SURVIVORS:
The Journeys of Three New England Taverns

BY GREGORY LEFEVER

In New England towns large and small along the old stagecoach lines, you occasionally come across the genuine article—a rambling old tavern that still provides a roof, a bed, and a hearty meal, the same basic comforts it afforded road-weary travelers two hundred years ago.

These treasured antiques are rarer than you might expect, for many of the establishments that today call themselves historic taverns or inns never functioned as such until an enterprising new owner sniffed a good business opportunity and transformed an early house or business into an inn during the late twentieth century.

Some of these survivors pride themselves on historical authenticity. Like our counterparts of two centuries ago, you won't set eyes on a television anywhere in these establishments. Others pay homage to their heritage with vintage-style décor while providing contemporary amenities such as cable television and laptop computer connections. But the one constant from the eighteenth century to now is hospitality—or as one New England traveler put it in 1830, "cleanliness, good victuals, and civility."

The history of three taverns—The Hancock Inn and Alden Country Inn, both in New Hampshire, and The Old Tavern in Vermont, all in operation by 1810—is closely linked to the history of the region's roads. By 1790 much of northern New England was witnessing its second generation of road construction. Earlier roads literally had been hacked, gouged, and burned through the wilderness, many to accommodate the postal needs of far-flung villages and to create a viable transportation network.

But the greatest boon in road improvement—both in point-to-point directness and surface quality—came with the turnpikes. Corporations, under the auspices of state legislatures, built these thoroughfares and collected tolls every few miles to pay for maintenance and expansion of the road system. Travelers would have journeyed on these old turnpikes, which crisscrossed northern New England from Boston to Montreal, and stopped at any number of taverns in between.

In 1810, travelers crossed the land on foot, horseback, chaise, wagon, or stagecoach, each with its own array of challenges, according to extensive research compiled by Donna-Belle Garvin and James L. Garvin in *On the Road North of Boston: New Hampshire Taverns and Turnpikes, 1700-1900.*

Walking was still a primary mode both for day jaunts and "pedestrious tours" of several hundred miles. Most walkers were men, although the Garvins note instances of women traversing the countryside, their shoes and hems well muddied. A pedestrian could average fourteen to eighteen miles a day, a distance that varied little by season. To travel the eighty miles from Boston to Hancock, New Hampshire—a trip that today by car is about two hours—would have taken about five days on foot.

Horseback doubled the speed of travel to about thirty-five miles a day and would have shortened the trip to Hancock to an arduous two days or a less strenuous three. Much would have depended on how many people were astride the horse. Two people, sometimes even a small family, commonly traveled on a single horse with their clothing and provisions crammed into saddlebags. Travel by wagon or two-wheeled chaise—four-wheeled carriages were just coming into their own in 1810— would be somewhat slower but provide more room for carry-on luggage.

Even by stagecoach the trip still would take two days, and hard ones at that. Today's mass-media image of stagecoaches whipping rapidly along the roadways drawn by teams of briskly running horses is inaccurate. In the early 1800s stagecoaches averaged only five miles an hour. Three decades later, better road conditions helped improve the average speed to seven miles an hour. The June 15, 1839, issue of the *New Hampshire Argus & Spectator* printed a story about a pedestrian who refused an offer for a ride on a New Hampshire stagecoach, saying he "couldn't stop for a ride; he was in a hurry."

THE HANCOCK INN

The Revolution was still fresh in people's minds and George Washington was in the first year of his presidency in 1789 when Noah Wheeler decided he could do well by being the first man in Hancock to capitalize on the new roads coming through town and the growing number of travelers they carried. Hancock had other taverns, but Wheeler's was the first to offer overnight accommodations. He ran the business for a few years before turning it over to his son-in-law, Jedidiah Fox, who operated it as the Fox Tavern until 1829.

That year, David Patten, better known as Squire Patten, a former state senator and a master of the culinary arts, purchased the tavern and renamed it Jefferson Tavern. Preparing meals himself over a large open hearth—he went through fifty cords a year of the best rock maple he could find—the squire attracted guests from across the region to his sumptuous meals and the dances in the tavern's second-floor ballroom. He served feasts of roast turkey, beef, and goose, plunking the entree whole on a long table known as the "groaning board," while servants dished up pies, puddings, and preserves.

