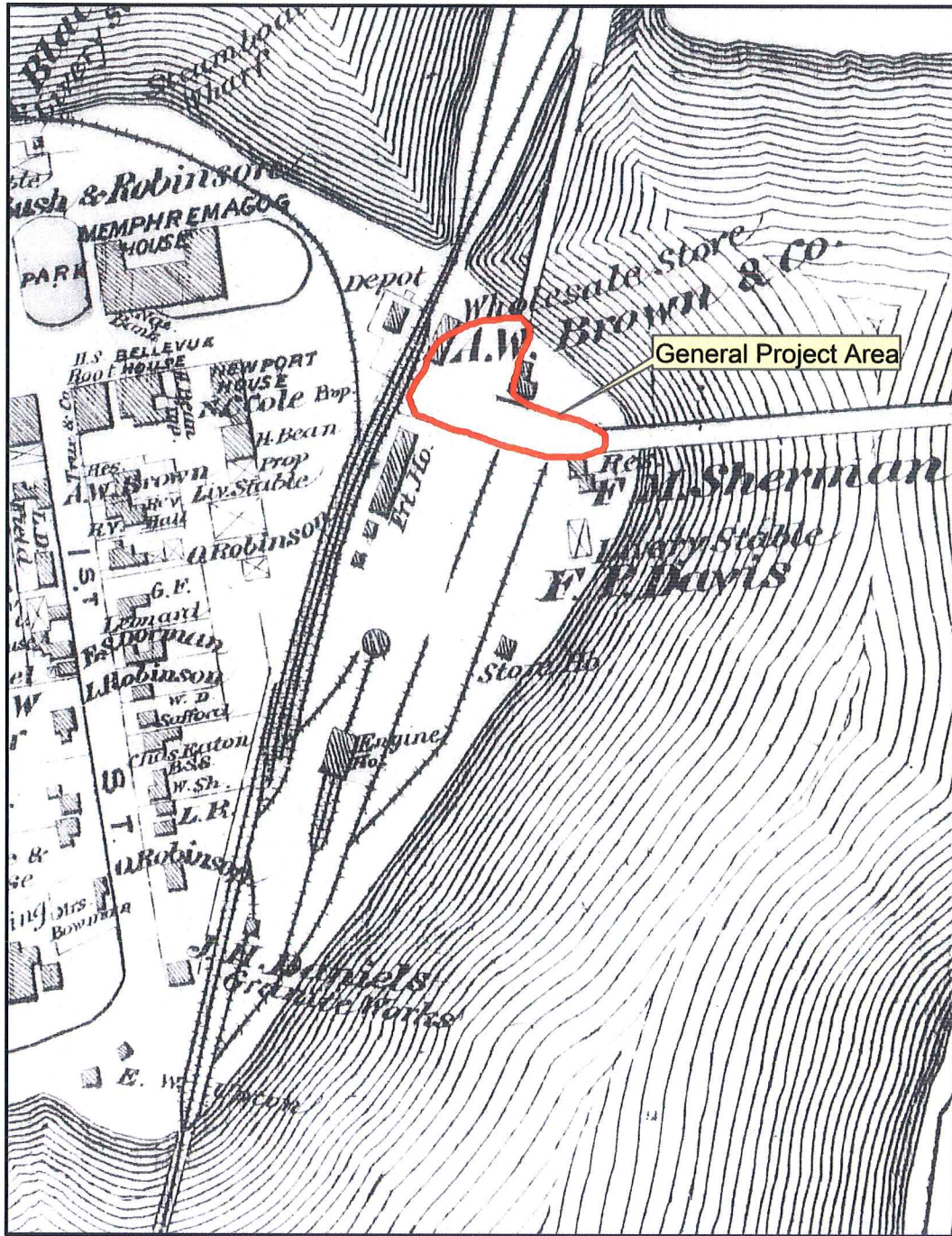


Figure 3. Beers map showing the general project area, ca. 1878.

