

State of Vermont
Agency of Natural Resources
Department of Forests, Parks and Recreation

LAND MANAGEMENT PLAN

1988 - 1998

HAZEN'S NOTCH STATE PARK

Prepared by: Gary Sabourin,
Forester

March 4, 1988

Approved:



Mollie Beattie, Commissioner

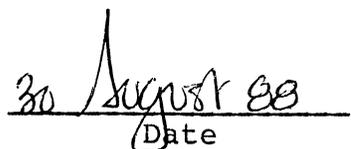

Date

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PREFACE

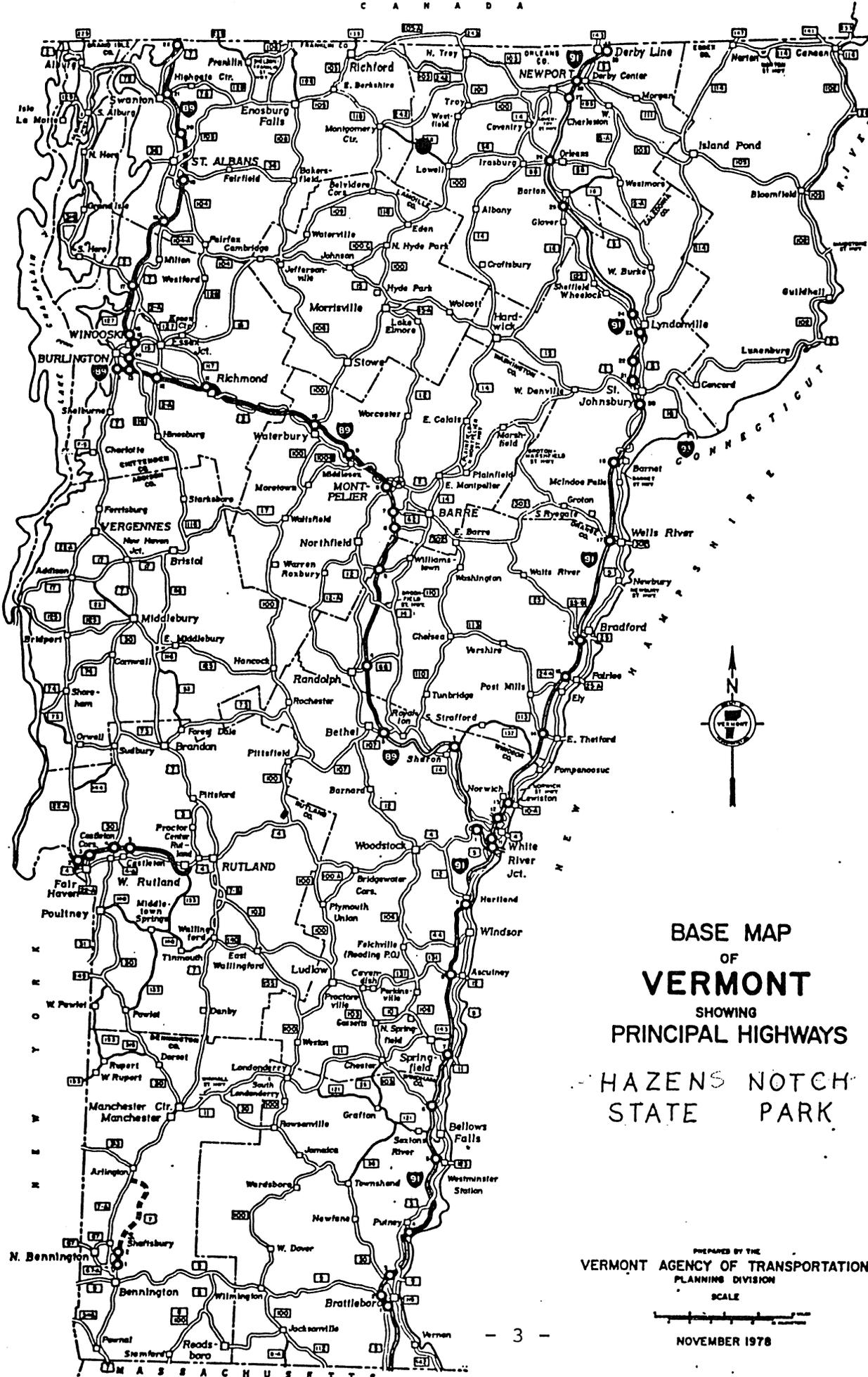
The objective of public land management by the Department of Forests, Parks and Recreation is the management of all resources on land owned or controlled by the Department for the greatest benefit for the people of Vermont consistent with the capability of the resources. It shall be the policy of the Department to manage these lands under the concept of integrated use, a strategy of land management which considers public need and the capabilities of the land to meet these needs, and favors the highest and best use or uses. Compatible uses shall be recognized, and as conditions and needs change, uses may be changed. Properly implemented, this multiple use concept maximizes benefits and avoids environmental deterioration.

This planning process has been developed to accomplish the Department's land management objective, while offering opportunity for multi-disciplinary review, public participation, and continuing process of re-evaluation. Planning units, called "Blocks", have been established for all Department lands. These blocks consist of a delineated integral parcel of land, the parts of which have a common interest or relationship, either by proximity, character, or natural or legal boundaries. Individual state forests or state parks will, in most cases, each be a single block. Some of the larger areas, like the Groton State Forest, will be divided into several blocks.

Following an inventory and assessment of the block's needs and capabilities, an overall purpose will be established with

classification goals identifying management emphasis that will be applied within the block. Next will be the plan of implementation which outlines the action to be taken by the Department to achieve the purpose of the ownership.

The implementation plan will be a working document annually updated through the submission of a yearly work plan for all activities to take place on each block by the field managers. This will be followed by a yearly report of accomplishments and progress toward objectives. Additionally, the plan will provide a basis for budgetary needs and will indicate land acquisition or exchange needs in a measurable way. Finally, the entire land management plan will be subject to complete revision at the end of a ten year period.