The balls at the tavern are reputed to have been fun and frequent, with couples dancing before murals by Rufus Porter and stenciling by Moses Eaton, who are thought to have painted selected walls in the tavern around 1825—the Holstaed House in Hancock is known to have been painted by Porter about then. Patten's close friend, Franklin Pierce, then a U.S. Senator destined to become the only (as yet) president from New Hampshire, was a frequent guest.

In compiling the history of the Hancock tavern, innkeeper Robert Short and his niece Laurie Ware have noted a steady increase in coach traffic during the years of Fox's and Patten's ownerships, when the tavern was on the Forest Line Stagecoach route. Coaches

The Hancock Inn in Hancock, New Hampshire, is the state's oldest inn in continuous operation. Founded in 1789, it was Hancock's first tavern to offer overnight accommodations and became widely known in the 19th century for its sumptuous feasts and popular balls. The third story was added and the inn's first floor substantially expanded around 1875. Courtesy of the Hancock Inn.

Murals by itinerant artist Rufus Porter originally adorned the second-floor ballroom of the Hancock Inn. Remodeling concealed them until they were rediscovered under wallpaper in the 1940s. Similarly, Moses Eaton's stencil work was found under wallpaper in a chambermaid's closet. Courtesy of the Hancock Inn.

OPPOSITE:
The Old Tavern in Grafton, Vermont, has been in operation since 1801 and achieved a bustling reputation in the 19th century, hosting a number of prominent statesmen and authors. Shortly after 1900, Grafton and its popular tavern suffered an economic decline that was only reversed in the 1960s by The Windham Foundation, which has restored more than 50 homes and businesses in the village. Courtesy of The Old Tavern.

drawn by four- and six-horse teams and carrying up to twenty passengers stopped there. "It was the custom of the drivers to show off their skill when approaching town. Consequently, the horses would arrive in front of the tavern in great style, prancing with heads held high," according to Ware. "While a fresh team was being hitched, travelers were invited to attend one of Squire Patten's famous dinners—all for only twenty-five cents."

Like today's truck-filled highways, the old stage lines also were arteries for hauling all varieties of freight, so drivers were frequent guests at the tavern. "Large six-horse teams drew immense wagons with large wheels and broad, iron tires carrying great quantities of country produce from northern Vermont to Boston," Ware says. "On the return trip, the teams carried molasses, flour, salt, and rum."

Patten ran the tavern for forty-six years, until his death in 1875. As with many taverns, his had become a hodge-podge of outbuildings such as livery stables, smokehouses, and dairy barns. The next owner, John Freeman Eaton, found the tavern to be "a devilish clutter of buildings" and tore down fourteen of them. He added a third story and a large kitchen, pantries, laundry room, and fuel space to the ground floor of the main building. He also remodeled the ballroom, considered the finest in the region. As many as a hundred couples twirled the night away at the renamed Hancock House, many traveling to the tavern's dances in winter by sleigh.

These years also witnessed the coming of the railroad and the decline of the stagecoach lines. "The stage line began to disappear, but cattle drovers took their place," Ware learned. "When the cattle business was at its peak, large droves of cattle were driven over the roads from Massachusetts to the rich fields in New Hampshire for the summer. Many of the fences that remain in town are remnants of those days when gardens and shrubs had to be protected from herds of hungry cows passing through Main Street."

The Hancock Inn, in keeping with its position as New Hampshire's oldest inn in continuous operation, furnishes its fifteen guest rooms to the period, using, for example, an array of antique

beds—a cannonball four-poster, a Sheraton field bed with ogee canopy, and a circa 1820 acorn bed. One room, located in part of what was the tavern's large ballroom, features the original Rufus Porter mural. All rooms have private baths, some with whirlpool tubs in addition to a shower, air conditioning, telephone, and television. "We have televisions in the rooms—most travelers generally want to watch TV today—but they're covered with cozies, like a teapot cozy, so the TV is concealed if you don't want to watch it," Short says.