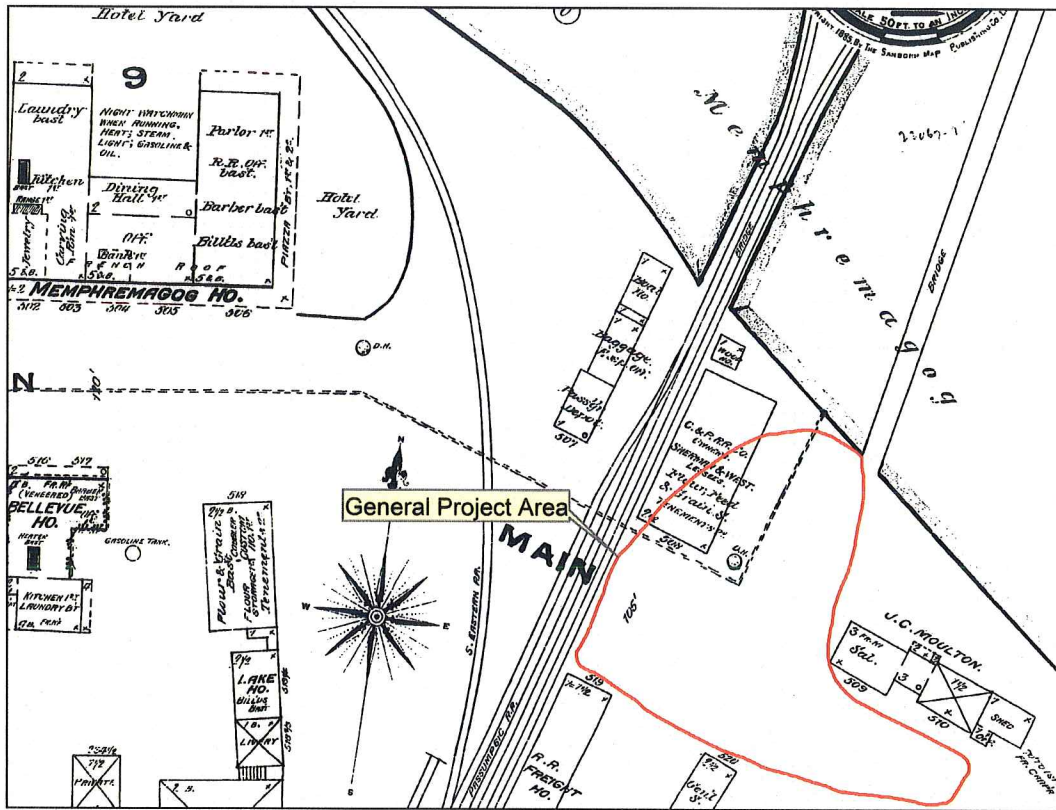


Figure 4. Sanborn map showing the general project area, ca. 1885.

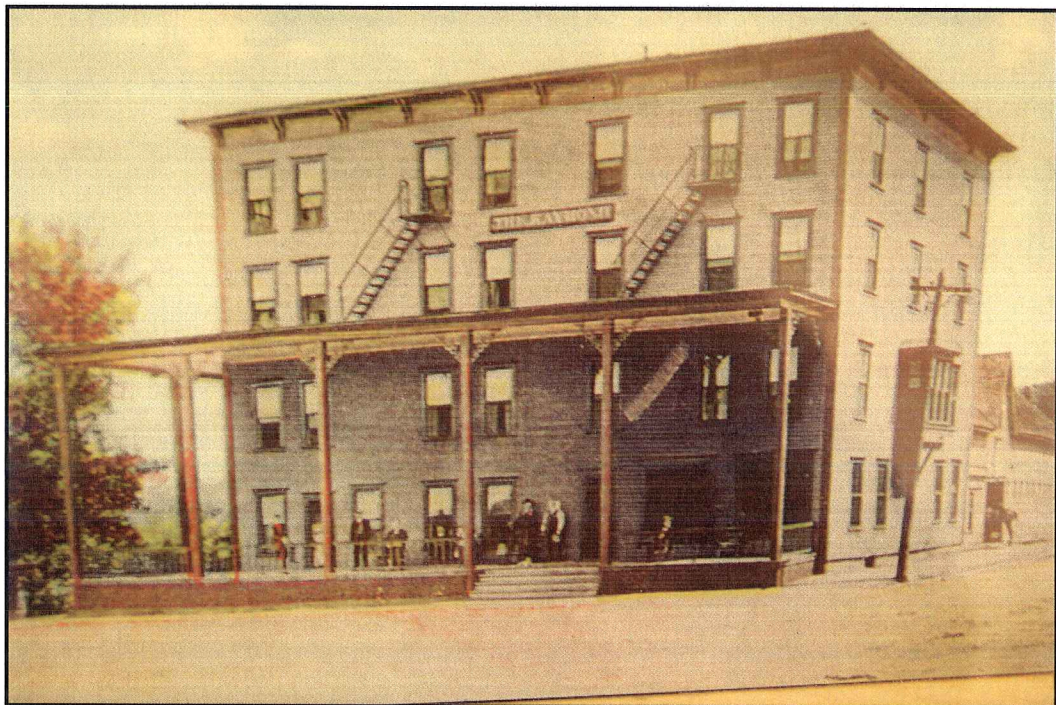


Figure 5. Early twentieth century view of the Raymond Hotel, now presently the site of Azur's Mini-Mart (Courtesy of Goodrich Memorial Library).