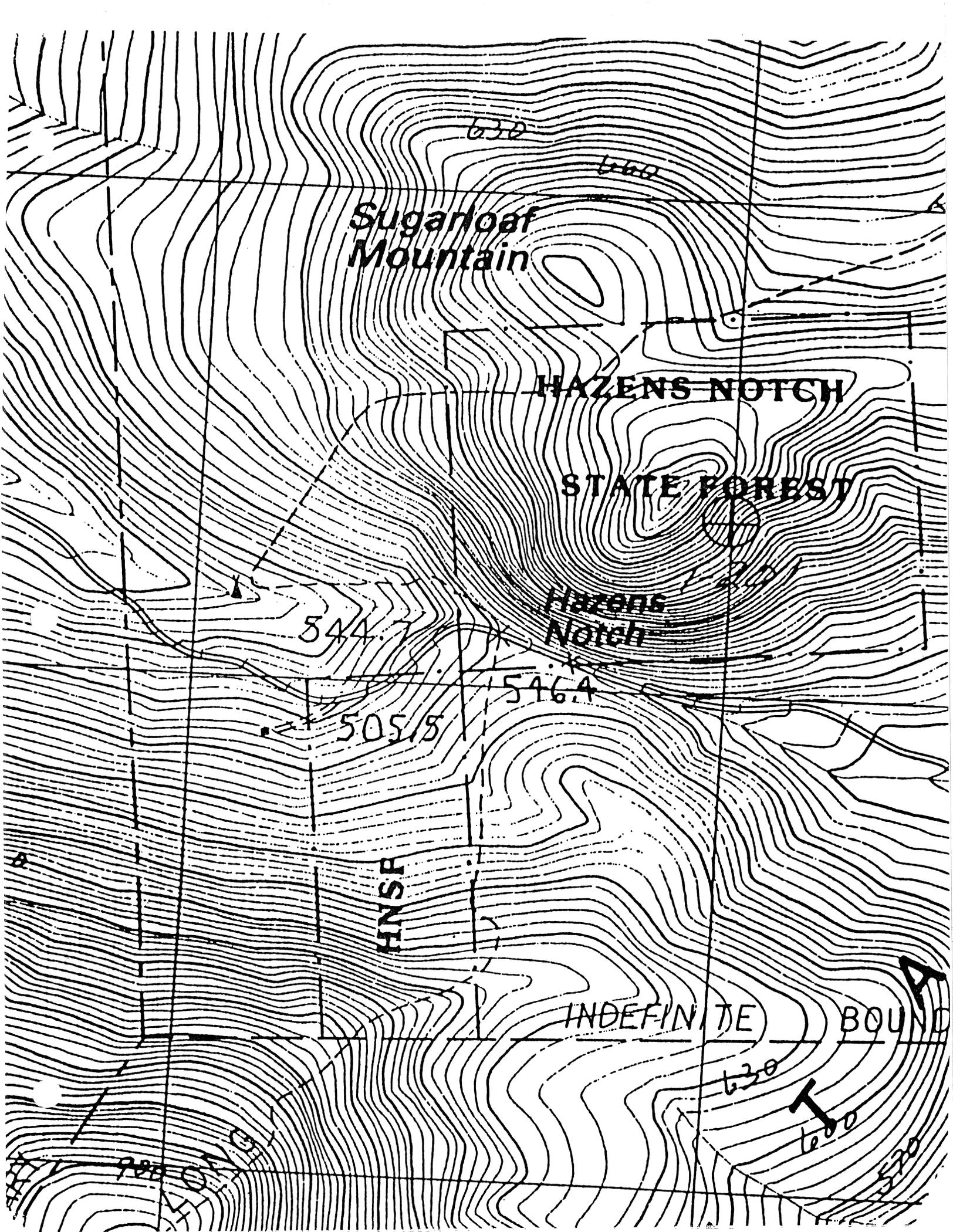


BASE MAP
OF
VERMONT
SHOWING
PRINCIPAL HIGHWAYS
HAZENS NOTCH
STATE PARK

PREPARED BY THE
VERMONT AGENCY OF TRANSPORTATION
PLANNING DIVISION

SCALE

NOVEMBER 1978



Sugarloaf
Mountain

HAZENS NOTCH

STATE FOREST

Hazens
Notch

544.7

546.4

505.5

HNSF

INDEFINITE BOUNDARY

630

660

630

600

570

725

700

HAZEN'S NOTCH STATE PARK



SUGARLOAF MTN.

▲ 2543'

TRAIL

HAZEN'S NOTCH

RT. 58

LONG

WESTFIELD
LOWELL

LEGEND

MTN. PEAK



TRAIL SHELTER



PICNIC AREA



CLIFFS



MONTGOMERY COUNTY
FRANKLIN COUNTY

MONTGOMERY COUNTY

FRANKLIN COUNTY
ORLEANS COUNTY

1" = 700' (approx.)

HAZEN'S NOTCH STATE PARK

Purpose

The purpose of management in this park is protection of the site, including some rare and/or endangered species (fauna and flora), and dispersed recreation.

General Description

Hazen's Notch State Park, 197 acres in size, is located in the southwest corner of Westfield and borders on the Lowell-Westfield town line. The park ranges in elevation from 1,700 to 2,500 feet. The park was acquired in two separate parcels. All of lot number six, in the town of Westfield, was acquired in 1934 from Atlas Plywood Corporation for the sum of one dollar. Then in 1946, the eastern half of lot number four was acquired from H. B. Parkhurst also for the sum of one dollar. Atlas Plywood reserved their right to continue logging operations until December 31, 1934.

Route 58 is a gravel road located through Hazen's Notch which connects routes 100 and 118. Although this road is designated as a state highway, most of the unpaved portion is considered a town road and falls under the jurisdiction of the towns of Montgomery, Westfield, and Lowell. A two mile stretch of route 58 through the notch is not plowed during the winter. It is part of the Cata-mount Trail System for cross-country skiing as well as a VAST snowmobile trail.

Historical

Hazen's Notch marks the terminus of the Hazen Military Road built in 1779. The road was built by General Moses Hazen and his American Revolutionary forces in an attempt to reach and invade Montreal (see Historical Account in Appendix). The Hazen Road extends from Peacham to Westfield. A stone monument commemorating the history of the road was built and erected in 1903. The project was orchestrated by the Orleans County Historical Society.

Also located adjacent to and on the south side of Route #58 in the Notch are two stone fireplaces. These were most likely built by the Civilian Conservation Corps, although no documentation of this project could be found. According to local residents, this area use to be a favorite spot for picknicking. Wooden picnic tables that once stood next to the fireplaces are now gone. The fireplaces themselves are in a state of disrepair.

The Long Trail

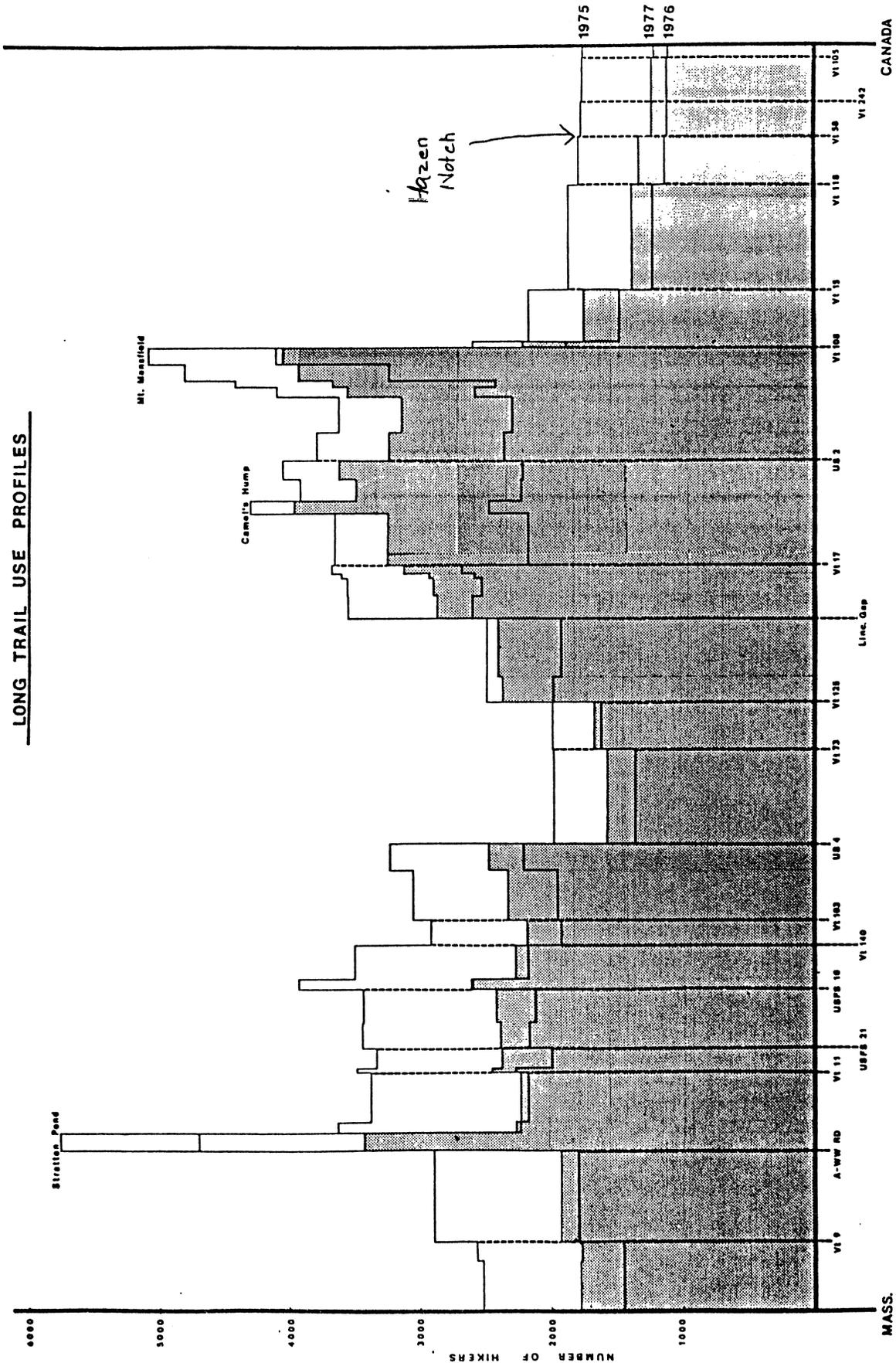
The Long Trail passes through portions of Hazen's Notch State Park crossing Route #58 in the Notch.* Hazen's Notch Camp, built in 1948, is located in the Notch on private land. The Long Trail was first constructed through Hazen's Notch around 1924. A shelter was built south of the Notch in 1930. First called the Fred H. Tucker Camp, it was renamed Hazen's Notch Camp in the mid 1930's and fell beyond repair by 1947.

Historically, use of the northern portion of the Long Trail, north of Vermont Route #108 to the Canadian border, has been low.

A profile of Long Trail use (1975-1977) was provided by the Green Mountain Club (page 7). This is the most recent trail use information available. Overall, Long Trail use has been on a downward trend since the mid 1970's.