The menu emphasizes seafood along with traditional New England fare. Sweet Potato, Scallop, and Crab Cake, and Smoked Salmon Crostini are among the appetizers. The inn is renowned for its Shaker Cranberry Pot Roast; other entrées include Garlic Grilled Shrimp, Maple Roasted Half Duckling, and Grilled Chicken with Portabella Napoleon.

The village has retained its colonial flavor, with gravel paths instead of sidewalks that lead past historic buildings along the main street, many on the National Register. A short walk from the inn is the Meeting House, with the original bell cast by Paul Revere. It still chimes on the hour.

* * *

From the Hancock Inn to Grafton, Vermont, is fifty miles, or about an hour by auto. The 1810 trip by stagecoach was ten hours at best, which put it on the cusp of either one or two days of travel. Either way, the day began early. Summer or winter, travel commenced at dawn. In 1821 one traveler at a stagecoach tavern in Concord wrote, "The driver roused us at four; the coach was tightly closed to exclude the cold air; and six of us, being shut in utter darkness, felt ourselves whirling upon the southern turnpike."

Coaches in the early 1800s were far more rudimentary than the well-known Concord Coach of the mid-nineteenth century, with its plush upholstery and window screens to help shield passengers from the elements. Earlier coaches were rugged, boxlike rigs with benches and hanging leather curtains—when they had sides at all—that did little to block clouds of dust, summer's searing heat, or winter's brutal winds. They had no specified luggage compartments—everything was carry-on—and stage companies set a limit of fourteen pounds of luggage per person. Newer coach designs in the 1820s accommodated luggage below the seats or lashed to the rear of the coach. Women stored their belongings in bandboxes, which were so popular that an article in an 1829 issue of the *Concord Gazette* quotes an exasperated stage driver who laid down his own rule: "No lady is allowed to carry more than seven bandboxes—anyone having more can't go!"

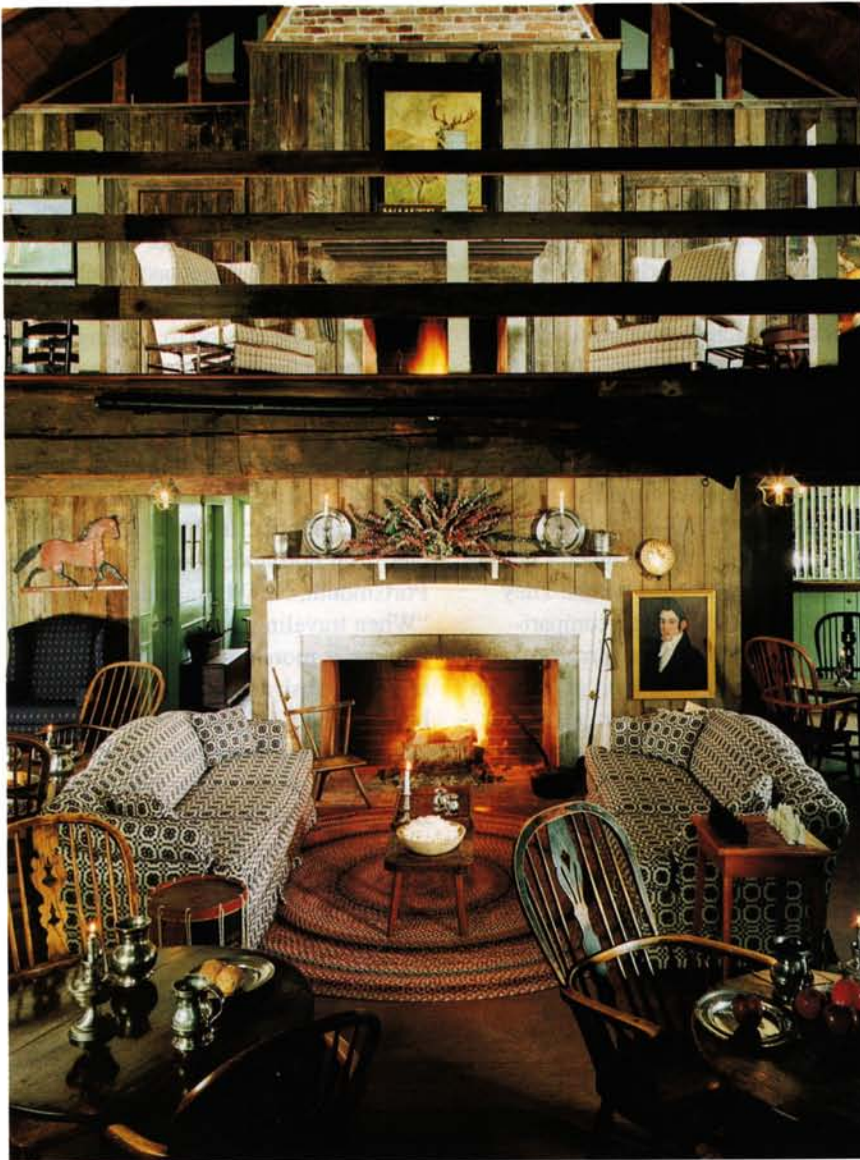
In the hours before dawn, with everyone crowded together on hard seats, luggage on their laps or stashed wherever possible, the stage would set off on the day's journey. Travelers usually logged several miles before stopping at another tavern for breakfast. Over the course of a day, the coach would make three to four separate stops for meals—breakfast, dinner, tea, and supper—for warmth in winter, for midday breathers in summer, and to water and feed the horses, sometimes exchanging tired teams for fresh.