Figure 6. Historic view of the Sherman & Brady Store, ca. 1895 (Nelson 1977).

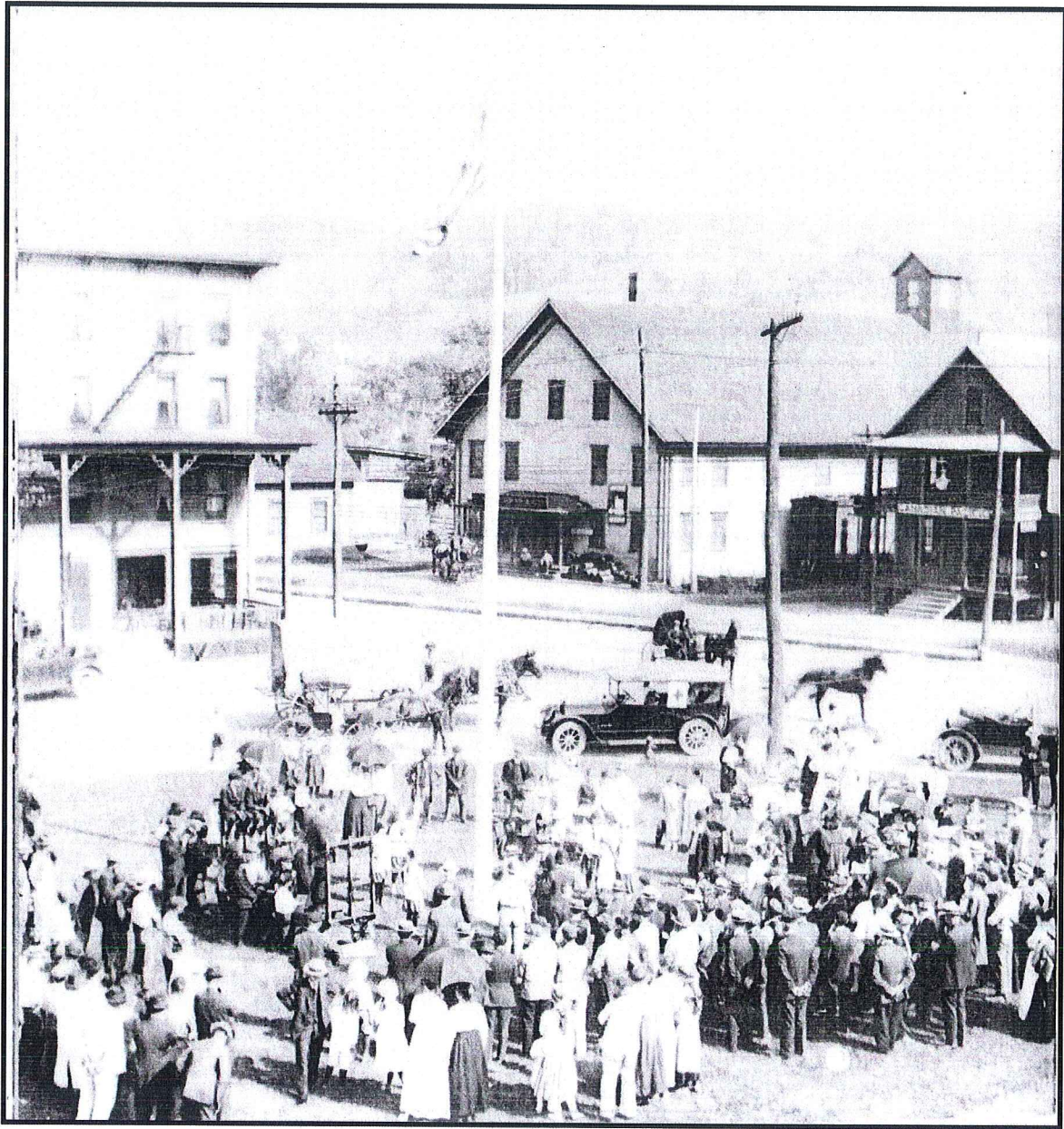


Figure 7. Historic view of general project area, ca. 1917 (Nelson 1977). Note location of the Raymond Hotel left background and grain and railroad buildings across the street.

