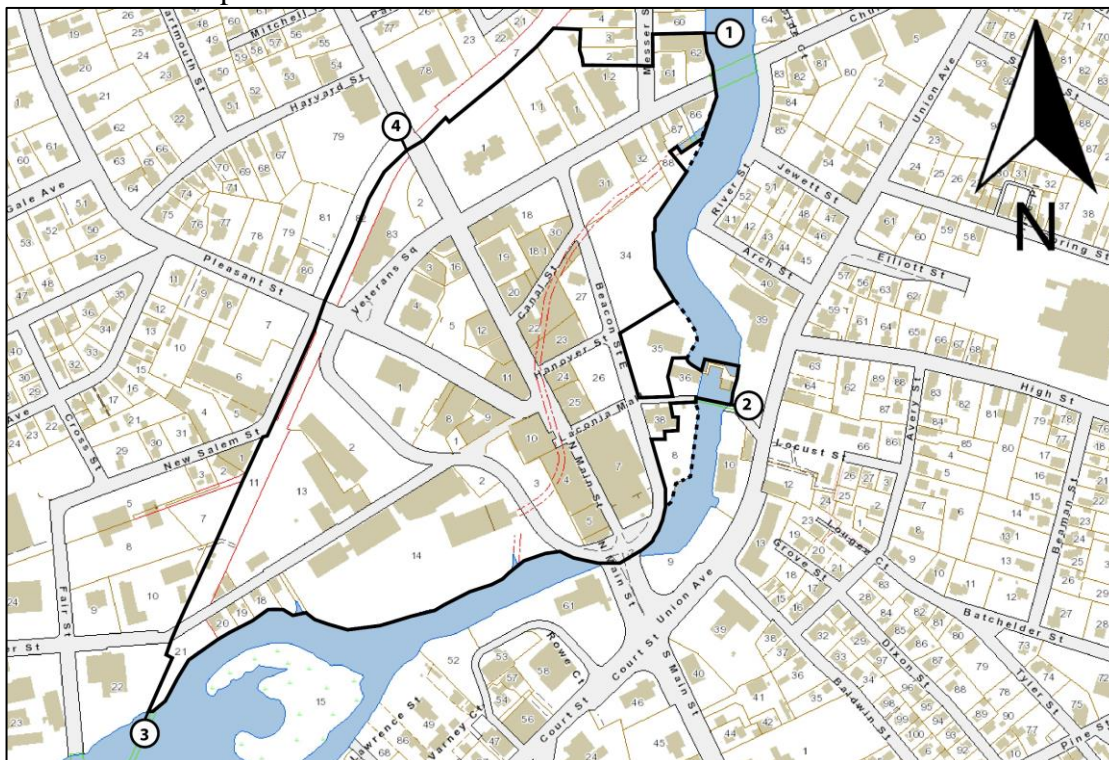


AREA FORM

AREA NAME: LAC-DTHD

1. Type of Area Form
 - a. Town-wide: ☐
 - b. Historic District: ☐
 - c. Project Area: ☒
7. SP Feet: 1. x: 1036944 y: 375823
2. x: 1037034 y: 3745998
3. x: 1035157 y: 373622
4. x: 1035992 y: 375439
1. Name of area: Laconia Downtown
Commercial District
8. Inventory numbers in this area: LAC0045,
LAC0163, LAC0171, LAC0657, LAC0660,
LAC0661, LAC0662, LAC0667, LAC0668,
LAC0671, LAC0672, and LAC0673.
2. Location: Roughly the area along either
side of Main St from the Winnepesaukee
River north to the railroad tracks, east
along either side of Church Street, west
along either side of Water Street and
including all of the lots between the
railroad tracks and Winnepesaukee River
9. Setting: Small commercial city center
between the Boston & Montreal
Railroad tracks and the Winnepesaukee
River.
3. City or town: Laconia
10. Acreage: approximately 47.7 acres
4. County: Belknap
11. Preparer(s): Mae H. Williams
5. USGS quadrangle name(s):
Laconia 1:2400
12. Organization: Laconia Heritage Commission
6. Dataset: SP Feet, NAD83
13. Date(s) of field survey: September 1, 2020
September 16, 2020
November 4, 2020

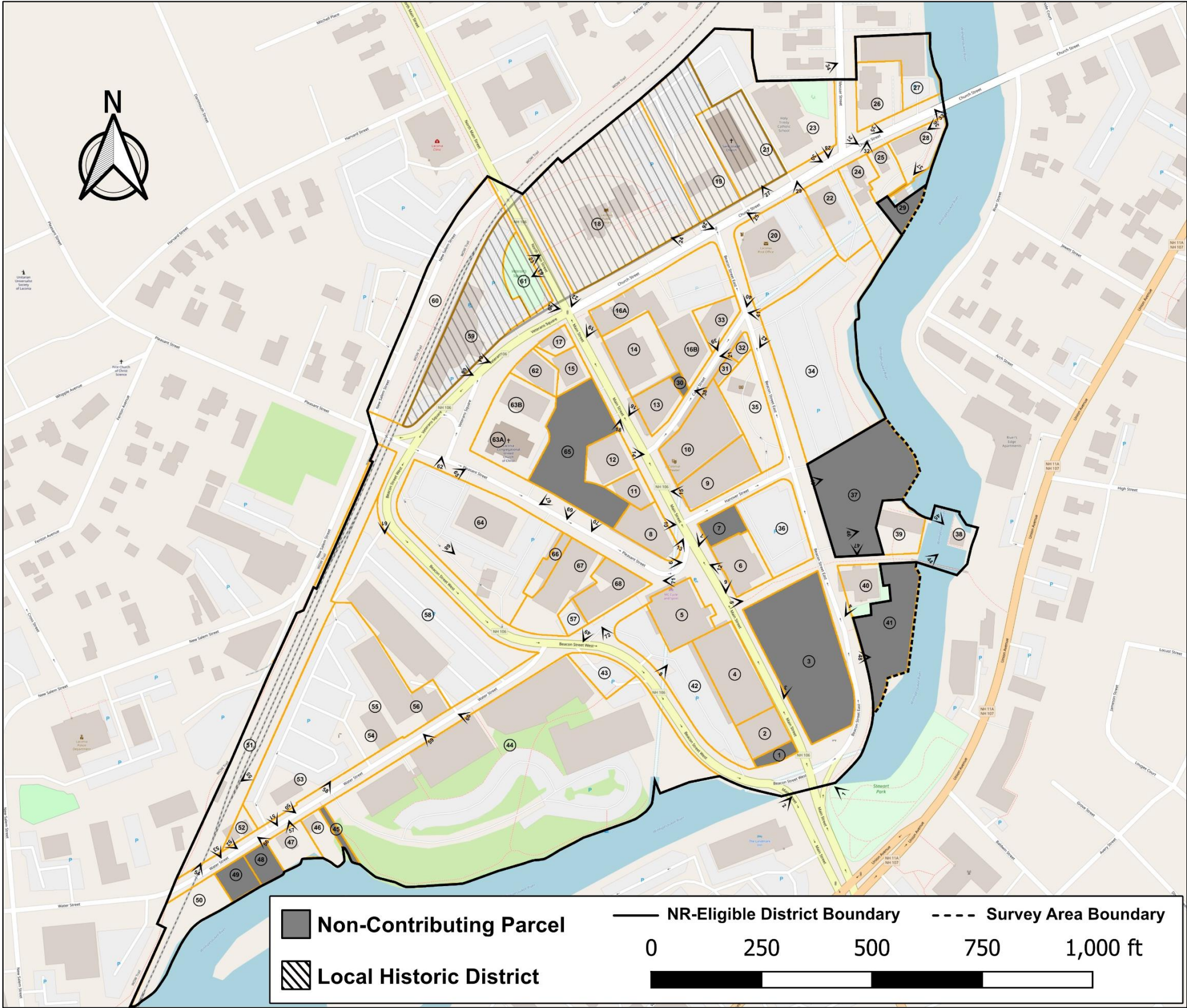
15. Location map



AREA FORM

AREA NAME: LAC-DTHD

16. Sketch map



AREA FORM

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17. Methods and Purpose

Mae H. Williams prepared the Laconia Downtown Commercial District area form for the Laconia Heritage Commission as the first comprehensive historic resource survey of the commercial and municipal center of Laconia. The primary purpose was to create a narrative overview of the growth of the city center and create a baseline survey of the remaining historic resources within the downtown. The secondary purpose was to explore the potential for an eligible National Register Historic District within the survey area.

There has never been any large-scale historic resource survey in Laconia's downtown core. In 1966, the City of Laconia adopted a plan of urban renewal for the central business district. This project, spearheaded by the Laconia Housing and Redevelopment Authority (LHRA) prompted local residents to begin to contemplate the history of their built environment as they watched many of the buildings of their downtown core disappeared without any recordation. Local groups scrambled to save two of the important mill buildings at the southeast of the study area: the **Belknap-Suloway Mill** (LAC0667/25 Beacon St E) and **Busiel-Seeburg Mill** (LAC0668/1 Mill St). Though both of these structures lost their associated outbuildings, they were each individually listed to the National Register of Historic Places in 1971.

In the early 1980s, the Lakes Region Planning Commission developed an *Historic Preservation Plan* for the City. Though the plan was successful in leading to several individual listings to the National Register of Historic Places, the additional historic district study suggested by the plan was never done. One of the potential districts that was identified in the plan was the area at the northeast corner of the present locally-regulated historic district on either side of Church Street and along North Main Street.¹ The **Laconia Passenger Station** (LAC0672/11 Veteran's Square) was individually listed to the National Register in 1982, followed by the **Evangelical Baptist Church** (LAC0661/12 Veteran's Square) and **Gale Memorial Library** (LAC0671/695 Main St) in 1985, and **United States Post Office** (LAC0673/33 Church St) in 1986.

In the late 1980s, the Lakes Region Planning Commission surveyed all of the churches in Belknap County. This survey included a 1987 inventory of **St. Joseph's Church** (LAC0657/40 Church St) and the 1988 inventories of the **Congregational Church of Laconia** (LAC0660/69 Pleasant St) and the **Old St. James Episcopal Church** (LAC0662/95 Water St).

Since the late 1980s, nearly all historic resource survey in Laconia's downtown has been directly related to redevelopment projects. In 1994, the **John W. Busiel House/ St. Joseph's Rectory** (LAC0171/30 Church St) was individually listed to the National Register of Historic Places. The same year the **Allen Rogers Limited Mfg. Plant** (LAC0163/48 Landing Lane) was surveyed ahead of its redevelopment into condominiums. In 2011, the **Colonial Theatre** (LAC0045/609 Main Street) was individually inventoried ahead of a planned Historic Preservation Tax Credit rehabilitation project (still ongoing), and the building was recently listed to the National Register of Historic Places (2020).² In December 2019, a small historic overlay district was created within the study area by local advocates in an effort to better protect the character of the downtown.³ The present study is intended to explore the potential future expansion of this district, and possible future inclusion on the National Register of Historic Places.

This report combines information gathered through historic record research relating to the development of the region and relevant contexts such as the development of the railroad, including research into both primary and secondary sources at the New Hampshire State Library, New Hampshire Division of Historical Resources, Laconia Library, Laconia Historical Society, Belknap Mill, and Laconia Tax Assessment Records.

¹ Lakes Region Planning Commission, *Historic Preservation Plan, Laconia, New Hampshire* (September, 1982), 12-14.

² In 2018, the Volpe Building (LAC0679/423 South Main St) was individually inventoried ahead of a major renovation project. Though outside of the study area, this project is of note as the inventory suggested that the building may be part of a larger historic district tied to the City's Urban Renewal project.

³ Laconia City Ordinance OD-2019-235.21.1 delineates five parcels within this district: the Laconia Passenger Station (LAC0673/11 Veteran's Square/433-225-83), the Gale Memorial Library (LAC0671/695 Main Street//432-142-1), St. Joseph's Church (LAC0657/40 Church Street/425-44-1), the John W. Busiel House/St. Joseph's Rectory (LAC0171/30 Church St/425-44-1.1) and Veteran's Park (Veteran's Square/432-225-2)

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Fieldwork was conducted in September, October and November of 2020 with a pedestrian survey of all tax parcels within the survey area as defined by the City Planning Department. Notes and photographs were taken of each resource at this time and the visual and architectural characteristics of each property and the district as a whole were evaluated. A table of the properties was developed as an analytical tool, including actual or estimated dates of construction and a discussion of the architectural typology. Individual properties within the study area were then evaluated in regards to their architectural integrity and association with the development of the commercial district from the small village of Meredith Bridge to the downtown center of the City of Laconia.

In many instances, building dates are approximated as no deed research nor interior architectural analysis was conducted. Greater dating accuracy regarding dates of construction may be refined by further research. Photographs of significant and representative properties are included in this form but the project scope did not extend to the preparation of individual inventory forms and histories of all contributing properties.

It is recommended that, as future funding becomes available, the City Planning Department consider continuing a systematic survey of the City in order to identify additional potential eligible districts, as was strongly suggested in the 1982 *Historic Preservation Plan*. With further research and study, the potential commercial district may be expanded to include additional resources to the west, including industrial resources such as the lumber yards along Water Street and the Laconia Sewage Treatment Plant (which was determined eligible for the National Register of Historic Places in 2005). Other potential districts include the residential development along Pleasant Street, commercial and residential development in Laconia's south end (along Court and Academy Streets), and residential pockets to the east, adjacent to the Laconia General Hospital. Additional future studies are also recommended for Lakeport and the Weirs (including both the Weirs Beach and the surviving mid-century cabin colonies along Weirs Boulevard).

18. Geographical Context

The commercial and municipal center of the City of Laconia is located at the near the southern tip of the City. Laconia is in Belknap County, New Hampshire and is bounded to the north by Meredith (founded in 1768), to the east by Lake Winnepesaukee and Gilford (1812), to the south by Belmont (founded in 1727), and to the west by Lake Winnisquam and Sanbornton (1770). The City center is located on both sides of the Winnepesaukee River, which flows from Lake Winnepesaukee through Paugus and Opechee Bays before narrowing through the City center and reaching Lake Winnisquam. The City on the Lakes (as Laconia is also called) was the perfect location for early industry. The Winnepesaukee River has powered hundreds of mills and allowed mills along its banks to work day and night off of the natural power of the flowing water. The waters between Lakes Winnepesaukee and Winnisquam are linked by the Winnepesaukee River, Paugus Bay and Lake Opechee.

19. Historical Background

Though very little historic fabric in Laconia's modern commercial district dates to before 1900, the area has been the site of continuous commercial activity since the earliest European settlement and first bridge over the Winnepesaukee River was constructed in 1764. At this time, the area that is now the City center was referred to as Meredith Bridge for the landmark on the way from Gilmanston and points south to Meredith and points north.

Early History of Laconia (ca. 1720 to ca. 1770)

The north side of the Winnepesaukee River in what is now Laconia was part of the original extent of Meredith (which was granted as New Salem in 1748) and the south side of the River was once Gilmanston (1727)⁴ In 1736, a party of men cleared a path to The Weirs and constructed a fourteen-square foot blockhouse as shelter and defense from Indians.⁵ Small parties of prospectors and hunters visited the area, but the only route to Gilmanston and Meredith from Epsom and Exeter prior to 1761 was a mere path, marked by blazed trees.⁶

⁴ Charles W. Vaughan, *The Illustrated Laconian: History and Industries of Laconia, N.H.* (Laconia, NH: Louis B. Martin, 1899), 4.

⁵ Vaughan, 5.

⁶ Vaughan, 5.

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Permanent European settlement of Laconia did not occur until after the French and Indian Wars ended in 1763.⁷ In 1761, the path to Gilmanton and Meredith had been widened into a cart-path.⁸ In 1764, the first bridge over the Winnepesaukee River was built out of logs.⁹ The early settlers had learned to harness the energy from running water and use it to power machinery from England's Industrial Revolution. Because of this, early settlements were often located along reliable sources of flowing water. The first log cabin was constructed in Laconia in 1766, the same year as the first sawmill was built in the Weirs.¹⁰ In 1768, a brickyard was added and the upper side of the river was chartered by the Royal Governor John Wentworth as the new town of Meredith.¹¹

The Beginnings of Industrial Development in Laconia (ca. 1770-1848)

In 1770, John Wentworth ordered the Construction of the Province Road from Portsmouth to Canada.¹² This new road passed directly through Gilmanton and Meredith, at the site of what would become Meredith Bridge and is now downtown Laconia. The road opened up the Lakes Region, allowing farms to transport their equipment, supplies and produce and access the metropolis at Portsmouth utilize its seafaring ships to reach the world beyond. Soon after the construction of the road, mills and other businesses began to spring up in Meredith Bridge. The first were "built on the Meredith side of the river, and in 1775 were owned by Stephen Gale (1739-1813) of Gilmanton but were swept away by a freshet in the year 1779."¹³ This land on the north side of the River was first owned by schoolmaster James of Exeter.¹⁴

In 1783, the land and mill privilege were purchased by Colonel Samuel Ladd (1744-1801).¹⁵ At this time, the land ran from where the river empties into Lake Winnisquam to a point near the Church Street bridge, "and embraced all the land between this line and the river. Colonel Ladd also purchased all the land possible adjoining the property, and probably owned about all that the present village of Laconia covers north of the river."¹⁶ Ladd rebuilt on the south side of the River. "Colonel Ladd lost his mill dam three years successively, and in 1788 his mill was burned, but it was immediately rebuilt."¹⁷ That year, the first bridge across Mill Street was constructed, and a few years later the saw and grist mills were put into operation.¹⁸ During this same period, Abraham Folsom constructed the saw and grist mills in Lakeport that came to be known as Folsom's Mills.¹⁹

Commerce (ca. 1770-1848):

In about 1790, Daniel Avery (1769-1826) came to Meredith Bridge from Stratham, and opened a store near the bridge.²⁰ Soon after his arrival, he constructed the **Avery Dam** (Mill St) on the Winnepesaukee River, "just above the point where the Province Road crossed the river on the border with the neighboring town of Gilmanton."²¹ By 1800, a group of businessmen had constructed a paper mill, ticking, wool and linen mills in close proximity to the

⁷ Carol Lee Anderson, *A History of the Belknap Mill: The Pride of Laconia's Industrial Heritage* (Charleston, SC: The History Press, 2014), 19 and Vaughan, 5.

⁸ Vaughan, 5.

⁹ Duane Hamilton Hurd, *History of Merrimack and Belknap Counties, New Hampshire* (Philadelphia: J. W. Lewis & Co., 1885), 814. This bridge remained in this location, with occasional repairs, until 1810.

¹⁰ Anderson, 20.

¹¹ Anderson, 20 and Vaughan, 4.

¹² Anderson, 20 and Vaughan, 5.

¹³ Vaughan, 6.

¹⁴ Hurd, 809.

¹⁵ Hurd, 809; and Anonymous, "Find A Grave – Millions of Cemetery Records Online." Database. (www.findagrave.com), Col. Samuel Ladd.

¹⁶ Hurd, 809.

¹⁷ Vaughan, 6.

¹⁸ Hurd, 814.

¹⁹ Vaughan, 6.

²⁰ Avery was a very prominent land-owner in Meredith Village and owned most of the village land and land along the Measly Pond Brook between Lake Waukegan and Lake Winnepesaukee, where he operated grist, saw, and fulling mills. In Meredith Village, Avery went into partnership with several years with John Bond Swasey (1781-1828). In 1816, he sold his last piece of land along the brook to Swasey, who in 1816 constructed the Waukegan Canal.

²¹ Anderson, 20.

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dam as well as a grist mill (for grinding grain) and a saw mill. A carding mill was established by Samuel and Nathan Bean in about 1800 on the present site of the Busiel Mill²² at the same time as Martin's paper mill was constructed nearby.²³ This was the beginning of the industrial center that would become Laconia.

When Colonel Ladd died in 1801, his property was divided among the heirs with a large portion of the land (encompassing most of Meredith Bridge) inherited by the wife of Stephen Perley (1770-1855).²⁴ Perley was born in Ipswich, Massachusetts and came to Laconia as a young man. He was a prominent citizen and successful farmer, "raising some years six hundred bushels of corn. He managed a general store, from which was a centre [sic] of trade, not only for the village but for those in the entire farming country around."²⁵ Deeds show that in May 1804, Perley purchased water rights from Dudley Ladd in order to run a water wheel.²⁶ This allowed Perley to use the natural power of the waters of the Winnepesaukee River to kick-start the industrial development of Laconia. Eventually, Perley owned a number of sawmills and, "as the town increased, he established a nail factory, a starch factory, a cotton factory, and a linseed oil mill."²⁷

During this time, cotton production was just starting to take off in the United States as cotton began to replace wool and linen as the desired material for clothing. Prior to American independence from England, Mercantile Policy dictated that all raw materials be shipped to England and returned to the Americas as finished goods.²⁸ American had no mechanisms to independently produce finished goods for the fledgling nation and had grown to rely on foreign imports. The first cotton mill in America was founded in 1790 in Pawtucket, Rhode Island by Samuel Slater.²⁹ The first cotton mill in New Hampshire was constructed in New Ipswich shortly afterward, in 1805 by one of Slater's former employees, Charles Barrett.³⁰ In the early 1800s a Wolfeboro lawyer named Henry Orne (ca. 1786-ca. 1861), is said to have "returned from the American south with the idea that American capitalists could make money by investing in cotton machinery."³¹ The Lakes Region needed a mill to keep up with the new demand, and soon after constructed one of the first cotton mills in the country.

The Meredith Cotton & Woolen Manufacturing Company was organized in 1811, as supplies of British imported manufactured goods were cut-off by the disputes leading up to the war of 1812 and savvy businessmen saw the opportunity to build textile mills to create products to keep up with the demand. Land was purchased from Stephen Perley on which to erect a large wooden mill on the site of the present **Belknap-Suloway Mill** (LAC0667/25 Beacon St E).³² The mill began operation in 1813 with Daniel Avery as its first agent,³³ and the mill became known as the Avery Mill. Co-owners included Daniel Avery, Daniel Tucker, Stephen Perley, and other leading citizens.³⁴

By this time, Meredith Bridge had become a very busy village and industrial center. According to Timothy D. Somes, who came to Meredith Bridge in 1813 and recorded his visit in 1884, there was one church but no settled minister in town, "there was a cotton-mill where the brick Belknap Mill now stands; this building was one of the same size on the ground in 1813 as to-day, and was called the Avery Mill...There was a clothing mill at the end of Mill Street bridge, [in front of the present Busiel Mill]...operated by Samuel and Nathan Bean...There was an [linseed] oil mill a few feet above the clothing mill owned by Stephen Perley – a small mill, with one set of stones. The oil was sold and used for painting purposes."³⁵ The village also had a blacksmith's shop owned by

²² Hurd, 819-820. This mill was torn down in 1882 to make way for the J. W. Busiel & Co. mill.

²³ Vaughan, 15.

²⁴ Hurd, 809.

²⁵ Vaughan, 162.

²⁶ Anderson, 21.

²⁷ Vaughan, 162.

²⁸ Esther Peters, *Belknap Mill History* (no publisher location, produced by Stephen F. Sena, 1987), 3.

²⁹ Peters, 3.

³⁰ Peters, 3.

³¹ Peters, 3 quoting Gilbert S. Center from a talk on January 3, 1970.

³² Peters, 3 quoting Gilbert S. Center.

³³ Hurd, 819.

³⁴ Vaughan, 8.

³⁵ Hurd, 809.

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Daniel Tucker (later replaced by the Esty Mills) which manufactured axes, scythes and other tools. The Holbrook family operated a bell foundry just below Tucker's shop, which cast the first bell rung out in town that was hung in the bell-tower of the Avery cotton factory.³⁶ There was also a sawmill (owned by Dudley Ladd) near the end of Mill Street bridge and a grist mill (owned by Jonathan Ladd) near the site of the Pitman mills. There were approximately thirty-four houses along both sides of the Winnepesaukee River at Meredith Bridge in 1813.³⁷ By the time the War of 1812 ended in 1814, Meredith Bridge was utterly transformed. Within a two-year period, Meredith Bridge "went from being home to just over a dozen residential houses and several stores to well over thirty occupied homes and a substantial number of businesses."³⁸

As industry grew in Meredith Bridge, so did the infrastructure to support it. Shortly after the Avery Mill went into production, the townsfolk purchased a fire-engine in 1815 and constructed a suitable engine-house on Mill Street.³⁹ Several stores and mechanic shops were constructed, as well as additional houses.

Canals were also constructed to accompany the areas dams and create a more reliable source of water power. In 1815, Stephen Perley began construction of his own canal. The construction was delayed, as mill owners jockeyed to control the water privileges. Perley's Canal was finished in about 1830,⁴⁰ running beneath the area that is now Laconia's downtown from beneath **61 Church Street** (Map 425 Lot 44-33), southwest through the district, and emptying back into the Winnepesaukee River beneath the former **Allen Rogers Limited Manufacturing plant** (48 Landing Lane/441-233-14). The two textile mills thrived, with the woolen mill employing over thirty people and the Perley Mill approximately seventy workers.⁴¹

On February 13, 1823, the Meredith Cotton & Woolen Manufacturing Co. faced disaster when their wooden mill was destroyed by fire.⁴² A fire broke out when a cotton "picker" machine burst into flame by a third-floor stair well. It spread rapidly throughout the building, forcing the girls in the upper loft to jump from the windows. Local legend tells the story of one woman:

Making her way to an open window, she stood on the sill choking from the smoke while firemen below prepared to catch her in a large blanket. She jumped as the men tugged at the blanket, ready for impact. Little was the necessity for such preparation, however, for as she leaped, the breeze lifted her hoop skirt and held it against her out-stretched arms and the woman floated gently into the blanket. The skirt had acted as a parachute and she landed without even a slight jolt.⁴³

Other contemporary first-hand accounts tell a very different story, and relate the serious injuries suffered by women who jumped from the upper stories. One operative, Clarissa Bean, had all of her limbs broken. "They were amputated, but she did not recover."⁴⁴ The large factory, factory store, and engine house on Mill Street were a complete loss.

The risk of fire in a cotton mill was extremely high. Cotton fibers and lint in the air created a very combustible environment. This combined with the oils used on the machinery and gas or kerosene lighting created an environment reminiscent of a tinderbox. Fires were quick to start and even quicker to spread (especially in wooden mills). The close proximity of neighboring buildings further exacerbated the threats, and no mill was immune. Another tale "tells the story of a man who regrettably smoked a pipe inside the cotton mill and was blown through a window into the river, with his chair reportedly following close behind."⁴⁵

³⁶ Hurd, 809.

³⁷ Hurd, 809.

³⁸ Anderson, 21-22.

³⁹ Hurd, 814.

⁴⁰ Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City* (Laconia, NH: Laconia Daily Sun, 2017), 26.

⁴¹ Anderson, 23.

⁴² Anderson, 23; Peters, 4; and Vaughan, 14

⁴³ Anderson, 23.

⁴⁴ Vaughan, 14.

⁴⁵ Anderson, 23.

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The Meredith Cotton & Woolen Manufacturing Company was quick to react and replaced the original wooden mill with the current **Belknap-Suloway Mill** (LAC0667/25 Beacon St E/432-15-38) in 1823. They learned from the fate of the first mill and carefully designed the new structure to be fire-resistant. The new mill was primarily constructed of brick and featured a blend of wooden post-and-beam construction that duplicated the design of a brick mill in Waltham, Massachusetts, which is recognized as the mill where America's Industrial Revolution first began.⁴⁶ The bricks were made at a brickyard in the Weirs and transported to the building site on the Winnepesaukee River.⁴⁷ The timber was harvested from trees taken from the surrounding neighborhood on the south side of the river from what is now Union Avenue to the foot of Prescott Hill.⁴⁸ The wooden beams were hand-hewn from local spruce trees that were over 125 feet in height,⁴⁹ and had the square corners shaved off (chamfered) to make them more resistant to fire. An exterior brick-encased stairway served as an early version of our modern building-code dictated fire-rated stairs. The new Meredith Cotton & Woolen Manufacturing Company mill (now Belknap Mill) was in full operation by 1828,⁵⁰ and was purchased in 1829 by the Avery Factory Company and headed by Daniel Avery.

As commercial interests in Meredith Bridge grew, so did the need for associated business infrastructure. In 1831, Meredith Bridge Savings Bank opened to support the new commercial enterprises. This company developed over time, becoming the Laconia Savings Bank in 1869, and now the Bank of New Hampshire.⁵¹

In December of 1833 the nearby paper mill, sawmill and grist mill were all destroyed by fire.⁵²

By 1842, Meredith Bridge had evolved into a bustling industrial center. The *Belknap Gazette*, published in 1842 by Col. Charles Lane, writes of "three cotton-mills, a woolen-mill, grist-mill, saw-mills, shingle, clapboard, sash and door machinery, a large tannery and various other industries"⁵³ in the village at this time. It also reports

a large printing establishment operated by D. B. Allison, with waterpower press, and a bindery and book-store connected. There were 10 stores, two apothecaries, one jeweler and watchmaker, two barbers, two physicians, five lawyers, three clergymen, three taverns, three new churches, well furnished [sic] and painted, and one academy in a flourishing condition.⁵⁴

In 1843, the Avery Factory Company mill was purchased at auction for \$12,000 by Joshua Dodge and Alan Tucker, Jr.⁵⁵ It was Dodge and Tucker that first began to operate their business under the name of the Belknap Manufacturing Company. The newly named Belknap Mill produced large amounts of textiles as it continued to grow with an ever-increasing number of operatives.

On August 5, 1846, another fire swept through Meredith Bridge, destroying 30 buildings, including the business district of the village, including the local newspaper, post office, and 8-10 stores.⁵⁶ After the fire, a three-story hotel called the Cerro Gordo House opened at the west side of Bank Square (the intersection of Main and Pleasant Streets).⁵⁷

⁴⁶ Anderson, 25.

⁴⁷ Anderson, 27 and Peters, 4.

⁴⁸ Peters, 4.

⁴⁹ Anderson, 27 and Peters, 4.

⁵⁰ Anderson, 27 and Richard M. Candee, "National Register of Historic Places Inventory – Nomination form for the Belknap-Suloway Mill, Laconia, NH." (1971), 2.

⁵¹ Huse, 26.

⁵² Vaughan, 14-15.

⁵³ Hurd, 810.

⁵⁴ Hurd, 810. In October 1842, all of the public-houses in Meredith Bridge claimed to discontinue the sale of "ardent sprits," despite being in a town that had not outlawed the sale of liquor. The following year, in 1843, one hundred and two citizens signed a declaration pledging themselves against the sale of liquor in the town. The sale of intoxicating drinks in the village ceased as the Meredith Bridge Washingtonian Total Abstinence Association was formed.

⁵⁵ Anderson, 33 and Peters, 5.

⁵⁶ Huse, 26.

⁵⁷ Huse, 27.

AREA FORM**AREA NAME: LAC-DTHD*****Education & Public Utilities (ca. 1770-1848):***

Public utilities were few in the first half of the nineteenth-century in Meredith Bridge. At this time, Laconia's downtown core was still part of Meredith, whose meeting house, cemetery, and town pound were clustered along present-day Parade Road/NH Route 106 near the Blaisdell Cemetery.