*See Memorandum of Agreement and Memorandum of Understanding between parties involved regarding the Long Trail and Appalachian trail systems on state lands in appendix.

LONG TRAIL USE PROFILES



EXISTING CONDITIONS

Vegetative Types

Photo interpretation and ground checks show that two major forest types exist in Hazen's Notch State Park. Northern hardwood (beech, sugar maple, yellow birch) is the dominant forest type comprising about 80% of the area. The remaining 20% is comprised of red spruce/balsam fir. This timber type is confined to the higher elevations in the parcel located to the south of Route #58. The effects of extreme weather conditions are evident when looking at many of the trees which show ice damage in the crowns and cracks in the stems.

EXISTING CONDITIONS

Peregrine Falcon

The actual cliff area on the north side of Route #58 is a historical Peregrine Falcon nesting site. This site is monitored every year by the Vermont Institute of Natural Science. The only information that they have on this particular site indicates that there were nesting pairs in Hazen's Notch in 1937 and 1939. Three young birds were banded from this nesting site in 1939. The biologists at V.I.N.S. believe that the Peregrines most likely used this nesting site regularly until the 1950's when the population declined severally nationally.

EXISTING CONDITIONS

Timber Management

Virtually no timber management has taken place in this state park. Only a small amount of dead and diseased wood was cut (23.5 cords) in 1950 according to compartment files. No further timber harvesting is planned. Any cutting will most likely be confined to roadside removals of hazard trees and to aesthetic improvement.

Much of Hazen's Notch State Park is inoperable due to steep terrain. Approximately thirty acres located in the southeast corner of the parcel on the north side of route 58 could be emphasized as a commercial timber zone. There is presently no access road into this stand. Access from route 58 would be difficult and would impair the aesthetics of Hazen's Notch. Given these circumstances and given that the major purpose of management for this park is protection, it was decided to emphasize the entire park as protection for this management period.

EXISTING CONDITIONS

Soils

No detailed soils information exists for Hazen's Notch State Park. The General Soil Map, prepared by the U.S. Soil Conservation Service, shows the Lyman-Marlow-Peru association to be dominant in this area. These are soils that formed in glacial till on uplands and the Green Mountains. They can best be described as somewhat excessively drained to moderately well drained, loamy soils low in lime, and with a hardpan or bedrock within three feet of the surface.

Geology

A summary of the geology of the Hazen's Notch area was provided by the office of the State Geologist and is as follows:

"Most of the park is underlain by the rock known as the Hazen's Notch formation. This formation is composed of metamorphic (altered by great amounts of pressure and heat) rocks. Chief among the metamorphic rocks is schist. Schist is recognized by the presence of minerals, distinct and visible to the unaided eye (porphyroblasts), in a layered (foliated) rock. The schists in the Hazen's Notch formation are both 1) carbonaceous (with carbon (C), similar to the graphite in pencils, disseminated throughout the rock giving it a dark appearance and, in parts, a slippery feel) and 2) noncarbonaceous (without the carbon, dominated by quartz, feldspar, and micas).

"The major minerals in the schists of the Hazen's Notch

formation are (in decreasing abundance):

quartz - clear to white in color, glassy

sericite or muscovite - silvery white micas

albite (plagioclase feldspar) - milky white, opaque

chlorite - dark green "mica"

graphite - silvery grey, greasy feeling, opaque, locally abundant

"Foliation or layering in the schists is a direct result of realignment and new growth of minerals (especially the micas) during metamorphism. The layering superficially resembles the layering (bedding) in sedimentary rocks (such as sandstone or limestone) but is not due to the original deposition of sediments as the layering in sedimentary rocks is.

"Also common in the Hazens Notch formation are relatively continuous layers, a few inches to a few feet thick, of clear to milky, white to grey quartzite. The layering in the quartzites is commonly marked by dark inclusions of carbon or graphite and the layering is parallel or subparallel to the overall boundaries of the quartzite layer. Quartzites may also be black in color with the layers either difficult to discern or marked by inclusions of cleaner quartz.

"Scattered throughout the area are lense shaped bodies of greenstone and/or amphibolite (see enclosed sheet). These rocks were originally igneous rocks (most likely basalts) that were emplaced into the, then, sedimentary shales of what is now the Hazen's Notch formation. The igneous rocks were metamorphosed (after their emplacement) during the Taconian mountain building episode (orogeny).

"More recent igneous rocks, including dunite and peridotite (see enclosed sheet), were also emplaced in the area, either by intrusion or tectonic activity or both. These rocks have been altered to serpentinite and talc-carbonates by hot gases and fluids associated with the metamorphic event.

"Some dates and ages for the rocks and the events.

"Late Precambrian to Early Cambrian (around 570 million years ago)
Original deposition of the sediments (deep water, oceanic muds and oozes) that became the rocks of the Hazens Notch formation. Intrusion of the basalt dikes and extrusive flows (which later become the greenstones and amphibolites) into and onto the sediments.

"Mid-Ordovician (around 470 million years ago)
Taconian orogeny (mountain building episode). First part of the (plate tectonic) collision of North America with Europe. This orogeny caused metamorphism and extreme deformation of the Hazens Notch formation including the greenstones and amphibolites.

"Upper-Ordovician (around 450 million years ago)
Intrusion of dunites and peridotites, continued deformation and metamorphism, and emplacement of these rocks in the Hazen's Notch formation. Alteration of the dunites and peridotities by hot gases and fluids associated with metamorphism.

"Upper-Devonian (around 350 million years ago)
Acadian orogeny. The actual collision of Europe and North America. This orogeny resulted in additional mountain

building, deformation, metamorphism, and alteration of minerals.

"A long hiatus.

Erosion of the mountains.

"Pleistocene (around 3 million years ago)

Continental glaciation. Ice covered Vermont up to a mile thick.

Carving and scouring due to erosive ice over all of Vermont.

"End of Pleistocene, beginning of Recent (around 10,000 years ago)

End of glacial ice in Vermont. Till, a bouldery clay formed by the grinding action of the glacial ice, is left plastered to the hills. Sand and gravel deposits (deposited by melting ice waters) dominate the river valleys.

"Erosion to the present day.

"You should note that the greater part of the geologic history of the area occurred hundreds of millions of years ago. The Ice Age events are considered recent geologic events.

"Part of what makes the Hazen's Notch and surrounding area (Belvidere, Lowell, Troy) interesting is the presence of the ultramafic dunites and peridotites and their alteration products. These products have contributed to two of the economic rock industries in Vermont, the mining and production of talc and asbestos."

MANAGEMENT RECOMMENDATIONS 1988-1998

Protection of Arctic/Alpine Vegetation

Rock climbers pose a threat to Livelong Saxifrage. There is evidence of rock climbing activity here and the presence of this plant along the base of the cliff makes it vulnerable to being dislodged. In keeping with recommendations of the Vermont Natural Heritage Program, signs will be placed along Route #58 at the parking area, at the Long Trail access, and at other points along the road where climbers might gain easy access to the base of the cliff.

Protection of Peregrine Falcons

If nesting resumes in Hazen's Notch, hiking in or around the top of the cliffs will be discouraged. Personnel from the Vermont Institute of Natural Science would most likely be monitoring the site and taking appropriate measures to protect the birds from being disturbed. Forests, Parks and Recreation personnel would cooperate with VINS as we have in the past. Hikers using the Long Trail should not pose a threat, since it is located below and far enough away from the nesting site.

Re-establishment of the Picnic Area

Both fireplaces will be repaired and two concrete picnic tables will be installed.

APPENDICES

VERMONT RARE AND ENDANGERED PLANTS

Vermont Natural Heritage Program
The Nature Conservancy
138 Main Street
Montpelier, VT 05602
(802) 229-4425

LIVELONG SAXIFRAGE

Saxifraga aizoon var. neogaea

Saxifrage Family

Description: Horizontal, creeping stems bearing rosettes of leathery, spatulate leaves. Leaves have toothed edges, each tooth bearing a limy encrustation. Short stems bearing small, white flowers with 5 petals, each petal usually red-spotted.

Habitat: Alpine, calcareous cliffs and ledges; Newfoundland to Saskatchewan, south to northern Maine, northern Vermont, and northern Minnesota.

Vermont Status: Only 6 sites currently known, all exposed, alpine cliffs - Willoughby area, Job's Mt., and Smuggler's Notch.

References:

Fernald, 1970. Gray's Manual of Botany. D. Van Nostrand Co., NY.
Gleason, 1952. Illustrated Flora of the Northeastern United States and Adjacent Canada. Hafner Press, NY.
Vermont Natural Heritage Database.