On the busier stagecoach routes, the seating could be tight. An 1808 traveler on the Boston to Burlington, Vermont, stage complained about "upwards of sixteen persons jammed together in the most uncomfortable manner" in a coach with a capacity of twelve. Then as now, crowding can breed familiarity. In the 1830s a traveler from Portland, Maine, to Portsmouth, New Hampshire, wrote, "When traveling in a stagecoach, nothing is more common than for one traveler to ask another the history of his life, and it is hardly possible to evade answering without incurring the displeasure of the whole company. Before we had proceeded one-eighth part of the journey, we knew each other as well as if we had been educated in the same college."

The driver's goal was to make as many miles as possible before "candlelight," the hours of darkness when travel became considerably more hazardous. At the end of the day, when the next tavern came into view, the driver would blow a tin horn, one blast for each passenger, so the proprietor knew how many new guests he would be accommodating for the night's food and lodging.

THE OLD TAVERN

In 1801, Enos Lovel noted what was happening around his home in Grafton, a village eleven miles west of the Connecticut River, in southern Vermont. He watched timber being harvested from the hillsides to feed a growing number of sawmills. He saw land being converted to sheep farms to supply the woolen mills springing up along the Saxtons River. With commerce and traffic increasing rapidly, Lovel decided to turn his two-story house into a tavern. The tavern busi-



renowned Boston watercolorist W.N. Bartholomew gave painting lessons on the front porch.

Ownership changed eight times from the days of Enos Lovel until brothers Francis and Harlan Phelps acquired the tavern in 1865, operating it during its heyday for the next four decades. Harlan had returned to Grafton in 1867 after spending the Civil War in the California gold fields. He invested $4,500 of his fortune in erecting a new third floor and large, double porches, giving the building its current profile. The guest list continued to grow with the likes of Theodore Roosevelt, Woodrow Wilson, and Rudyard Kipling.

But in the early twentieth century, decline set in. Commerce bypassed Grafton in favor of other towns, village population dropped to less than five hundred—a third the size of its 1820 head count—and the stately tavern began the long slide toward serial ownership and physical ruin. By 1964, it was a rickety shadow of its former

The Phelps Tavern, originally a livery barn that has long been attached to The Old Tavern, is named after brothers Francis and Harlan Phelps, who owned the site for 35 years in the mid-19th century. Harlan Phelps used his California gold fortune to extensively remodel the tavern, adding the third floor and large double porches. Courtesy of The Old Tavern.

RIGHT:
Guest rooms in The Old Tavern have a mix of vintage and newer furnishings, with an emphasis on peace and quiet, meaning no phones or televisions. Courtesy of The Old Tavern.

ness was so prosperous in Grafton that by the time Hyman Burgess bought Lovel's tavern in 1823, it had doubled in size.