Meredith Bridge was besieged by fires, and it was not long after the erection of the 1813 cotton mill that measures were taken to procure apparatus to extinguish fires. In 1814, the Meredith Bridge Engine Company was incorporated, and in 1815, a fire-apparatus was purchased by the Mills and an engine house was provided on Mill Street.⁵⁸ In 1834, the Meredith Bridge Hose Company was organized.⁵⁹ Despite the organization of this private fire-brigade, a subsequent fire on August 5, 1846 destroyed nearly all of the business district, including a Post Office, which was likely housed within a private store.

Meanwhile, the Meredith Bridge Social Library was started in 1803 with members paying an entrance fee of \$2 and an annual assessment of \$0.50.⁶⁰ The Library was incorporated in 1807 and kept for some years at the Avery Store, and later in the rooms of the Meredith Bridge Savings Bank.⁶¹

Social Clubs & Religious Organizations (ca. 1770-1848):

In 1810, the first church was erected in Meredith Bridge, on what is now South Main Street (the buildings stood just north of the Lowell House/present Lakes Region Chamber of Commerce at 383 South Main Street).⁶² This church is shown on the 1816 Carrigain Map of New Hampshire (figure 1). According to Timothy D. Somes, who visited Meredith Bridge in 1813, there was no settled minister in the town, and the church was "built by individuals and belonged to no particular denomination."⁶³ In 1811, the Meredith Bridge Religious Society was formed as the first formal religious organization in what would become Laconia.⁶⁴ This new society worked to make the church open to all religious denominations and barred any one group from introducing a regular preacher. Despite these early efforts to create a multi-denominational body, by 1824 the Meredith Bridge Congregational Church was organized⁶⁵ and a minister was settled. The church and the house next door burned on February 27, 1836,⁶⁶ and a new Congregational Church was constructed on the Meredith (north) side of the Winnepesaukee River at the corners of Church and Main Street and deeded to the Meredith Bridge Congregational Society (later Laconia Congregational Society) in 1837. This Congregational church was known as the North Church, and was moved in 1903 to its present location as the **Evangelical Baptist Church** (LAC0661/12 Veteran's Square/432-225-2).⁶⁷

Residential Development (ca. 1770-1848):

The earliest residential development in the project area was centered around the Main Street bridge over the Winnepesaukee River. One of the early Province Roads ran through the study area along the path of what is now Route 106/Parade Road. A log bridge in the road over the Winnepesaukee River was constructed in 1764 and replaced about 1810.⁶⁸ In 1781, a road was constructed from the head of Round Bay (present Opechee Bay) to the falls at what is now Lake Village/Lakeport along what is now Church Street.⁶⁹ A few years later, in 1788, the first Mill Street bridge was constructed.⁷⁰ By the early 19th century, houses were tucked between the businesses on

⁵⁸ Hurd, 814.

⁵⁹ Hurd, 814.

⁶⁰ Hurd, 815.

⁶¹ Hurd, 816.

⁶² Huse, 24.

⁶³ Hurd, 809.

⁶⁴ Hurd, 810.

⁶⁵ David L. Ruell, *The Historic Churches of Belknap County 1791-1940* (Meredith, NH: Lakes Region Planning Commission, 1995), 99.

⁶⁶ Ruell, *Historic Churches of Belknap County...*, 102.

⁶⁷ Huse, 25.

⁶⁸ Hurd, 814.

⁶⁹ Hurd, 814.

⁷⁰ Hurd, 814.

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either side of the river near the Province Road bridge (in the towns of Gilford and Meredith) in a small village called Meredith Bridge. The number of dwellings at this early stage is unclear. In 1813, a visitor listed thirty-four houses in the village on either side of the bridge.⁷¹ The 1817 *Gazetteer* is more specific, listing fifteen dwellings on the Meredith side of the village (within the approximate project area). Successive fires and demolition projects in the dense downtown core have meant that only one potentially eighteenth-century dwelling remains within the study area, the small ca. 1780⁷² single-story double-tenement at **98 Water Street** (441-233-18).

Laconia: An Industrial Boom-Town (1848-ca. 1900)

The period between the arrival of the Boston Concord and Montreal rail service to Meredith Bridge and the end of the 19th century was a period of extremely strong economic growth for the new City of Laconia (which separated from Meredith in 1855).

Commerce (1848-ca. 1900):

Manufacturing in Laconia really escalated after 1848 and the arrival of the Boston, Concord and Montreal rail service to Meredith Bridge. The railroad had reached Concord in 1842⁷³ and officially opened a new line between Concord and Meredith Bridge on August 8, 1848. This line was extended to Lake Village in 1849.⁷⁴ The arrival of the railroad allowed even larger businesses to be established and marked the beginning of a new Lakes Region industry: tourism. All of a sudden, the region was opened up to a wide range of opportunities with the easy flow of goods and people to and from the area. “The Winnepesaukee River Valley offered a plentitude of benefits: beautiful scenery; plenty of water power; railroad service; and operatives who were ready, willing and able to accept low-paying positions.”⁷⁵ Business boomed.

Where Meredith Bridge was described in 1816 as a small cluster of buildings, by 1848, the village was described as “a handsome and flourishing village, and the seat of business.”⁷⁶

In 1848, the **Charles C. Randlett Car Manufacturing Company** (later renamed the Laconia Car Company) was established to make railroad and trolley cars and quickly became one of the area’s biggest employers.⁷⁷ The earliest buildings of the Car Co. were constructed on the north bank of the Winnepesaukee River, near the outlet of Avery’s canal (this site would eventually become the Allen Rogers Limited Mfg. Plant/LAC0163/48 Landing Lane/441-233-14).⁷⁸ In 1861, **John Carroll Moulton** (1810-1894)⁷⁹ became a partner in the firm, which was renamed the **Laconia Car Company** after Randlett’s death. The company grew steadily, despite having to rebuild the entire plant after a Feb. 1881 fire.⁸⁰ By the early 20th century, the company employed 1,500 and added trolley and subway cars to the catalogue of freight and passenger railway cars.⁸¹

⁷¹ Hurd, 809 referencing Timothy D. Somes.

⁷² Date provided per Laconia City Records. This date may be subject to refinement with further research/physical examination of the building.

⁷³ Peters, 4.

⁷⁴ Vaughan, 9.

⁷⁵ Anderson, 33.

⁷⁶ John Hayward, *A Gazetteer of New Hampshire, containing Descriptions of all the Counties, Towns, and Districts...* (Boston: John P. Jewett, 1849), 97.

⁷⁷ Anderson, 34.

⁷⁸ Huse, 27.

⁷⁹ Anonymous, “Find A Grave...”, Hon. John Carroll Moulton (1810-1894) is buried at Union Cemetery in Laconia. For additional information on John Carrol Moulton, please see Anonymous, *Biographical Review Vol. XXI: Containing Life Sketches of Leading Citizens of Strafford and Belknap Counties New Hampshire* (Boston: Biographical Review Publishing Company, 1897), pages 332-336 and Hurd, 825-827.

⁸⁰ Hurd, 826-827. Mr. Moulton immediately set to work rebuilding after the fire, and the plant was up and running in less than a month.

⁸¹ Huse, 27.

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In 1850, there were three textile mills in Laconia: one producing cotton cloth and two producing woolen yarn. By 1860, the Industrial Revolution had taken a firm grip of the Lakes Region and there were eight mills in Laconia, seven of which produced hosiery. The largest of the hosiery mills was that of **John Weymouth Busiel** (1815-1872),⁸² whose **Busiel-Seeburg Mill** (LAC0668/1 Mill Street/432-161-36) was constructed north of the Belknap Mill in 1853.⁸³ In 1846, J. W. Busiel had moved to Meredith Bridge from Meredith Village and begun working at the Strafford Mill (adjacent to the Belknap Mill).⁸⁴ “After a fire in 1853 destroyed the Strafford, he purchased the land and water privileges from the owners of the charred property.”⁸⁵ He purchased a nearby parcel of land from Dodge and Tucker in February 1853 for \$3,900⁸⁶ and constructed the Granite Hosiery Mills (later Busiel-Seeburg Mill). Busiel quickly set to work manufacturing men’s, women’s and children’s hose. By 1885 this company employed one hundred and seventy-five hands.⁸⁷

As Meredith Bridge continued to grow,⁸⁸ the distance between the village and the municipal centers of Meredith Village and Gilford came to the forefront. Partly in an attempt to solve the division of the town’s residents, a new town hall was built in Meredith Village in 1855. On March 13, 1855, Meredith held its first fateful meeting in the new Town Hall. Approximately six to eight hundred people arrived to debate some hotly contested issues. “When a large number of voters surged forward to take their ballots, the floor collapsed under their weight.”⁸⁹ One hundred and fifty men fell into the basement. In the chaos that ensued,

over sixty men were carried out seriously injured with broken bones, dislocated joints and internal injuries. Four of the injured men, James W. Durgin, Washington Smith, Benjamin D. Robinson, and Nathaniel Nichols, died in a short time, and others received injuries from which they never recovered, many being crippled for life.⁹⁰

That same day, the people of Meredith Bridge declared their independence and proclaimed that their new town would be known as Laconia.⁹¹ An act of incorporation of the Town of Laconia was approved and signed by Governor Ralph Metcalf on July 14, 1855.⁹²

By the time Meredith Bridge (now actually Laconia) was described by Edwin A. Charlton in ca. 1856, the village was described as a

flourishing manufacturing village, and the seat of much business. On the Meredith side are a large, well-constructed, and handsome hotel; a meeting house, belonging to the Congregationalist Society; a large car factory, in which are employed about 75 men; a pail and bedstead factory; a cotton mill, in which 70 operatives are employed, the property of which is estimated at \$30,000; a woolen factory, in which 30 hands are employed; capital \$10,000. There are also 10 stores; two jeweler’s shops, and two furniture warehouses...⁹³

By this time both the Belknap and the Busiel Mills were operating at full-speed, and Randlett Car Manufacturing Co. was about to become the Laconia Car Company. The population of the village expanded rapidly to fill the

⁸² Anonymous, “Find A Gave...”, John W. Busiel (1815-1872) is buried at Union Cemetery in Laconia. For additional information on Busiel, please refer to Anonymous, *Biographical Review Vol. XXI: Containing Life Sketches of Leading Citizens of Strafford and Belknap Counties New Hampshire* (Boston: Biographical Review Publishing Company, 1897), pages 58-59, and Vaughan, 154 & 159.

⁸³ Gilbert S. Center, “New Hampshire Division of Historical Resources Individual Inventory Form – John W. Busiel House (LAC0171)” (1994), 9.

⁸⁴ Anderson, 48 and Richard M. Candee, “National Register of Historic Places Inventory – Nomination Form for the Busiel-Seeburg Mill, Laconia, NH” (1971), 2.

⁸⁵ Anderson, 48.

⁸⁶ Belknap County Registry of Deeds book 20, page 532.

⁸⁷ Hurd, 819.

⁸⁸ By 1855, Laconia’s population was 1,200 (Vaughan, 16).

⁸⁹ Anderson, 36.

⁹⁰ Vaughan, 12.

⁹¹ Anderson, 36.

⁹² Vaughan, 12.

⁹³ Edwin A. Charlton, *New Hampshire As it Is* (Claremont, NH: Tracy and Sanford, 1856), 296.

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manufacturing jobs at these factories and by 1860, Laconia's population had reached 1,806⁹⁴ and multiple new support businesses, houses, and streets had been constructed in the downtown core (figure 2).

Disaster struck the Village of Laconia on November 21, 1860. "Laconia's Great Fire of 1860" forever changed the character of the downtown area. A small fire broke out in the stable of the Cerro Gordo Hotel (at approximately the present site of the SteLaur Building at 574 Main St). The fire quickly engulfed the structure before sweeping down Main Street, and spreading east toward Mill Street. The *New York Times* tallied 25 buildings on four city blocks destroyed,⁹⁵ including the telegraph office and post office.⁹⁶ Practically all of the downtown business district between Water and Mill Streets and the Winnepesaukee River was destroyed except the Randlett Car Shops (now Beacon Street West Condominiums) and Belknap Mill.

The outbreak of the Civil War placed new demands on Laconia's industrial infrastructure and northern mills found themselves picking up the pace to meet the new production demands of the union army and increased local demand as goods could no longer be imported from the south. The "area's factories revamped their production schedules in order to manufacture enough goods for the war effort. Cloth, hosiery, underwear, bags and blankets for union soldiers were being turned out at a furious pace."⁹⁷ Though the Belknap Mills Corporation has never been proven to have been included on any official government vendor lists from the war years, various reports in the *Winnepesaukee Gazette* show that the mill was transitioning to hosiery during the year and increasing production to the point of turning out approximately two hundred dozen pairs of socks a day.⁹⁸

By the mid-1860s, Laconia and the Lakes Region had become centers of textile production. At the end of the war, two other mills in Laconia were manufacturing hosiery and a third was running day and night to keep up with production. Gilford Hosiery Company was incorporated by **John C. Moulton** (of the Laconia Car Co.) in 1864⁹⁹ and located on the south side of the Winnepesaukee River, to the southeast of the Belknap Mills Corporation and outside of the study area. The Gilford Hosiery Company was reported to employ "about 125 hands in the manufacture of hosiery" by 1885.¹⁰⁰ These mills, in combination with the Pitman Manufacturing Company, the late J. S. Tilton hosiery industry, and the Abel Machine Shops created a huge number of jobs and bustling economy in Laconia.

In 1875, the Pitman Manufacturing Company was established just across the Mill Street Bridge by Joseph P. Pitman and set to work manufacturing ladies' and children's' hose and employing about 150 hands.¹⁰¹ Across Mill Street from the Belknap Mill the Busiel Mill added a new brick office building in 1874 and new Picker House in 1877.¹⁰² Soon after, the western half of the main building was expended and a new stair tower was added to the south side.¹⁰³

By the 1883 Bird's Eye View of Laconia (**Figure 3**) the area along Mill Street had become the center of the dense industrial landscape of Laconia. The Marshall Mill (as the Belknap-Sulloway Mill was then called, #8) is surrounded by the Laconia Democrat (L), Geo. W. Riley, Sash, Door and Blind Manufactory (#15), L. F. Busiel's White Mountain Mills (4), Wm. H. Guy's Laconia Steam Laundry (#21), and the J. W Busiel & Co Granite Hosiery Mills (#3).

During this period of rapid industrial growth, other local entrepreneurs began to see the need for other business infrastructure to support the growing industry and the needs of the workers. In 1875, Dennis O'Shea and his

⁹⁴ Vaughan, 16.

⁹⁵ Anderson, 37.

⁹⁶ Anderson, 37.

⁹⁷ Anderson, 38.

⁹⁸ Anderson, 38.

⁹⁹ John C. Moulton became sole owner of the company in 1868. He also was a partner in the Laconia Car Company and president of Laconia National Bank (Hurd, 825-827).

¹⁰⁰ Hurd, 819.

¹⁰¹ Hurd, 819. For additional information on Pitman and his business (which was located across the Winnepesaukee River on what is now Union Avenue), please refer to the biographical sketch in Hurd, 831-832.

¹⁰² Candee, "National Register of Historic Places Inventory – Nomination from for the Busiel-Seeburg Mill," 2.

¹⁰³ Candee, "National Register of Historic Places Inventory – Nomination from for the Busiel-Seeburg Mill," 2.

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eldest brother, John O'Shea (d. 1890) established **O'Shea Brothers**, a business contemporarily described as, "perhaps the best known mercantile establishment in central and Northern New Hampshire."¹⁰⁴ The business began as a dry goods on Main Street, with a clothing department added by additional brother Eugene O'Shea. The business expanded rapidly to include furniture and an addition was built on the store in 1877. In 1878 a new building was constructed and by August 1887 the business had grown to such an extent that Messrs. Dennis, John, and Eugene O'Shea leased the entire first floor of the new Moulton Opera Block.¹⁰⁵

Meanwhile, the **Laconia National Bank** was founded in 1865 to accommodate the business interests of the town. John C. Moulton (of the Laconia Car and Gilford Hosiery Companies) saw the need to establish a bank and became the organization's first president.¹⁰⁶ By 1888-1889 the bank had grown to such an extent that they built a three-story brick building on the east side of Bank Square, next to the Unitarian Church (this building was heavily remodeled and stands at 40 Beacon Street East/432-15-25). The City Savings Bank also occupied rooms within this building.¹⁰⁷

Education & Public Utilities (1848-ca. 1900):

As industry grew, so did the need for public utilities in the new town.

Laconia's downtown commercial district was subjected to many destructive fires in the nineteenth century: the worst of which being the August 5, 1846 and November 21, 1860 fires. In 1849, a fire-precinct was established and a store-house in the Belknap Mill-yard was used as an engine house for some time.¹⁰⁸ While the area rebuilt following the November 21, 1860 fire, several nervous factory owners and businessmen worked together to form Laconia's Fire Department. In 1875, the "Laconia Steam Fire-Engine Company No. 1, Reliance Hose Company No. 1, and Laconia Hook-and-Ladder Company No. 1 were organized within the fire precinct."¹⁰⁹

The thriving industries of Laconia quickly constructed support utilities to enable them to conduct more efficient business.

The **Winnepesaukee Bell Telephone Company** was incorporated on April 23, 1881. By 1885, the lines reached from Laconia to Lake Village (Lakeport), the Weirs, Meredith, Gilmanton, Tilton, and Belmont.¹¹⁰

The same year (1881), the **Laconia and Lake Village Horse Railroad** was chartered. The first trolley car ran on the afternoon of August 18, 1882 along approximately 2.5 miles of track that extended from the Willard Hotel on South Main Street in Laconia, south of the study area, north along Main Street, then out Church Street to the steamboat landing at Lake Village.¹¹¹ The first horse-carts were built by the Abbott-Downing Co. of Concord.¹¹² In 1889, the **Laconia Street Railway** replaced the horse-drawn rolling stock with electric cars (most of which were manufactured by the Laconia Car Company on Water Street), and in 1889, the line was extended to the Weirs.¹¹³

The 1880s also saw the establishment of the **Laconia and Lake Village Water-Works** and the **Laconia Electric Lighting Co.**¹¹⁴ During this period, an early Laconia Gas Co. works building was located along the tail race of the Belknap Mills, in the area that is now Riverside Rotary Park.¹¹⁵ On December 6, 1884, the Laconia Electric Lighting Company was organized and established the first central electric lighting station in the State of New

¹⁰⁴ Vaughan, 42.

¹⁰⁵ Vaughan, 45.

¹⁰⁶ Anonymous, "Biographical Review...", 335 and Hurd, 827.

¹⁰⁷ Huse, 34.

¹⁰⁸ Hurd, 814.

¹⁰⁹ Hurd, 814.

¹¹⁰ Hurd, 814.

¹¹¹ Hurd, 814.

¹¹² Huse, 33.

¹¹³ Huse, 40.

¹¹⁴ Huse, 35.

¹¹⁵ July 1885 Sanborn Fire Insurance Map, Sheet 2. In 1894, the Winnepesaukee Gas & Electric Co. built a gas works on Messer Street to produce gas for illumination, cooking, and heating. The works blew up on March 5, 1952 (Huse, 40).

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Hampshire.¹¹⁶ This business was located in the basement of the brick Belknap Mill. For the first time, citizens of Laconia were introduced to public street lighting, and, more importantly, commercial lighting became available for the City. The company grew rapidly, remaining in the basement of the Mill until October, 1889 when they moved to more spacious accommodations outside the village core at the lumber works of Gardner Cook & Son.¹¹⁷

The 1890s saw the construction of several very important public buildings, that were constructed with the aid of wealthy Laconia residents for the betterment of the community, serving both the growing upper class that owned the mills and factories and the workers that they employed.

The Laconia Public Library was established in March 1878 after the Meredith Bridge Social Library was destroyed by the 1860 fire.¹¹⁸ The Library opened in 1879 in a rented room in the Folsom Block.¹¹⁹ In 1889, the library moved to rented quarters in the Laconia National Bank Building.¹²⁰ Upon his death in 1894, **Napoleon Bonaparte Gale** (1815-1894) left a bequest to the City for the establishment of a park, public building, and new stone or brick public library. In 1901, the library trustees hired Boston architect **Charles Brigham** (1841-1925) to design the new library, and awarded the building contract to **E. Noyes Whitcomb & Co.** of Boston.¹²¹ The new **Gale Memorial Library** (LAC0671/695 Main Street/432-142-1) was dedicated on June 9, 1903.

The original Boston, Concord and Montreal Railroad passenger station was constructed in 1848 on what is now Beacon Street West.¹²² The **Laconia Passenger Station** (LAC0672/11 Veteran's Square/433-225-83) was funded, in large part, by **Charles A. Busiel** (1842-1901).¹²³ The large late Romanesque Revival station is attributed to New York City architect **Bradford L. Gilbert** (1853-1911), an architect that is particularly well-known for his railroad station designs.

Social Clubs & Religious Organizations (1848-ca. 1900):

As the population of Laconia grew after the arrival of the railroad, so did the need for religious and social organizations within the community.

The **Laconia Free Baptist Church** and **Unitarian Church** were both organized in 1838 with edifices outside of the project area. The First Free Will Baptist Church (later renamed South Baptist Church) was organized in 1838 and constructed on Court St (on the Gilmanton side of the River) in 1841.¹²⁴ The Unitarian Church also organized in 1838, worshipping in various locations within the community before purchasing their own Unitarian Meetinghouse in 1868.¹²⁵

The Universalist Society organized on July 19, 1848 at Meredith Bridge.¹²⁶ In 1867 this group changed their name to the **First Unitarian Society of Laconia**, and sold their old church to the Methodist Society. They

¹¹⁶ Vaughn, 125.

¹¹⁷ Vaughan, 126.

¹¹⁸ Hurd, 816.

¹¹⁹ David L. Ruell, "National Register of Historic Places Inventory – Nomination Form for the Gale Memorial Library" (1985), 20.

¹²⁰ Ruell, "National Register of Historic Places Inventory – Nomination form for the Gale Memorial Library", 20.

¹²¹ David L. Ruell, "National Register of Historic Places Inventory – Nomination for the Gale Memorial Library" (1985), 21.

¹²² Huse, 34. The original 1848 Passenger Station and freight station are still located at 77 New Salem St at the site of the present Salvation Army Thrift Store, outside of the study area.

¹²³ Charles Albert Busiel was the son of Busiel Mill-owner John W. Busiel and lived at the corner of Church and Beacon Street East (his home was demolished in 1956). He was the first mayor of Laconia from 1893 to 1895 and Governor of New Hampshire from 1895-1897. For additional information on Charles A. Busiel, please refer to Henry Robinson, "Charles Albert Busiel" (*Granite Monthly*, Vol. XVII, No. 2. August 1894), 56-61.

¹²⁴ Ruell, *Historic Churches of Belknap County...*, 110. This church was later remodeled. On October 14, 1876, the church burned. It was rebuilt at 85 Court Street the following year (Hurd, 812).

¹²⁵ Hurd, 812. The church was located on Union Avenue, and was torn down during Urban Renewal to make way for Sunrise Towers (25 Union Ave/442-220-39). The building was constructed in c. 1838 by the Universalists and later used by the Unitarians, who sold it to the Methodists in 1869.

¹²⁶ Hurd, 812 and Ruell, *Historic Churches of Belknap County...*, 91.

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dedicated a new edifice at the Corner of Hanover and Main Streets on 1868,¹²⁷ at the location now home to the First National Store (587 Main Street/432-142-24).

In 1856, **St. Joseph's Church** was organized as a Roman Catholic Mission to serve the growing Catholic population that worked in the mills and factories.¹²⁸ Between 1867-69 the first St. Joseph's Catholic Church was constructed at the corner of Lyford and Messer Streets (north of the project area) for the Irish workers. As a result, the surrounding neighborhood became known as "Paddy's Acre."¹²⁹ On July 1, 1877, the first St. Joseph's Church was struck by lightning and burned to the ground.¹³⁰ A new structure was constructed on the same site, and consecrated in May 1881.¹³¹ In 1879, a convent school for 200 students was opened in the village by four Sisters of Mercy.¹³²

Meanwhile, in 1871, the **Laconia Congregational Society** decided to modernize their church at the corner of Main and Church Streets and hired local architect **Arthur L. Davis** (1830-1922) to oversee the renovation. Davis was a very prominent local architect, with offices in both Laconia and Manchester. He moved to Laconia from Loudon in 1861,¹³³ and began to work as an architect and builder shortly after his arrival. He is known to have designed many buildings in Laconia and neighboring towns for both public and private use. Davis's most famous design was the New Hampshire Building for the Philadelphia Centennial Exhibition in 1886.¹³⁴ He died at his home at 32 High Street, Laconia on April 18, 1922 of a cerebral hemorrhage.¹³⁵ Having worked in a variety of late 19th century architectural styles, Davis was particularly drawn to the Second Empire and Queen Anne styles.

The entire Congregational Church (now moved to Veteran's Square and renamed the **Evangelical Baptist Church**) was raised six feet in order to build a lower level with a vestibule, kitchen, vestry and other service rooms. "The old steeple was removed and a new three-story tower was built, projecting from the street gable end."¹³⁶ The building was rededicated in February of 1872.

The construction of the first **Masonic Temple Building** at 653 Main Street by the Mount Lebanon Lodge of Masons was begun on November 15, 1894 and formally dedicated on May 26, 1896.¹³⁷ The first meeting of the Mount Lebanon Lodge No. 32 of Free and Accepted Masons at Meredith Bridge had been held June 6, 1819¹³⁸ at the home of L. F. Busiel on Pleasant St. Soon after, the group began meeting in a hall of the Willard Hotel, which was located on Main Street, south of the study area.¹³⁹ When the Willard Hotel burned in 1860, the meetings were temporarily held in Lake village before the imposing brick building was constructed.¹⁴⁰ In 1896, the City offices were moved from rented space in the Moulton Opera House to the second floor of the Masonic block.

The Episcopal church was organized in Laconia in the fall of 1893.¹⁴¹ The group held early meetings at the Laconia Passenger Station and in local YMCA rooms. A lot was purchased on Pleasant Street in Nov. 1893, and plans for the shingle-style building were drawn up in 1894 by **Bodwell & Sargent** of Concord. The small

¹²⁷ Hurd, 813; Huse 31; and Ruell, *Historic Churches of Belknap County...*, 91. The Unitarian Church was destroyed by a fire in 1938, and was replaced by a new edifice at 172 Pleasant Street (outside of the project area) in 1939-40.

¹²⁸ Ruell, *Historic Churches of Belknap County...*, 88. The parish was created in 1871.

¹²⁹ Huse, 28. A separate, French speaking parish was organized in 1891. The Sacred Heart Church was constructed in 1893-94 on Union Avenue to the northeast of the project area as a result, separating the French-Canadian and Irish Catholics in the city into two separate parishes (Ruell, *Historic Churches of Belknap County...*, 84).

¹³⁰ Hurd, 813, Ruell, 89.

¹³¹ Hurd, 813.

¹³² Hurd, 813.

¹³³ Gilbert S. Center, "National Register of Historic Places Registration Form for the John W. Busiel House" (1994), 13.

¹³⁴ Anonymous, "Death of Arthur L. Davis" (*Laconia Democrat*, April 21, 1922).

¹³⁵ New Hampshire Bureau of Vital Records, *New Hampshire, Death and Disinterment Records, 1754-1947* (Ancestry.com Operations Inc.), Arthur L. Davis.

¹³⁶ Ruell, *Churches of Belknap County...*, 103.

¹³⁷ Huse, 40.

¹³⁸ Huse, 24.

¹³⁹ Hurd, 825.

¹⁴⁰ Hurd, 825. The first Masonic Temple Building was destroyed by fire in 1902.

¹⁴¹ Ruell, *Churches of Belknap County...*, 105.

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wooden **Old St. James Episcopal Church** (LAC0662) was constructed by **Gardner Cook & Son** and dedicated on October 16, 1894. The building was designed with a modest scale with the anticipation of converting it to a parish house when a larger church could be constructed in front of it.¹⁴²

Residential Development (1848-ca. 1900):

The population of Laconia reached 2,309 by 1870 as people flocked to the area to work in the ever-expanding mills.¹⁴³ By 1880, the population of Laconia had reached 3,790.¹⁴⁴ The community welled to 6,143, by 1890.¹⁴⁵ The rise in population prompted the New Hampshire Legislature to grant Laconia a City charter on March 24, 1893.¹⁴⁶ Dubbed, “the City on the Lake,” the municipality permanently secured the manufacturing center at Lake Village (now Lakeport). In 1874, Laconia had secured Lake Village from Gilford, only to loose the village two years later as it once again became territory of Gilford.¹⁴⁷ This prize annex also included the section of land that ran up to, and included, the popular tourist desination of the Weirs.¹⁴⁸

As the City grew, so did the need for residential development. In 1864, John W. Busiel, purchased a lot on Church Street, overlooking his mill.¹⁴⁹ He selected **Arthur L. Davis** as the architect for the **John W. Busiel House** (LAC0171/40 Church St/425-44-1), which was constructed in 1865.¹⁵⁰ Fortunately for Davis, this project lead to several other commissions in the near future: Davis went on to construct the Perley Putnam House at the corner of Church and Messer Streets (which was demolished in 2010),¹⁵¹ the Gov. Charles A. Busiel House at the corner of Church and Beacon Street West (which was demolished in 1956), the John T. Busiel House at 55 Church Street (which was demolished), the Dennis O’Shea House (252 Pleasant St, outside the project area), the E. O’Shea House (262 Pleasant St, outside the project area), and the John S. Crane House.

Other residences were constructed during this period, at the edges of the commercial center along Church Street and Water Streets, including the **W. Esty House** (55 Church St/435-44-88), **Eunice Varrell House** (106 Water St/441-233-19), and **H. A. Sanborn House** (92 Water St/441-233-17).

The 20th Century: The wane of Industry and Dawn of a New Age (ca. 1900 to ca. 1965)

The new City of Laconia continued to grow and prosper in the first few decades of the 20th century, particularly in the 1910s and 1920s. The commercial core of Laconia was thriving up until the stock market crash of the 1930s, when the local economy took an abrupt downward trajectory. The City began to re-evaluate the downtown core after the 1930s and World War II, and began to look at different opportunities to reinvent Laconia as a bright, clean, modern city center. In the 1930s, the City began to evaluate the condition of the adjacent lakes and Winnepesaukee River. This study eventually led to the construction of the Laconia Sewerage Treatment plant at the end of Water Street (outside of the project area) between 1950 and 1952.

Commerce (ca. 1900-ca. 1965):

The hosiery mills at the southeast section of the commercial center were in full-swing at the turn of the 20th century. During this time, mill owners worked to modernize existing mills and constructed more and more outbuildings for specific manufacturing functions. In about 1900, for instance, the Picker House off of the south side of the Belknap Mill was converted into an Electric Power Station and the former Dye House at the west elevation became home to electrical supplies. The former office at the front of the building was used as storage.

¹⁴² Ruell, *Churches of Belknap County*..., 106. The Church was moved to its present location at 95 Water Street/441-233-13 in 1986.

¹⁴³ Vaughan, 16.

¹⁴⁴ Vaughan, 16.

¹⁴⁵ Vaughan, 16.