The Vermont Natural Heritage Program has identified Livelong Saxifrage (Saxifraga aizoon var. neogaea), as existing and being common on a specific site in the Park*. This plant is considered to be rare in Vermont. At approximately 2,300 feet elevation, to the south of Sugarloaf Mountain, is a south-facing cliff which is home to this arctic/alpine plant. It is most common on the lower portions of the cliff. It grows in association with other species that favor calcareous outcroppings - Buxh Cinguefoil (Potentilla fruticosa) and Purple Clematis (Clematis verticillaris).

APPENDIX

MEMORANDUM OF AGREEMENT BETWEEN AGENCY OF ENVIRONMENTAL CONSERVATION AND THE GREEN MOUNTAIN CLUB REGARDING THE LONG TRAIL AND APPALACHIAN TRAIL SYSTEMS ON STATE LANDS REVISED, NOVEMBER, 1986*

This Agreement is made and entered into between The Green Mountain Club, Incorporated ("the Club") and the Vermont Agency of Environmental Conservation, ("the Agency") regarding the Long Trail, Appalachian Trail, and their tributary side trails (the "LT/AT systems").

Whereas, the LT/AT systems, through Vermont, have been in existence for many decades, and cross a number of parcels of State lands throught their length; and

Whereas, the Agency and the Club are interested in preserving and protecting the LT/AT systems and their surrounding environment; and

Whereas, the Club is a non-profit organization made up of individuals organized into sections who are interested and engaged in preserving the LT/AT systems and improving the hiking and recreation aspects through trail improvement, construction, preservation and maintenance throughout; and

*ORIGINAL AGREEMENT WRITTEN MARCH 19, 1981. SEE ALSO, GUIDELINES FOR THE MANAGMENT OF THE LONG TRAIL AND APPALACHIAN TRAIL CORRIDORS ON STATE-OWNED LAND IN VERMONT, WHICH IS AN AMENDMENT TO THIS DOCUMENT AND ALSO DATED NOVEMBER, 1986.

Whereas, members of the Club's sections have heretofore helped to maintain and improve the LT/AT systems for years prior to and after the State acquired ownership of most of its lands, are concerned about the impact of people using the LT/AT systems use and aimed at preserving and protecting the natural features within reach of the LT/AT systems, and are particularly well experienced in trail maintenance engendered by such impact, and it is to the mutual benefit of both parties that work such as this be done by experienced people; and

Whereas, the State Legislature has appropriated money to be passed through the Agency to the Club for this purpose; and

Whereas, the State Legislature by resolutions in 1971 and 1985 made reference to the Green Mountain Club and its role in the maintenance and protection of the Long Trail as it crosses State lands; and

Whereas, continued use, maintenance and improvement of the LT/AT systems within or adjacent to State lands is desirable; and

Whereas, the Club and the Agency consider it mutually advantageous to cooperate in the protection, operation, maintenance, construction, reconstruction or relocation of the LT/AT systems on State lands, as defined in the Memorandum of Agreement for the Operation, Development and Maintenance of the Appalachian Trail, October, 1982; and

Whereas, both parties would be engaged in trail maintenance, construction and reconstruction within the same general areas, and it is advantageous to both parties to combine the work and enter into this Agreement.

Therefore, it is AGREED as follows:

I. Communication

1. Except as otherwise provided in this Agreement or other contracts or agreements negotiated between the Club and the Agency, the normal line of communication for policy decisions will be from the Club Office to the Waterbury headquarters of the Department of Forests, Parks and Recreation. Field work decisions (not involving policy) will be worked out between GMC field staff and Forests, Parks and Recreation District Staff; if they can not be resolved at this level, then they will be taken to the respective State offices for resolution.
2. On matters of policy, the Agency will designate a representative to serve as its liaison with the Club from the office in Montpelier.
3. On matters of policy, the Club's President or duly authorized representative will have full authority to speak or act for the Club.
4. The Club will designate a field representative who is fully responsible for the performance of all field work.
5. The District Forester in each Agency District through which the LT/AT systems pass will be responsible for overseeing, inspecting, and approving all field work on State land in his or her District.
6. The Club's staff shall compile use and attendance statistics, as is feasible, and report them through the Agency's Waterbury Office to the District Foresters.
7. The Club and the Agency will give suitable recognition to each other in all publications and news releases about

the LT/AT systems and will note the location of State land boundaries on maps where possible. Items to be printed will be reviewed by each party before going to press. The insignia of both parties will appear on LT/AT system signs on State lands.

II. Planning

1. The Agency shall consult with the Club during the process of developing any management plans for State lands which may affect the LT/AT systems or the hiking experience. This shall include, but not be limited to, timber sales, pesticide use, potential relocations of the LT/AT systems, repairs or relocations of shelters or the establishment of any rules and regulations that might affect hiking or overnight camping by hikers who use the LT/AT systems.
2. The Agency and the Club agree to jointly develop an annual plan of work for the LT/AT systems which shall include sufficient detail to determine exactly what will take place, the nature of the work, and the trail sections where it will be performed. By December 31st of each year, the Club and the Agency shall prepare a report of accomplishments as performed under the annual plan of work. A meeting of representatives of the two parties will be held in December of each year to present the report of accomplishments and prepare the plan of work for the next year. If necessary another meeting may be held before the field season begins.

3. The Club shall consult and obtain approval of the District Forester for work plans and projects anticipated by the Club's staff or Sections but not included in annual plan of work.
4. The Agency shall approve and the Club and Agency shall jointly coordinate with each other any plans of work or cooperative agreements made with other groups, organizations or agencies involving work to be performed on the LT/AT systems. This shall include, but not be limited to private contractors, volunteers, or public employment programs.
5. The Agency shall seek from the Club and the Club shall provide advice on location of trails, facilities and improvements appropriate to the LT/AT systems.
6. The Agency and the Club agree that all work performed on that portion of the LT/AT systems, designated as the Appalachian National Scenic Trail, will be done in accordance with the policies and standards established by the National Park Service and the Appalachian Trail Conference.

III. Construction and Maintenance

1. The Agency and the Club agree that construction is considered to be a relocation of the LT/AT systems, the building or rebuilding of a shelter, the building or rebuilding of a bridge, erosion control trailwork or any other trail-related project considered to be major by both parties.

2. The Club and the Agency shall consider maintenance to be the cleaning of water bars, replacement of steps, replacement of planks or railings on bridges, removal of blow-downs, brushing and marking existing trail, shelter upkeep and repair, trash removal and waste disposal and other activities of similar nature.
3. The Agency will provide materials as possible for the use of the Club in performing construction and maintenance work on the LT/AT systems in accordance with standards acceptable to the State of Vermont which are consistent with the management plans for those parcels of State land over which the LT/AT systems pass.
4. The District Forester shall personally inspect for approval all work done by the Club as part of the annual plan. This inspection will be performed within thirty days of the completion of work in any one designated section of the LT/AT systems.

IV. Personnel and Supervision

1. The Agency recognizes that much of the maintenance work on the LT/AT systems where they cross State lands will be done by volunteer members of the sections of the Club.
2. Where the Club will be hiring field staff, specific job descriptions will be developed and presented to the Agency for review. These job descriptions shall specifically spell out the relationship with employees of the Agency.

3. The Agency and the Club mutually agree that any additional contracts or agreements which are negotiated for specific projects or services involving the LT/AT systems shall specifically spell out the supervisory relationships between the Club staff or contractor hired by the Club and Agency staff.
4. Unless otherwise specified, full-time or part-time paid Club staff working on the LT/AT systems will be supervised by the Club's field supervisor or designated representative.
5. The Agency recognizes that because of unforeseen pressures on various sections of the LT/AT systems during a given season, it may be necessary for the Club to move its personnel. Before doing so, however, the Club shall notify the Agency according to Section 11 (3) of this Agreement.

V. General

It is agreed that:

1. The improvements or facilities constructed on State lands under the terms of this Agreement shall automatically become the property of the State unless otherwise specified.
2. The Club shall file with the State annually a "certificate of insurance" for liability.
3. Nothing in this Agreement shall require the State to perform any service or expend any funds in the absence of a legislative appropriation or the Club to perform any

service or expend any funds in the absence of allotments or authority.

4. This Agreement may be altered or amended by the consent of both parties.
5. This Agreement is to extend from the date first shown above until terminated by thirty days written notice by either party or the other.
6. This Agreement supersedes the cooperative agreement between the Club and that State dated March 19, 1981.