As with many other taverns across New England, the Grafton establishment served as the locus of community life in addition to accommodating travelers. The village held court in the tavern's main rooms until 1841.

During the antebellum and post-Civil War years, Grafton's tavern became a haunt for Boston's literati. Among its notable guests were authors Nathaniel Hawthorne, Ralph Waldo Emerson, Oliver Wendell Holmes, and Henry David Thoreau, fiery statesman Daniel Webster, and, in 1867, war hero and soon-to-be-President Ulysses S. Grant. Artists also flocked to the tavern, and for several summers,

self. "Until the late 1950s they were still cooking with wood in the kitchen, so you can imagine what the rest of the place was like," says current innkeeper Kevin O'Donnell. "There was considerable water damage, and when a bathroom stopped working, they just locked the door."

Salvation came from The Windham Foundation. Founded in 1963 by prominent investment banker Dean Mathey of Princeton, New Jersey—a man with long family ties to Grafton and a love of history—and funded from the Mathey estate, the nonprofit foundation is chartered to restore buildings and economic vitality to Grafton, to support education and private charities, and to undertake projects benefiting the general welfare of Vermonters. Today the foundation owns and has restored more than fifty homes and businesses in the central village. Since purchasing the tavern in 1964, the foundation has restored it from cellar to roof, further upgrading the kitchen, dining rooms, courtyard, and guest rooms in the 1980s.

The Old Tavern is large by historic inn standards: guest rooms have multiplied as The Windham Foundation has restored and added several other buildings to the tavern's purview. Each room is unique and vintage furnishings are spread throughout. The main tavern building houses eleven rooms, with another nineteen in adjacent cottages. Four guest houses, with full kitchens, sleep six to ten people each.

"The emphasis is on ambience, on atmosphere," O'Donnell says, noting that there are no televisions and no phones in the guest rooms. "People who stay here don't come here to be entertained. They're people who want to sit on the porch, who enjoy taking a walk, who want to spend time by the pond. We get some very high-powered people here, but they come here to rejuvenate and to refresh their minds."

In awarding the coveted four-diamond rating to The Old Tavern's restaurant, the Automobile Association of America cited its "exceptional cuisine, excellent service, and an elegant dining atmosphere." Appetizers such as Terrine de Foie Gras with Quince and Black Figs and Port Syrup complement such mouth-watering entrées as Pan-Seared Veal Tenderloins with Morel Mushrooms and Pancetta Butter, Poached Monkfish in Lobster Consommé, and Grilled Boar Back with Sweet Potato Cake.

The tavern is one of several attractions in the restored village of Grafton. Among The Windham Foundation's other success stories is the resurrection of the Grafton Village Cheese Company. The original building opened in the 1890s but was destroyed by fire. The new site produces an award-winning cheddar.

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Lyme, New Hampshire, lies to the north, some seventy-five miles from Hancock and sixty-five from Grafton. Considering the hilly terrain, forests, and rivers, Lyme in 1810 was another two days by coach from either of the other two taverns.

Numerous obstacles could impede a stagecoach's progress on the old roads. Mud could mire a coach up to its wheel hubs, stranding it sometimes for days. Roads blocked by fallen trees could slow a journey for several precious hours. Deep ruts and holes were vicious on wheels and axles. Blizzards created life-threatening peril. And all of these obstacles were particularly hard on the horses. The animals stumbled, fell through rotten bridges, and panicked until they overturned coaches. Horses were responsible for more accidents than any other aspect of stagecoach travel.

On stretches where the land was swampy, log causeways formed the corduroy roads feared by travelers, who agonized as their coaches bucked and lurched over the ribbed surface. A New Hampshire traveler in 1832 described the "rapid vaults from one log to another" as "the most unpleasant motion I have ever felt."