¹⁴⁶ Vaughan, 14.

¹⁴⁷ Anderson, 53 and Vaughan, 13.

¹⁴⁸ Anderson, 53.

¹⁴⁹ Gilbert S. Center, “...Individual Inventory Form – John W. Busiel House (LAC0171)”, 11.

¹⁵⁰ Gilbert S. Center, “...Individual Inventory Form – John W. Busiel House (LAC0171)”, 3.

¹⁵¹ The Putnam house was moved back to accommodate the St. Joseph School in 1924 and demolished in 2010.

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The Dye House at the southeast corner of the brick mill was now connected to the large outbuilding that was leased by Morin and used for Carding and Spinning on the first floor and knitting on the second.

While the Belknap Mills Corporation expanded and reorganized their work-flow, other supporting industries entered the Laconia scene, which had become a regional center for industrial knitting. Local entrepreneurs patented several knitting machines and knitting machine improvements. In 1907, Warren D. Huse and his two sons founded the Laconia Needle Company on Union Ave, east of the study area (now demolished), and in 1910 the Scott & Williams Company knitting machine manufacturers moved to Laconia from Philadelphia¹⁵² and became Laconia's largest employer with 2,200 employees¹⁵³ at their locations on Union Ave. (east of the study area, now demolished) and Davis Place (now Normandin Square Apartments).

Automotive transportation was just beginning to take off in Laconia, as evidenced by the construction of the **Pynn Auto Dealership** (72 Church St/425-44-62) in 1908 and 1912 construction of the **Esty Garage** (65 Church St/425-44-86).

On June 14, 1913, the **Laconia Tavern** (667 Main St/432-142-18) opened to the public, "representing an investment of \$100,000 by a stock company of local investors"¹⁵⁴ that also constructed the automotive garage at the rear of the hotel and fronting Canal St.. This large, modern hotel competed with the Eagle Hotel, which stood at the intersection of Main and Pleasant Streets.

By the 1910s, Laconia had two opera houses: the Folsom Opera House (which stood at the northeast corner of the intersection of Main Street and the Winnepesaukee River in what is now Beacon St East) and the Moulton Opera House (which stood at the south side of the intersection of Water St and Pleasant Streets at the present site of the SteLaur building). In 1913-1914, Benjamin Piscopo added the **Colonial Theatre** (LAC0045/609 Main Street/432-142-22) to the downtown, opening the building to the public on April 13, 1914.¹⁵⁵ A few years later, in 1926, the **PEMACO Block** (622-634 Main St/432-142-12) was opened, with a new auditorium on the upper floors opened Feb. 17, 1927 (renamed the Gardens movie theater on November 8, 1927).

Other commercial blocks were added to the downtown during this period, including the **McIntyre Block** (12 Pleasant St/432-186-9) in 1914, four **Piscopo Stores** in 1920 (50-62 Canal St/432-33-30 and 55 Canal St/432-33-29), 1923 (39 Canal St/432/33/8), and the **New Piscopo Block** (633-637 Main St/432-142-20); and 22 Pleasant St (432-186-8) in 1923.

The 1930s were a difficult time for Laconia, particularly so for Laconia's mills. Following the stock-market crash of October 29, 1929 (Black Tuesday), production ground to a halt during the Great Depression and the Belknap Mill was shut down for over a year.¹⁵⁶ The Laconia Car Co. suffered a similar fate and was liquidated in 1931.¹⁵⁷ The struggles of these two major economic forces led to the organization of the Laconia Industrial Development Corp. in 1932.

Slowly the economy came back to Laconia. In 1934, the **Allen-Rogers Corporation** took over many of the former Laconia Car Co. buildings along either side of Water St and began manufacturing wood-turned products including furniture parts, handles, industrial materials, toys, games, and etc. On December 14, 1934, the City's first State Liquor Store (the 12th in the state) opened at the corner of Canal and Beacon Streets.¹⁵⁸ The following year, **Kelly's Army & Navy Store** (24 Canal St/432-33-21) was constructed. In 1937, the Eagle Hotel was torn down to make way for the new **F. W. Woolworth & Co.** (598 Main St/432-142-11). In 1939-1940, a new

¹⁵² Peters, 6.

¹⁵³ Belknap Mill Society Archives.

¹⁵⁴ Huse, 41.

¹⁵⁵ Huse, 42

¹⁵⁶ Anderson, 77.

¹⁵⁷ Huse, 42.

¹⁵⁸ Huse, 43. This was the first liquor store in the city since prohibition in 1904.

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downtown branch of the **First National Stores** (587 Main St/432-142-24) was constructed on the site of the former Unitarian Church.¹⁵⁹

In the early 1930s, the City of Laconia began the first of several large planning projects, when they hired the Boston engineering firm, Metcalf & Eddy to evaluate the sanitary condition of the waterways and make some preliminary estimates for water-treatment options in response to regulations for the protection of Lakes Winnepesaukee and Paugus issued by the NH State Board of Health in 1915.¹⁶⁰ Though three different options were drawn up, it took the City over a decade to begin the early stages of putting the plan into action and the site of the plant (along Water Street west of the project area and formerly home to Cook Lumber Co.) was not purchased until 1946. As property was purchased and plans were drawn up, the City Planning Board studied how to finance the construction of the plant, finally issuing bonds for \$850,000 (over thirty years) in 1950 (Construction was begun in 1950 and completed in 1952).¹⁶¹

Meanwhile, the 1940s marked the beginning of the end for the Belknap Mills Corporation and the decline of the Lakes Region as an industrial center. In 1899, Laconia had five hosiery manufacturies, by the mid-1920s there were eight, by 1941 there were only three left.¹⁶² The Great Depression and the short spike during World War II had taken their toll and as World War II drew to a close, many businesses closed or moved away as water-power became obsolete and they struggled to compete with the cheaper labor forces of manufacturers that were located abroad. What remained of domestic production shifted south.

In 1944, Gilbert Clock Co., of Winsted, CT, established a branch in the Busiel Mill.¹⁶³ In 1946, **Henry's Dry Cleaners** (36 Pleasant St/432-186-7) was constructed. In 1950, the Perley Block at the corner of Main and Hanover was demolished and replaced by the **Landeau Store** (601 Main Street/432-142-23). In the 1950s, the First National Store moved from Main St to Union Avenue, and the building was repurposed as the home of the Laconia Federal Savings and Loan Association. A few years later, in 1958, the **Laconia People's National Bank Building** (40 Beacon St East/432-15-25) was heavily remodeled to create a modern banking facility.

Education & Public Utilities (ca. 1900-ca. 1965):

As commercial enterprises continued to grow in the first few decades of the 20th century, so did the need for public utilities in the new City of Laconia. The **Gale Memorial Library**, which was begun in the 1890s, was finally completed in 1903. In 1916, a new **United States Post Office** (LAC0673/33 Church St/432-44-31) was constructed at the corner of Church and Beacon Streets.

In 1926, the City offices were relocated from the Masonic Temple to the former home of John Adams Harper on Pleasant St.¹⁶⁴ The offices stayed at this location until 1970, when the present Laconia City Hall was constructed, and the Harper house was demolished.

The 1950s saw some progress in Laconia's utilities. As early as 1950, the City had established the Laconia Housing and Redevelopment Authority (LHRA), with the hope of obtaining funding to "remove urban blight" by demolishing buildings and creating two parking lots in their place. "Lacking a public housing component, the project application, submitted in 1952, was turned down by the federal"¹⁶⁵ precursor to the Department of Housing and Urban Renewal (then the Housing and Home Finance Agency). Despite the lack of funding, the City undertook the project, demolishing several residences along Beacon Street to create the present **Beacon Street Parking Lot** (432-15-34), which opened in 1957 (figures 38 & 39). In March of 1952, the Laconia Gas

¹⁵⁹ Prior to this time, the store had been housed in rented space within one of the Piscopo Blocks on Canal Street. The store stayed at this location until 1954, when it moved to Union Avenue (Huse, 51).

¹⁶⁰ Carol Hooper and Lynne Monroe for the Preservation Company, "New Hampshire Division of Historical Resources Area Form for the Laconia Sewerage Treatment Plant" (2005), 4

¹⁶¹ Hooper and Monroe, 8.

¹⁶² Anderson, 108.

¹⁶³ Huse, 46.

¹⁶⁴ Huse, 96.

¹⁶⁵ Richard M. Casella, "New Hampshire Division of Historical Resources Individual Inventory Form – Volpe Building (LAC0679)" (2018), 4.

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Works on Messer Street (outside of the project area) blew up, and gas was no longer produced within the city.¹⁶⁶ In 1959, the Laconia phone system was converted to dial by New England Telephone & Telegraph Co.¹⁶⁷

By the 1960s, passenger train service was sharply declining. In 1964, the Laconia Police Department and Municipal Court relocated to the underused Laconia Passenger Station, which was acquired by the city from the Boston & Maine Railroad in 1958.¹⁶⁸ Although the Laconia Passenger Station remained in operation much longer than other nearby stations, the last scheduled passenger train out of Laconia left on January 3, 1965,¹⁶⁹ marking the end of the railroad era that had transformed the small community of Meredith Bridge into the bustling City of Laconia.

Social Clubs & Religious Organizations (ca. 1900-ca. 1965):

A catastrophic fire on December 6, 1902 reduced the 1894-96 first Masonic Temple block to rubble. At the time, there was a hardware store located in the north bay of the first floor. The fire quickly spread to the gunpower stored in this location, resulting in an explosion that destroyed the building, and seriously damaged the grocer to the north (at the site that would eventually become the Tavern Hotel), the D. K. March & Co. Livery to the south (which was later replaced by the New Piscopo Block at 633-637 Main St), and the North Congregational Church (later Evangelical Baptist Church). The **Masonic Temple Building** was quickly rebuilt along similar lines in 1903.¹⁷⁰

By the time of the explosion, the Congregational Church had begun to consider building a “more modern church of brick or stone.”¹⁷¹ Many of the windows of the 1836 North Congregational Church were blown out by the explosion, and plaster was knocked off of the walls. The City had also been talking about widening Church St and expanding the Library’s grounds. The explosion seemed to be a sign to the Congregational Church to abandon the building. The 1836 Church was sold to the People’s Christian Church in June 1903. The People’s Christian Church had been founded in 1890, and was later renamed the First Christian Church, and later, **Evangelical Baptist Church**. The People’s Christian Church moved the building to its present Veteran’s Square location (LAC0661/12 Veteran’s Square/432-225-3) from Church St. in November 1903.¹⁷²

The Laconia Congregational Church, meanwhile, hired **Willard P. Adden** of Boston to prepare plans for a new building and contracted **J. H. Mendell** of Manchester to build their new **Congregational Church of Laconia** (LAC0660/69 Pleasant St/432-186-4) in 1905. The new building was consecrated on June 3, 1906.¹⁷³

The Congregationalists were not the only Church that was outgrowing their existing building by the early 20th century. The Catholic St. Joseph’s Parish had acquired the **John W. Busiel House** (LAC0171/30 Church St/425-44-1.1) in 1904 as a rectory. By the 1920s, the parish was outgrowing their 1881 Messer St. Church. May 5, 1929 the parish broke ground for a new **St. Joseph’s Church** (LAC0657/40 Church St/425-44-1), designed by **James O’ Shaughnessy** of Boston with associated architects **Smith & Walker**. The new building, which was constructed by **Walsh Bros.** of Cambridge, MA, was dedicated on September 1, 1930.¹⁷⁴

1938 was a difficult year for Laconia’s Churches. The September 1938 hurricane toppled the steeple of the old North Congregational Church/**Evangelical Baptist Church** (figure 50), and caused damaged throughout the

¹⁶⁶ Huse, 46.

¹⁶⁷ Huse, 48.

¹⁶⁸ Huse, 49.

¹⁶⁹ Huse, 49.

¹⁷⁰ Huse, 40, and Ruell, *Historic Churches of Belknap County...*, 103.

¹⁷¹ Ruell, *Historic Churches of Belknap County...*, 99.

¹⁷² Huse, 99 and Ruell, *Historic Churches of Belknap County...*, 103.

¹⁷³ Ruell, *Historic Churches of Belknap County...*, 99.

¹⁷⁴ Ruell, *Historic Churches of Belknap County...*, 89.

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city.¹⁷⁵ The same year, the Unitarian Church that once stood at the corner of Hanover and Main Streets was so seriously damaged by fire that it was demolished in 1939.¹⁷⁶

Residential Development (ca. 1900-ca. 1965):

Residential development within the downtown commercial district was almost entirely limited during the early 20th century to mixed-use commercial buildings (with the exception of the construction of a duplex at 110 Water Street in 1920). Many of the commercial buildings constructed along Main Street and nearby side-streets during this period contained multiple store-fronts in the first floor and apartment-style dwellings on the upper levels.

Urban Renewal and Post-Industrial Laconia (1965-present)

By the 1960s, much of Laconia's downtown core was abandoned, and the City's formerly thriving industries were struggling. Nearly all of the mills had shut down, and buildings that were once buzzing with activity stood silent and empty. New shopping centers with large parking areas were being constructed outside of the city center, further siphoning off remaining businesses.¹⁷⁷ In 1965, the Lakes Region was further subjected to an extended drought, eliminating the water-power that once ran the City's industries and forcing those that remained to rely solely on power generated by Public Service of New Hampshire.¹⁷⁸ These plans were integrated and presented at a public hearing on October 22, 1964.

In November 1961, a contract was signed between new City Planning Director Robert S. Kitchell, Jr. the City, and the State and Federal Governments to prepare a Comprehensive Plan under the Urban Assistance Planning Program for the City Center. Meanwhile, in 1962, the Laconia Housing and Redevelopment Authority reactivated and began to prepare a two-part plan of 80 units of public housing for the elderly and a comprehensive urban renewal plan for the downtown central business district, titled the "Winnepesaukee River Project."¹⁷⁹

Given the current state of affairs, it is no wonder that the City adopted the Winnepesaukee River Urban Renewal Plan in 1965. This federally-sponsored program promised to improve the conditions of the downtown, reinventing the city center into a modern metropolis to attract shoppers and new businesses. "The state-of-the-art wisdom of those days decreed that 'old' was bad, should be torn down and removed to make way for 'new', which was modern and good and functional."¹⁸⁰ The plan was approved by the federal government in April 1966, and encompassed an area of 21.1 acres.¹⁸¹ Much of the downtown area that was rebuilt after the Great Fire of 1860 was ripped out, reducing "the entire area of the old settlement known as Meredith Bridge from Water Street on the west to Mill Street on the east, all the way down to the river to smoldering rubble, save only the shops of the Laconia Car Company."¹⁸² The area was rebuilt to include the Laconia Mall, Sunrise Towers, Stewart Park, City Hall, a parking garage and large open parking lots and much of the Perley Canal beneath the City was enclosed as efforts were made to clean up the river.

While the Urban Renewal project was being completed, the City of Laconia undertook another major planning project in an area just west of the project area. "By the 1970s, although in general raw sewage no longer poured into Lake Winnisquam, the water quality remained poor..."¹⁸³ In the twenty years since it had been completed, the population of Laconia had exceeded the capacity of the Laconia Water-Treatment Plant. The Winnepesaukee River Basin Program was created by State Legislation to provide sewage treatment services to Belmont, Center

¹⁷⁵ Huse, 44.

¹⁷⁶ In 1939, the First Unitarian Society purchased land at 172 Pleasant Street for a new church (Ruell, *Historic Churches of Belknap County...*, 92).

¹⁷⁷ Casella, 4.

¹⁷⁸ Anderson, 109.

¹⁷⁹ Casella, 5.

¹⁸⁰ Warren D. Hughes in Peters, 1.

¹⁸¹ "On 14 acres there were 76 structures, 71 of which were determined deficient, meaning structurally unsound or with blighting influence, that were to be demolished to provide 12 acres cleared for redevelopment." (Casella, 5)

¹⁸² Warren D. Hughes in Peters, 1.

¹⁸³ Hooper and Monroe, 9.

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Harbor, Franklin, Gilford, Laconia, Meredith, Moultonborough, Northfield, Sanbornton, and Tilton, and federal Clean Water Act funding was used to upgrade the Laconia plant in 1979.¹⁸⁴

Though the Urban Renewal of the 1960s and early 70s was somewhat successful in the short-term, the trend of businesses leaving the City Center continued into the 1980s and 1990s. The Municipal Parking Garage that was constructed in 1974 as part of Urban Renewal had never been a popular parking area. By this time, the stark mid-century modern design of the 1960s and 70s was seen as dated, and there was a renewed interest in the industrial past of the downtown core. In 1989, the City demolished several buildings between Main and Pleasant Streets. This new lot created additional parking, allowing the City to convert a former Urban Renewal era parking lot on Beacon Street East to what is now **Riverside Rotary Park** in 1997. In order to increase the accessibility of the main corridor through the commercial district, the Downtown Mall was abandoned, and the section of Main Street between Beacon Street and Pleasant Street was reopened to vehicular traffic in the 1990s. Taken together, these efforts peeled back some of the Urban Renewal designs, and retuned the center to a more traditional downtown.

In recent years, Laconia has again begun to reinvent itself as City, and has placed a strong emphasis on promoting local small businesses and arts as part of another wave of ongoing urban redevelopment. This new wave of development is spearheaded by the redevelopment of the **Colonial Theatre** (which was abandoned in the late 1990s) and restoration of the **Belknop Mill**. These two organizations are working together to reinvent the community as a cultural center, drawing people in for performances and creating a need for other downtown businesses as people are drawn in for cultural activities.

Commerce (ca. 1965-present):

The demolition of buildings in the Downtown began in 1967, and the Belknop-Sulloway Mills Corporation was officially closed on February 8, 1968 and slated for demolition.¹⁸⁵ Though early plans saw the Belknop and Busiel Mills restored (with the Busiel potentially converted to a new city hall and the Belknop into a community center), the majority “felt that the mills had reached the end of their usable lives and were not needed or wanted by a contemporary Laconia.”¹⁸⁶ To some, the mills were unsafe and ugly reminders of the ‘sweat shops’ they had once been.¹⁸⁷ By 1970, the new City Council “made it very clear that their plan was to finally rid the city of its two remaining mill buildings. In their place, the city council wanted a new city hall and a parking lot. The total number of parking spaces to be gained with the new layout was fewer than a dozen.”¹⁸⁸

With the mills and their historic contribution to the development of the City in serious danger, local businessmen Peter Karagianis, Norman Weeks, Richard Davis, and Lawrence Baldi banded together and formed the “Save the Mills Society.”¹⁸⁹ The Save the Mills Society needed to creatively convince the public of the importance of the mills before they were lost forever.

In a sense, the businessmen who founded the Save the Mills Society became crusaders in their own right in the field of preservation. Armed with a plethora of common sense and intuition, they forged ahead and created a template of innovative guidelines for future preservationists.¹⁹⁰

To start their crusade, they needed to prove that the buildings were structurally sound and historically important. They started by reaching out to the most eminent architectural historians, contacting Richard Candee, then a researcher of industrial buildings for Sturbridge Village in Massachusetts, to help with their cause and individually list both buildings to the National Register of Historic Places¹⁹¹ in the hope that demonstrating the national significance of the two structures would give further credence to their important place in history and would add clout to their arguments for the need to save them. Nationally recognized preservation architect

¹⁸⁴ Hooper and Monroe, 10.

¹⁸⁵ Anderson, 111.

¹⁸⁶ Anderson, 115.

¹⁸⁷ Peters, 8.

¹⁸⁸ Anderson, 117.

¹⁸⁹ Peters, 9.

¹⁹⁰ Anderson, 117.

¹⁹¹ Anderson, 118 and Peters, 9.

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Frederick “Tad” Stahl (1930-2013) of Boston, Massachusetts firm, F. A. Stahl Associates, “..came up, liked what he saw, and joined the battle to convince Laconians that the mills were indeed structurally safe and gifted with great potential for serving the community.”¹⁹² Robert M. Vogel, Curator of Mechanical & Civil Engineering for the Smithsonian Museum, visited and declared the Belknap Mill “the oldest standing brick textile mill in New England (and thus virtually by definition the U.S.) that is essentially unaltered from its original construction.”¹⁹³ On the basis of his research, he stated that he had only found two earlier masonry mills that survived without heavy modification: a stone mill in Massachusetts built five years earlier than the Belknap Mill and one in Rhode Island built two years earlier.¹⁹⁴

The conflict between the City Council and the Save the Mills Society came to national attention when *Life Magazine* sent a photographer to Laconia in May 1970. In the article, which was published on September 4, 1970, the magazine observed that, though new Englanders are generally quick to save old houses and churches, “thy are less eager to preserve the old mills that once made the Northeast the textile center of the U.S.”¹⁹⁵ They brought attention to the rapid demise of mills lining banks of rivers and canals all over the northeast and the valiant efforts of the Save the Mills Society. “An irate citizen’s committee has launched a vigorous campaign to save them, but the city officials would just as soon clear the valuable riverfront property. By the year’s end, Laconia may well have lost its mills – and gained a new asphalt parking lot.”¹⁹⁶

On December 22, 1970, Peter Karagianis, Norman Weeks, and Richard Davis filed an injunction to stop the city from demolishing the mills.¹⁹⁷ According to Karagianis, “The only judge who could grant the injunction that day was in Newport, so we ran out there. By the time we got back, the wrecking crew stood right behind the Belknap Mill.”¹⁹⁸ The Save the Mills Society was just in time to save the Mills themselves but not quick enough to save the outbuildings that were already destroyed.¹⁹⁹

In January of 1971, the State of New Hampshire when the New Hampshire Review Board for Historic Preservation awarded the entire amount of Department of Resources and Economic Development funds for the year, totaling \$38,000, to the Society for the restoration of the mill.²⁰⁰ At the same time, the Belknap-Sulloway Mill was officially declared to be of national significance when it was listed to the National Register of Historic Places by the National Park Service with national significance for the pivotal role it played in the history of textile manufacturing and as an early example of a small brick textile mill. The City and the Society were ordered by a judge to resolve their dispute in February 1971: to save the mills, the Society was to come up with some specific plans and the funds to cover \$110,000 of renovations by September 1972.²⁰¹ A meeting was scheduled for December 19, 1972 when members of the Society and Housing and Urban Development (HUD) could make a formal presentation to the City Council seeking their approval of a proposed easement on the building that would allow for federal funding.²⁰²

The Save the Mills Society had been struggling to come up with a renovation plan, and City Hall had decided that they were going to construct a new modern **City Hall** (45 Beacon St. E/15-35) on a neighboring lot rather than renovate the historic Busiel Mill. Fortunately, local attorney Arthur Nighswander purchased the Busiel Mill from the LHRA, ensuring its future and allowing the Save the Mills Society to focus all of their attention on a single structure: The Belknap Mill.

¹⁹² Peters, 9.

¹⁹³ “Smithsonian Curator Says Mill Building Last in New England” (*Laconia Evening Citizen*, May 16, 1970).

¹⁹⁴ “Smithsonian Curator Says Mill Building Last in New England” (*Laconia Evening Citizen*, May 16, 1970).

¹⁹⁵ *Life Magazine*, “Bleak Fate of the Yankee Mills” (*Life*, Vol. 69, No. 10, Sept 4, 1970), 59.

¹⁹⁶ *Life Magazine*, “Bleak Fate of the Yankee Mills” (*Life*, Vol. 69, No. 10, Sept 4, 1970), 59.

¹⁹⁷ Anderson, 119.

¹⁹⁸ Anderson, 119.

¹⁹⁹ Warren D. Huse in Peters, 2.

²⁰⁰ Anderson, 125.

²⁰¹ Anderson, 117 and Peters, 9.

²⁰² Anderson, 126.

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In 1973, the Save the Mills Society initiated a Capital Campaign to raise the price for a full restoration (the price for which had leapt from \$70,000 to \$180,000)²⁰³ which would allow them to apply for almost \$95,000 in federal funds from the Department of Housing & Urban Development (HUD).²⁰⁴ The Society drew the public's attention through celebrity endorsements from Bob Montana (creator of the *Archie* comic)²⁰⁵ and Christa McAuliffe (the first American civilian and educator selected to go to space as part of NASA's Teacher in Space program). Everything was set for the fateful morning of January 28, 1974. At the last minute, a city solicitor with ties to the opposition demanded that nothing be signed because "a new city council, with new ideas and strategies for opposing the renovations would take office that evening. That night the city council passed a resolution rescinding its earlier agreement with the Society."²⁰⁶ Laconia Housing & Redevelopment Authority (LHRA) stuck to the agreement despite the City's efforts, and sold the Save the Mill Society the mill for \$5,000.²⁰⁷ The Save the Mill Society attempted to grant an easement to the City of Laconia to protect the preservation of the exterior and structural integrity of the Belknap-Suloway Mill later that same day.²⁰⁸ (The easement was necessary to allow the Society to accept HUD funding for the preservation of the building.) The City refused to accept the easement and the Save the Mills Society revoked its offer on October 24, 1974.²⁰⁹ On December 23, 1974, the Save the Mill Society went above the City of Laconia and granted an Historic Preservation Easement to the County of Belknap,²¹⁰ which was accepted later that day.²¹¹ By the time the Winnepesaukee River Urban Renewal was officially completed in June 1975, both the Belknap-Suloway and Busiel-Seeburg Mills had been saved.²¹²

Despite the valiant efforts to save the Belknap-Suloway and Busiel Mills, many of the other important commercial buildings at the south end of Laconia's commercial district were lost. The entire southern extent of Main Street was reconfigured, and the historic O'Shea, Sanders, Parker, Union, and Folsom blocks were all demolished to make way for the one and two-story modern commercial blocks that now line Main Street from Bank Square to the Winnepesaukee River crossing. Other commercial buildings and private residences were removed to allow for a new traffic pattern through town and create additional parking in the city center.

Although some businesses such as O'Shea Brother's moved into the new commercial blocks, the industrial economy of Laconia continued to decline with those businesses that did continue moving out of the downtown core to newer spaces on Industrial Drive to the north.

In the 1980s, large sections of the original Laconia Car Co. between Water Street and the railroad tracks were redeveloped to create **The Foundry Condominiums**. The newly refurbished industrial buildings created additional office space for Laconia businesses.

Despite demolition, federal investment, and promises of a renewed downtown, businesses did not come back. Throughout the late 20th century, many of Laconia's downtown retail, industrial, and entertainment businesses continued to shutter. O'Shea's Department Store went out of business in 1991, just a few years before the Downtown Mall was dismantled and reopened to automotive traffic in 1994. Bloom's Variety also closed in the 1990s. In 1998, Allen Rogers closed, ending the rein of industry in the downtown core. Shortly thereafter, in the early 2000s, the Colonial Theatre closed.

²⁰³ Peters, 10.

²⁰⁴ Anderson, 121.

²⁰⁵ Anderson, 120.

²⁰⁶ Peters, 10.

²⁰⁷ Belknap County Registry of Deeds Book 627, page 33.

²⁰⁸ Belknap County Registry of Deeds Book 627, page 37.

²⁰⁹ Belknap County Registry of Deeds Book 646, page 94.

²¹⁰ Belknap County Registry of Deeds Book 646, page 108.

²¹¹ Belknap county Registry of Deeds Book 646, page 117.

²¹² Peters, 1.

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The first purpose-built **Laconia City Hall** (45 Beacon St. E/43-15-35) was constructed in 1972 as part of the Urban Renewal Plan. Prior to this time, the City Hall and Police Department shared the John Adams Harper Home on Pleasant St (at the approximate location of the present Laconia Savings Bank).

Many of the Laconia City utilities have been moved out of the downtown core. Prior to Urban Renewal, the City fire department was located on Water Street, just west of Main Street (behind the Moulton Opera House. The fire department building was one of the last buildings to be torn down as part of Urban Renewal, and was moved to the present location on Main Street (north of the commercial district) in 1974.

In 1978, the Laconia Police Department moved from the Laconia Passenger Station to the **Winston Building/Police Media Building** (51 Church St/432-44-32). In 2002, the Department moved to a purpose-built Police Station just west of the study area at 126 New Salem St.

In the 1980s and 1990s, the City began to work to create a more traffic-friendly and welcoming City Center. The 1974 Municipal Garage was never well-liked or utilized. To combat the lack of parking outside of the garage, several buildings between Pleasant and Main Street were demolished to make room for a 91-space **municipal lot** in the 1980s. In 1985-1986, the mid-century modern style **Laconia City Hall** (45 Beacon St. E/43-15-35) was heavily renovated to mimic the general form and massing of the adjacent mills, provide an elevator, and create barrier-free facilities. In 1994, the “Downtown Mall” pedestrian mall was partially removed and Main Street was reopened to one-way traffic between Meredith Bridge and Pleasant Street.²¹³ In June 1997, **Riverside Rotary Park** was opened in the parking lot south of the Belknap Mill after the Belknap Mill Society partnered with local businessmen, the City of Laconia, the Laconia Rotary Park, and architect Paul Mirski to convert the area to public greenspace. In 2005, a second addition was constructed at the east side of the **Gale Memorial Library** to create expanded space for additional programming.

During the 1980s and 1990s, there was a renewed interest in Laconia’s past, and several museum organizations were founded in the City Center. In the 1980s and 1990s, the Belknap Mill Society formulated the Belknap Mill Museum under the leadership of Mary Rose Boswell to offer education about the history of the historic mill and the importance of the hosiery industry on the City’s past. In 1998, the Mill was one of three American Museums to receive the National Award for Museum Service at the White House and an award from the American Association for State and Local History for its educational programs. The Laconia Historical Society (which had formed in 1951) joined with the Laconia Museum Society (formed in 1994) under the new name: Laconia Historical and Museum Society (LHMS) in 1998. The Society teamed up with the Laconia Public Library, and still has offices within the Library building.

Social Clubs & Religious Organizations (ca. 1965-present):

With the loss of many of the manufacturing jobs in Laconia’s commercial district, many of the Churches have struggled to maintain adequate congregations and have merged with other congregations. By the 1940s and 1950s, the congregation of **Old St. James Episcopal Church** was outgrowing their 1894 building, and in 1965 the congregation constructed a new building on North Main Street.²¹⁴ The old church was sold to the Salvation Army in 1967,²¹⁵ and moved to Water Street (LAC0662/95 Water St/441-233-13) in 1986 where it was converted to offices.

In 1984, the Mount Lebanon Lodge No. 32 vacated the **Masonic Temple Building** (653 Main St/432-142-19) and relocated to the former International Order of Odd Fellows building at 63 Court Street to the south of the City Center.

²¹³ Huse, 70.

²¹⁴ The 1965 church at 876 N. Main Street (LAC0070) was renovated in 2013 for use by the Boys & Girls Club of the Lakes Region when the congregation moved to Church moved to 2238 Parade Road.

²¹⁵ Ruell, *Historic Churches of Belknap County...*, 106.

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The **Evangelical Baptist Church** (LAC0661/12 Veteran's Sq/432-225-3) merged to the former Lady of the Lakes campus on Washington Street in the village of Lakeport in 2013. The building was then converted to a shortly-lived restaurant and pub (2014-17) and once again sits empty.