MEMORANDUM OF UNDERSTANDING BETWEEN THE GREEN MOUNTAIN CLUB, THE
APPALACHIAN TRAIL CONFERENCE, THE NATIONAL PARK SERVICE, AND THE
AGENCY OF ENVIRONMENTAL CONSERVATION

GUIDELINES FOR MANAGEMENT OF THE LONG TRAIL AND APPALACHIAN TRAIL
CORRIDORS ON STATE-OWNED LAND IN VERMONT:

SEPTEMBER 1986

In recognition of their status as exceptionally valuable recreational resources of national significance, the Long Trail and Appalachian Trail will be given special protection on State-owned lands in Vermont. All efforts will be made to give those hiking the trails an experience of a natural woodland setting.

These guidelines, which apply solely to the main stem of the LT and AT on State lands, signify acknowledgement by the National Park Service (NPS), the Green Mountain Club (GMC), the Appalachian Trail Conference (ATC), and the Agency of Environmental Conservation (AEC), of both the unique value of the LT and AT in the context of multiple-use public land management in which they exist. Between the signatories, these guidelines also serve to clarify the AEC decision-making process for trail management and to reinforce the parties' commitments to cooperation and frequent communication.

Two existing State policies on development apply to the Long Trail and Appalachian Trail:

1. A policy regarding the expansion of leased recreational development on State lands (June 12, 1973), which prohibits new recreational commercial development or expansion outside of presently leased boundaries.

2. A policy for controlled use and management of State-owned mountaintops for communication facilities (April 30, 1974), which seeks to minimize aesthetic and environmental impact of electronics facilities and requires that development of communications facilities will be restricted to designated sites unless it can be amply demonstrated that an established site cannot meet requirements for a specific need in the public interest.

GUIDELINES

The Trail Corridor:

The trail corridor is defined as extending 500' on either side of the main stem of the LT/AT. Semi-primitive, non-motorized recreation opportunities are emphasized. The LT/AT corridors are closed to motorized and mechanized recreational uses.

The corridor is divided into two protection zones:

1. A primary protection zone will extend 200' of either side of the trail and include unique natural areas, and water sources within 500' of either side of the trail. In this zone will be prohibited.
 - a. Vegetation management other than that intended to provide a safe hiking experience and to enhance the scenic quality of the trail. Permitted management may include work to enhance wildlife habitat, protect soil and water, control insects and disease, main-

tain or create overlooks, vistas, or openings, and meet trail construction and maintenance needs.

b. Mining.

2. A secondary protection zone will extend 300' on either side of the primary protection zone making a total trail corridor of 1,000'. This zone is intended to provide further protection of the trail experience by limiting activities which can take place within it to certain temporary ones in connection with timber harvesting, hunting, fishing, hiking, nature study, or other such uses which do not cause a permanent intrusion on the use of the trail. New development unrelated to the trail will not occur. A continuous forest cover will be maintained, except where vistas and scenic openings are to be created.

Structures:

A signatory who maintains or owns a structure within 200' of the LT/AT, which is deemed in need of replacement or major reconstruction, will present for agreement by all parties a justification for a preferred option. Options considered should include maintenance of original location, relocation within the primary protection zone, or relocation outside the primary protection zone. Plans for reconstruction, replacement and relocation, so agreed to, will be included in annual work plan (see communications below).

Vistas:

Beyond the trail corridor, development and (the results of) timber harvesting and mining activities under the control of the AEC will

be designed to minimize their visibility from the trail. Clearcut areas, when visible from the trail, will be no larger than 40 acres.

Roads and Vehicle Trails:

Parallel and crossing roads and vehicle trails are recognized as detracting from trail enjoyment. The number of new permanent roads within one-half mile of the trails will be held to an absolute minimum. New roads will be built in trail area only where no reasonable alternative exists. Roads and vehicle trails crossing the LT/AT will be:

1. Kept to a minimum number.
2. Constructed to the lowest possible standard for the intended use.
3. At right angles when crossing the trail, whenever possible, and designed to keep sight distance along the road to a minimum.
4. Limited to use during the winter months, whenever possible.
5. Temporary, and "put to bed" and closed to vehicles after use, whenever possible.

Hunting, Fishing, and Trapping:

Within the trail corridor these activities will be regulated according to State law.

Sale of State Lands:

The State will endeavor to ensure protection of a 1,000' corridor for the LT/AT should a sale of State land involving either trail occur.

Communications:

In keeping with the 1986 revised MOA, the AEC will inform the GMC, ATC, and NPS at the earliest possible planning stage of any proposed development including timber harvesting, road and trail construction, and pesticide use in the LT/AT corridor. The AEC will seek and respond to comments from those organizations. Plans for work in the trail corridor by any of the signatories will be previewed annually. Accomplishments will be reviewed at a joint annual meeting called in for the MOA.

HISTORICAL ADDRESS

before the

Orleans County Historical Society,

delivered at

HAZEN'S NOTCH,

BY HON. F. W. BALDWIN, at the unveiling of the tablet marking the
terminus of the Hazen Road.

FRIDAY, AUGUST 21, 1903.

"Previous to the French and Indian war, but few settlements had been made in the territory now called Vermont, and those were of a very unstable and transitory character. Mr. Wells in his history of Newbury, well says, 'With the close of the French and Indian war, (1760) the history of Newbury begins and practically that of Vermont before that time a few settlements along the Connecticut river had been made in the southeast corner of the state, and those held only by the intrepidity of the settlers. All the rest of the state lay an unbroken wilderness, save only for a few spots of land cleared by the Indians, like the ox-bow.' History tells us that when the first white man visited what is now Newbury in Vermont and Haverhill in New Hampshire, they found portions of those great meadows on both sides of the Connecticut cleared land to some extent, and covered with a luxuriant growth of wild grass.

"With the surrender of Montreal on the 8th day of September 1760, the empire of France in the New World, which had been so valiantly held, passed away. The army which had conquered Canada was disbanded, and the victors sought their homes to the southward.

"Among those who returned through the Connecticut valley from the surrender of Montreal, were four officers who had served in Goff's regiment; they were Lieutenant Jacob Bayley, Captain John Hazen, Lieutenant Jacob Kent, and Lieutenant Timothy Bedell.

"It is not known whether either of the four had ever passed that way before, but it is certain that they remained at or near the meadows before referred to, several days and carefully examined the surrounding country. They decided it was a desirable place in which to settle and the natural gateway to a vast fertile and finely wooded country above. The Indian name of this section (being the valley of the Connecticut, north of and including that about Newbury and Haverhill) was 'Co-os,' which word in the Abenaki language, is said to signify 'the pines,' and it was known for many years by the name of the 'Co-os country.'

"Upon their return to Massachusetts, these four men being prompt and resolute set themselves at once to the work of obtaining charters of two towns at 'Coos,' one on the east and the other on the west bank of the Connecticut. Bayley and Hazen stood high in the estimation of the colonial government, as both had done efficient service in the war just closed and both had influential relatives whom Governor Wentworth was anxious to please. Hazen was aided by his brother, Gen. Moses Hazen, while Bayley received the advice and powerful support of his brother-in-law, Col. Moses Little. These last named men were not only prominent officers in the French and Indian war, but were destined to become more distinguished in that of the Revolution.

"As a result of their combined efforts, the charter of Newbury was granted May 18, 1763, to Jacob Bayley, John Hazen,

Jacob Kent and Timothy Bedel and seventy-two others, and on the same day the charter of Haverhill was granted to John Hazen and others about the same in number. From that time on until their death, Jacob Bayley, John and Moses Hazen stood first among the powerful men of that section.

"Within a month after the granting of the aforesaid charters, Bayley and John Hazen petitioned the General Court, on behalf of the proprietors of both towns, for aid in building a road from Dover through Barrington, Barnstead, Gilmantown, to cross Winnepesocket Pond at the wares, through Salem Holderness, the four mile township, and Romney to Haverhill. On Christmas day, 1764, Bayley again wrote urging the importance of a road as an aid to the settlement of this part of the country.

"From 1760 to 1774 the section all about the 'Coos' country was rapidly being settled up; Gen. Bayley in a letter written about 1770 says, 'The whole country is rapidly filling up with a very desirable class of settlers, and what was ten years since, a howling wilderness is not fast becoming fruitful farms.'

"Ever after the settlement of New England, military organizations were considered indispensable, and were always carefully kept up, as an aid to protection against the ever dreaded Indian. In the fall of 1764, the first military company was organized at Newbury and Haverhill and continued in existence to the breaking out of the revolution. The settlements in and about 'Coos' were exceedingly patriotic, even the Scotch settlers of Ryegate, fresh from Great Britain were for the American cause to a man. The excitement throughout all this region upon the first news of war was intense, as the 'Coos Country' lay in the direct pathway from

Canada to Massachusetts and was almost sure to suffer from an invasion.