Streams and rivers provoked lengthy slowdowns, with travelers often fording the same twisting stream several times a day. Crossing larger waterways might require swimming the horses across while people, lug-

FURTHER READING

On the Road North of Boston: New Hampshire Taverns and Turnpikes, 1700-1900, by Donna-Belle Garvin and James L. Garvin (Hanover, New Hampshire: University Press of New England, 1988)

Most books on historic inns are simply listings of places to stay, so people interested in a more historic perspective should be pleased that the University Press of New England recently brought this fascinating book back into print. It has far broader appeal than its title would indicate, presenting solid research into all aspects of taverns, travelers, and transportation of the period. Donna-Belle Garvin is editor of *Historic New Hampshire*, the semi-annual publication of the state's Historical Society. James Garvin has served since 1987 as state architectural historian for the state's Historical Resources Division. Their book contains a number of rare illustrations and is a must-read for anyone interested in old taverns.

gage, saddles, and saddlebags followed by boat or canoe. As the nineteenth century progressed, bridges and ferries became more common, but the ferries tended to be sporadic and the bridges frequently needed repair.

Each season had its own hazards for travelers, regardless of whether they were on foot, on horseback, or in a coach. Spring's mud and swollen rivers generally were considered the worst, but summer's heat and dust made for many long, uncomfortable days. Winter often was considered a good time for travel, the Garvins' book notes, and some people intentionally scheduled their trips then. Light layers of snow tended to improve the surface of the roads for travel, and the coaches stopped at taverns more frequently for warmth and sustenance.

But regardless of season, the sheer isolation of travel was the most harrowing. In 1810, the landscape between taverns often was a dense forest where the potential of being stranded by unforeseen accidents could send anxiety levels soaring. One diarist wrote as late as 1842 of the stretch between Newburyport, Massachusetts, and Portsmouth, New Hampshire—today a busy thoroughfare—that there were "very few farms & yet fewer human beings. The country seemed a wilderness, animated only by numerous flocks of geese." Another traveler, passing endless miles of hilly, wooded landscape, wrote of the "dangers and horrors of the predominating scenery."

"Most early travelers looked only with dread on what they saw as the solemnity and gloominess of the forest and mountain, as well as with relief and pleasure on the cultivated field and other signs of man's activity," the Garvins wrote.

The prospect of getting lost or having an accident caused travelers on foot and horseback to "fall in company" with others headed in the same direction—safety in numbers. And if daylight travel was nerve-wracking and potentially dangerous, the lack of daylight made everything worse. Nightfall made ruts and fallen trees invisible. With signposts and landmarks in darkness, travelers more easily got lost. And anyone a traveler encountered on the road after dark was viewed—often justifiably in the times of highwaymen—with deep suspicion. All of these situations reinforced the desire to reach a friendly tavern before candlelight.

ALDEN COUNTRY INN

In the early 1800s, the Alden Country Inn in Lyme, New Hampshire, was one of thirteen taverns on the village common, flourishing on a main north-south stagecoach line near the Connecticut River. Through the decades, the building has housed several businesses, was a private residence and an apartment house. Various owners have restored it as an inn over the last several decades. Courtesy of Jim Mauchly, mountaingraphics.com.

Unlike Noah Wheeler in Hancock in 1789 and Enos Lovel in Grafton in 1801, who both saw newfound needs for taverns in their respective villages, Justus Grant in Lyme was not the first man in town with the idea. At one time, thirteen taverns, including Grant's, surrounded the Lyme village common.

Support for the town's several taverns came from the well-traveled stage and freight lines running along the east side of the Connecticut River. Lyme was a frequent stopping point on the road between Littleton, forty-five miles north, and the commercial center of Concord, seventy miles southwest. (The more direct route between the two, occupied today by Interstate 93, was too mountainous to function as a preferred stage line.)

Lyme also was near enough to the Boston-Montreal stage route to benefit from its frequent traffic. But a key source of business was—and remains to this day—its proximity to Dartmouth College in nearby Hanover, New Hampshire. The Garvins wrote, "When in Hanover in 1793 to attend the Dartmouth commencement, the Reverend William Bentley of Salem, Massachusetts, recorded that his party 'continued our way from House to House, but could not obtain any lodgings till we were below the ferry on the east side of the river in Plainfield, ten miles below the Colleges'." Lyme's several taverns helped solve the problem.

In 1809, Solomon Washburn constructed the original building that became Grant's Tavern. It got its name when Grant enlarged, remodeled, and opened it to wayfarers in 1820.