In 2016, the Catholic Church consolidated the St. Joseph and Sacred Heart parishes. The **St. Joseph's Church** (LAC0657/40 Church Street/425-44-1) and Rectory/**John W. Busiel House** (LAC0171/30 Church St/425-44-1.1) were closed, and services were moved outside of Laconia's downtown and to the Sacred Heart Church at 291 Union Avenue. The Holy Trinity School remained at the **St. Joseph's School** (50 Church Street/425-44-1.2) until 2017, and has also combined with the Sacred Heart Campus. Despite the ongoing difficulty in finding an acceptable new use for the Church, the diocese has recently subdivided the parcel and sold the Rectory and School to the City of Laconia.

Residential Development (ca. 1965-present):

Although some downtown residences were removed as part of Urban Renewal, the demolished residences between Mill and Hanover Streets or in the upper stories of the demolished commercial blocks were not replaced. There has been relatively little residential development in Laconia's commercial district since the 1960s: with the large manufacturing companies closing, there has been little need for worker housing in the city center. During the second half of the 20th century, the **Laconia Tavern** (667 Main St/432-142-18) was converted from a hotel to 50 senior-living apartments by the Laconia Housing Authority. The former **Allen Rogers Limited Mfg. Plant** (LAC0163/48 Landing Lane/441-233-14) was converted into Beacon Street West Condominiums in ca. 2011, adding some residential units to the downtown.

20. Applicable NHDHR Historic Context(s) (See appendix C)

- 400. Locally capitalized textile mills in NH, 1720-1920
- 401. NH textile mills capitalized by out-of-state interests, 1825-1920
- 403. The hosiery industry in New Hampshire, 1830-1970
- 433. Industry, general
- 609. Theaters, opera houses, and movie houses in New Hampshire
- 701. Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present
- 704. The railroads in NH, 1842-1960
- 705. Street railroads in New Hampshire, 1880-1950
- 1100. Local government, 1630-present
- 1201. Historic preservation, 1899-present
- 1203. Social organizations in New Hampshire
- 1204. Freemasonry in New Hampshire
- 1300. Religion in New Hampshire, 1623-present
- 1403. The French-Canadians in NH, 1840-present
- 1404. The Irish in New Hampshire
- 1500. Commerce, industry and trade in New Hampshire cities, 1630-present
- 1501. Commerce, industry and trade in New Hampshire village and town centers, 1630-present
- 1503. Town and county planning and surveying
- 1508. Urban renewal.
- #TBD. Mid-20th century Modern Architecture Movement 19—to 19—

21. Architectural Description and Comparative Evaluation

The commercial core of Laconia City center is located between the Boston, Concord & Montreal Railroad tracks and the Winnepesaukee River. The evolution of this neighborhood has been shaped by several catastrophic fires and Urban Renewal efforts and heavily influenced by the successes and failures of the industrial activities along the Winnepesaukee River, resulting in a commercial and civic core that has gone through several different distinct phases of growth over its 200-year history. This section of the City has been rebuilt several times, leading to a very complex history in the relatively small area between the tracks and the river. Though at one time all of the municipal buildings of the City were located within this footprint, many have moved to outlying areas in the

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modern era, such as the modern fire-station north of the center and the modern police station to the west. Several important municipal buildings have remained at the intersection of the river and railroad, including the **Gale Memorial Library** (LAC0671/695 Main St/432-142-1), **Laconia Passenger Station** (LAC0672/11 Veterans Square/433-225-83), and the **United States Post Office** (LAC0673/33 Church St/432-44-31).

Very little of the historic fabric of the downtown area survives from before the arrival of the Boston, Concord & Montreal Railroad in 1848. Successive fires in the downtown obliterated most of this history of the early village of Meredith Bridge. The construction of the original **Avery Dam** (rebuilt in 1949, Mill St/43-161-37) in the late 18th century allowed the first wave of rapid growth in the city center by harnessing the water of the Winnepesaukee River for mill use. The water power was increased in 1815, when the Perley Canal was constructed diagonally across the study area. Though nearly all of the mills from this period have been lost, the **Belknap-Sulloway Mill** (LAC0667/25 Beacon Street E/432-15-38; photo 47; figures 43 & 44) survives as a rare intact example of an early 19th century mill. The building is typical of a small, rural cotton mill of the early 19th century, retaining many standard features of this mill type that include the clerestory windows in the monitor roof, abundance of windows to promote natural light, fire-resistant construction, cupola and bell, and central exterior stair tower.

The village of Meredith Bridge quickly grew as a direct result of the arrival of the Boston, Concord, & Montreal Railroad in 1848, which allowed the existing industries to reach further afield and prompted the development of new enterprises like the **Laconia Car Company**, which once stretched all the way from the approximate Water Street intersection with Beacon Street West (which was added as part of Urban Renewal) to the shores of Lake Winnisquam (west of the BC&M Railroad tracks). Like elsewhere in the City, the Car Company buildings have been lost to successive 19th century fires and modern development, yet several late 19th-century buildings survive, including the **Sash-Trimming & Glazing Shop** (65 Water Street/441-233-13; photo 60, figure 45), **Iron Foundry** (71 Water Street/441-233-13; photo 58, figure 45), and **Paint Shop** (67 Water Street/441-233-13; photo 59, figure 45) on the north side of water street, and buildings later used by **Allen Rogers Limited Mfg.** (LAC0163/48 Landing Lane/441-233-14; photo 49, figure 45) on the south side.

Many new and larger mills were also constructed at the east side of the study area along the banks of the river after the arrival of the railroad. Though most of the mill buildings were demolished during Urban Renewal, the **Busiel-Seeburg Mill** (LAC0668/1 Mill Street/432-161-36; photo 43; figure 42) does survive as an example of a mill from this period. Though the Mill was constructed in 1853 in a somewhat subdued and utilitarian style similar to the adjacent Belknap-Sulloway Mill, the present building is more reflective of the 1870s, when the building was renovated in the Italianate style with corbeled brick at the west gable end, and elaborate belfry atop a new central stair tower.

The surge in industrial production quickly led to the construction of additional commercial businesses, churches, housing, and municipal structures to serve the surge in population. Several large brick business blocks were constructed along Main Street, a few of which, such as the **Cook Block** (610-618 Main St/432-142-12.1; photo 15; figure 22), survived Urban Renewal. A few Victorian-era houses within the survey area reflect this period of repaid expansion, including the **John W. Busiel House/St. Joseph's Rectory** (LAC0171/30 Church Str/432-44-1.1; photo 25, figures 29 & 38), **W. Estey House** (55 Church St/432-44-18; photo 30; figure 33), and **James A. Swain House** (103 Water St/441-233-12). Important municipal additions to the community during this period include the **Laconia Passenger Station** (LAC0672/11 Veterans Square/433-25-83; photo 62; figures 46-48), and the **Veterans Park** (Veterans Square/432-225-2; photo 63; figure 49).

The period of rapid growth continued in the early 20th century up to the Depression of the early 1930s with building reflecting the then popular Colonial Revival and Art Deco architectural styles. Commercial blocks of the early 20th century include the **Masonic Temple Building** (653 Main St/432-142-19; photo 18; figures 24 & 25), **Pynn Auto Dealership** (72 Church St/425-44-62; photos 33-34; figure 34), **Esty Garage** (65 Church St/435-44-86; photos 35-36; figures 33-35), **Laconia Tavern** (667 Main St/432-142-18; photos 20-21; figure 26), **McIntyre Block** (12 Pleasant St/432-186-9; photos 71-72; figures 52-53), **Piscopo Building/Colonial Theatre** (LAC0045/609 Main St/432-142-22; photo 14; figure 21), various **Piscopo Stores** along Canal St (photos 39-41; figures 36-37), and **PEMACO Building** (622-634 Main St/432-142-12; photo 16, figure 23). Several religious

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buildings were also constructed in Laconia's downtown in the early 20th century, including the **Congregational Church of Laconia** (LAC0660/69 Pleasant St/432-186-4; photo 65; figures 47 & 51), the move and re-adaptation of the 1836 **Evangelical Baptist Church** (LAC0661/12 Veterans Sq/432-225-3; photo 64; figures 46, 47, & 50), and erection of **St. Joseph's Church** (LAC0657/40 Church St/425-44-1; photo 27; figure 31) and **St. Joseph's School** (50 Church St/425-44-1.2; photo 29; figure 32). Important municipal structures of the early 20th century include the **Gale Memorial Library** (LAC0671/695 Main St/432-142-1; photos 23 & 24; figures 27, 28, 46 & 47) and **United States Post Office** (LAC0673/33 Church St/432-44-31; photo 26; figure 30).

Starting with the Depression of the early 1930s and continuing through World War II, and into the 1960s, Laconia's economy began to fail as the industries that drove the local economy began to falter. As a result, there was little development in the City Center during this period. A few commercial blocks were added to the City in the 1930s, including **F. W. Woolworth & Co.** (598 Main St/432-142-11; photo 12; figure 19), and the **Landau Store/Bloom's Variety** (601 Main St/432-142-23; photo 13; figure 30).

After World War II, Laconia was facing an economic crisis, and struggling to figure out how to breathe new life into the city center. Embracing the modernist movement after the war, many of the city's leaders adopted the popular opinion that the only way forward was to reinvent the area as a modern city. Urban Renewal was adopted, and many of the old buildings with ties to the industry that had created a once-thriving center were leveled as modernist structures were constructed. Just before the adoption of the Urban Renewal plan, the Congregational Church constructed the new **Congregational Church Parish House** (69 Pleasant St/432-186-3; photo 66) was constructed in this modernist style. As part of Urban Renewal, new roads were laid out, new parking lots built, and new traffic-patterns created to create a more efficient downtown centered on automotive transportation. Though some of the Urban Renewal traffic patterns were altered in the 1990s, when the Downtown Mall was reopened to vehicular traffic, the overall planning scheme is still very intact in the downtown core. The contemporary Urban Renewal architecture, is similarly characterized by sweeping lines, new materials, low profiles, and large paved expanses, as the historic downtown was reconfigured to accommodate the modern automotive age. Some examples of modernist commercial development include the **Citizen's Bank** (62 Beacon St E/432-15-27; photo 42), **Laconia Savings Bank** (62 Pleasant St/433-186-1; photos 67-68), and, in particular, the **SteLaur Building** of the Downtown Pedestrian Mall (574 Main St/432-142-10; photos 7-8; figure 14).

Since Urban Renewal there has been very little construction within Laconia's downtown commercial district. In the late 1990s, a new Riverside Rotary Park was created between the lower portion of Beacon Street E and the Winnepesaukee River at a site that had been designated as parking by the Urban Renewal Project. Some other modernist facades were softened with Colonial Revival elements during this period as well, as evidenced by the new façade of the former First National Store (587 Main St/432-142-10). Other mid-century modern structures, like the Laconia City Hall (45 Beacon St. East/432-15-25) had fallen out of fashion by the 1990s, and were renovated in accordance to late 20th century fashion and given new post-modern facades.

22. Statement of Significance

Laconia's commercial downtown is significant under National Register Criterion A for its prominent role in the history of Laconia and the development of Meredith Bridge into the City of Laconia. The city center's layout and pattern of development is highly reflective of the history of the location, with the street layout and location of buildings reflecting the industrial development of the City from the arrival of the railroad to the peak at the turn of the 20th century and the intense planning efforts to resurrect the area after the decline of industry in the 20th century. Since many of the industries left the city in the early decades of the twentieth century, the City of Laconia has tried to reinvent itself in order to kickstart the economy through the use of national plans such as Urban Renewal and the creation of a downtown mall. The design of the Urban Renewal re-imagining of the City is an equally important piece of this historic continuum, and adds to the significance of the district under Criterion A for Planning and Development.

The district is also eligible under National Register Criterion C as a district that reflects the changing architectural trends associated with each of these planning and developmental phases. Though many of the buildings within

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the district lack individual integrity, when viewed as a group, they help illustrate the architectural evolution of the district.

23. Periods(s) of Significance

A: ca. 1760-1970 (50-year cut-off)

C: ca. 1760-1790 (50-year cut-off)

24. Statement of Integrity

Laconia's downtown commercial district has been in a constant state of flux since the first bridge over the Winnepesaukee River was constructed. This has meant waves of successive development, each of which represents an important chapter in the history of the City. This state of constant flux as the city has continually reinvented the center makes evaluating integrity somewhat difficult, and less emphasis is placed on individual integrity of materials, workmanship, and design in favor of looking at how the overall neighborhood fits together and conveys the integrity of location, setting, feeling and association with these different periods in the City's history. Though many of the individual structures within the larger district have seen some loss of integrity of workmanship, design, and materials with changes to siding materials and window and door designs, the overall district continues to reflect the historic development of the downtown core, and the general layout of the district (aside from the reopening of the Downtown Mall to vehicular traffic in the 1990s), retains the layout as prescribed by Urban Renewal. The integrity of location, feeling, and association remain intact throughout the downtown area, conveying the important history of the district's planning.

Because of the strong significance for planning, most of the individual parcels within the larger area are considered to have sufficient integrity to be seen as contributing to the district. Two of the buildings that are currently considered non-contributing are non-contributing due to age as they reflect the latter years of the Urban Renewal Project, and are less than 50 years old: the **Stafford Bros./Sawyer Block** (520 Main St/442-142-6), **Municipal Parking Garage** (523-571 Main St/442-142-7). As these buildings age into eligibility for the National Register of Historic Places over the next few years, they should be re-evaluated as they will likely then be considered contributing resources.

25. Boundary Justification

Defining the boundaries of Laconia's Commercial core has been somewhat difficult, due to the amount of change that has happened to the area as the result of several historic fires and modern planning efforts (first through Urban Renewal in the 1960s-1970s and then by the City in the 1980s-1990s).

The study area for the potential district was defined by the City Planning Department and largely coincides with the historic commercial center of Meredith Bridge/Town of Laconia/City of Laconia. Historically, the center also included some of the area along the south bank of the Winnepesaukee River to the east (near the intersection of Mill St/Union Ave) and adjacent to the intersection of Main/South Main/Union Ave/Court Street. Many of the historic mills at the Union Ave/Mill St intersection were lost in Urban Renewal. Several of those that survived, including the Abel Machine/G.H. Tilton Hosiery (LAC0056/126 Union Ave, surveyed in 2013) have recently been demolished. The former Pitman Manufacturing building (84 Union Ave), may retain sufficient integrity to contribute to the historic district, should the City consider enlarging the survey area in the future.

The south extent of the district was cut-off at the Main St crossing of the Winnepesaukee River. The area to the south of this intersection, historically known as Walker Square, was entirely re-created as a result of Urban Renewal. New Elderly Housing was created with Sunrise Towers, two office blocks were constructed, and a hotel. Since one of the commercial blocks (the Volpe Building) was surveyed and found eligible in 2018, both office blocks and the hotel have been radically altered, leading to a loss of integrity for their association with the Urban Renewal program. Though Sunrise Towers may retain some integrity, it would fall outside of a contiguous district boundary.

The district was cut-off at the Water St railroad track crossing due to the lack of historic integrity at the west side of the tracks. In the future, the City of Laconia may consider extending survey to include the area between the Boston, Concord & Montreal Railroad track and Opechee Bay. Historically this area was all once part of the

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Laconia Car Company, as well as the site of several lumber yards. It is unlikely that this area will be considered to be contributing to the potential historic district, due to the loss of historic fabric and modern construction between surviving historic buildings, yet it may be helpful to survey the area in order to help tell the full story of the City's industrial past.²¹⁶

The present survey was also cut-off at the Pleasant St and Main St Boston, Concord & Montreal Railroad crossings. The area along New Salem St to the north of this boundary was historically associated with the Boston, Concord & Montreal Railroad, but has been very heavily altered in the 20th century, with many of the associated railroad outbuildings lost and/or enveloped by subsequent development. It may be helpful to more thoroughly survey the surviving freight depot and earlier passenger station buildings in the future, but it is unlikely that they will be considered to be contributing to a National Register-eligible district. The district may also be extended in the future to include the Federal Building (LAC0670/719 Main St), which was individually listed to the National Register of Historic Places in 2011.

The district was bounded to the northeast by the Church St crossing of the Winnepesaukee River. The area on the other side of the bridge is largely residential and is more closely historically associated with the neighborhood of Busy Corners at the intersection of Church Street and Union Ave.

26. Boundary Description

The potential historic district boundary is as follows, starting at the northeast point and traveling clockwise:

Starting at the northeast corner of 72 Church Street (425-44-62), and following the west bank of the Winnepesaukee River south to the Avery Dam (432-161-437) excluding 61 Church Street and 45 Beacon Street East, then around the Dam parcel and back to the West bank of the River at the intersection with the Mill St pedestrian bridge, then west along Mill Street to the northeast corner of the Belknap-Sulloway Mill lot (432-15-38), along the east and south sides of the Mill lot to the east side of Beacon Street East and following the Street to the riverbank, then along the riverbank south and west past the Main Street bridge, west past the outlet of the Perley Canal, and west to the intersection with the Boston, Concord, and Montreal Railroad tracks over the Winnepesaukee River. Then northeast along the west side of the railroad tracks across Water Street, northeast across Pleasant Street, and continuing northeast along the west side of the Boston, Concord and Montreal Railroad tracks (433-186-82) to the intersection with Main Street. Then across Main Street to the intersection of the south side of the railroad tracks and northwest corner of 695 Main St (432-142-1). Then northeast along the south side of the tracks to the northernmost boundary of 50 Church St (425-44-1.2), then east, south, and east along the boundary of 50 Church St (425-44-1.2) to Messer Street, across Messer St and north to the northwest corner of 72 Church Street (425-44-62), then east to the start. This includes all of the area between the Winnepesaukee River and Boston, Concord & Montreal Railroad tracks from Main Street west, and all of the lots from the Main Street/Railroad crossing on east along either side of Church St. This boundary is clearly delineated by a thick magenta line on the associated location and sketch maps on page 1 and 2.

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²¹⁶ The Laconia City Sewerage Treatment plant at the Winnisquam end of Water St (202 Water St) was found to be eligible for the National Register of Historic Places in 2005.

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individuals

within district ☒Integrity: yes ☒No ☐

NR eligible:

district

not eligible

more info needed

☒☐☐

NR Criteria: A

B

C

D

E

☒☐☒☐☐If this Area Form is for a Historic District: # of contributing resources: 58# of noncontributing resources: 7

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Table of Contributing and Non-Contributing Resources

Survey Number	#	Address	Block	Lot	Approximate Date of Construction ²¹⁷	Existing NHDHR #	Contributing Resource?	Historic Name	Description	Photo #	Type
1	520	Main Street	442	142-6	1973	N/A	N	Downtown Mall: Stafford Bros./ Sawyer Block	<p>The Sawyer Block was constructed in 1973 at the southwest corner of the new Downtown Mall. The concrete block building has a flat tar and gravel roof. There is an awning over the east side of the building, protecting the side-entrance. Historically this awning had a slightly belled roof and a shingle roof and opened to the pedestrian mall at the south section of Main Street.</p> <p>In 1994, the pedestrian mall of Main Street was removed, and this section of Main Street was reopened to one-way vehicular traffic. At around this time the fully-pedimented gable projection was added to the south side of the building, and the original awning roof as replaced with standing-seam metal. Square classically-inspired columns and pilasters were constructed to support the gable projection. These pilasters are repeated at the southeast and southwest corners of the building. Despite the addition of the pilasters, the building does retain the original 1973 “LACONIA” sign at the southwest corner of the south elevation. The building is non-contributing due to age and loss of integrity. Though the building retains integrity of location, it has lost some integrity of setting due to the return of vehicular traffic to this section of Main Street. The building has also lost some integrity of design, materials, workmanship, feeling and association due to the later remodeling of the exterior. Though presently considered non-contributing due to age, this building may be re-evaluated in the near future, as it may become eligible.</p>	Photos 1 & 2 Figures 10-12	Commercial
2	522-532	Main Street	442	142-5	1971		Y	Downtown Mall: LCDC Building	<p>The single-story brick veneer building at the west side of the former Downtown Mall was constructed in 1971. The building has a flat roof with flared eaves. The building houses three storefronts, each with a center entrance with plate-glass windows on either side.</p> <p>The building has lost some integrity of design, materials, and workmanship as the original shingles along the flared eaves were replaced with standing-seam metal roofing and the window/door design was slightly altered. The building also lost some integrity of setting when the pedestrian mall was opened to traffic in 1994. The building does retain integrity of location, feeling and association as an early 1970s retail building.</p>	Photo 3 Figures 10-12	Commercial
3	523-571	Main Street	442	142-7	1974	N/A	N	Downtown Mall: Municipal Parking Garage	<p>The Laconia municipal parking garage was constructed in 1974 as a mixed-use building with a parking area in the east side and upper level, and retail stores on the west and north elevations, opening up onto the pedestrian Downtown Mall and former Mill Street. The brick veneer building retains several open retail spaces at the first floor. Like the LCDC Building, the garage has lost some integrity of setting due to the reopening of the Downtown Mall to automotive traffic, and some integrity of design, materials, and workmanship with alterations to the flared eaves of the roof and replacement of the original roofing material with corrugated metal. Though presently considered non-contributing due to age, this building may be re-evaluated in the near future, as reaches the age requirement for eligibility.</p>	Photos 1, 4 & 5	Commercial

²¹⁷ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²¹⁸	Existing NHDHR #		Historic Name	Description	Photo #	Type
4	546-566	Main Street	442	142-4	1969		Y	Downtown Mall: O'Shea's Department Store	<p>In 1875, O’Shea Brothers was established by Dennis O’Shea and his oldest brother, John (d. 1890). The main street business quickly grew to include another brother, Eugene, and sold clothing, dry goods, furniture, and carpeting. The business moved to the entire first floor of the new Moulton Opera Block in August 1887 (which stood at the corner of Water St. and Main). In 1969, a new O’Shea’s building was constructed as part of the Downtown Mall. O’Shea’s went out of business in 1991, just a few years before the Downtown Mall was dismantled and reopened to automotive traffic in 1994.</p> <p>The sleek modern building is a single story with a flat roof. When constructed, elaborate belled shed dormers project over each of the building’s tall, narrow windows and over the two sides of the corner entrance. In recent decades these dormers have been simplified: they now have straight shed roofs that are clad in standing seam metal. Like the other buildings of the former Downtown Mall, O’Shea’s has lost some integrity of setting and similarly suffered some loss of design, materials and workmanship as the roof and windows have been altered. Despite these changes, the structure retains sufficient integrity to contribute to the downtown, particularly in the context of Urban Renewal.</p>	Photo 6 Figure 13	Commercial
5	574	Main Street	432	142-10	1970		Y	Downtown Mall: SteLaur Building	<p>The single-story brick veneer SteLaur Building, which marks the northwest building in the Downtown Mall, has a distinctive mansard roof with nearly flat tar and gravel upper portion and green tiles on the lower slope. The windows are large plate glass units, and there is an awning above the entrance to the south half of the building. The building was developed by the Melnick Family to house Melnick Shoe Store at the south end of the building (later Bootlegger’s) and the Lynch clothing store at the north (later a movie rental business etc.) The space to the north and west of the building was used for summer concerts until 1994, when Main Street was reopened to traffic.</p> <p>The building has changed very little since constructed in the summer of 1970. Despite some loss to integrity of setting with the demolition of the “Downtown Mall” in front of the building, the commercial building retains strong integrity of location, design, materials, workmanship, feeling and association.</p>	Photos 7 & 8 Figure 14	Commercial
6	40	Beacon Street East	432	15-25	1888-89; Remodeled ca. 1958; expanded ca. 1970, & 2017		Y	Laconia People's National Bank	<p>The neoclassical revival style former Laconia People’s National Bank building is one of the few buildings on the southern end of Main Street to pre-date Urban Renewal. The building was constructed in several phase, starting in 1888-89 when a narrow 3-story brick bank building was constructed at the north edge of the present lot for the Laconia National Bank, adjacent to several mixed-use buildings.²¹⁹ The City Savings Bank also occupied rooms in this building in the late 19th century. In ca. 1958, the building was heavily remodeled and expanded to the current footprint as the Laconia People’s National Bank. The building was designed by Laconia architect Norman P. Randlett (1900-64) and constructed by general contractor W. M. Bisson & Son.²²⁰ A three-story addition was added to the existing bank in ca. 1970 as part of the Winnepesaukee River Urban Renewal Project and designed by Henry W. Erickson (b. 1911), AIA.²²¹</p> <p>In the 1990s the bank was home to Citizen’s Bank, and was renovated again in 2017 as the home of the Lakes Region Mental Health Center. Constructed out of brick and marble veneer, the building retains many important architectural details such as the general form and massing of the main block and rear wing, slightly projecting center bay, strictly symmetrical fenestration pattern of the second and third floors, and contrasting belt-courses that encircle the building. The main entrance retains the Colonial Revival surround, with paired pilasters supporting either side of the heavy entablature. In recent years, the windows of the building have been replaced with modern simulated 12/12 windows at the second floor and a modern steel and glass entry door. A modern single-story addition has been constructed at the southwest corner of the building, and was heavily removed in ca. 2018 with a granite veneer and changes to the building’s fenestration. Despite some loss to the integrity of design, materials, and workmanship due to the new windows and modern addition, the building retains sufficient integrity to contribute to the district.</p>	Photo 9 Figures 15 &16	Commercial/Bank

²¹⁸ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²¹⁹ Huse, 34

²²⁰ The project was published in New Hampshire Chapter of the American Institute of Architects, *New Hampshire Architect* (February 1958): 14-18.

²²¹ Laconia Housing and Redevelopment Authority, *1969-1970 Annual Report*, 2.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²²²	Existing NHDHR #		Historic Name	Description	Photo #	Type
7	587	Main Street	432	142-24	1939-1940		N	First National Stores	<p>587 Main Street was constructed on the site of the former Unitarian-Universalist Society church that burned in 1938. The building was constructed in 1939-1940 as the new downtown branch of the First National Store grocery chain (the store had previously been housed in one of the Piscopo Blocks on Canal St). In 1954, the supermarket moved to Union Avenue. In the 1950s, the building façade was heavily renovated and the building became home to the Laconia Federal Savings and Loan Association.</p> <p>The building façade was again heavily remodeled in the 1990s and the flat mid-century façade was replaced with the modern “Greek Revival” edifice. Despite the drastic changes to the front of the building, some hints of the original design are still visible on the north façade on Hanover Street. The original yellow bricks are still visible on this elevation, as well as traces of the historic fenestration, and the original simple architectural ornamentation of a simple belt-course of header bricks below the flat roof. Though the building retains integrity of location and setting, the building has lost integrity of design, materials, workmanship, feeling, and association due to incompatible renovations.</p>	Photos 10 & 11 Figures 17 & 18	Commercial (Bank)
8	598	Main Street	432	142-11	ca. 1937		Y	F. W. Woolworth & Co.	<p>The single-story triangular building at 598 Main Street was constructed in ca. 1937 for F. W. Woolworth & Co., a National retail five-and-dime chain that was founded in 1879 (prior to that time, the location had been the site of the Eagle Hotel, which was torn down in 1937).²²³ The Woolworth building was made of bricks, with a flat roof and tall parapet with art deco-style geometric ornamentation. A large sign was located on each of the three sides of the building, above large plate-glass windows.</p> <p>In recent years, the building has gone through a series of renovations. In the 1990s, the building had applied vertical board siding on the exterior. This has been removed, but many of the art-deco details on the exterior have been lost. All of the original store windows and doors have been replaced, as the fenestration has been altered. Though the building retains its original location, and integrity of setting, very little of the historic architectural details remain other than the general form and massing. The alterations have led to a loss of integrity of design, materials, workmanship, feeling and association.</p>	Photo 12 Figure 19	Commercial
9	601	Main Street	432	142-23	1950		Y	Landau Store / Bloom's Variety	<p>M. N. Laundau Co.’s new store opened on November 2, 1950, replacing the three-story wood-framed Perley Block.²²⁴ The new building was the height of mid-century fashion for a five-and-dime store with very simple, modernist lines and modern materials. The flat roof was built with a low parapet around the exterior edges, with a large sign over the corner entrance. The walls of the building were constructed of light-colored brick, which was contrasted by grey poured-concrete elements. Banded large plate-glass windows along Main St and around the corner onto Hanover St emphasized the horizontal lines of the building, which was one of the first truly modern structures built within Laconia’s downtown core.</p> <p>The building later become home to Newberry’s, then Bloom’s Variety through the 1990s and is now home to Laconia Antique Center. The commercial building retains all aspects of integrity with important architectural details preserved both on the building exterior and at the interior, where a mid-century lunch-counter remains along the north wall.</p>	Photo 13 Figure 20	Commercial
10	609	Main Street	432	142-22	1914	LAC0045 (NRN 2020)	Y	Piscopo Building/ Colonial Theatre	<p>The Piscopo Building was constructed in 1914 as a mixed-use building with multiple storefronts at the first floor, the 1,400-seat Colonial Theater, and several apartments in the upper floors. The building was designed by George W. Griffin of Concord and constructed by Fred E. Morrill and Henry Stone of Laconia.</p> <p>In 1983, the theater was divided into multiple smaller theaters. The theater closed in the early 2000s and is currently undergoing a full Federal Tax Credit rehabilitation with the help of the NH Land and Community Heritage Investment Program. The building was listed to the National Register of Historic Places in 2020.</p>	Photo 14 Figure 21	Theater or Auditorium

²²² Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²²³ Huse, 49.

²²⁴ Huse, 56.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²²⁵	Existing NHDHR #		Historic Name	Description	Photo #	Type
11	610-618	Main Street	432	142-12.1	1898		Y	Cook Block	<p>The three-story Cook Block was constructed in 1898 as a mixed-use commercial building. The building has strong axial symmetry with two stores on either side of a central stair-hall. The upper floors are residential apartments. Belt-courses of ornamental brick decorate the cornice and division between the second and third floors. The windows of the upper floors are 1/1 sash. The storefronts were heavily remodeled in the mid-20th century to the present Art Deco/Modernist design with stucco covering the brick to create smooth walls and a metal belt course above the storefronts creating a sleek, streamlined look. This metal band is repeated above and below each store window, creating a uniformity across the building front with strongly emphasized horizontal lines.</p> <p>The Cook Block retains all aspects of integrity, despite some minor changes to the fenestration in the modern era.</p>	Photo 15 Figure 22	Commercial/Mixed Use
12	622-634	Main Street	432	142-12	1926		Y	PEMACO Block	<p>The three-story PEMACO Block was constructed in 1926 by Thomas McIntyre, Sr. The building is named after his first-floor business, one of a chain of People’s Market Co. stores. An auditorium was opened on the second floor on February 17, 1927, and became The Gardens movie theater on November 8, 1927. The building was also used as a dance hall and convention center and contained apartments on the upper floors. In the 1940s and 1950s, the films shown were limited to children’s movies so as not to compete with the Colonial across the street. The theater closed in 1957, and has since been used by local theater groups and even as a church.</p> <p>Despite some minor loss of integrity of materials, design, and workmanship with alterations to the windows and first floor store-fronts, the building retains sufficient integrity to contribute to the district.</p>	Photo 16 Figure 23	Commercial/Mixed Use
13	633-637	Main Street	432	142-20	1924		Y	New Piscopo Block	<p>633-637 Main Street was constructed after 1923, possibly by Benjamin Piscopo (d. 1926) on the site of a former livery stable. The neo-classical commercial block is three stories in height and is constructed of brick. The lower story houses several businesses, and there are apartments on the upper floors. The building footprint is oddly shaped to mirror the constraints of the lot, with a corner window overlooking the intersections of Main and Canal Streets. The brick exterior is ornamented by a concrete belt course above the first floor, ornamental molded cornice, and concrete or cast stone quoins.</p> <p>Though there have been changes to the window sash and some alterations to the first floor that have led to minor loss of integrity of materials, and workmanship, the building retains integrity of location, setting, design, feeling and association.</p>	Photo 17	Commercial/Mixed Use
14	653	Main Street	432	142-19	1903		Y	Masonic Temple Building	<p>The first meeting of the Mount Lebanon Masonic Lodge of Free and Accepted Masons #32 at Meredith Bridge was held on June 6, 1819.²²⁶ Between 1894-1896 the society built a large four-story brick Masonic Temple building on this site.²²⁷ On December 6, 1902, this first lodge was destroyed by a fire, which quickly spread to the gunpowder storage in the hardware store at the north side of the first floor.</p> <p>The present structure was constructed soon after the fire, and is approximately the same size and shape as the first building. The brick Masonic Hall contains three retail spaces on the first floor, rooms and offices above, and the masonic hall on the third floor. The building exterior is ornamented by a very heavily molded cornice with decorative brick and brick corner quoins. The regular delicate fenestration further reflects the Romanesque Revival architectural style. Though the first-floor store fronts have been somewhat modernized, the building remains quite intact and the exterior appearance has changed little since it was constructed. The Masonic Temple Building retains all aspects of integrity.</p>	Photo 18 Figures 24 & 25	Commercial/Mixed Use/Meeting Hall

²²⁵ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²²⁶ Huse, 24.