"Councils of safety and correspondence were formed, Jacob Bayley was appointed General of all the militia of that section, and the best possible organization effected for the safety of the settlers. The invasion of Canada which resulted so disastrously to the American cause, promised success for a while; but the army before Quebec was repulsed and were forced to retreat, and the advantages which had been gained were soon lost. To prevent the total destruction of the American army, troops were obliged to be at once sent from New England to aid and assist in covering their retreat. This had first been done by the way of Charleston and Lake Champlain. It was of the greatest importance that what was to be done in this respect should be done to expeditiously and bring assistance at the earliest possible moment. Gen. Washington was anxious to learn if there was not some shorter route to the scene of action. Gen. Jacob Bayley, then with the army before Boston, informed the Commander-in-chief that a much shorter road lay through the Coos Country, and that he could produce men who would start forthwith and go through the wilderness and mark out a road.

"History tells us that Captain Thos. Johnson of Newbury was selected as the man to take charge of this enterprise. He was to take three or four soldiers and an Indian guide, and mark a road by blazed trees to St. Johns, Canada. He took with him Frye Bailey, Abial and Silas Chamberlain and John McLean all from Newbury. They left Newbury on Tuesday, March 26th, 1776. They marched on snow shoes and reached St. Johns the next Friday, it

being ninety-two miles from Newbury. The following is taken from Col. Thomas Johnson's diary kept by him at the time. 'Tuesday, March 26. Set out from Newbury, lodged at the last inhabitant's' (Without doubt this was Jonathan Elkins in the town of Peacham.) 'waited half a day for the rest of the soldiers to come up, good land for a road. Wednesday, 27. Marched a mile, good country. Thursday, 28. Marched twelve miles, good country for road. Friday, 29. Marched twelve miles good country for road, except for about two miles. Saturday, 30. Marched fifteen miles, good country for a road except three miles. Sunday, 31. Marched ten miles to Mr. Metcalf's, good country, waited half day for the rear. Monday, April 1st. Marched twenty-five miles to St. Johns. Tuesday, 2. Tarried at St. Johns. Wednesday, 3. Returned to Mr. Metcalf's. Thursday, 4. Tarried for the rear. 5th, 6th 7th and 8th traveled home.' In the same diary we find the following. 'Distance from Boston to Charlestown and Crown Point to St. Johns 310 miles, distance from Boston to Newbury, 145 miles and from Newbury to St. Johns 92 miles, or in the whole 237 miles, making the route by Newbury and the Coos Country 73 miles the shorter route.'

"We also learned from the Johnson papers, that Mr. Metcalf was an English gentleman who lived on the Canadian side of the line and near the Mississquoi river. His house was on the route which scouts, spies and expresses generally took, as well from Canada as from Vermont, and they often sought and obtained refreshment beneath his roof. His residence must have been near the border and opposite the town of Richford.

"Along the path thus marked out several regiments of troops

passed to Canada on snow shoes. It was found that troops could be sent to Canada by way of Coos about ten days quicker than by way of Crown Point and Lake Champlain, and this fact led the Continental authorities to begin a military road from Newbury to St. Johns. And this was the beginning of 'Hazen's Road.'

"As soon as the snow was gone, and it was practicable to work in the forest, James Whitelaw, a competent surveyor, and subsequently Surveyor General of Vermont, with assistants, was employed to go on and survey and locate this military road; and they were followed by General Bayley with a large force of men and teams to cut out the trees and construct the same. This road was partly completed to a point about six miles beyond Peacham, when scouts came into the woods with intelligence that troops from Canada were coming on over the path marked out by Johnson, to capture the road makers and destroy the settlements. Bayley and his men made a hasty retreat, and the military road was abandoned for the time being.

"In 1778 another invasion of Canada was planned, and as the route through the Coos Country had been proven to be much shorter way, the government felt a highway ought to be built between Newbury and St. Johns, that should be fairly practicable for moving men and the munitions of war. Inasmuch as the writers of Vermont history are not agreed as to whether an invasion of Canada was really planned at this time, and also are not agreed as to the cause of Col. Hazen's building what he did of the 'Hazen Road' so called, I think it will be of interest if I give in full two letters, one from Col. Bedel to Gen. Gates, and the other from Gen.

Jacob Bayley to Gen. Gates, the last dated, Newbury, July 13, 1778.

"The one from Col. Bedel to Gen. Gates is as follows:

'Col. Hazen has communicated his business to me and I most sincerely rejoice in the Probability of an expedition into Canada. I see no kind of difficulty attending it, by the route or routes proposed, there are three different routes, either of which I think is very practicable, viz.:directly from hence to St. Johns, --to the river Mosca, and to St. Francois, all and every of which is marked on Col. Hazen's plan. I shall by and with the advice of Gen. Bayley and Col. Hazen have them all surveyed immediately. I shall send three different parties to different parts of Canada for intelligence, with orders to return with all possible expedition. A considerable quantity of provisions both flower and meat may be had at this place; forage is plenty. I have eighty tons at the service of my Country, if wanted, for other particulars I must refer you to the bearer, Col. Hazen; and shall hold myself in readiness with the remainder of my reg't at this place for your Honor's further orders; but beg to remind you of the need of some clothing for my men'

"The one from Gen. Jacob Bayley to Gen. Gates is as follows:

'NEWBURY 13, July 1778

Sr: Col. Hazen arrived here last evening and has communicated to me what his business is respecting a land road into Canada, together with what provisions may be had here. It is my opinion by the many observations I have made of the Country between this and Canada, that it is very practicable. I have once by Maj. James Wilkinson surveyed a road from this place to St. Johns,

which is marked and good at 95 miles, the same is about 30 miles, the remainder well marked. We have also surveyed to the south end of Memphremagog, which we find good, from thence to Mosca (Mississquoi) it has the appearance of being a good country for a road, as to the distance, I refer you to the plan Col. Hazen has which I assure you is true as far as the Canada line and St. Johns; the water carriage on this river is good from Hertford (Hartland, this name was altered to Hartland by act of the legislature, June 15, 1782.) to 20 miles above iso (?) except five or six short rapids; where there are good cart roads. I have not the least doubt but six, eight or ten thousand bushels of wheat may be purchased in this quarter, and beef in plenty; as to forage, if wanted, I will supply from my farm 100 tons of hay, &c.

'Should an expedition into Canada be undertaken (if wanted) I will assist, and with Col. Bedel, think we can raise 1500 men for that service and I should think myself happy to serve another successful Campaign with your Honor, which I doubt not but one into Canada would be.

J. Bayley.'

"From the foregoing letters it will be seen that an active invasion of Canada was being planned, at least, and a short road to get there the government arranged should be at once built. In April, 1779, Col. Hazen was directed to move his military stores to Peacham; a large portion of Col. Bedel's regiment was also ordered to Peacham to assist in constructing a road along the way which had been marked by Col. Johnson three years previous. Its course was from Peacham through what was subsequently the towns of Cabot, Walden, Hardwick, Greensboro, Craftsbury, Lutterloch (now

Albany), Kelleyvale (now Lowell), and terminating in the town of Westfield near the line between Westfield and Montgomery, in the notch in the mountains called 'Hazen's Notch'. I have spent much time in search of a survey with a compass of this road, but as yet without avail. From among the papers of the surveyor general of Vermont, lately secured from the state of New York, one to two maps are to be found which give the Hazen Road from Newbury to Hazen's Notch. According to these old maps this road passed through what was granted as the town of Deweyburg, but which was subsequently divided between Danville and Peacham. We must bear in mind that this road was built one hundred and twenty-four years ago, and before a town had been chartered, or a settlement made during the whole distance, and while this section was an unbroken wilderness.

"It may be of interest right here to give you a short sketch of the life and services of the man who constructed this road, and for whom it has since been called.