Unlike its counterparts in Hancock and Grafton, Grant's Tavern—also

Guests and visitors to the Alden Country Inn have their choice of three dining venues. The Stagecoach Tavern, pictured above, commemorates the inn's heritage as a popular layover along coach lines, while the adjacent Washburn Pub is named for Solomon Washburn, the man who built the original building. Formal dining is in the 1809 Room, pictured opposite. Although the stately inn has gone through innumerable remodelings over the years, it retains most of its original wide-plank floors. Courtesy of Jim Mauchly, mountaingraphics.com.

SOURCES

HANCOCK INN
33 Main Street, P.O. Box 96
Hancock, NH 03449
800-525-1789 or
in NH 603-525-3318
www.hancockinn.com
Innkeeper: Robert Short

THE OLD TAVERN
92 Main Street, P.O. Box 9
Grafton, VT 05146
800-843-1801 or
in VT 802-843-2231
www.old-tavern.com
Innkeeper: Kevin G. O'Donnell

ALDEN COUNTRY INN
On the Common, P.O. Box 60
Lyme, NH 03768
800-794-2296 or
in NH 603-795-2222
www.aldencountryinn.com
Innkeepers: Frank and Darlene Godoy

Some sources can help locate historic taverns and inns, although it takes a bit of study to differentiate the genuine old inns from those that have been more recently converted.

The National Trust for Historic Preservation maintains a Historic Hotels of America® listing that provides exceptional online detail and photos of more than 200 hotels.
National Trust/HHA
1785 Massachusetts Ave., NW
Washington, DC 20036
202-588-6295
www.nationaltrust.org/historic_hotels

The Original Historic Inns of New England is a consortium of six of the oldest taverns in New England. The group's web site provides ample detail on history and current accommodations.
www.originalinns.com

The wide-ranging web site for New England Antiquing features an especially thorough list of 18th-century inns and taverns.
www.antiquing.com/oldinns

The Select Registry™, an association of innkeepers with more than 400 members across the United States, prides itself on third-party inspections to ensure high-quality accommodations. It lists newer as well as historic inns, and its web site provides ample detail for determining which is which.
The Select Registry
P.O. Box 150
Marshall, MI 49068
800-344-5244
www.selectregistry.com

called Grant's Hotel and the Lyme Inn in various eras—has not always been an inn. Over the course of two centuries it has housed a number of businesses, including milliners and tinsmiths. It has served as the local Grange Hall, with dancing in the third-floor ballroom. As a private home and then an apartment building by the outset of the twentieth century, it had understandably slipped into disrepair. Over the past fifty years the structure has been systematically refurbished by a succession of owners, one of whom renamed it the Alden Country Inn in the 1990s after Ezra Alden, a proprietor following the First World War.

The inn's fifteen guest rooms offer stenciled walls, painted floors, and a variety of vintage furnishings. Three have fireplaces and all have a private bath, telephone, air conditioning, and television. Each guestroom is unique in décor and layout and is named for an early Lyme settler.

"We have a lot of repeat customers who come back because they like it here," says Darlene Godoy, who, along with her husband, Frank, became Alden's innkeepers two years ago. "They like it because it's comfortable and it's quaint. We're not purists when it comes to history, but the building is historical and it has lots of character."

Breakfast is included with room rates, while lunch and dinner can be purchased in the dining room, the Stagecoach Tavern, or the smaller Washburn Pub. The dining room's menu lists appetizers such as Escargot Roasted in Bubbling Brie and Citrus Tempura-Battered Fried Shrimp with Sweet Soy Drizzle to precede Herb and Lemon Roasted Rainbow Trout over Fried Parmesan Polenta, Seared Rack of Lamb over Whipped Potato with Shallot Jus & Mint Pesto, and other tempting entrées.

Guests are drawn to the area by the numerous cultural events at nearby Dartmouth (the Alden Inn is booked for commencement weekend through 2006) as well as skiing and other recreational activities.