²²⁷ Huse, 40.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²²⁸	Existing NHDHR #		Historic Name	Description	Photo #	Type
15	660-668	Main Street	432	142-16	1908		Y	Baldi Block	<p>The Baldi Block was constructed in 1908-09 (Laconia City Records incorrectly list the date of construction of this large commercial block as 1900) by Lawrence Baldi (1866-1918). Baldi was a naturalized American citizen who immigrated from Italy in 1896 and was listed in the 1917 City Directory as “a wholesale dealer in sugar, flour and produce, confectionary, cigars, and tobacco.”²²⁹ In late September 1908, George Theobold of Concord moved the Randlett House from the site,²³⁰ and by late November 1909 “Mrs. Picard, the milliner; Payson, the jeweler, and the Christian Science Reading Room”²³¹ moved into the new building. By 1911, the three-story brick building had four businesses on the first floor (a florist, “D. G.”, milliner, and jeweler) and offices on the second.²³²</p> <p>The mixed-use commercial block is three-stories with glazed brick on the primary (east) façade. The design of the commercial block follows strict lateral symmetry with a narrow center bay (containing an interior stairway) flanked by two wider bays. A beltcourse above the first floor separates the shops from the offices of the second floor and apartments on the third. The single faux-6/6 windows of the third floor have decorative keystones that are almost indicative of the coming of the art deco style. The building is drowned by a decorative denticulated cornice.</p> <p>Despite some changes to the first-floor store-fronts and the replacement of most of the original windows, the building does retain some integrity of design, materials and workmanship and retains strong integrity of location, setting, feeling, and association as an early 20th century mixed use commercial block.</p>	Photo 19	Commercial/Mixed Use
16	667	Main Street	432	142-18	1912		Y	Laconia Tavern	<p>The Laconia Tavern Hotel (16a) was constructed in 1912 as a luxury hotel and opened on June 14, 1913.²³³ By 1923, the hotel included a large automotive garage (16b) off of nearby Canal Street. The Hotel itself had a large office at the west elevation, central elevator, and dining room at the east (with the kitchen located in a single-story wing). On June 23, 1955, the Hotel was patronized by President Dwight D. Eisenhower on his visit to Laconia.</p> <p>In the 1950s, the Hotel acquired the land at the intersection of Beacon and Church Streets. At this time, the Charles A. Busiel House stood on the corner, with a two-story tenement building to the south (behind the Piscopo Stores). The Charles Albert Busiel (1842-1901)²³⁴ was a very prominent Laconia figure, and was 54th Governor of New Hampshire until 1897.²³⁵ The house was designed by Laconia architect, Arthur L. Davis (1830-1922). The Busiel house and nearby tenement were demolished in 1956 to increase the parking in front of the Tavern Garage. Later a gas station, operated by the Tavern, was located on this spot.²³⁶</p> <p>The Tavern is now owned by Laconia Housing and has 50 senior-living apartments. Though HUD-funded interior renovations in 2018 have obscured historic details inside the building, the exterior is relatively intact. Though modern replacement doors and windows do detract from the integrity of materials, design, and workmanship, the building retains strong integrity of location, setting, feeling, and association and contributes to the district.</p>	Photos 20& 21 Figure 26	Commercial (Now multiple-dwelling)

²²⁸ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²²⁹ Anonymous, “Find A Grave”, Lawrence “Lorenzo” Baldi (1866-1918). Lawrence Baldi is buried at Union Cemetery. His grandson, also named Lawrence Baldi, was instrumental in the effort to Save the Mills in the 1970s.

²³⁰ Local historian Warren D. Huse in email to the author, November 18, 2020. It is unclear from primary sources where the house was moved to, and if it still survives.

²³¹ Local historian Warren D. Huse in second email to the author, November 18, 2020.

²³² Sept. 1911 Sanborn Fire Insurance Map of Laconia, Sheet 26.

²³³ Huse, 41.

²³⁴ Anonymous, “Find A Grave”, Charles Albert Busiel (1842-1901) is buried at Union Cemetery in Laconia.

²³⁵ For additional information on Busiel, please refer to Vaughan, 155ff and James Amasa Wood, *New Hampshire Homes* (Concord, NH: James A. Wood, 1895), 129.

²³⁶ Huse, 47.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²³⁷	Existing NHDHR #		Historic Name	Description	Photo #	Type
17	674	Main Street	432	142-17	ca. 1895		Y	Hill’s Grocery / Emanuel’s Quality Market	<p>The building at 674 Main St. was constructed by 1897, and at that time was a 3 ½ story mixed use building with a 2-story wing to the west, and single-story shed addition to the south. The building was described as having a “carriage repository” on the first floor, “school” on the second, and hall on the third with a tailor in the single-story south addition.²³⁸ By 1902 there was a barber and billiard hall at the first floor, the second was vacant, and there was a club room in the third with a tailor in the south addition.²³⁹ In 1911 the entire building housed the Hill Grocery Store, with a jeweler in the southern extension.²⁴⁰ The building was later home to Emanuel’s Quality Market.</p> <p>The building is fairly typical of a mixed-use wood-framed building of the late Victorian period with simple exterior ornamentation and flat, narrow trim. The gable end is fully-pedimented by a narrow wooden beltcourse, which is duplicated between the first and second floors. Though there have been extensive changes to the first-floor level of the building, the second and third floors have changed little (aside from window replacement), since the early 20th century. Though the loss of the single-story south addition, changes to the first floor, and the replacement windows have led to some loss of integrity of design, materials, and workmanship, the building retains strong integrity of location, setting, feeling and association.</p>	Photo 22 Figure 46	Commercial/Mixed Use
18	695	Main Street	432	142-1	1903	LAC0671 (NRN 1985)	Y	Gale Memorial Library	<p>The Romanesque Revival Gale Memorial Library was constructed in 1901-3, and expanded in 1956-7 and 2005. When Laconia banker Napoleon Bonaparte Gale (1815-1894) died, he left the City of Laconia \$5,000 for a public park, \$10,000 for a town hall or public building, and \$10,000 for a Public Library.²⁴¹ The Laconia Public Library was established in March 1878 and opened in 1879, occupying a rented room in the Folsom Block. In ca. 1889, the library moved to rental space in the Laconia National Bank.²⁴² In 1901 the library trustees/building committee hired Boston architect Charles Brigham (1841-1925) to design the new library and awarded the building contract to E. Noyes Whitcomb & Co. of Boston.²⁴³ The building was dedicated on June 9, 1903. In 1956-5 a modern addition, designed by Prescott & Erickson and built by Role Camp Co., Inc. was added to the building. In 1985 the Library was individually listed to the National Register of Historic Places. In 2005 the mid-century addition was replaced by the current wing.</p> <p>Although the modern wing addition alters the overall design of the building, the new wing is clearly subservient to and differentiated from the historic building. The original Library building remains virtually intact, retaining the original exterior appearance. The building retains strong integrity of location, setting, design, materials, workmanship, feeling and association.</p>	Photos 23 & 24 Figures 27, 28, 46 & 47.	Library

²³⁷ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²³⁸ Dec. 1897 Sanborn Fire Insurance map, Sheet 2. Laconia City records incorrectly list the date of construction as 1830. The building does not appear on the 1892 Sanborn Fire Insurance Map, and was constructed and occupied by 1897.

²³⁹ Nov. 1902 Sanborn Fie Insurance map, Sheet 9.

²⁴⁰ September 1911 Sanborn Fire Insurance Map, Sheet 26.

²⁴¹ David L. Ruell, “National Register of Historic Places Inventory – Nomination for the Gale Memorial Library” (1985), 20.

²⁴² Ruell, “...Gale Memorial Library”, 20. A private, Meredith Bridge Social Library had been founded in 1803 (incorporated in 1807) and was destroyed in the 1860 fie.

²⁴³ Ruell, “...Gale Memorial Library”, 21.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²⁴⁴	Existing NHDHR #		Historic Name	Description	Photo #	Type
19	30	Church Street	425	44-1.1	1865	LAC0171 (NRN 1994)	Y	John W. Busiel House / St. Joseph’s Rectory	<p>One of the oldest buildings in the survey area, the John W. Busiel House was built in 1865 for the founder of the Busiel Manufacturing Company (see Busiel-Seeburg Mill/LAC0668, 1 Mill Street), John W. Busiel (1815-1872).²⁴⁵ From the cupola of the house (removed 1953), Busiel could look down Beacon Street to his mill. Despite the loss of the attached carriage barn in 1929 and cupola in 1953, the building remains “one of the city’s finest basically-unaltered historic residential properties, the oldest and about the last surviving example of post-bellum architecture which once lined both sides of that part of Church Street...”²⁴⁶ The house, designed by prominent Laconia architect, Arthur L. Davis (1830-1922), represents an early adoption of the French Second Empire Style in the city. The house remained in possession of Busiel’s widow, Julia M. <i>Tilton</i> Busiel until her death in 1901. In 1904 the house was purchased by the Roman Catholic Bishop of Manchester, and converted to rectory for St. Joseph’s Parish (the contemporary St. Joseph’s Church was located on Messer St.).²⁴⁷</p> <p>The house was individually listed to the National Register in 1994 for significance in architecture as example of French Second Empire Style. Despite the historic losses of the carriage barn and cupola, the building retains many character-defining features including the mansard roof, molded cornices at curb and cornice, decorative brackets at the eaves, quoins, paired entry doors with glazed panels, and veranda-like porch. The house retains all aspects of integrity.</p>	Photo 25 Figures 29 & 38	Residential / Single-Dwelling
20	33	Church Street	432	44-31	1916-1917	LAC0673 (NRN 1986)	Y	United State Post Office	<p>Designed in 1916 under the supervision of James A. Wetmore,²⁴⁸ the United States Post Office was constructed in 1917 in the Beaux-Arts style. The building’s lobby was modified first in 1980 and 1982 by the addition of murals painted by Gilford artist Loran D. Percy (1931-2002), and again in 1983 by Henry W. Erickson (b. 1911), architect of Laconia. The building was individually listed to the National Register of Historic Places in 1986 for significance in architecture. Despite the loss of the building’s original windows and doors, the Post Office retains many significant architectural features including the general form and massing of the structure, elaborate Corinthian pilasters, denticulated cornice, cast stone decorative blocks above the entrance, and cast-iron lamp-posts with globe shades on either side of the primary entry. Though the building has lost minor integrity of materials and workmanship due to the windows and changes to the entrance to allow for a barrier-free ramp, the building retains integrity of location, setting, design, feeling and association.</p>	Photo 26 Figure 30	Municipal/Post Office
21	40	Church Street	425	44-1	1929	LAC0657	Y	St. Joseph's Church	<p>The Gothic Revival style St. Joseph’s Church was constructed in 1929-1930 after plans for the building were drawn up by James O’Shaughnessy of Boston (an associate with architects Smith & Walker). The construction began on May 5, 1929 with the building contract awarded to the Walsh Brothers of Cambridge, MA. St. Joseph’s church had been organized in 1856, and the building became their third church, replacing a first church that was located on Messer Street between 1867-1877 (when it was struck by lightning), and a second church finished in 1881. By the 1920s, the parish was outgrowing the building, and the new church was constructed adjacent to the rectory in the former John W. Busiel House.</p> <p>In the 1980s, the exterior doors were replaced with modern metal doors, but these have also since been replaced with more appropriate wooden doors. Despite these changes, the building retains a high degree of integrity and is likely individually eligible for the National Register for architecture. The building is representative of the Gothic Revival style and retains many character-defining features such as general form and massing, projecting choir section, tall square tower and front wing, buttresses, recessed entry, and large Gothic stained-glass windows.</p>	Photo 27 Figure 31	Church

²⁴⁴ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁴⁵ Anonymous, “Find A Grave”, John W. Busiel (1815-1872) buried at Union Cemetery in Laconia. For additional information on Busiel, please refer to Vaughan 154ff.

²⁴⁶ Gilbert S. Center, “National Register of Historic Places Registration Form – John W. Busiel House” (1994), 4.

²⁴⁷ The first St. Joseph’s Church was constructed on Messer Street between 1867-1869 and struck by lightning on July 1, 1877. The building was rebuilt, and dedicated in 1881. The present St. Joseph’s Church was constructed in 1929 to the east of the Busiel House.

²⁴⁸ Lawyer, James Alfonso Wetmore (1863-1940) was the Acting Supervising Architect of the U.S. Office of the Supervising Architect of the Treasury Department from 1915-1933 and oversaw the construction of many federal buildings under his tenure, managing the architects and draftsmen within his office.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²⁴⁹	Existing NHDHR #		Historic Name	Description	Photo #	Type
22	51	Church Street	432	44-32	1960		Y	Winston Building / Police Media Building	<p>The single-story brick-faced Winston Building was constructed in 1960. The building was constructed as a stark, modernist structure with a flat roof and low profile. In 1978, the building was purchased for a new Police Department Headquarters, and operations were moved from the Laconia Passenger Station.²⁵⁰ Recent changes to the fenestration and entry have significantly altered the design, leading to a loss of some integrity of design, materials, workmanship and feeling. The building does retain integrity of location, setting, and association as a public building of the mid-20th century.</p> <p>Prior to the construction of the Police Media building, the lot was the site of the John T. Busiel (1847-1921)²⁵¹ residence. John Busiel was the second son of John W. Busiel, founder of the Busiel Manufacturing Co. and worked in the firm of J. W. Busiel & Co. The house was a fine example of Queen Anne style architecture with the structure heavily embellished by large open porches, intricate gable windows, and a 4-story turret. The house had large open grounds with an elaborate fence and views to the Winnepesaukee River, and Busiel’s mills beyond.</p>	Photo 28	Municipal
23	50	Church Street	425	44-1.2	1924		Y	St. Joseph’s School	<p>Prior to when the Roman Catholic Church purchased the Busiel property next door in 1904, this lot was home to Perley Putnam (1831-1901).²⁵² Putnam was one of the proprietors of the Laconia Car Co. in 1865, and became principal of the company in 1882 with John C. Moulton. From 1889-1897, Putnam was the sole-proprietor of the company. In 1906, the Sisters of Mercy moved into the Putnam House and established a school in the barn at the rear of the property (labeled St. Joseph’s Sisters Convent Parochial School on the 1923 Sanborn Map).</p> <p>In 1924, the Putnam barns were demolished, and the Putnam house was moved northeast up Messer Street to make way for the new St. Joseph’s School, also known as St. John’s School. The 2 ½ story brick structure was constructed by Wilfred M. Bisson (1884-1975),²⁵³ and has changed very little in appearance since it was built, aside from the 1956 addition to the back of the building to house a gymnasium, stage, four additional classrooms, and locker and shower rooms.²⁵⁴ The school later became part of Holy Trinity Catholic School, a private parochial school which closed in 2017. The Perley house remained to the northeast of the school where it housed the Jack and Jill Nursery School until 2010, when it was demolished to make room for a playground, which has, in turn, been removed.</p> <p>Despite the changes to the grounds, the School retains all aspects of integrity.</p>	Photo 29 Figure 32	Educational/School
24	55	Church Street	425	44-88	1880		Y	W. Estey House	<p>According to City Records, the side-hall house at 55 Church Street was constructed in 1880. By 1892, the property was identified as associated with a “W. Estey”.²⁵⁵ The 1.5-story main block faces north onto Church Street and has a recessed side-hall entrance and stout center chimney. The Sanborn Fire Insurance Maps show a single-story porch along the west side of the house in the early 20th century, a feature which has been removed. A single-story wing at the back of the house connected to a 2-story urban barn. Details such as the recessed entry with intact ½ side-lights, and wide frieze along the side of the building are reminiscent of earlier Greek Revival style buildings.</p> <p>The general form and massing of the connected building is preserved, however, there have been significant alterations to the fenestration of primary façade. Some of the integrity of materials and workmanship have also been lost with modern synthetic siding and faux 6/6 windows. Though the urban barn behind also retains the general historic form, it has been heavily altered by the insertion of a faux-Grecian entry at the stable below a banded window at the location of the former hayloft.</p>	Photo 30 Figure 33	Single Dwelling (now Commercial)

²⁴⁹ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁵⁰ Huse, 80.

²⁵¹ Anonymous, “Find A Grave”, John Tilton Busiel (1847-1921) buried at Union Cemetery in Laconia. For additional information on Busiel, please refer to Vaughan 157ff.

²⁵² Anonymous, “Find A Grave”, Perley Putnam (1831-1901) is buried at Union Cemetery in Laconia.

²⁵³ Anonymous, “Find A Grave”, Wilfred M. Bisson (1884-1975) is buried at Saint Lambert’s Cemetery in Laconia.

²⁵⁴ Huse, 47.

²⁵⁵ This may be William Esty (1845-1916) who owned the Esty Sprinkling Company (Anonymous, “Find A Grave”, William Esty (1845-1916) buried at Bayside Cemetery in Laconia and Vaughan, 205) or it may be another Esty associated with the Esty Garage at 65 Church St.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²⁵⁶	Existing NHDHR #		Historic Name	Description	Photo #	Type
25	63	Church Street	425	44-87	ca. 1895		Y		<p>63 Church Street was standing by Dec. 1897, and is depicted on the Sanborn Map as a 1 ½ story frame dwelling with a 1 ½ story wing and detached 1 ½ story framed stable. Several additions had been constructed onto the building by 1902. By 1923 the associated barn was no longer extant. Subsequently, a porch along the east elevation of the house has been removed.</p> <p>The building retains the its historic form and massing, as well as general fenestration patterns and interior stove chimneys. The building has loss some integrity of design, materials, and workmanship with modern 1/1 windows and synthetic siding and shutters. Despite these changes, the building retains integrity of location, setting, feeling, and association.</p>	Photo 31 Figure 33	Single Dwelling (now Commercial)
26	64	Church Street	425	44-61	1890		Y		<p>The multi-unit apartment building at 64 Church Street was constructed in 1890 according to City Records. In 1902, the building is depicted a as a 2-story dwelling with 2-story wing, and attached 2-story barn to the north. The building had a small porch (likely entrance) at the west elevation (Messer St) and two bay windows at the south, overlooking Church St.</p> <p>The large building sits on a granite foundation and has shingle siding. There is a Palladian-style window over the Church Street entrance. Multiple two-story porches have been constructed off of the east and west elevations to create porches for each apartment unit (some of these have been enclosed). Despite modern changes to the building, it retains sufficient integrity to contribute to the district.</p>	Photo 32	Multiple Dwelling
27	72	Church Street	425	44-62	1908		Y	Pynn Auto Dealership / Gold Gift & Stamp Store	<p>The Pynn Auto Dealership was constructed in 1908 according to City records. The dealership was owned by Norman G. Pynn (1905-1973)²⁵⁷ and specialized in Ford sales. By 1923 the single-story garage had a capacity of 50 cars, steam heat, and electric lights with a sales office off of Church Street. In the 1950s, the dealership was sold, and the south bay was removed as the building was removed in the mid-century modern style to create Gold Gift & Stamp Store. This section of the building is now a Café and art gallery.</p> <p>The single-story brick building reflects two different architectural styles with some mid-century modern details at the Church Street entrance and earlier Art Deco details at the Messer Street entrance. The Messer Street entrance is likely more similar to the original appearance of the building, despite changes to the fenestration. The Church Street entrance is more reflective of the later history of the building with a low gable roof, car port to the west, a flat multi-material façade with strong horizontal lines. Despite modern “barn board” applied below the windows at the front of the building creating some mild loss of integrity of design and materials, the building retains integrity of location, setting, workmanship, feeling and association.</p>	Photos 33 & 34. Figure 34	Commercial
28	65	Church Street	425	44-86	1912		Y	Esty Garage / Laconia Spa	<p>The building at 65 Church Street was constructed in 1912 as the Esty Garage. Originally the first floor was a large automobile showroom specializing in Studebakers with a garage in the basement. By 1923,²⁵⁸ the showroom was shown as having a capacity of 16 cars and having steam heat and electric lights. Period postcards list the proprietor as E. H. Hammond. In 1957, the building was renovated to became the Laconia Spa.²⁵⁹</p> <p>The oddly-shaped building retains many early 20th century features such as the ornate cornice molding, evenly-spaced doors and windows, belt-courses, and ornamental shingle siding. Despite modern replacement windows and faux-shutters, the building retains sufficient integrity to contribute to the district.</p>	Photos 35 & 36 Figures 33-35	Commercial

²⁵⁶ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁵⁷ Anonymous, “Find A Grave”, Norman Gilbert Pynn (1905-1973) is buried at Saint Lambert’s Cemetery in Laconia.

²⁵⁸ Mar. 1923 Sanborn Fire Insurance Map, Sheet 3.

²⁵⁹ Huse, 100.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²⁶⁰	Existing NHDHR #		Historic Name	Description	Photo #	Type
29	61	Church Street	432	44-33	ca. 1905		N		<p>The two-story frame barn at 61 Church St was constructed over the inlet of the Laconia Canal between 1902 and 1911.²⁶¹ By 1923 the building was used as an automotive garage, which may have been associated with the adjacent car dealership in the Laconia Spa building (65 Church Street), which was at the time part of the same lot.</p> <p>The garage was heavily altered in the 20th century and is now a 2 ½-story office with vinyl siding and modern synthetic 1/1 windows with vinyl shutters. The modern metal standing seam roof represents a further loss of integrity of materials. The building has also lost integrity of design, feeling and workmanship with extensive changes to the fenestration.</p>	Photo 37 Figure 33	Single Dwelling (now Commercial)
30	24	Canal Street	432	33-21	1935		Y	Kelly’s Army & Navy Store	<p>Though City records suggest that 34 Canal Street was constructed in 1988, research has shown that it was actually constructed in 1935 and designed by architect Norman P. Randlett (1900-64). Originally this building was owned by Kalman “Kelly” Alterman (b. ca. 1897),²⁶² who operated Kelly’s Arm & Navy Store out of the building. After her father died, Beaulia Levine (ca. 1920-2000) took over, renaming the business Beaulia’s Army & Navy Store.</p> <p>The exterior appearance has a Colonial Revival design, mimicking similar buildings throughout the downtown with stepped false-front above a heavily pedimented entry with broken pediment with central urn above a wide frieze. The building retains all aspects of integrity.</p>	Photo 38	Commercial
31	39	Canal Street	432	33-28	1923		Y	Piscopo Stores	<p>The single-story commercial buildings on either side of Canal Street (39, 55, and 50-62) were built by Benjamin Piscopo (d. 1926; founder of the Colonial Theater) and constructed by W. M. Bisson & Son.</p> <p>The single-story commercial building at 39 Canal Street is now home to a single-store but was historically divided into two interior spaces. The brick building has a flat roof and Art Deco inspired cornice. Historic photographs indicate that this cornice was once embellished by pediments above each window with cast stone or concrete finials above each dividing wall. Each window was a single large piece of plate glass with a multi-light transom above and decorative tile panels below. The above-roof decorations have been lost, and the windows replaced by large metal and glass units. The transoms and lower panels are now shielded from view. Though the large replacement windows, doors, and loss of roof details have caused some loss of integrity of design, materials, and workmanship, the building retains some historic features and retains integrity of location, feeling, and association.</p>	Photo 39 Figure 36	Commercial
32	55	Canal Street	432	33-29	1920		Y	Piscopo Stores	<p>Though 55 Canal Street is said to have been constructed a few years prior to 39 Canal Street, the buildings are almost identical in overall design. Though historic Sanborn Maps show 55 as historically divided into two stores, the building now houses just one business (Penny Pitou Travel). The Bean Brothers’ corner store became the city’s first State Liquor Store in 1932, after the end of Prohibition.</p> <p>Like 39 Canal Street, 55 Canal Street has lost some integrity of design, materials, and workmanship but retains integrity of location, feeling, and association.</p>	Photo 40 Figure 36	Commercial
33	50-62	Canal Street	432	33-30	1920		Y	Piscopo Stores	<p>The commercial block at 50-62 Canal Street was also built by Benjamin Piscopo and constructed by W. M. Bisson and Son. Historically the three buildings matched. Like the connected block across the street, 50-62 Canal Street has lost the decorative roof details of the original design. Some of the multi-light transom windows have been retained in the central part of this building. Vertical paneling beneath the store windows may cover the original tiles. Despite some loss of original materials and design, this building also retains integrity of location, feeling, and association.</p>	Photo 41 Figure 37	Commercial

²⁶⁰ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁶¹ The building is not shown on Sheet 10 of the 1902 Sanborn Fire Insurance map of Laconia and is shown on Sheet 19 of the 1911 map.

²⁶² 1940 US Federal Census of Laconia, Belknap, New Hampshire; Household of Kalman Alterman (household 62, family 36).

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²⁶³	Existing NHDHR #		Historic Name	Description	Photo #	Type
34		Beacon Street East	432	15-34	N/A	N/A	Y	Beacon St. Parking Lot, 1957	Several houses were demolished to make way for the large parking lot north of Laconia City Hall in 1957 (prior to Urban Renewal). Sanborn Fire Insurance maps from 1923 show that this area was once the site of six residences, with a residential “Somes Court” located perpendicularly to Beacon Street and running parallel to the Perley Canal in the early 20 th century. An undertaker was located at the northwest corner of the parking lot, near the canal, and the “Calvin Wood Brass Foundry” (earlier A. S. Glidden & Co. Foundry) was located at the northeast, between the canal and Winnepesaukee River. The Beacon St Parking Lot was dedicated July, 1957. This parking lot is representative of the early city planning efforts, and is considered to contribute to the wider district in this context.	Figures 38 & 39	Parking Lot
35	62	Beacon Street East	432	15-27	1970		Y	Citizen’s Bank	The single-story modern Citizens Bank building was constructed in 1970 on the former site of several single-family dwellings. The single-story building has brick veneer and a mansard roof. The drive-through of the bank is at the street-side with the small bank building behind, encouraging customers to stay in their cars in this modern design. The awning of the drive-through is extended by a low-gable-roofed projection with a center faux cupola with weathervane. The gable end of the projection is fully-pedimented, and the structure is supported by neo-Greek square columns. These architectural embellishments are all reminiscent of the type of Colonial Revival style popular around the time of the United States Bicentennial Celebration. The building retains all aspects of integrity.	Photo 42 Figure 38	Commercial/Bank
36		Beacon Street East	432	15-26	N/A	N/A	Y	(Laconia People’s National Bank Parking Lot, 1970)	The large parking lot on the west side of Beacon Street East, opposite the Busiel-Seeburg Mill, was created as part of Urban Renewal in the late 1960s. There were two tenement apartment buildings in this area, as well as several shops, one of which was shown on the 1923 Sanborn map as a “2 nd Hand Shop/Upholstering.” The parking lot is considered a contributing structure, due to its association with the Urban Renewal planning of the downtown core and close association with the Laconia People’s National Bank (40 Beacon St. East).		Parking Lot
37	45	Beacon Street East	432	15-35	1972	N/A	N	Laconia City Hall	<i>The Laconia City Hall was one of the first buildings to be constructed in the wake of Urban Renewal in 1971-1972 on the site of a store house associated with the adjacent Busiel-Seeburg Mill (1 Mill St). When it was constructed, the City Hall building was a fine example of mid-century modern design with clean lines and simple details. The structure was composed of a series of rectangles with brick walls, slightly recessed, regularly-spaced windows, and a projecting glass-front stairwell.</i> <i>The building was heavily renovated 1985-86 to mimic the general form and massing of the adjacent mill buildings, provide an elevator, and barrier-free facilities.²⁶⁴ Though the fenestration pattern along the sides was retained, the front entrance and roofline were drastically altered. The flat roof with simple roofline was replaced by a gable roof with simulated corbelled brick along the end to match the design of the adjacent Busiel-Seeburg Mill. Though the building retains integrity of location and setting, it has loss integrity of design, materials, workmanship, feeling and association. Due to a combination of the building’s youth, having not yet reached 50-years in age, and the lack of integrity, it does not contribute to the historic district due to age.</i>	Photo 43 Figure 40	Municipal/Town Hall

²⁶³ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁶⁴ Huse, 79.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²⁶⁵	Existing NHDHR #		Historic Name	Description	Photo #	Type
38		Mill Street	432	161-37	Ca. 1796 / 1949		Y	Avery Dam	<p>The first Avery Dam was constructed in about 1795²⁶⁶ or 1797²⁶⁷ by Daniel Avery (1769-1826) just above the point where the Province Road crossed the river at Meredith Bridge. Avery had arrived from Stratham in about 1790 and opened a store near the bridge.²⁶⁸ By 1800, local businessmen had constructed paper, ticking, wool, linen, grist, and saw mills near his dam.²⁶⁹</p> <p>In 1949 the wooden Mill Street Bridge was closed to all but foot traffic and the present Avery Dam was constructed. The Dam was designed by Roland S. Burlingame of Boston, and constructed by W. M. Bisson & Son for the Avery Dam Corporation of Laconia.²⁷⁰ In 1956, the wooden bridge was closed to all traffic, and was replaced by the present steel foot bridge in 1958.²⁷¹</p> <p>The Avery Dam retains integrity of location, design, materials, workmanship, feeling and association despite some loss of integrity of setting with the demolition of many of the nearby mills since the 1960s.</p>	Photos 44 & 45 Figure 41	Industrial
39	1	Mill Street	432	161-36	1853	LAC0668 (NRN 1971)	Y	Busiel-Seeburg Mill	<p>The Busiel Granite Hosiery Mill was constructed by John W. Busiel (1815-1872)²⁷² in 1853. At the time, the mill included only the eastern half of the present structure and a north stair-tower. An addition in 1878 added the western half of the present building and a new south stair-tower.²⁷³ In 1882, the main building was renovated again. By the 1920s, the complex had grown to include an office/mending & seaming building, a dye house, a power house, a boarding and drying house, a stock house, and multiple store-houses.²⁷⁴ By the 1940s, the J. W. Busiel & Co. Hosiery Mills were in decline and the property was purchased by the Gilbert Clock Co. of Winstead, CT. The interior was renovated, and the company stayed until 1952.²⁷⁵ The building was originally slated for demolition as part of the Urban Renewal plan for the city, and was individually listed to the National Register of Historic Places in 1971.</p> <p>Though the loss of many of the outbuildings in the late 1960s damages some of the integrity of setting, the building retains strong integrity of location, design, materials, workmanship, feeling, and association.</p>	Photo 46 Figure 42	Industrial
40	25	Beacon Street East	432	15-38	1823	LAC0667 (NRN 1971)	Y	Belknap-Sulloway Mill	<p>Built in 1823, the Belknap Mill is heralded as the oldest surviving unaltered brick textile mill in New England. The modern mill was revolutionary for integrating the entire textile manufacturing process under one roof. The highly-significant building was listed to the National Register of Historic Places in 1971 and retains many character-defining features of an early mill such as the large multi-light windows, exterior stair-tower, clerestory windows, and bell tower. The building is also significant for its central role in the history of Laconia's industrial revolution and the important part it played in helping to establish the New Hampshire preservation movement in the 1970s when it was narrowly saved from demolition during Urban Renewal. The Belknap Mill retains all aspects of integrity</p>	Photo 47 Figures 43 & 44	Industrial
41		Mill Street	442	15-8	1997	N/A	N	Riverside Rotary Park	<p>In 1997, the Belknap Mill Society partnered with local businessmen, the City of Laconia and the Laconia Rotary Park to plan a park in the Urban Renewal-era parking lot to the south of the brick mill. Architect Paul Mirski donated his time and designs for the project. Nearly \$200,000 was raised and the Riverside Rotary Park was dedicated in June 1997.</p>	Photo 48	Park

²⁶⁵ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁶⁶ Esther Peters, “Belknap Mill History” (Produced by Stephen F. Sena, 1987), 3.