"General Moses Hazen was born at Haverhill, Mass., June 1, 1773. Of his early life history tells us but little. We find him in Canada early in life, and he soon entered the Canadian army. He was in the expedition against Crown Point in 1756, and Louisburg in 1758. Accompanied Wolfe to Quebec in 1759, and distinguished himself near that city in an affair with the French and in the battle of Sillery April 28, 1760. He was rewarded for his distinguished services with a lieutenancy (44 Foot) in February, 1761. He was on half pay in the British army and was a man of wealth, for the time, residing near St. John, when the Revolutionary war broke out. He at once espoused the American cause and

furnished supplies and rendered other aid to the army of Montgomery in his expedition against Quebec. As a result, his property was destroyed by the British, for which he at once applied to Continental Congress for compensation. This application resulted in his being paid for his property and receiving an equivalent for the half pay he had forfeited, and in January, 1776, Congress appointed him colonel of a regiment he was to raise among his friends in Canada. He raised the regiment, it was called the 2nd Canadian, but of course in the retreat in '76 he was obliged to leave Canada with such of his regiment as were disposed to adhere to his fortunes. From that time his regiment was independent of any state and under the control of Congress solely; and Hazen was authorized to recruit wherever he could find men to enlist. Finally his regiment was selected by Congress to receive all foreigners who were willing to serve, and was called 'Congress' Own'. Col. Hazen served through the war in different fields of service and was made brigadier general by brevet June 2, 1771. Gen. Hazen was at Newbury and Haverhill, where his brother John resided, often during the Revolutionary war and after, and finally settled at Albany or Troy, N.Y. (Some histories say Albany and others Troy.) He died at Troy Feb. 4, 1803. Walton in the Governor and Council of Vermont says of him, 'His name has been familiar in Vermont since 1779, for his work in completing the military road which is still known as the 'Hazen's Road.'"

"To make this road as safe as possible for passing soldiers and supplies along its course, block houses were built at stated intervals along its course, in some of which garrisons were left for a short time. This road passed through what is now the town

of Peacham, from thence into the town of Cabot.

"History tells us that Col. Hazen built a block house in Peacham, but abandoned it in the fall, as he did all the block houses along this road, except the one twelve miles above Peacham; which he committed to the care of a sergeant's guard. In the spring of 1780 one Captain Aldrich came to Peacham and built a picket or stockade around the house of James Bailey, which was on this road, and the block house was abandoned.

"After leaving Peacham, this road went through the eastern part of Cabot over what is known as Cabot plain, passing between Joe's and Mary's ponds. Col. Hazen camped for a few weeks on the plain. He fully expected an attack from the British from Canada and to prepare for them he caused a hill or elevation to be fortified and for years this was known as 'Fortification Hill'. This road from near Joe's Pond led to the south of the present highway until it came to the three corners of a road near the present graveyard on the plain, here it struck what is now the present traveled road and from thence to the south line of Walden. It passed across some portion of what was afterward surveyed as Lots No. 9, 10, 15, 34, 35, 37, and 38 of said town. After entering Walden, history tells us that this road passed through the southwest part of this town and was of essential service to those who early came into town. Col. Hazen built a block house on the land afterward occupied by one Cyrus Smith, and left an officer to man it until the next year. The name of the officer left in command was Walden, who requested that the town should receive his name when chartered, which was done. The block house remained for some years and was temporarily occupied by many of the first settlers,

having the honor of convening the first school, the first preaching service, and the first birth, being that of one Jessie Perkins. After leaving Walden Hazen's road then came into Hardwick, and passed through the eastern portion of Greensboro. History tells us the first village in Hardwick was upon the Hazen road, and was situated on high land near the north line of the town, and was called 'Hardwick Street.' Here was opened the first public house in town; it was built of logs, and opened by one Col. Abner Warner. This road entered Greensboro, passing across the southwest part of this town into Craftsbury. It went west and not far from 'Davis Lake,' later called 'Lake Beautiful' and later 'Caspian Lake,' and Col. Hazen built a block house near, if not upon, the place now owned by Hon. H. S. Tolman.

"History tells us that Capt. Nehemia Lovewell was stationed with his company in Peacham during the summer of 1781. In September he sent a scout of four men up the Hazen road to take possession of the block house on the west side of the lake in Greensboro. In an unguarded moment when at a distance from the block house they were attacked by a party of Indians, and Constant Bliss of Thetford and Moses Sleeper of Newbury were killed, and the other two were taken prisoners and carried to Canada. Sometime subsequently, having been exchanged, they returned to Peacham. It was not until their return that the fate of Bliss and Sleeper was known to their friends, a party of whom at once proceeded to Greensboro, where they found the bodies undisturbed, but badly decomposed; being in such a condition burial on the spot was unavoidable. No monument has been erected thus far to their memory, and here on the shore of this beautiful lake the traveler

passes the spot without knowing that there once fell in their country's service two of her worthy sons. This society, or some member of it, can do worthy service by ascertaining the exact resting place of these martyrs and erecting a monument. The first settlement in Greensboro was made by Ashebul and Aaron Shepard in 1789 and the block house built by Col. Hazen was their home. The site of the block house was afterwards known as Cushing, and later the Williams farm.

"From Greensboro the road passed into Craftsbury, going to near what is now East Craftsbury village, and from thence down into the Creek valley, crossing the Creek and passing up the hill to near the 'Common,' from there this road went northeasterly into the town of Albany, entering Albany just east of Black river, which it soon crossed near or upon the farm now occupied by Henry Hayden, passing over the old Hayden farm to the Rogers farm. At the Rogers farm the road left the valley and commenced to climb towards the Lowell mountain and entered the town of Lowell near where the schoolhouse is located that was afterwards in school district No. 13, in Albany. After entering the town of Lowell, this road skirted the range of the Green Mountains between Albany and Lowell, ever climbing. When this road reached within about a mile of the summit, it came to a section of the mountain (although covered with heavy forest) which was very steep, and the soil very shallow, and underneath was one continuous ledge, sloping at an angle of about 45 degrees but very smooth, necessitating building over this section, by using logs and trees, laying them against the growing trees and filling between them and the ledge with timber and dirt. The road along this portion is substantially the

same to-day and is even now very rugged and wild. This road crossed the summit of the mountain upon lot No. 12 in the second range of lots in Lowell, which lot of land my father bought of Hugh McGuire April 20th, 1859, and which I subsequently owned. After crossing the summit the road passed on down on the south side of what was later known as the Truland brook, crossing the same near where the Truland buildings now stand, and passing near where Lowell village now stands. From the site of Lowell village the road went northeasterly directly to the notch or low place through the Green Mountains, in the town of Westfield, where Col. Hazen's work in this direction terminated.

"As to the exact location of this road Zadock Thompson, one of the most painstaking and reliable writers of Vermont history, in his gazeteer of Vermont published in 1824, says, 'The present road from Peacham to Kellyvale occupies the same ground over which the Hazen road passed.'

"'CAMP AT THE END OF THE ROAD, 50 MI.,

24th, Aug. 1779.

"'Dear Sir: We are determined to put an end to our work here by next Saturday night and therefore have ordered out all the provisions that will be wanted up to that time, viz: 2600 lbs. of Flower and about 3000 wt. of fresh Beef. (no more ox teams or Stinking beef.) We shall not find much difficulty in getting up to the notch of the mountains. We began to work yesterday only, and this afternoon I moved by Camp Commisary and Hospital Stores three miles on.

'I have directed Major Reid, 3 Captains, 2 Subalterns and eighty-five men, including those at the Block House, as an escort

for provisions; who come on and return with the pack horses, and I shall pay very particular attention to secure the woods on my left from our van to Onion river, so that I hope I may not be surprised.

'If I shall find that a party is coming to attack me I shall endeavor to Draw them further into the woods by filing off to the right toward the upper "Coos" and gain a little time for your militia to assemble and get in their rear when I think we can manage any party they can send. Every Necessary Piece of Intelligence I shall Communicate. If Mrs. Bedel's health will admit of your leaving home should be glad to see you here, and in that case you must come out with Dixon as there will not be any guards left behind him.

'We shall eat up the flour he brings and then return. I shall be much obliged to you if you will Ride up to Camp on Receipt of this and see that Duncan has it in his power to send on the provisions ordered; - what I have said here will be best to keep to yourself.

"Your Humble Servant,

MOSES HAZEN.

COL. BEDEL.