And what about those other twelve taverns that shared the Lyme common with Justus Grant's venture? Over the years they have all burned down—irrefutable testimony to the rarity of these original old taverns. ★

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A TASTE OF THE TAVERNS

OLD TAVERN TOMATO CARPACCIO

The Old Tavern in Grafton, Vermont, features a four-diamond restaurant that has been commended by the *New York Times*. Menus reflect seasonal cooking, cross-cultural influences, and healthful preparation. This is one of several appetizers from the menu.

6 slices of vine-ripened tomato per salad
1 oz. arugula greens per salad
1 oz. Lola baby greens per salad (from a specialty market, or use micro greens)
1 oz. citrus vinaigrette per salad (recipe below)
6-8 toasted pistachios per salad
Pistachio oil
Balsamic syrup
6 cucumbers, cut into an almond shape with one side of skin left on

FOR CITRUS VINAIGRETTE:
1 cup orange juice
1 cup grapefruit juice
Juice of half a lime
Juice of a quarter of a lemon
1 tablespoon sugar
1 shallot, finely diced
1 garlic clove, chopped
2 teaspoons aged balsamic vinegar
1 tablespoon chopped thyme
2 tablespoons extra-virgin olive oil
1/2 cup grapeseed oil
Pinch of saffron
Salt and pepper to taste

Cook the first five ingredients, reducing the mixture to 3/4 the initial volume. Strain and cool. Mix in all remaining ingredients except oil. Slowly whisk in olive and grapeseed oils.

To serve, place tomato slices on a plate, overlapping in a circle. Toss greens in dressing and place on top of tomatoes. Squirt balsamic syrup and pistachio oil around mixture on the plate. Garnish with nuts and cucumbers.

HANCOCK INN SHAKER CRANBERRY POT ROAST

The restaurant at The Hancock Inn, Hancock, New Hampshire, is ranked in the top twenty-five in the country by the American Association of Restaurant Scientists, with a menu described as "New England fare with a modern flair." This pot roast is a featured entrée, praised by *Bon Appetit* magazine among others.

5 pounds scalped shoulder (ask your butcher for this cut)
Salt and pepper
1 pint cranberry juice
2 bay leaves
1 gallon veal stock (recipe below)

Clean and trim the shoulder. Rub in salt and pepper. Pan-sear all sides and then deglaze the pan with cranberry juice. Add bay leaves and veal stock. Braise in a 350-degree oven for about five hours or until tender. Garnish with cranberry sauce.

FOR VEAL STOCK:
Roast 10 pounds of veal bones in a 400-degree oven until brown. Deglaze the pan with 3 cups red wine. Pour contents of pan into a stockpot and cover with water. Add chopped carrots, onions, and celery. Simmer over low heat for 18-24 hours until reduced by two-thirds. Strain and retain the stock.

FOR CRANBERRY SAUCE:
Bring 3 cups whole cranberries, 3/4 cup sugar, and 2 cups water to a simmer. Reduce mixture until liquid reaches sauce consistency.

ALDEN COUNTRY INN 1809 APPLE CRISP

The Alden Country Inn, Lyme, New Hampshire, provides both fine and casual dining, with a menu highlighting seasonal New England fare. Legend has it that when the inn began operation in 1809, apples grew wild in the upper valley and the innkeeper's wife made this dessert using the plentiful local fruit.

6 apples, such as Granny Smith or Macintosh, thinly sliced
1/2 cup granulated sugar
1/2 teaspoon orange zest
1/2 teaspoon vanilla
1/2 cup old-fashioned or quick-cooking rolled oats
1/2 cup firmly packed light brown sugar
1/2 cup chopped walnuts
1/4 cup all-purpose flour
1/2 teaspoon cinnamon
1/4 teaspoon salt
6 tablespoons unsalted butter, chilled, cut into 1/4" pieces

Preheat oven to 375 degrees. Butter a 2-quart baking dish. In a large bowl, toss sliced apples with sugar, orange zest, and vanilla.

Using a food processor, combine the oats, brown sugar, nuts, flour, cinnamon, and salt. Pulse briefly to combine. Add the butter then pulse until the mixture begins to hold together.

Spoon the fruit into the prepared baking dish and cover evenly with the topping.

Bake until the fruit is bubbly and the top is browned, approximately 50-55 minutes. Remove from the oven and serve warm, topped with a scoop of vanilla ice cream.