²⁶⁷ Belknap Mill Society Website.

²⁶⁸ Avery was a very prominent land-owner in Meredith Village and owned most of the village land and land along the Measly Pond Brook between Lake Waukewan and Lake Winnepesaukee, where he operated grist, saw, and fulling mills. In Meredith Village, Avery went into partnership with several years with John Bond Swasey (1781-1828). In 1816, he sold his last piece of land along the brook to Swasey, who in 1816 constructed the Waukewan Canal.

²⁶⁹ Peters, 3.

²⁷⁰ Sidewalk Superintendent’s Certificate (Collection of the Laconia Historical & Museum Society, H2012.0033.0001)

²⁷¹ Huse, 46.

²⁷² Anonymous, “Find A Grave”, John W. Busiel (1815-1872) buried at Union Cemetery in Laconia and lived in the Busiel House (LAC0171/40 Church St). For additional information on Busiel, please refer to Vaughan 154ff.

²⁷³ Richard M. Candee, “National Register of Historic Places Inventory – Nomination Form: Busiel-Seeburg Mill” (1971), 2.

²⁷⁴ Mar. 1923 Sanborn Fire Insurance map of Laconia, Sheet 3.

²⁷⁵ Huse, 46

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AREA FORM										AREA NAME: LAC-DTHD	
		Address	Block	Lot	Approx Date ²⁷⁶	Existing NHDHR #		Historic Name	Description	Photo #	Type
42		Beacon Street West	442	15-3	N/A	N/A	Y	City Parking Lot, ca. 1970	The parking lot on the east side of Beacon Street West, behind O’Shea’s and the LCDC Building was constructed in ca. 1970 at approximately the location of Canal Court, to the east of the Allen Rogers Manufacturing Plant. The parking lot is considered a contributing structure, due to its association with the Urban Renewal planning of the downtown core, and historical connection with the LCDC Building, O-Shea’s Department Store, and the SteLaur Building.		Parking Lot
43		Beacon Street West	442	15-2	N/A	N/A	Y	City Parking Lot, ca. 1971	The parking lot on the west side of Beacon Street West, just east of the Allen Rogers Manufacturing Plant was added in ca. 1971 on the approximate site of former City sheds. This parking lot is considered a contributing structure to the potential district, due to its association with the Urban Renewal redesign of the downtown core.		Parking Lot
44	48	Landing Lane	441	233-14	1900	LAC0163	Y	Laconia Car Company Works / Allen Rogers Limited Mfg. Plant / Beacon Street West Condominiums	<p>The C. Ranlet Manufacturing Co., forerunner of Laconia Car Co., was founded at the end of the Perley Canal, on the north bank of the Winnepesaukee River, in 1848. A large portion of the factory burned in 1881.²⁷⁷ By 1897, the company was renamed the Laconia Car Company Works and had grown to include much of the land between the Winnepesaukee River and the Boston & Montreal Railroad tracks with buildings along either side of Water Street. The company manufactured not only rolling stock for the railroad, but also trolleys for most of the trolley lines in New England. By the early 20th century, the company employed almost 500 people in their expansive shops, making them the largest employer in the city. As the demand for rail-stock declined after World War II, the company began to fizzle out, ceasing operation in 1928.</p> <p>The Allen-Rogers Corporation was formed in 1932 by James P. Rogers of New York and Will B. Allen of Farmington, consolidating the Allen Manufacturing Company of New Durham, NH: the JP Rogers Company of Berlin, NY: and the Kepes and Sattan Company of Wallingford, CT. The company took over many of the former Laconia Car Company buildings renovating them for the production of wood-turned products including furniture parts, handles, industrial materials, toys, games, and etc., which were made on this site between 1934 and 1998.</p> <p>After Allen Rogers closed, the plant remained vacant for about five years until the NH Department of Environmental Services worked with Chinburg Builders to redevelop the complex to create the present condominium complex (the final portion was underway by 2011).</p> <p>Although the site no longer retains sufficient integrity to convey its original identity as the car shops, and there has been some loss of integrity of setting, design, materials, and workmanship for the Allen Rogers Era with the loss of many buildings leading to a lack of individual eligibility for the National Register, the remaining site (including sections of the passenger car erecting shop, wood working shop, wood working mill room, and machine shop) still retains sufficient integrity of location, feeling and association to contribute to the potential historic district.</p>	Photo 49 Figure 45	Industrial (now Multiple Dwelling)
45		Water Street	441	233-16	N/A		N	(ROW to River?)	Very narrow undeveloped lot allowing a right-of-way to the river.		
46	92	Water Street	441	233-17	1885		Y	H. A. Sanborn House	<p>In 1871, Louisa Clogston sold Henry A. Sanborn²⁷⁸ an undeveloped strip of land between the Winnepesaukee River and Water Street.²⁷⁹ By 1906, when Sanborn sold the property to Alphonse Ross, the property was described as having “buildings thereon.”²⁸⁰</p> <p>The Sanborn House is a modest late-Victorian side-hall with gable-front facing north to overlook Water Street. The 1 ½ story building has a partially-enclosed Victorian porch along the east elevation with turned columns supporting a shed roof. The building retains the original fenestration pattern, some historic porch brackets, and a brick chimney in the west slope. The building has lost some integrity of design, materials, and workmanship due to late 20th-century renovations which include a standing-seam metal roof, vinyl siding, replacement windows, and the partial enclosure of the porch with T-111 siding. Though the building does not retain sufficient integrity for individual eligibility, it may contribute to the larger historic district.</p>	Photo 50	Single Dwelling

²⁷⁶ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁷⁷ Huse, 23.

²⁷⁸ Henry A. Sanborn may be the Henry A. Sanborn (1839-1932) who is buried at Union Cemetery, Laconia (Anonymous, “Find A Grave”, Henry A. Sanborn)

²⁷⁹ Belknap Count Registry of Deeds Book 54, page 88.

²⁸⁰ Belknap County Registry of Deeds, Book 117, page 281.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ²⁸¹	Existing NHDHR #		Historic Name	Description	Photo #	Type
47	98	Water Street	441	233-18	1780		Y	Abbie F. Blake & Mrs. E. F. Burleigh Double-tenement	<p>The small 1 1/2-story cape at 98 Water Street may date to the late 18th century, and is likely the oldest building in the survey area. The house was used as a double-tenement in the late 19th and early 20th centuries and likely began as a single-family house.</p> <p>The east side of the property was associated with Louisa N. Quimby (ca. 1812-89,²⁸² m1 Edward U. Bacon (1805-55), m2 Gilman Clogston (d. 1889) as early as 1865, when the east side of the house was described as belong to Louisa Clogston (nee Bacon) in the deed of the west side of the house.²⁸³ A few years later, Gilman & Louisa Clogston took possession of the west side of the house through a mortgage, and then sold it to Henry Gould Richardson (1808-1897)²⁸⁴ in 1882.²⁸⁵ The west side of the house then passed to Richardson’s daughter Clara <i>Richardson</i> Burleigh (1848-1919)²⁸⁶ (otherwise known as Mrs. Edwin Fogg Burleigh) and the east side passed to the Clogston’s daughter, Abbie F. Bacon Blake (1849-1919).²⁸⁷</p> <p>The house retains strong integrity as a mid-to-late 19th century double-tenement house, with simple exterior architectural features including central doorway flanked on either side by wooden 2/2 windows and side-gable roof interrupted by two interior stove-chimneys at the ridge. If the house is as early as suggested by the City records, it likely began with a central hearth that was removed and replaced with the stove chimneys when the house was divided. Shadows and undulations on the roof suggest that the building has a rafter-and-purlin roof, as was common in late 18th century houses. Though more detailed architectural analysis (particularly of the interior of the basement and attic) will shed light on the building’s history, this is not possible from the public right of way.</p>	Photo 51	Single Dwelling / Duplex
48	106	Water Street	441	233-19	Bef. 1860		N	Eunice Varrell House	<p><i>Though Laconia City records date the Varrell house to 1880, the building is depicted on the 1860 county map, providing evidence that it was constructed by 1860. The house has a side-gable roof that is pierced by a narrow brick stove-chimney. The fenestration is irregularly spaced, suggesting it may have changed significantly since the building was constructed. The large flat area between the windows of the first floor and eaves suggests that the building may have been constructed with a knee-wall frame in the Greek Revival style²⁸⁸ as early as ca. 1830. Further research may shed additional light on the history of the building.</i></p> <p><i>The building has been heavily altered in the late 20th to early 21st centuries. Modern synthetic siding and 1/1 windows have obscured many of the architectural details and have led to a loss of integrity of materials and workmanship. Alterations to the fenestration have also led to a loss of design, feeling, and association. Because of the cumulative loss of integrity, this building is considered non-contributing to the potential district.</i></p>	Photo 52	Single Dwelling
49	110	Water Street	441	233-20	1920		N		<p><i>The duplex adjacent to the intersection of Water Street with the Boston & Maine Railroad was constructed in ca. 1920. By March 1923, the building had attained its present overall shape with an awning over the paired Water street entrance, and porches on the west half of the house.</i></p> <p><i>Late 20th or early 21st century alterations include the replacement of the building’s original windows with modern 1/1 sash, and modern siding, shutters, and trim obscuring earlier details. Though the building retains integrity of location and setting, the modern materials have negatively impacted the integrity of design, materials, and workmanship.</i></p>	Photo 53	Duplex

²⁸¹ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁸² Anonymous, “Find A Grave”, Louisa N. *Quimby* Bacon (d. 1889) buried at Meredith Bridge Cemetery in Laconia.

²⁸³ Belknap County Registry of Deeds, book 4, page 462.

²⁸⁴ Anonymous, “Find A Grave”, Henry Gould Richardson (1808-1887) buried at Laurel Hill Cemetery, Reading, MA.

²⁸⁵ Belknap County Registry of Deeds, book 67, page 333.

²⁸⁶ Anonymous, “Find A Grave”, Clara *Richardson* Burleigh (1848-1919) buried at Union Cemetery, Laconia. She married Edwin Fogg Burleigh (1841-1912) in 1867.

²⁸⁷ Anonymous, “Find A Grave”, Abby F. *Bacon* Blake (1849-1919) buried at Meredith Bridge Cemetery in Laconia.

²⁸⁸ These types of frames are sometime alternately called “raised capes”.

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AREA FORM										AREA NAME: LAC-DTHD	
		Address	Block	Lot	Approx Date ²⁸⁹	Existing NHDHR #		Historic Name	Description	Photo #	Type
50		Railroad ROW	441	233-21	1848		Y	Boston, Concord & Montreal Railroad	The Boston, Concord & Montreal Railroad first reached Meredith Bridge in 1848. The arrival of the railroad quickly changed the fate of the village, spurring the local economy and adding new industries to the already industrializing village. This parcel contains tracks only, connecting south to East Tilton and Tilton.		Transportation/Railroad
51		Railroad ROW	441	233-11	1848		Y	Boston, Concord & Montreal Railroad	There are two small sheds located along the northwest side of the tracks between Water Street and the Laconia Passenger Station. The southern shed is depicted on the March 1923 Sanborn Fire Insurance Map as a single-story Railroad House. ²⁹⁰ This shed has a side-gable roof with very simple eave details, wooden clapboard siding, and flat simple door and widow trim. Though the windows are boarded over and it is unclear if the original sash remains, the building retains an early 20 th century door. The adjacent shed is slightly newer, and does not appear on the Sanborn map. This gable-front shed has novelty siding, and a batten door. The railroad sheds retain strong integrity.	Photos 54 & 55	Transportation/Railroad
52	103	Water Street	441	233-12	1880		Y	James Swain House	By 1892 103 Water Street was home to Civil War veteran James H. Swain (1837-1909). ²⁹¹ The side-hall Victorian house retains many Italianate architectural details, including original form and massing, fenestration pattern (with 2/2 wooden windows), gable-returns and eave details, central brick stove chimney, wooden clapboard siding, flat trim around windows with projecting hoods, hooded door with pilasters, and elaborately-carved corner pilasters. The open porch of the east side of the building appears to have been enclosed in the second quarter of the 20 th century. Despite the enclosure of the porch, and replacement of the original front door, this house retains all aspects of integrity.	Photo 56	Single Dwelling
53	95	Water Street	441	233-13	1894	LAC0662		Old St. James Episcopal Church (The Foundry Condominiums)	The Old St. James Episcopal Church was built on Pleasant Street in 1894 and moved to this location in 1986. The Episcopalian church was organized in Laconia in the fall of 1893. Early church meetings were held in the Laconia Passenger Station and local YMCA. ²⁹² The building was designed by Concord architects Bodwell & Sargent and constructed by local builder Gardner Cook & Son . The building was dedicated on October 16, 1894. ²⁹³ The modest building was set back on the lot to allow for the construction of a more elaborate edifice and conversion to a parish house, as money became available. Instead of constructing a new church on the Pleasant St site, a new St. James Episcopal Church was constructed at 876 N. Main St in 1965 (Now the Boys and Girls Club of the Lakes Region/LAC0070). The old church as sold to the Salvation Army. When the Salvation Army moved in 1982, the church was abandoned. In 1986, the church was moved to Water Street to make way for a new city parking lot. The building was placed on a new foundation, and converted to offices in 1988-89 by Bonnette, Page & Stone as Unit 4 of The Foundry condominium complex. The Old St. James Episcopal Church has lost integrity of location and setting as a moved building. The integrity of materials and design have been somewhat compromised by the modern replacement windows, new foundation, and changes to the entrances. The former church does retain the historic massing, and shape as well as the character-defining shingle siding.	Photo 57	Church (Commercial)

²⁸⁹ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁹⁰ March 1923 Sanborn Fire Insurance Map, Sheet 10.

²⁹¹ Anonymous, “Find A Grave”, James H Swain (1837-1909) buried at Union Cemetery in Laconia. Swain’s guardian, Edwin P. Thompson, sold Swains home to Onesime Fontaine in 1907 (Belknap County Registry of Deeds book 137, page 101), when Swain moved to the NH Soldier’s Home in Tilton, where he died May 16, 1909 (New Hampshire Bureau of Vital Records. *New Hampshire, Death and Disinterment Records, 1754-1947*).

²⁹² Ruell, 105.

²⁹³ Ruell, 106.

AREA FORM

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		Address	Block	Lot	Approx Date ²⁹⁴	Existing NHDHR #		Historic Name	Description	Photo #	Type
54	71	Water Street	441	233-13	ca. 1895		Y	Laconia Car Company: Iron Foundry (The Foundry Condominiums)	<p>The C. Ranlet Manufacturing Co., forerunner of Laconia Car Co., was founded at the end of the Perley Canal, on the north bank of the Winnepesaukee River, in 1848. A large portion of the factory burned in 1881.²⁹⁵ By 1897, the company was renamed the Laconia Car Company Works and had grown to include much of the land between the Winnepesaukee River and the Boston & Montreal Railroad tracks with buildings along either side of Water Street. The company manufactured not only rolling stock for the railroad, but also trolleys for most of the trolley lines in New England. By the early 20th century, the company employed almost 500 people in their expansive shops, making them the largest employer in the city. As the demand for rail-stock declined after World War II, the company began to fizzle out, ceasing operation in 1928.</p> <p>The large four-story brick building at 71 Water Street was redeveloped in 1986 by Bonnette Page & Stone as Unit 3 of the Foundry condominium complex as commercial office space. Though Laconia tax records suggest the building dates to 1860, it does not show up on the Sanborn Fire Insurance Maps until 1897. The building had previously been part of the Malleable Iron Foundry of the Laconia Car Company. The first floor was used to house the rattler (a tumbler), the second floor for grinding, there was a machine shop on the 3rd floor, and polishing and oxidizing on the 4th.²⁹⁶</p> <p>Despite the loss of some integrity of location, setting, feeling, and association with the loss of some of the associated outbuildings during the condominium conversion in the 1980s and some loss of design, materials, and workmanship with the replacement of the building’s doors and windows, the building retains sufficient integrity to contribute to a potential historic district.</p>	Photo 58 Figure 45	Industrial (Commercial)
55	67	Water Street	441	233-13	ca. 1895		Y	Laconia Car Company: Paint Shop (The Foundry Condominiums)	<p>The two-story brick building at 67 Water Street was also redeveloped in 1986 by Bonnette Page & Stone as Unit 2 of the Foundry condominium complex as commercial office space. Though Laconia tax records suggest the building was constructed in 1816, it seems to have been constructed between 1892 and 1897. Earlier Fire Insurance maps show a wooden paint shop at this location, but it is not until the Dec. 1897 map that a brick building is shown at this location. The 1897 map shows a single-story paint shop equipped with Estey automatic sprinklers at that time.²⁹⁷ By Nov. 1902, the building was expanded to the north,²⁹⁸ and by 1911 the second story was added.²⁹⁹ The south bay of the building was removed after 1923.</p> <p>Despite the loss of some integrity of location, setting, feeling, and association with the loss of some of the associated outbuildings during the condominium conversion in the 1980s and some loss of design, materials, and workmanship with the replacement of the building’s doors and windows, the building retains sufficient integrity to contribute to a potential historic district.</p>	Photo 59 Figure 45	Industrial (Commercial)

²⁹⁴ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

²⁹⁵ Huse, 23.

²⁹⁶ Dec. 1897 Sanborn Fire Insurance Map, sheet 2; Nov. 1902 Sanborn Fire Insurance Map, sheet 9; Sept. 1911 Sanborn Fire Insurance Map, sheet 26; and March 1923 Sanborn Fire Insurance Map, Sheet 10.

²⁹⁷ Dec. 1897 Sanborn Fire Insurance Map, sheet 2.

²⁹⁸ Nov. 1902 Sanborn Fire Insurance map, sheet 9.

²⁹⁹ Sep 1911, Sanborn Fire Insurance Map, sheet 26.

AREA FORM

AREA NAME: LAC-DTHD

		Address	Block	Lot	Approx Date ³⁰⁰	Existing NHDHR #		Historic Name	Description	Photo #	Type
56	65	Water Street	441	233-13	1894		Y	Laconia Car Company: Sash-Trimming & Glazing Shop (The Foundry Condominiums)	<p>The two-story brick building at 65 Water Street was also redeveloped in 1986 by Bonnette Page & Stone as Unit 1 of the Foundry condominium complex as commercial office space. Like the other nearby brick buildings, 65 Water Street was added to the Laconia Car Co. between 1892 and 1897. By 1897, two conjoined two-story buildings are shown to the east of the Paint Shop and identified as a paint shop and store house.³⁰¹ By 1902 the buildings are relabeled as “sash trimming and glazing/varnish.”³⁰² By 1923, they were used as a stock room/varnishing and for sash trimming and glazing.³⁰³</p> <p>Despite the loss of some integrity of location, setting, feeling, and association with the loss of some of the associated outbuildings during the condominium conversion in the 1980s and some loss of design, materials, and workmanship with the replacement of the building’s doors and windows, the building retains sufficient integrity to contribute to a potential historic district.</p>	Photo 60 Figure 45	Industrial (Commercial)
57		Water Street	442	233-1	N/A	N/A	Y	Parking Lot, ca. 1970	<p>The parking lot at the east end of water street was added in ca. 1970 as part of Urban Renewal on the site of a former dwelling, store, and paint shop. The lot is considered contributing to the potential historic district due to its association with the Urban Renewal re-design of the City center.</p>		Parking Lot
58	51	Beacon Street West	433	15-2	ca. 1905		Y	Laconia Car Company.: Steel Under Frame Shop	<p>The large two-story brick building at 51 Beacon Street West (now home to Hector’s Restaurant) was once home to the Steel Under Frame Shop of the Laconia Car Company. The large brick building was added between the Nov. 1902 and Sep 1911 Sanborn Fire Insurance surveys with a brick veneer Car Erecting Shop on the north end, adjacent to the railroad tracks.³⁰⁴</p> <p>Despite some loss of integrity of materials and workmanship with the modern replacement of window sash and exterior doors, and the loss of some integrity of setting and association from the loss of many of the accompanying Laconia Car Company buildings, the Steel Under Frame Shop retains sufficient integrity to contribute to the potential historic district.</p>	Photo 61 Figure 45	Industrial
59	11	Veteran’s Square	433	225-83	1890	LAC0672 (NRN 1982)	Y	Laconia Passenger Station	<p>The 1892 Laconia Passenger Station is a fine example of late Romanesque Revival architecture. The station is attributed to New York City architect Bradford L. Gilbert (1853-1911) and funded, in large part, by Charles A. Busiel (1842-1901).³⁰⁵ The building includes character-defining features such as the light-colored rock-faced ashlar stone wall surfaces, embellished with darker masonry window and door surrounds and sill and lintel courses. The slate roofs of varying pitches and shapes reinforce the heavy horizontal massing. The building replaced the earlier Boston, Concord and Montreal station.³⁰⁶</p> <p>In 1982 the Station was individually listed to the National Register of Historic Places for significance in architecture, commerce, industry, and transportation. Since the listing, the station has been redeveloped, with walls constructed beneath the building’s northeast wing to create commercial space within the former canopy. The rotunda/waiting room remains intact, and the overall building retains all aspect of integrity.</p>	Photo 62 Figures 46-48	Railroad Station
60		Railroad ROW	433	186-82	1848		Y	Boston, Concord & Montreal Railroad	<p>The Boston, Concord & Montreal Railroad first reached Meredith Bridge in 1848. The arrival of the railroad quickly changed the fate of the village, spurring the local economy and adding new industries to the already industrializing village. In about 1895, the tracks were acquired by the Boston & Maine Railroad. They are now owned by the New Hampshire Railroad. This parcel includes the tracks between Pleasant and Main Streets, north of the Passenger Station.</p>		Transportation/Railroad

³⁰⁰ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

³⁰¹ Dec. 1897 Sanborn Fire Insurance Map, sheet 2.

³⁰² Nov. 1902 Sanborn Fire Insurance Map, sheet 9.

³⁰³ March 1923 Sanborn Fire Insurance Map, sheet 10.

³⁰⁴ Nov. 1902 Sanborn Fire Insurance Map, sheet 9 and Sept. 1911 Sanborn Fire Insurance Map, sheet 26.

³⁰⁵ Anonymous, “Find A Grave”, Charles Albert Busiel (1842-1901) is buried at Union Cemetery in Laconia. Busiel lived at the corner of Church and Beacon Street East. His house was demolished in 1956 to make way for the Laconia Tavern Gas station, which was removed to create a parking area.

³⁰⁶ The Boston, Concord & Montreal Railroad was acquired by the Boston & Maine in 1895. (David L. Ruell, “National Register of Historic Places Inventory-Nomination form for the Laconia Passenger Station” (1982), 4.

AREA FORM

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		Address	Block	Lot	Approx Date ³⁰⁷	Existing NHDHR #		Historic Name	Description	Photo #	Type
61		Veteran’s Square	432	225-2	1892		Y	Veteran’s Park	Veterans Park was originally constructed in 1892 by the Concord & Montreal Railroad in conjunction with the construction of the new Railroad Station. ³⁰⁸ The GAR obelisk was constructed at this time and dedicated to the honor of those who fought in the Civil War. The obelisk was surrounded by a low pipe fence (no longer extant), with cannons on either side and piles of cast-iron canon-balls and set in an open grassy area between the Gail Memorial Library and Passenger Station. Later, memorials were added to those who fought in the Spanish-American War, World War I, World War II, the Korean War, and the Vietnam War. Despite the Park’s continued evolution, it retains all aspects of integrity. ³⁰⁹	Photo 63 Figure 49	Park
62	12	Veteran’s Square	432	225-3	1836	LAC0661 (NRN 1985)	Y	Evangelical Baptist Church	<p>The Evangelical Baptist Church was constructed in 1836 as the Congregationalist North Church. The Congregational Church was organized in Meredith Bridge in 1824. The first church, on what is now South Main St., burned on February 27, 1836. A new Greek Revival style church was built at the north corner of Main and Church streets in 1836. In 1871 the North Church was modernized by architect/builder Arthur L. Davis (1830-1922). The building was remodeled in the Italianate style and included a new steeple, and was rededicated in February 1872. An explosion caused by the December 6, 1902 fire at the Masonic Temple damaged the plaster and windows of the building. By this time, the building was seen as outdated, and the City was looking to widen Church Street.</p> <p>In 1903 the building was sold to the People’s Christian Church (later renamed the Evangelical Baptist Church), and was moved to the present location at 12 Veteran’s Square. The steeple was knocked down by the great hurricane of September 21, 1938, and a new spire was designed by Norman P. Randlett (1900-64) and erected in 1939 by contractor Elmer Boynton & Son.³¹⁰ The building was individually listed to the National Register of Historic Places in 1985. In the early 21st century, the building was renovated and briefly used as the Holy Grail restaurant.</p> <p>Despite some loss of integrity of materials and workmanship in 2020 when the historic stained-glass windows were removed, the building retains integrity of location, setting, design, feeling and association.</p>	Photo 64 Figures 46, 47, & 50	Church
63a	69	Pleasant Street	432	186-4	1905-06	LAC0660	Y	Congregational Church of Laconia	<p>The Gothic Revival stone church at 69 Pleasant Street was designed by architect Willard P. Adden of Boston, and constructed by J. H. Mendell of Manchester, in 1905-1906. By the time it was heavily damaged by an explosion caused by a fire in the nearby Masonic Temple in 1902, the wooden church at the corner of Main and Church Streets (now Evangelical Baptist Church/LAC0661/12 Veteran’s Square/432-225-3) was seen as outdated by members of the congregation. In 1903, the Congregational society sold the land to the city and building to the People’s Christian Church (later renamed Evangelical Baptist Church). The Church purchased a lot at the corner of Veterans Square and Pleasant and the new stone building was constructed for nearly \$70,000.³¹¹</p> <p>The stone building is a wonderful example of Gothic Revival architecture, and retains character-defining features such as cruciform plan, four-story square bell tower with parapet, gable-roofed entry porch, fenestration, and wide bargeboard decoration. The Congregational Church retains all aspects of integrity.</p>	Photo 65 Figures 47 & 51	Church
63b	69	Pleasant Street	432	186-4	1959		Y	Congregational Church Parish House	The modernist Congregational Church Parish House was constructed in 1959 on the site of the former Congregational Church Rectory. The Parish House is a fine example of mid-century modern design with curtain wall exterior composed of a combination of yellow brick and metal panels, creating a sleek facade. The recessed entry, banded windows, and steel casement windows are all indicative of the style. Even the lettering along the front of the building is typical of the style. Despite the addition of a small addition to the west, liking the building with the Church, the Parish House retains all aspects of integrity.	Photo 66	Church

³⁰⁷ Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

³⁰⁸ Huse, 98.

³⁰⁹ The memorials honoring Laconia-are veterans of World War II, the Korean War, and Vietnam were dedicated on November 11, 1990 (Huse, 84).

³¹⁰ David L. Ruell, “National Register of Historic Places Inventory – Nomination Form for the Evangelical Baptist Church” (1985), 14.

³¹¹ Ruell, *Historic Churches of Belknap County*..., 99.

AREA FORM

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		Address	Block	Lot	Approx Date ³¹²	Existing NHDHR #		Historic Name	Description	Photo #	Type
64	62	Pleasant Street	433	186-1	1971		Y	Laconia Savings Bank	The Laconia Savings Bank was constructed during the time of Urban Renewal on the site of the former John Adams Harper home. ³¹³ The building was later the private hospital of Dr. John C. Huckins (1878-1935), ³¹⁴ and served as Laconia’s City Hall from 1926-1970 when the present City Hall was finished (the city’s clerk’s office was on the ground floor and the Police Department was located upstairs). ³¹⁵ In 1970-1971 the house was demolished and the modernist Laconia Savings Bank and drive-through were constructed (the building now houses the Bank of New Hampshire). The boxlike bank building has smooth flat walls and banded windows, creating a very stark modernist façade and contrasts sharply with the simple domestic building that previously occupied the location. The architecture of the drive-through is particularly striking, with the off shapes, and strong horizontal lines. The bank and drive-through retain very strong integrity of design, materials, workmanship, feeling and association as modern interpretations of the international style.	Photos 67 & 68	Commercial (Bank)
65		<i>Pleasant Street</i>	<i>432</i>	<i>186-5</i>	<i>N/A</i>	<i>N/A</i>	<i>N</i>	<i>(Parking Lot, 1989)</i>	<i>A Downtown Revitalization Program began in Laconia in 1982 and led to the eventual removal of six or seven buildings between Main and Pleasant Streets in 1989 for the creation of a new 91-car municipal parking lot³¹⁶ Among the buildings that were removed was the so-called Sewell Cape, Virginia Restaurant building, a bakery, the Dr. True House (which was once the studio of Elsam the photographer), the St. Jean Society Block (on Main St), and the St. Jean Hall, and the Fernald Furrier Store.³¹⁷ This parking lot is considered non-contributing due to age.</i>		<i>Parking Lot</i>
66	36	Pleasant Street	432	186-7	1946		Y	Henry’s Dry Cleaners	The single-story brick building at 36 Pleasant Street was constructed in 1946 as Henry’s Dry Cleaning. The building is extremely long and narrow, occupying nearly the entire lot. The plain exterior is decorated by brick buttresses along the sides of the building and the flat roof is interrupted by several narrow brick chimneys. The entry and adjacent store-window have been heavily altered and modernized. Despite these changes to the design, materials, and workmanship, the building retains sufficient integrity of location, setting, feeling and association as a mid-1940s commercial building to contribute to the district.	Photo 69	Commercial
67	22	Pleasant Street	432	186-8	1923		Y		22 Pleasant Street was constructed in 1923 as an automobile agency and garage and was later home to Laconia Hardware Co. By 1964, the building housed an A & P Grocery Store. The building was then home to Laconia Hardware. Most recently it has been home to Goodwill and now the home of the Real Life Church. The building retains the general form and massing of a 1920s commercial block, with patterned brick façade and slightly raised center section above a recessed entry. Until quite recently, there were large plate-glass windows on either side of the entry. These have recently been replaced and infilled with clapboard siding and smaller windows. Despite some loss of integrity of design, materials and workmanship with the changes to the windows and doors, the building retains sufficient integrity of location, setting, feeling and association to contribute to the wider district.	Photo 70	Commercial (now church)
68	12	Pleasant Street	432	186-9	1914		Y	McIntyre Block & Central Garage	The McIntyre Bock and adjoining Central Garage were constructed on the site of the former Josiah Howe House and William Hart Stables in 1914-1915. The building was constructed by W. M. Bisson of Laconia and housed businesses in the first floor and apartments in the upper levels. One institution that resided within the first floor for decades was Carroll’s Barber Shop. The brick building is three stories. A heavy belt course over the first-floor level separates it from the apartments above. Historic photographs show that the building once had a denticulated cornice, similar to the contemporary New Piscopo Block (633-637 Main St). The building also once had 4/1 double-hung wooden windows. Despite the replacement of these windows with modern simulated 6/6 sash, the loss of some cornice detail, and changes to the first flor doors and windows, the building retains sufficient integrity to contribute to the district.	Photos 71 & 72 Figures 52 & 53	Commercial

³¹² Date of Construction is based on City of Laconia Tax Assessment records with some adjustment from cross-referencing with historic cartographic resources. These dates are approximate and subject to refinement with further research.