"Several things are made certain by this letter, one is that Col. Hazen was at work upon this road August 24, 1779, and near where he finally left off work;-that he had then determined to close his labors upon it by the next Saturday night;-and that what he was writing he desired Col. Bedel to keep secret. Why he did not complete this road to St. John or Canada line, or why he

should construct it to the summit of the Green Mountains, and where he could see easily with the naked eye the Queen's dominions, and then abandon it history fails to give us any very reasonable and logical reason, so far as I have been able to learn. Miss Hemenway in her history about Lowell says: 'Colonel Hazen cut a road through this town in 1779 or '80. His regiment encamped on the banks of the Missisquoi River, while his men cleared the road and made it passable for the ordnance of war. He had cut the road to the notch of the mountains, when the news of peace came, and he left his unused road for the benefit of the settlers. The notch where he ended his work, took the name of Hazen's Notch in honor of Col. Hazen. It was some six miles ahead of where his regiment was encamped, in the town of Westfield.' Now the statement that Col. Hazen had cut this road to the notch of the mountains, when the news of peace came is certainly not correct as peace was not declared until 1783. Mr. Wells in his history of Newbury says: 'Work was discontinued on the military road the last of August, the reports of forces being dispatched from St. John to capture the constructing party hastening the abandonment.' It is quite probable that this was correct, as Col. Hazen in his letter to Col. Bedel, given above, refers the fact that he might be attacked; but many causes may have contributed to the termination of this work. In 1779, the situation in Vermont was extremely critical. On the 8th day of September 1779, only fifteen days after the date of the above letter, delegates from New York laid before Congress the instructions of the legislature of that State directing them to make use of all possible exertions to obtain the speedy and effectual interposition of Congress against the

Vermonters as the only means of preventing a resort to military force. New Hampshire, which had formerly been friendly to Vermont had become hostile and laid claim for a part of the state, at least, and this was not all; it was rumored in Congress that the British Ministry were favoring the Vermonters, with a view to inducing them to look to them for deliverance.' Vermonters were deserted by the Continent, poorly equipped to defend themselves, and lay at the mercy of Canada and a swarming horde of the savages of the forest. This condition of things may have had more than we know to do with the termination of work by Col. Hazen upon this military road. Even under these circumstances the courage of the Green Mountain Boys was equal to the occasion, as shown by some lines written at that time, from which I quote in closing this address.

"Ho-all to the rescue! For Satan shall work
No gain for his legions of Hampshire and York!
They claim our possessions-the pitiful knaves-
The tribute WE pay shall be prisons and graves.

"Let Clinton and Ten Broek, with bribes in their hands,
Still seek to divide us, and parcel our lands;
We've coats for traitors, whoever they are;
The warp is of FEATHERS, the filling of TAR.

"Does the Old Bay State threaten? Does Congress complain?
Swarms Hampshire in arms on our borders again?
Bark the war dogs of Britain aloud on the lake?

Let 'em come! What they can, they are welcome to take.

"Come York or come Hampshire-come traitors and knaves,
If ye rule o'er our LAND ye shall rule o'er our GRAVES,

Our vow is recorded, our banner unfurled:

In the name of Vermont we defy ALL THE WORLD.'"

USE VALUE APPRAISAL OF STATE LAND

To help compensate towns for loss of taxes because of State ownership of real estate within the town, the Legislature mandated that lands under the jurisdiction of the Agency of Environmental Conservation pay the towns 1% of the current use value or fair market value, whichever is less, each year.*

Current use values are established by the current use advisory board from time to time. These values are based on the productive capacity of the land, assigned to four categories: Forest site I, potential wood growth of more than 85 cubic feet per acre per year; site II, 50 to 85 cubic feet; site III, 20 to 49 cubic feet; and site IV, less than 20 cubic feet.

For 1988 these values are set at \$100/acre on site I, \$60/acre on site II, \$20/acre on site III, and \$10/acre on site IV.

To qualify, the land must have a management plan for production of forest products, and be accompanied by a map indicating the various sites and where different management is to be done.

* Title 32, Section 3660 VSA.

Note: All of Hazen's Notch State Park is listed as fair market value - 197 acres.

Glossary

Amphibolite -- a greenstone with a high percentage of the mineral amphibole.

block -- a land management planning unit.

dispersed recreation -- outdoor recreation activities requiring few if any support facilities.

Dunite -- An ultramafic rock consisting of olivine with accessory pyroxene, plagioclase, or chromite.

even-aged -- a stand of timber managed to maintain three or less distinct age classes.

Greenschist (Greenstone) -- A metamorphosed (altered) mafic igneous rock which owes its color and schistosity to the presence of hornblende, epidote, and abundant chlorite. Greenstone is the commonly used field term.

igneous -- An adjective which refers to rock formed by the solidification of molten material (magma) either above ground (extrusive) or below ground (intrusive).

intensive recreation -- outdoor recreation activities requiring major structures and facilities.

mafic -- An adjective which refers to igneous rock composed dominantly of dark colored minerals.

Peridotite -- A coarse grained ultramafic rock consisting of olivine and pyroxene with accessory minerals.

protection forest -- lands which will be adversely affected by minimal disturbance, or which are designated to remain undisturbed.

special use -- lands which are leased, or designated for a specific purpose usually beyond the scope of normal department operations.

Schistosity -- A layering in a rock due to metamorphism (the application of pressure and heat) which realigns the minerals.

Serpentinite -- A rock consisting almost wholly of serpentine minerals derived from the alteration of previously existing olivine and pyroxene.

sustained yield -- continuous production with the aim of achieving at the earliest practicable time, an approximate balance between net growth and harvest.

timber lands -- properties that are managed primarily for the maximum production of forest products.

Ultramafic -- An igneous rock which contains little quartz or feldspar.

uneven-aged -- a stand of timber managed to maintain four or more distinct age classes.

wildlife habitat -- lands supplying a critical habitat need for any species of wildlife, especially that which requires specific treatment and is of limited acreage.

**The Purpose and Objectives of State Land Management
by the Department of Forests, Parks and Recreation**

In addressing the natural resource needs of the people of the State of Vermont, the Legislature has established the Department of Forests, Parks and Recreation, as a part of the Agency of Environmental Conservation. A major assignment of the Department is the responsibility for management of lands acquired to fulfill these needs.

Consistent with legislative direction, and through a policy of economic management of its lands, the Department will protect, conserve and enhance resource qualities and provide recreational opportunities, timber products, varied plant and wildlife habitat, clean water, and natural beauty for the enjoyment and use of the people of the State.

Management of public land will be in accordance with the interests of the people of Vermont, as expressed through the democratic process, and through a systematic assessment of needs. Decisions will consider both public needs and inherent resource capabilities, through application of interdisciplinary review by a staff of professional personnel.

Public ownership shall complement private ownership by fulfilling needs which are not readily met by the private sector. The continuity of public ownership provides the opportunity to meet long-range goals and objectives, an assurance of public access to diverse natural resources, their availability for use by future generations, and the opportunity for research, education, and study for the enrichment of society.

Public management shall be consistent, yet flexible enough to adapt to changing public needs, technological advances, and relevant economic conditions. The Department recognizes the legislative charge to manage for the purposes implied by its title and jurisdictions: the forest, recreation, and natural areas of the state, but will consider and incorporate all other values consistent with expressed goals and policy.

To achieve the Department assignment of fulfilling resource needs through state lands stewardship, the Department will be guided by the following objectives:

- A. To manage the land for the greatest benefit of the people of the State, consistent with the capability of the resource, under the concept of integrated use, while favoring the highest and best use, by:
 - 1. Establishing land-use definitions, categories, and objectives,
 - 2. Identifying resource capacity through an inventory process,
 - 3. Assess and integrating public needs,
 - 4. Establishing an input process by other state divisions and departments, individuals, and special interest groups,
 - 5. Developing long-range plans and goals for the land,
 - 6. Formulating work plans which outline specific tasks to be achieved over a 15-year period.
 - 7. Reviewing and updating plans regularly,
 - 8. Establishing a method of monitoring progress on plans, and,

9. Continually reviewing the public land ownership pattern, and making recommendations with respect to acquisition and/or disposition of property.

B. To protect the resources by:

1. Identifying for acquisition those lands needed to enhance or protect existing State ownership.
2. Identifying and recommending acquisition of lands which have outstanding scenic quality, vital ecosystems needing preservation, vulnerable habitat or landforms,
3. Devising and implementing a fire protection plan,
4. Reducing insect and disease damage through silvicultural practices, or where necessary, other appropriate techniques,
5. Implementing the best erosion control measures feasible in all activities,
6. Including educational efforts in all plans to encourage knowledgeable public use of the lands,
7. Monitoring all use of State lands to ensure protection of the resource and to revise or adjust uses as needs demonstrate,
8. Locating and marking all property lines to maintain the integrity of the property, and
9. Designing facilities which direct use to areas most suited to certain activities.

C. To provide a suitable variety of services and products by:

1. Developing outdoor recreational opportunities such as campgrounds, beaches, trails, picnic areas, and other facilities, where compatible with the resource and where need is demonstrated,
2. Harvesting the timber growth through an orderly sales program, to provide fuelwood, logs, pulpwood, and other marketable forest products, based on a sound silvicultural management system,
3. Maintaining, enhancing, and creating a variety of wildlife habitat,
4. Acquiring and developing access for public use of State lands,
5. Allowing limited special uses through a permit system, where such uses are clearly beneficial to an individual or group, and fully compatible with the primary objectives of the parcel, and,
6. Administering all leases in a professional and timely manner, demonstrating appropriate and constructive attention to natural resources, viability of private sector interests, economics and the general public good.