³¹³ Anonymous, “Find A Grave...”, John Adams Harper (1779-1816) is buried at Union Cemetery, in Laconia. He was a clerk for the New Hampshire State Senate from 1805-08, a member of the NH State House of Representatives 1809-10, and served in the NH State Militia 1809-12. He served in the Twelfth Congress in 1811-1813.

³¹⁴ Anonymous, “Find A Grave...”, John Calvin Huckins (1878-1935) is buried at Union Cemetery in Laconia.

³¹⁵ Huse, 97.

³¹⁶ Huse, 17 and Huse 84.

³¹⁷ Warren D. Huse (Laconia Historian), November 18, 2020 email to author.

AREA FORM

AREA NAME: LAC-DTHD



Figure 1: 1816 Carrigain Map, showing close-up of survey area

Source: David Rumsey Map Collection

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Figure 2: 1860 Map of Laconia, NH with approximate outline of survey area

Source: E. M. Woodford, "Map of Belknap County, New Hampshire." New York: Smith & Peavy, 1860 (Library of Congress).

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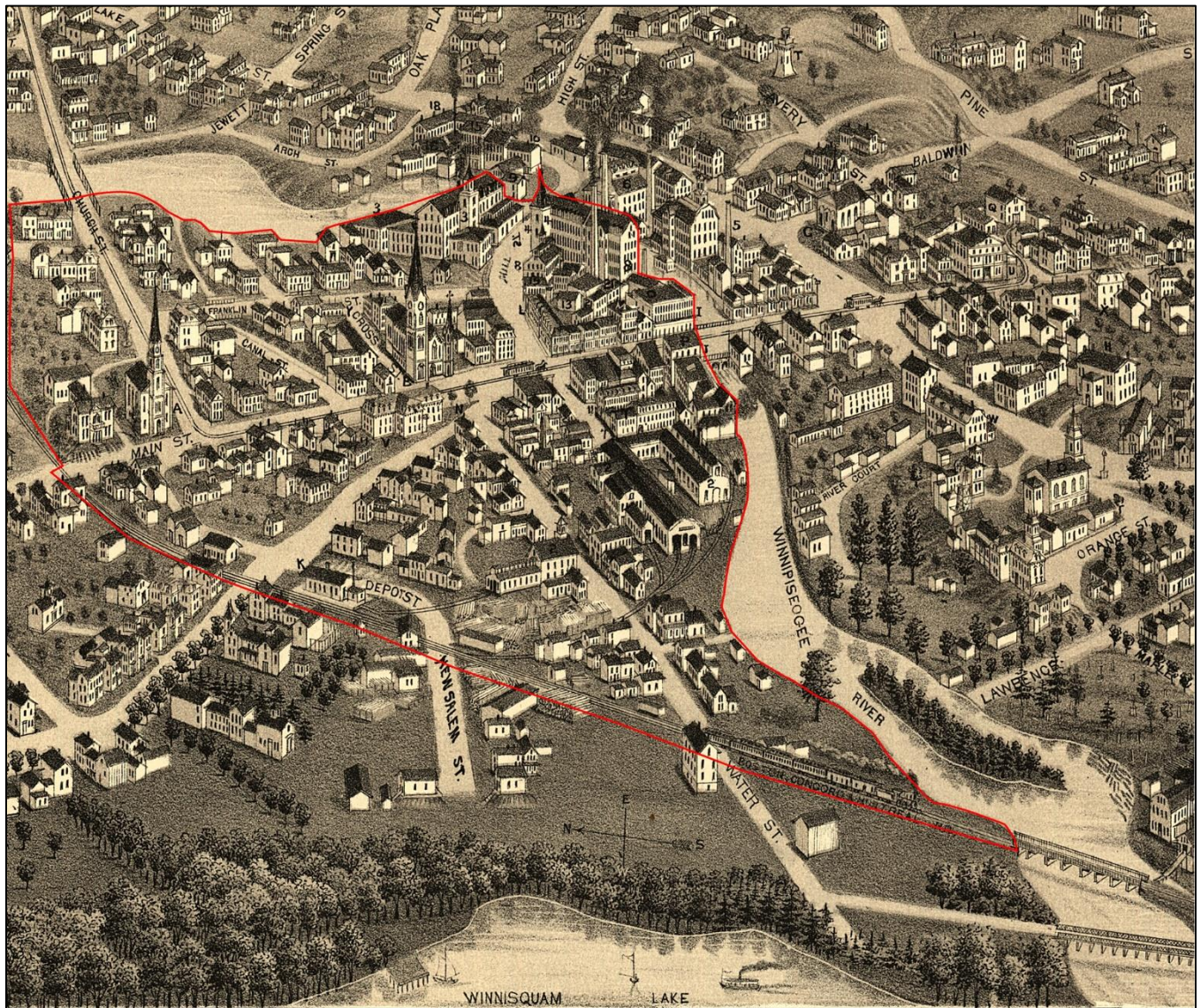


Figure 3: 1883 Bird's Eye View of Laconia, NH with approximate outline of survey area

Source: Poole & Norris, "Bird's Eye View of Laconia, Belknap County, NH." Brockton, MA: Poole & Norris, 1883 (Library of Congress).

AREA FORM

AREA NAME: LAC-DTHD

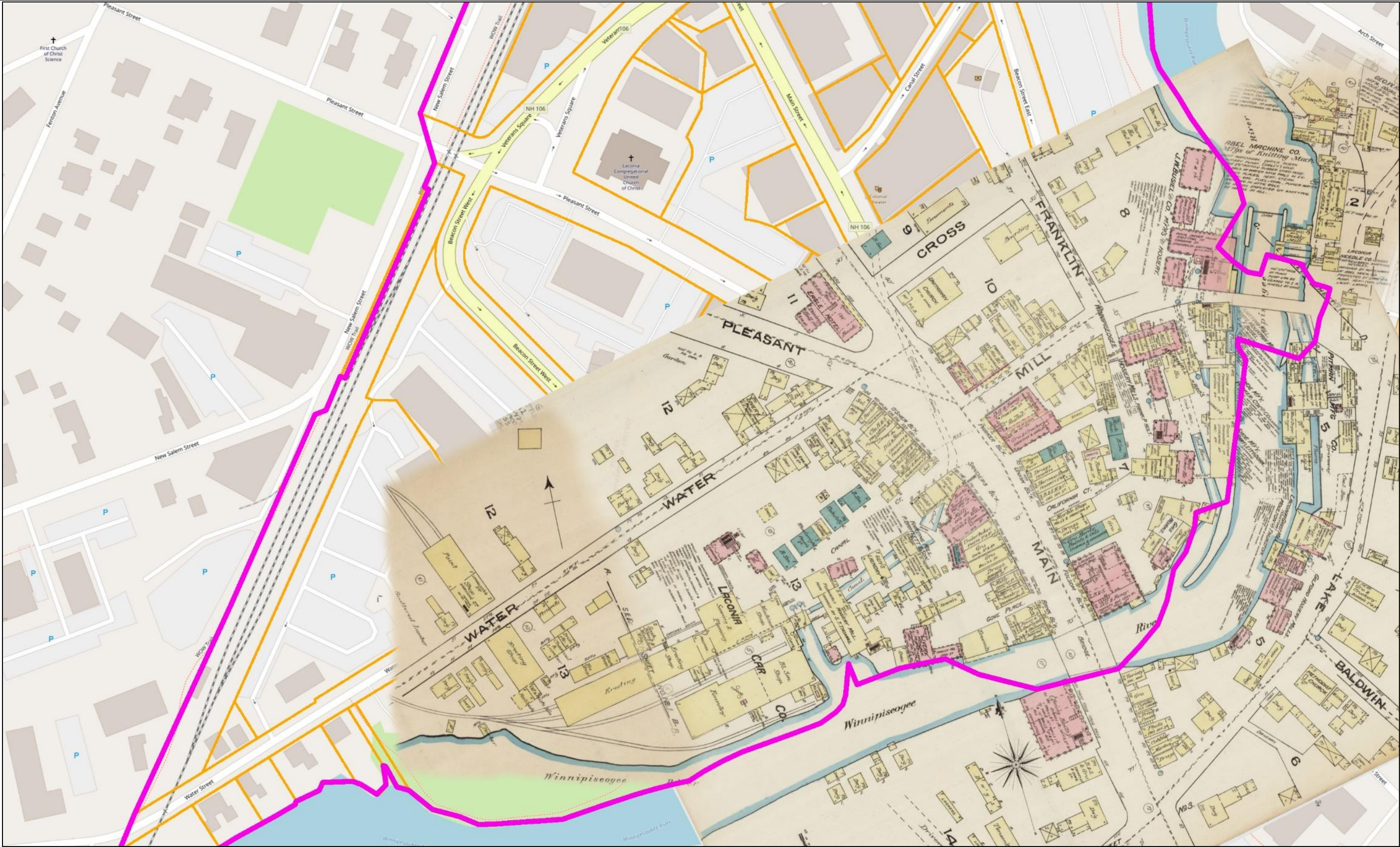


Figure 4: July 1885 Sanborn Map of Laconia combined sheets approximately overlaid on modern map with pink line added to show approximate survey area
Source: Dartmouth College Digital Collections

AREA FORM

AREA NAME: LAC-DTHD

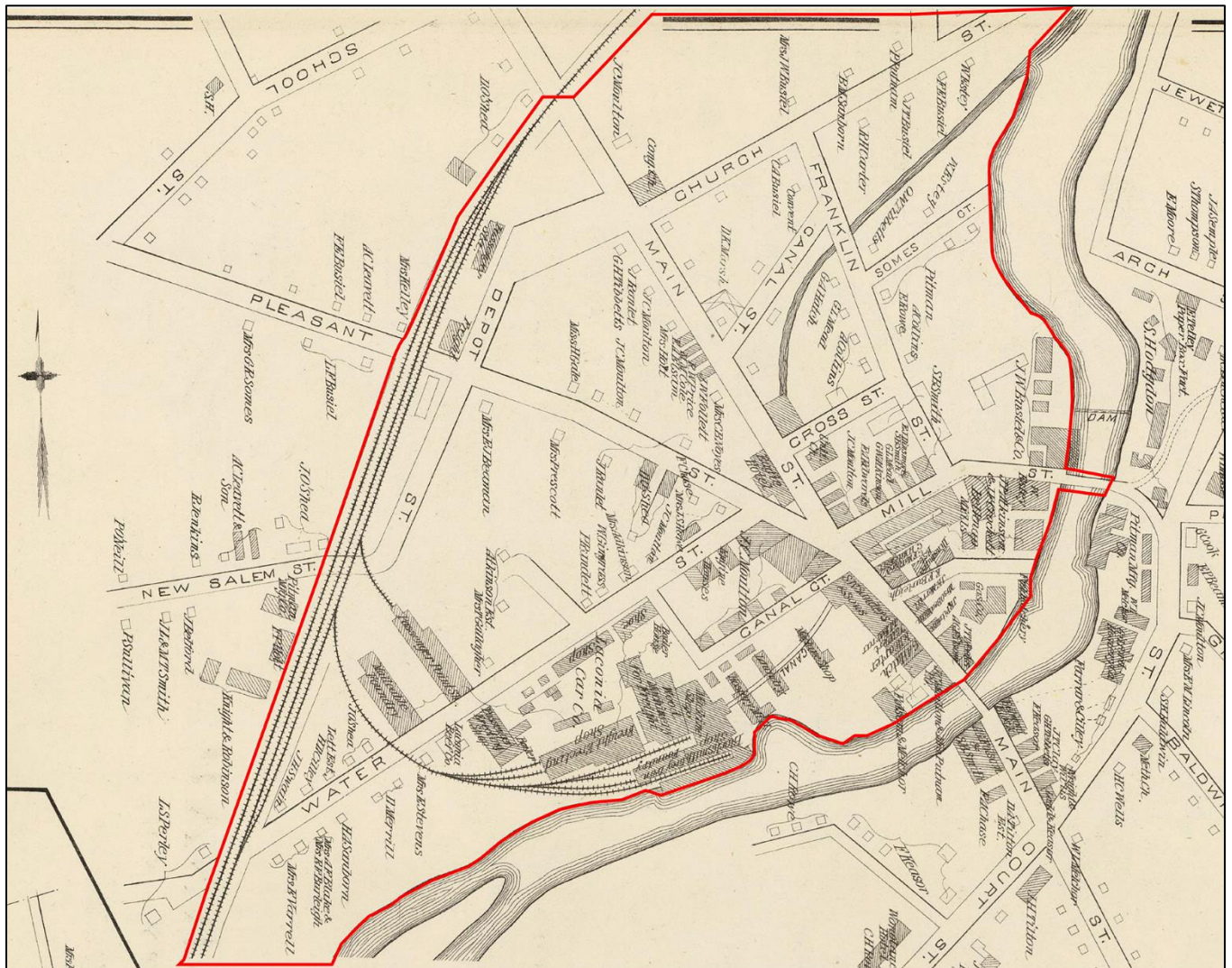


Figure 5: 1892 Map of Laconia, NH with approximate outline of survey area

Source: D. H. Hurd & Co., *Town and City Atlas of the State of New Hampshire*, Boston: D. H. Hurd & Co., 1892.

AREA FORM

AREA NAME: LAC-DTHD

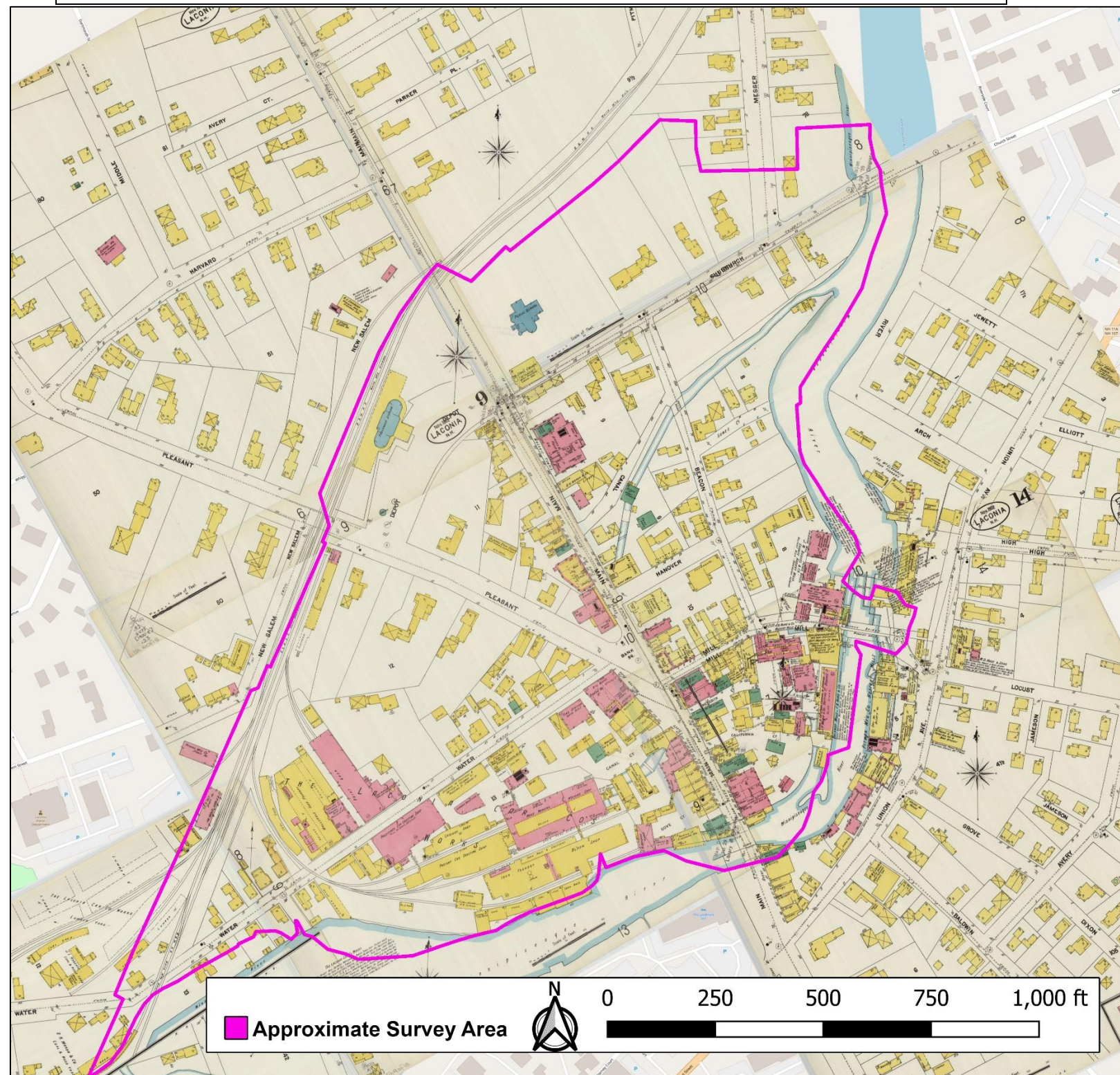


Figure 6: Nov. 1902 Sanborn Map of Laconia combined sheets approximately overlaid on modern map

Source: Dartmouth College Digital Collections

AREA FORM

AREA NAME: LAC-DTHD

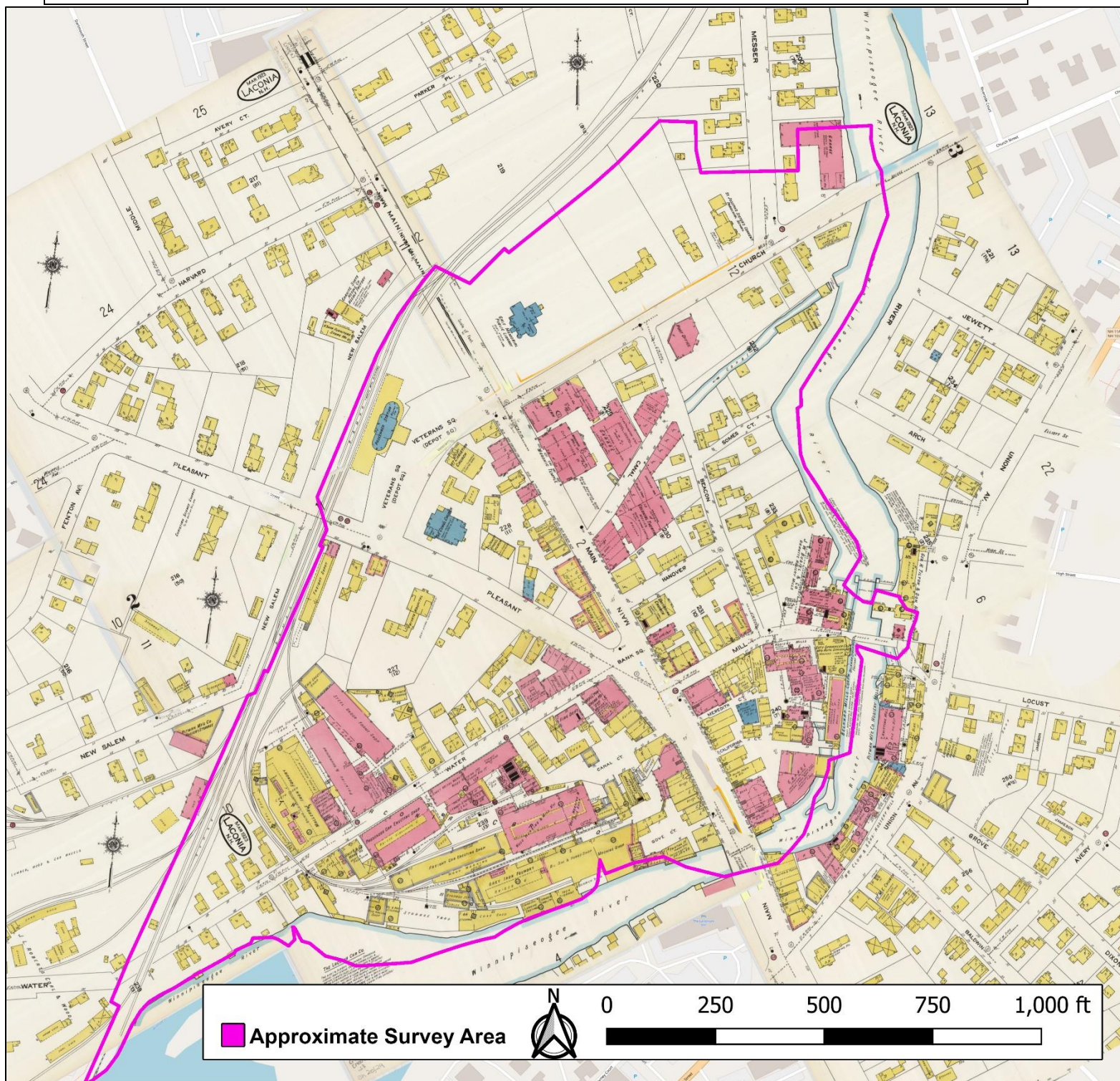
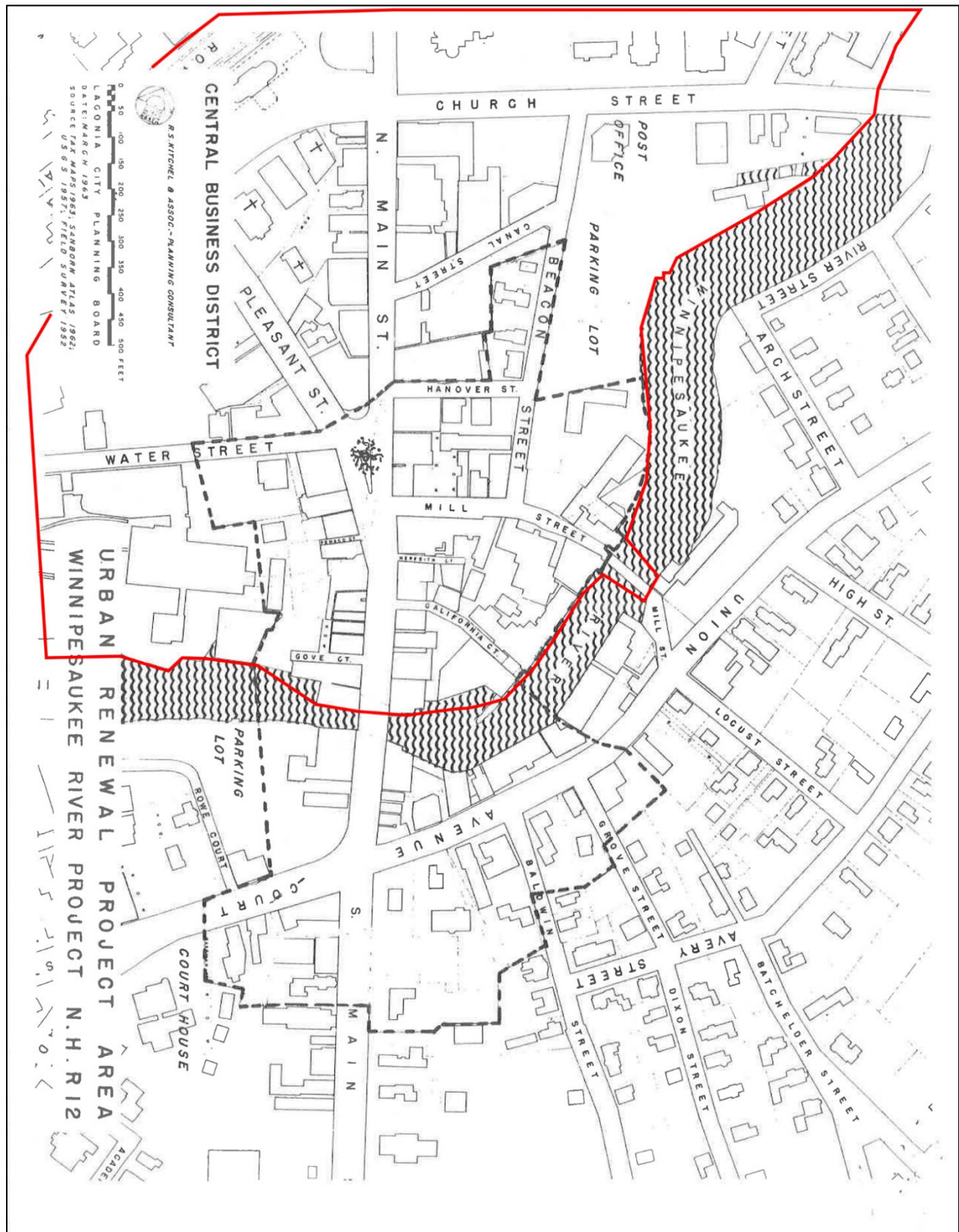


Figure 7: Mar. 1923 Sanborn Map of Laconia combined sheets approximately overlaid on modern map

Source: Dartmouth College Digital Collections

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**Figure 8: 1965 Proposed Urban Renewal Area**

Source: Laconia Housing and Redevelopment Authority, *Planning Study for Winnepesaukee River Project*, 1965

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Figure 9: Aerial Photograph of Laconia prior to Urban Renewal

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City* (Laconia, NH: Laconia Daily Sun, 2017), 72.

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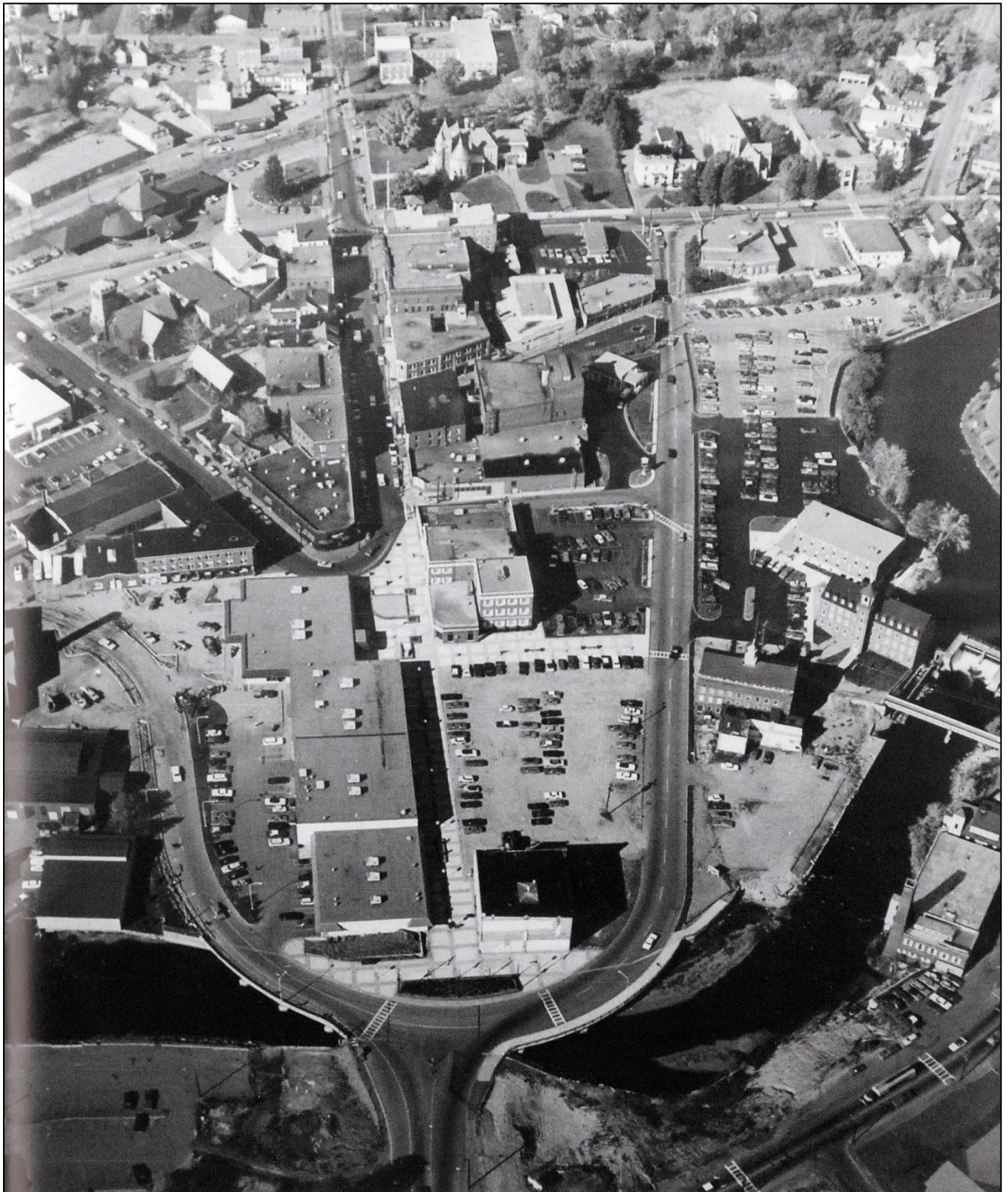


Figure 10: Aerial Photograph of Laconia, ca. 1974

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 73.

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Figure 11: Artist's Rendering of the Laconia Mall

Source: Laconia House and Redevelopment Authority, *1970 Annual Report*, cover.

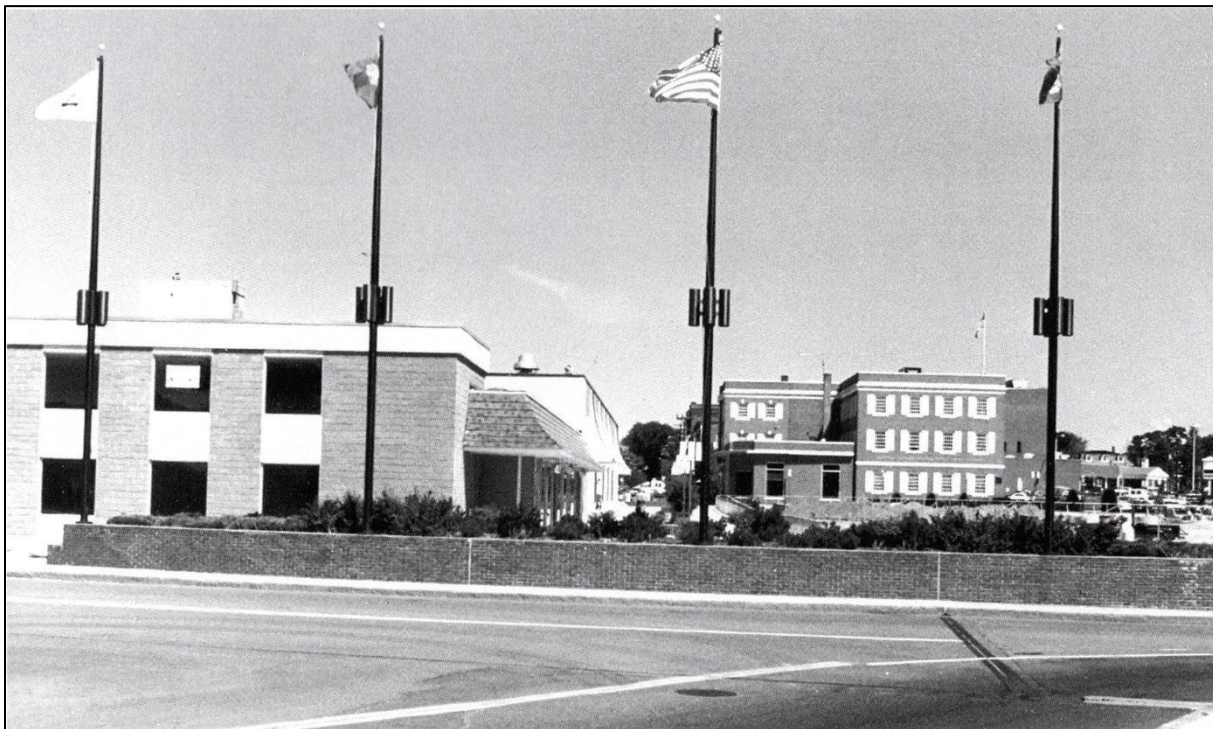


Figure 12: Downtown Mall from South, ca. 1973

L to R: Sawyer Block, LCDC Building, O'Shea's, and Laconia People's National Bank
 Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 70.

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Figure 13: O'Shea's Department Store & Downtown Mall, ca. 1974

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 65.



Figure 14: SteLaur Building, ca. 1970

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 71.

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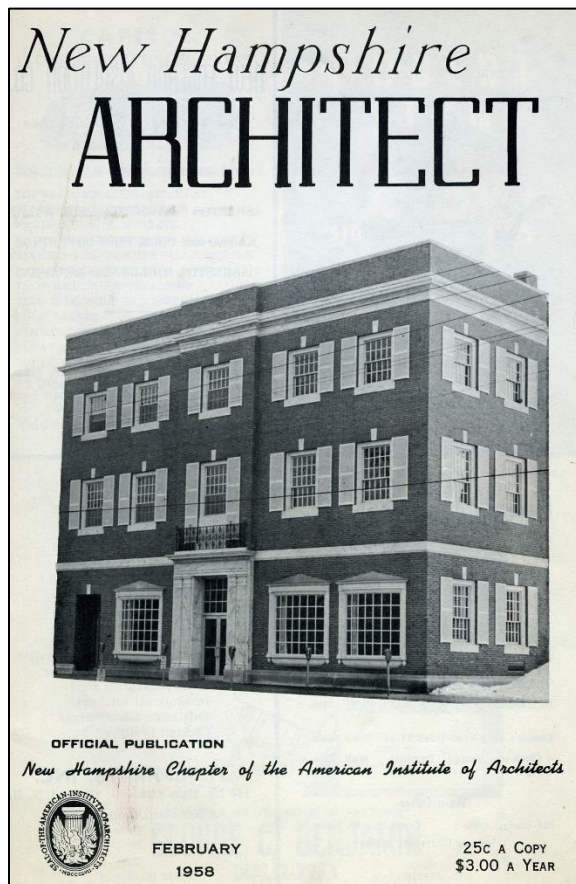


Figure 15: Laconia People's National Bank, 1958

Source: *New Hampshire Architect*, February 1958 (Collection of the Gail Memorial Library, L2012.83.1).



Figure 16: Laconia People's National Bank, 1976 Bi-Centennial Celebration

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 83.

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Figure 17: First National Stores, ca. 1945

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 51.



Figure 18: First National Stores Building, ca. 1950s as Laconia Federal Savings Bank

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 35.

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Figure 19: Postcard of Bank Square showing Woolworths, ca. 1937

Source: *CardCow.com*.



Figure 20: Grand Opening of Landau Store, November 2, 1950

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 56.

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Figure 21: Piscopo Building & Colonial Theatre

Source: *CardCow.com*.



Figure 22: Cook Block, bef. 1926

The Eagle Hotel at left was torn down in 1937 to make way for Woolworths, and the building at the right was replaced by the PEMACO Block in 1926.

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Source: Collection of the Gail Memorial Library, L1990.110.C.14.



Figure 23: PEMACO Block, ca. 1955

Source: Laconia Historical & Museum Society, Inc. H2009.83.1.

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Figure 24: First Masonic Temple (burned 1902)

Source: New Hampshire Historical Society Collections.



Figure 25: Present Masonic Temple Building, ca. 1913

Source: CardCow.com.

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Figure 26: Laconia Tavern Hotel, ca. 1920s

Source: Google image search



Figure 27: Gale Memorial Library, Detroit Publishing, 1908

Source: Library of Congress

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Figure 28: Gale Memorial Library, 1985

Source: David L. Ruell, "National Register of Historic Places Inventory – Nomination Form for the Gale Memorial Library" (1985), Photo 3.

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Figure 29: Residence of Mrs. J. W. Busiel, ca. 1895

Source: James A. Wood, *New Hampshire Homes* (Concord, NH: James A. Wood, 1895), 128.



Figure 30: Post Office

Source: New Hampshire Historical Society Collections.

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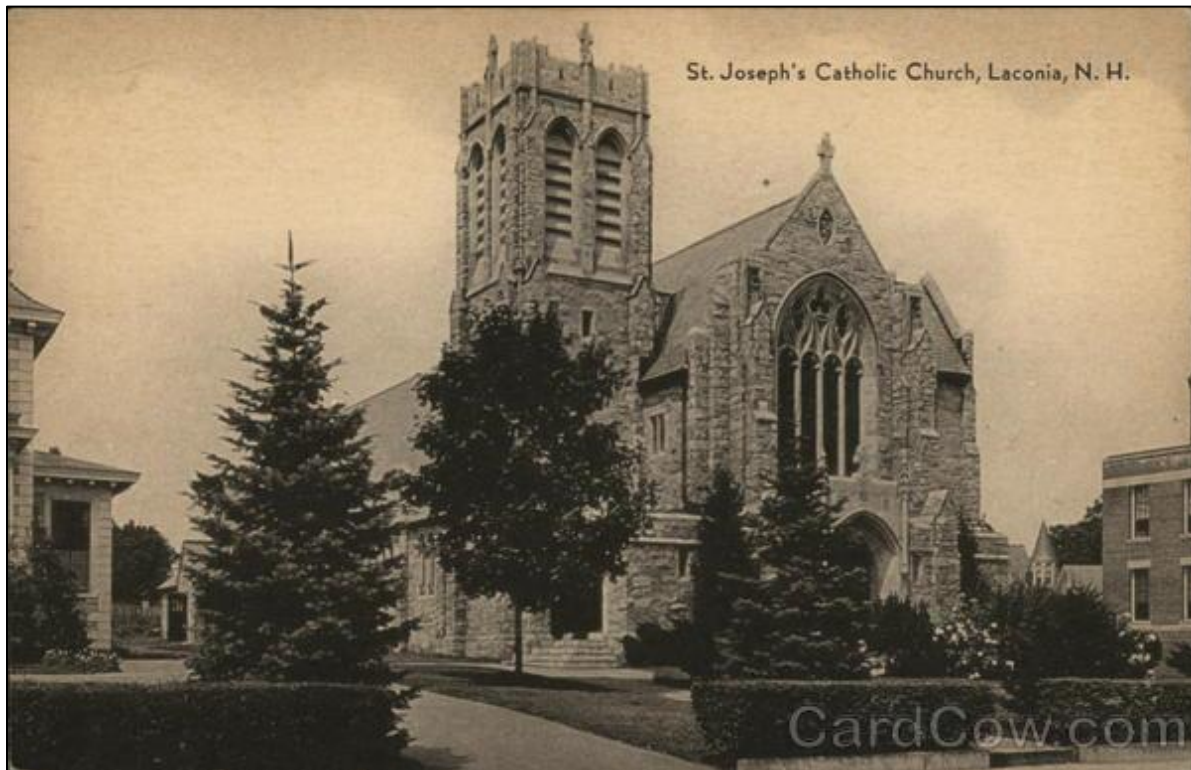


Figure 31: St. Joseph's Catholic Church

Source: CardCow.com.



Figure 32: St. Joseph's School (later Holy Trinity) and the Perley Putnam House, early 20th c.

Source: Collection of the Laconia Public Library (L1990.9.G.69).

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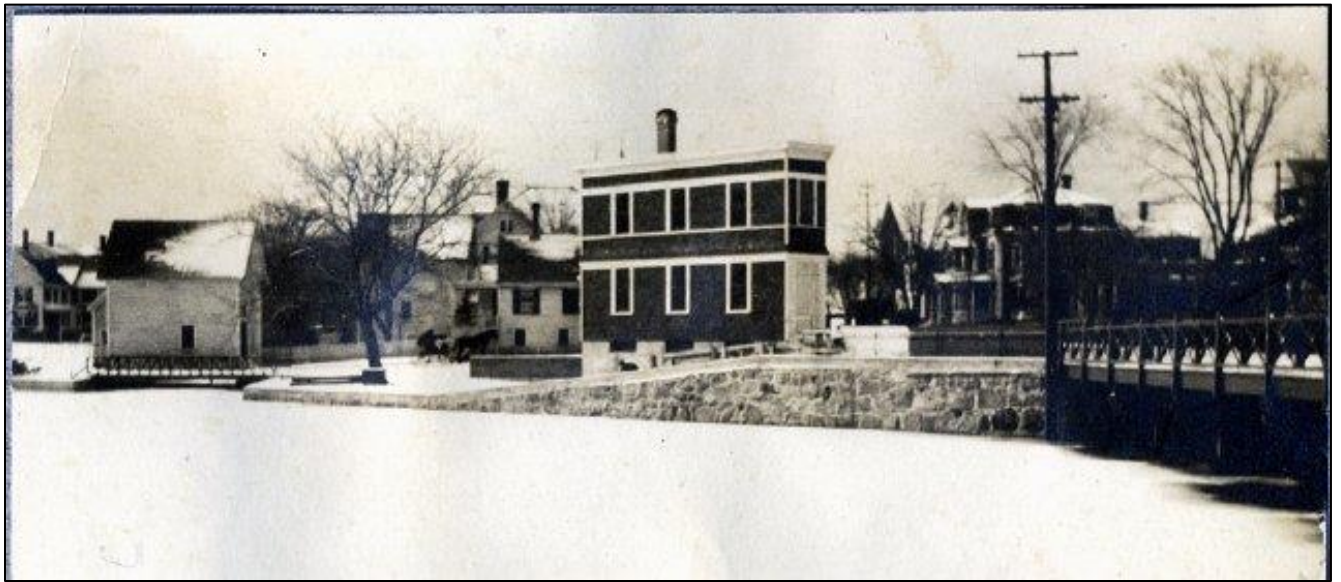


Figure 33: Church Street from River Street, ca. 1912

Left to right: Demolished buildings at site of City Parking Lot, 61 Church St, Esty House (55 Church St), 64 Church St, and Esty Garage (65 Church St) on south side of Church St
Source: Collection of the Laconia Historical & Museum Society, Inc. (H2007.0098.0062).



Figure 34: Church Street Bridge, facing west ca. 1940

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 100.

AREA FORM

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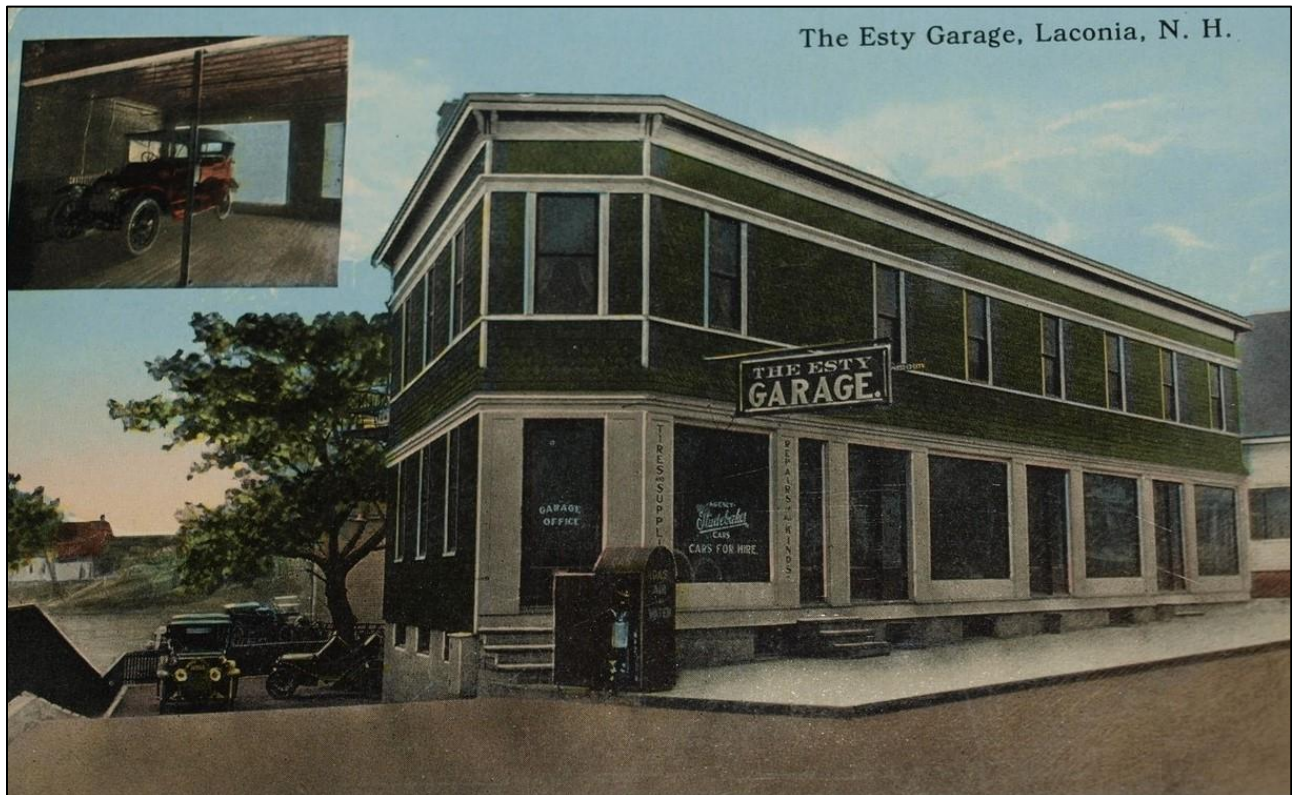


Figure 35: Esty Garage Postcard, ca. 1922

Source: Studebaker-info.com website.



Figure 36: Piscopo Stores, South side Canal St, 1923 by Achber Studio

Source: Laconia Historical & Museum Society Collections.

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AREA NAME: LAC-DTHD



Figure 37: Piscopo Stores, South side Canal St, 1923 by Achber Studio

Source: Laconia Historical & Museum Society Collections.



Figure 38: View North Along Beacon Street E. in 1950 toward Busiel House

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 102.

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Figure 39: Grand Opening of Beacon Street Parking Lot, 1957

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 57.



Figure 40: Artist's Rendering of Laconia City Hall

Source: Collection of the Gail Memorial Library (L1990.0008.A.0089-7)

AREA FORM

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Figure 41: Avery Dam under construction, 1949

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 11.



Figure 42: J. W. Busiel's Yarn & Hosiery Manufactory

Source: E. M. Woodford, "Map of Belknap Count, New Hampshire" (1860, from Library of Congress)

AREA FORM

AREA NAME: LAC-DTHD



Figure 43: Belknap Mills

Source: E. M. Woodford, "Map of Belknap Count, New Hampshire" (1860, from Library of Congress)



Figure 44: Belknap Mill, ca. 1885

Source: Belknap Mill Society Collections.

AREA FORM

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Figure 45: Laconia Car Company Buildings/Allen-Rogers Corp, late 1960s-early 1970s

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 150.

AREA FORM

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Figure 46: Veterans Square, 1903

Left to right: Laconia Passenger Depot, Gale Memorial Library, Evangelical Baptist Church, and Hill's Grocery
Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 40.



Figure 47: Veteran's Square, 1908

Left to right: Laconia Passenger Depot, Gale Memorial Library, Evangelical Baptist Church (at new location), Rector's house (no longer extant), and Congregational Church of Laconia
Source: Detroit Publishing Company, 1908 (Library of Congress).

AREA FORM

AREA NAME: LAC-DTHD



Figure 48: Laconia Passenger Station, 1908

Source: Detroit Publishing Company, 1908 (Library of Congress).



Figure 49: Soldier's Monument, Veteran's Square, ca. 1910

Source: Detroit Publishing Company, 1908 (Library of Congress).

AREA FORM

AREA NAME: LAC-DTHD



Figure 50: Damage to Evangelical Baptist Church following Hurricane, 1938

Source: Warren D. Huse, *Celebrate Laconia: 125 Years of the Lake City*, 50.



Figure 51: Congregational Church of Laconia, ca. 1906

Source: CardCow.com.

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Figure 52: Construction Photo of the McIntyre Block, ca. 1914

Source: Collection of the Gail Memorial Library (L2012.73.1)



Figure 53: McIntyre Block

Source: Collection of the Laconia Historical & Museum Society, Inc. (H2010.147.2)

AREA FORM

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Photo 1. description: Entrance to former Pedestrian Mall with Sawyer Block & Municipal Garage
Reference: LAC01.jpg Direction: Northwest Date taken: September 16, 2020



Photo 2. description: Sawyer Block (520 Main St) from southwest
Reference: LAC02.jpg Direction: Northeast Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 3. description: LCDC Building (522-532 Main St) from northeast

Reference: LAC03.jpg Direction: Southwest Date taken: September 16, 2020



Photo 4. description: Municipal Garage (523-571 Main St) from Beacon St. East

Reference: LAC04.jpg Direction: Southwest Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 5. description: Municipal Garage from pedestrian section of Mill Street

Reference: LAC05.jpg Direction: East Date taken: September 1, 2020



Photo 6. description: O'Shea's Department Store (546-566 Main St), from north

Reference: LAC06.jpg Direction: South Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 7. description: SteLaur Building (574 Main St) from northeast

Reference: LAC07.jpg Direction: Southwest Date taken: September 1, 2020



Photo 8. description: SteLaur Building Detail

Reference: LAC08.jpg Direction: Northeast Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 9. description: Former Laconia People's National Bank (40 Beacon St. E)

Reference: LAC09.jpg Direction: East Date taken: September 1, 2020



Photo 10. description: Former First National Store (587 Main St)

Reference: LAC10.jpg Direction: Southeast Date taken: November 4, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 11. description: Former First National Store, north elevation

Reference: LAC11.jpg Direction: South Date taken: September 1, 2020



Photo 12. description: Former Woolworth's

Reference: LAC12.jpg Direction: Northwest Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 13. description: Former Laundau's/Bloom's Variety building (601 Main St)

Reference: LAC13.jpg Direction: Northeast Date taken: September 1, 2020



Photo 14. description: Piscopo Building/Colonial Theatre (609 Main St)

Reference: LAC14.jpg Direction: Southeast Date taken: November 4, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 15. description: Cook Block (610-618 Main St)
Reference: LAC15.jpg Direction: Northwest Date taken: September 16, 2020



Photo 16. description: PEMACO Block (622-634 Main St)
Reference: LAC16.jpg Direction: Southwest Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 17. description: New Piscopo Block (633-637 Main St)

Reference: LAC17.jpg Direction: Northeast Date taken: September 16, 2020



Photo 18. description: Masonic Temple Building (653 Main St)

Reference: LAC18.jpg Direction: Northeast Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 19. description: Baldi Block (660-668 Main St)

Reference: LAC19.jpg Direction: Southwest Date taken: September 16, 2020



Photo 20. description: Laconia Tavern (667 Main St)

Reference: LAC20.jpg Direction: Southeast Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 21. description: Laconia Tavern Garage (677 Main St, from Canal St)

Reference: LAC21.jpg Direction: West Date taken: September 16, 2020



Photo 22. description: Hill's Grocery Store/Emanuel's Quality Market (674 Main Street)

Reference: LAC22.jpg Direction: Southwest Date taken: November 4, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 23. description: Gail Memorial Library (695 Main St)

Reference: LAC023.jpg

Direction: East

Date taken: November 4, 2020



Photo 24. description: Gail Memorial Library (695 Main Street) with modern addition at right

Reference: LAC024.jpg

Direction: Northwest

Date taken: November 4, 2020

AREA FORM

AREA NAME: LAC-DTHD

Photo 25. description: John W. Busiel House/St. Joseph's Rectory (30 Church St)Reference: LAC25.jpg Direction: Northwest Date taken: November 4, 2020Photo 26. description: United States Post Office (44 Church St)Reference: LAC26.jpg Direction: Southeast Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD

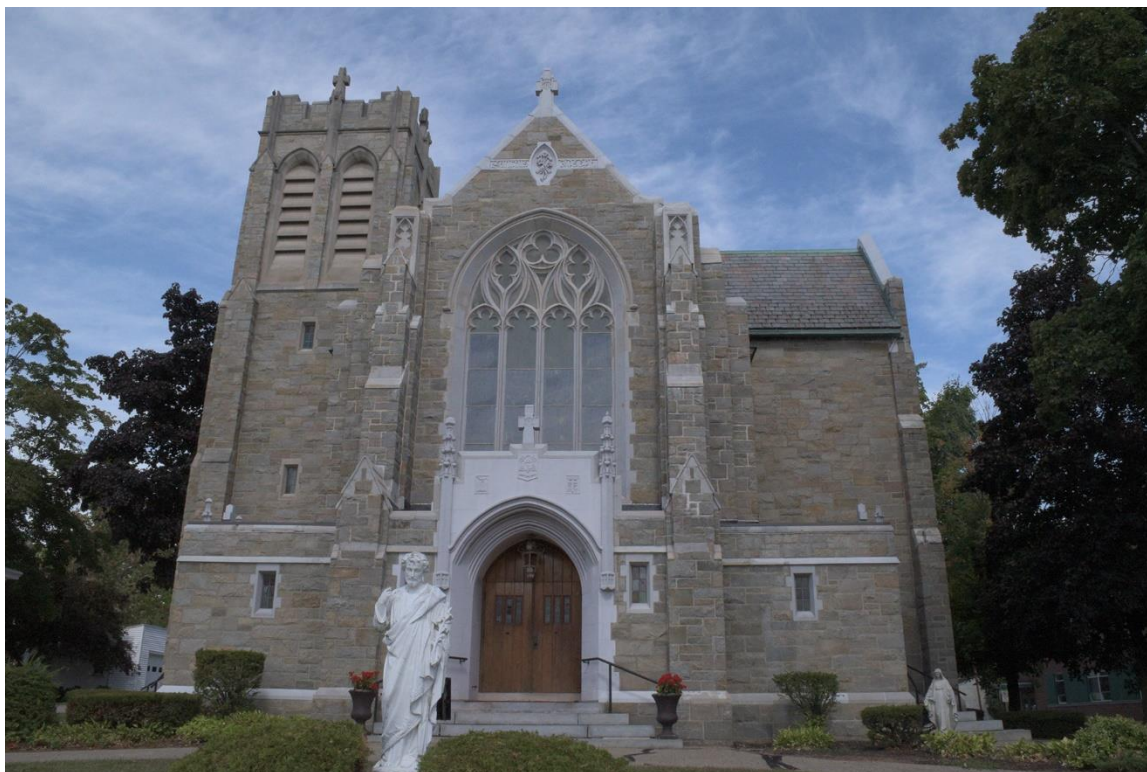


Photo 27. description: St. Joseph's Church (40 Church St)

Reference: LAC27.jpg Direction: Northwest Date taken: September 1, 2020



Photo 28. description: Police Media Building (51 Church St)

Reference: LAC28.jpg Direction: Southwest Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 29. description: St. Joseph's School (50 Church St)

Reference: LAC29.jpg Direction: North Date taken: September 1, 2020



Photo 30. description: W. Etsey House (55 Church St)

Reference: LAC30.jpg Direction: Southeast Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 31. description: Residence (63 Church St)

Reference: LAC31.jpg Direction: Southeast Date taken: November 4, 2020



Photo 32. description: Apartment building (64 Church St)

Reference: LAC32.jpg Direction: North Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 33. description: former Pynn Auto Dealership (72 Church St)

Reference: LAC33.jpg Direction: Northwest Date taken: September 1, 2020



Photo 34. description: former Pynn Auto Dealership (72 Church St), Messer St. entrance

Reference: LAC34.jpg Direction: Northeast Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 35. description: Estey Garage/Laconia Spa (65 Church St)

Reference: LAC35.jpg Direction: Southeast Date taken: September 1, 2020



Photo 36. description: Estey Garage/Laconia Spa (65 Church St)

Reference: LAC36.jpg Direction: West Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 37. description: Former barn (61 Church St)

Reference: LAC37.jpg Direction: West Date taken: September 1, 2020



Photo 38. description: Kelly's Army & Navy Store (24 Canal Street)

Reference: LAC38.jpg Direction: West Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 39. description: Piscopo Stores (39 Canal St)

Reference: LAC39.jpg Direction: South Date taken: November 4, 2020



Photo 40. description: Piscopo Stores (55 Canal St)

Reference: LAC40.jpg Direction: Southwest Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 41. description: Piscopo Stores (50-62 Canal St)

Reference: LAC41.jpg

Direction: West

Date taken: September 16, 2020



Photo 42. description: Citizen's Bank (62 Beacon St. E)

Reference: LAC42.jpg

Direction: West

Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 43. description: Laconia City Hall (45 Beacon St. E)

Reference: LAC43.jpg Direction: Northeast Date taken: September 1, 2020



Photo 44. description: Avery Dam, Winnepesaukee River off Mill St

Reference: LAC44.jpg Direction: North Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 45. description: Avery Dam, Winnepesaukee River

Reference: LAC45.jpg Direction: Southeast Date taken: September 1, 2020



Photo 46. description: Busiel-Seeburg Mill (1 Mill St)

Reference: LAC46.jpg Direction: Northeast Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 47. description: Belknap-Sulloway Mill (25 Beacon St. E)

Reference: LAC47.jpg Direction: South Date taken: September 1, 2020



Photo 48. description: Riverside Rotary Park

Reference: LAC48.jpg Direction: East Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 49. description: Allen Rogers Limited Mfg. Plant (now Condominiums), 48 Landing Ln.
Reference: LAC49.jpg Direction: Southwest Date taken: September 16, 2020



Photo 50. description: H. A. Sanborn House (92 Water St)
Reference: LAC50.jpg Direction: Southeast Date taken: November 4, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 51. description: Abbie F. Blake & Mrs. E. F. Burleigh double-tenement house (98 Water St)

Reference: LAC51.jpg Direction: Southeast Date taken: September 16, 2020



Photo 52. description: Eunice Varrell House (106 Water St)

Reference: LAC52.jpg Direction: Southeast Date taken: November 4, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 53. description: Double House (110 Water St)

Reference: LAC53.jpg Direction: South Date taken: September 16, 2020



Photo 54. description: Water Street railroad crossing

Reference: LAC54.jpg Direction: Northeast Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 55. description: Railroad sheds along tracks

Reference: LAC55.jpg Direction: Southwest Date taken: September 16, 2020



Photo 56. description: James Swain House (103 Water St)

Reference: LAC56.jpg Direction: Northwest Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 57. description: Former St. James Episcopal Church

Reference: LAC57.jpg Direction: Northwest Date taken: September 16, 2020



Photo 58. description: Laconia Car Company Iron Foundry

Reference: LAC58.jpg Direction: Northeast Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 59. description: Laconia Car Company Paint Shop
Reference: LAC59.jpg Direction: Northwest Date taken: September 16, 2020



Photo 60. description: Laconia Car Company Sash Trimming & Glazing Shop
Reference: LAC60.jpg Direction: West Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 61. description: Laconia Car Company Steel Under Frame Shop (51 Beacon St. W)
Reference: LAC61.jpg Direction: Southwest Date taken: September 16, 2020



Photo 62. description: Laconia Passenger Station (11 Veteran's Square)
Reference: LAC62.jpg Direction: North Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 63. description: Veteran's Square

Reference: LAC63.jpg Direction: West Date taken: September 1, 2020



Photo 64. description: Evangelical Baptist Church (12 Veteran's Square)

Reference: LAC64.jpg Direction: East Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 65. description: Congregational Church of Laconia (69 Pleasant St)

Reference: LAC65.jpg Direction: East Date taken: September 16, 2020



Photo 66. description: Congregational Church Rectory (69 Pleasant St)

Reference: LAC66.jpg Direction: Southeast Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 67. description: Laconia Savings Bank (62 Pleasant St, now Bank of NH)

Reference: LAC67.jpg Direction: Northwest Date taken: September 1, 2020



Photo 68. description: Laconia Savings Bank Drive-through (62 Pleasant St)

Reference: LAC68.jpg Direction: South Date taken: September 16, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 69. description: Henry's Dry Cleaners

Reference: LAC69.jpg Direction: South Date taken: September 1, 2020



Photo 70. description: Former A & P (22 Pleasant St)

Reference: LAC70.jpg Direction: West Date taken: September 1, 2020

AREA FORM

AREA NAME: LAC-DTHD



Photo 71. description: McIntyre Block (12 Pleasant St)

Reference: LAC71.jpg Direction: West Date taken: September 1, 2020



Photo 72. description: McIntyre Block (12 Pleasant St)

Reference: LAC72.jpg Direction: Northwest Date taken: September 16, 2020

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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. The negatives or digital files are housed at/with: 309 Waukegan Road, Center Harbor, NH.

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