

Maine-New Hampshire Connections Study

Summary Report on
Historic Resources

2010



Memorial Bridge and approach to Sarah
Mildred Long Bridge



Sarah Mildred Long Bridge and I-95 Bridge

Aerial Photos, 1950s (top) and 1980s (bottom)
Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbor

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PRESERVATION COMPANY

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METHODOLOGY

There are three important bridges that cross the Piscataqua River between Kittery, Maine and Portsmouth, New Hampshire. They carry the three separate transportation corridors that evolved during the twentieth century with the expansion of automobile travel. The two earlier bridges are historically significant and presently in need of rehabilitation or replacement. Over the past decade, the State of New Hampshire has been working on plans for rehabilitation of 1923 Memorial Bridge, and has also been studying the US Route 1 Bypass corridor which includes the 1938 Sarah Mildred Long or Interstate Bridge. The newest bridge, the I-95 or High-level Bridge opened in 1972.

In 2009, the Maine Department of Transportation (MaineDOT) and New Hampshire Department of Transportation (NHDOT) contracted for a transportation needs study (Connections Study) between Portsmouth, New Hampshire and Kittery, Maine over the Piscataqua River. There is a large Study Area for the Maine-New Hampshire Connections Study that includes not only the 200' corridors abutting the Sarah Mildred Long Bridge/US Route 1 Bypass and the Portsmouth Memorial Bridge/US Route 1 which will be studied at a more intensive level, but also the areas of Portsmouth and Kittery adjacent to and in between these corridors. In New Hampshire the large Study Area encompasses most of downtown Portsmouth and the residential areas to the west, and in Maine, it includes the neighborhoods associated with downtown Kittery. The northern boundary of the Study Area in Kittery is north of the intersections of ME Route 103 with US Route 1 and the US Route 1 Bypass.

This overview document was prepared in 2009 by Preservation Company of Kensington, NH to provide context and direction for future survey efforts. Preparers were Lynne Emerson Monroe, Kari Laprey, Laura Driemeyer, Carol Hooper and Teresa Hill. The report utilizes the information that has been developed in New Hampshire, augmented with new research on the Maine side of the River. File searches were conducted at the two State Historic Preservation Offices, which are the New Hampshire Division of Historical Resources (NHDHR) and the Maine Historic Preservation Commission (MHPC), to identify all previous survey in the Connections Study Area. National Register listed and eligible properties and historic districts are shown on the accompanying base maps and in the data base.

In New Hampshire, the properties in most of the area involved in the current project have been surveyed on NHDHR forms, and evaluated for National Register eligibility. Most properties that have not been surveyed are located in the large historic district that has been locally designated in Downtown Portsmouth. For the purposes of Section 106 Review in New Hampshire, it has been agreed by consensus of NHDHR and NHDOT that downtown Portsmouth encompasses a large historic district that is eligible for the National Register of Historic Places. The boundaries of the district have not been determined. The boundaries of the Local Historic District are used as an interim boundary for a Portsmouth National Register Historic District, but they would need to be revised for actual listing.

Within the Portsmouth Historic District, the whole of Strawberry Banke Museum was listed on the National Register as a Historic District in 1975, and there are a number of individual properties that are listed on the National Register of Historic Places or have

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been determined individually eligible. Those in the Maine-NH Connections Study Area are discussed in the section that discusses existing conditions.

Outside the local historic district, north of the US Route 1 Bypass on Maplewood Avenue, the Cutts Mansion was determined individually eligible for the National Register in 1998 (Mausolf 1998, POR0120). The Eastern Railroad in New Hampshire was determined to be a linear historic district in 2002 (Mausolf 2002).

The following narrative utilizes the large body of earlier work done by Preservation Company; in many cases sections have been excerpted directly. These include the US Route 1 Bypass Project Area Form, Court Street and State Street Area Forms, Pier 2 Warehouse documentation and Memorial Bridge Historic Structures report. The US Route 1 Bypass Historic District was determined eligible as a linear historic district in 2006. The Creek Neighborhood Historic District (Area POR-CR) and Christian Shore Historic District (Area POR-CH) Area Forms documented those eligible districts bounded on the northwest by the US Route 1 Bypass corridor. Individual properties abutting the US Route 1 Bypass in Portsmouth were individually surveyed and only one historic gas station (POR0077) found to be individually eligible. State Street (northeast of Pleasant Street), which is the path of US Route 1 through the downtown, was documented on a NHDHR Project Area Form in 2009. The length of Court Street was documented on an Area Form in 2001. Both fall within the Portsmouth Historic District boundary.

Within the Maine-NH Connections Study Area in Kittery, Maine, the John Paul Jones Memorial Park is the only property listed on the National Register of Historic Places (listed 1998). John Paul Jones Park, bounded by Newmarch Street and Hunter Avenue, is a rectangular park, created in the 1920s, containing several memorials, including the granite and bronze "Sailors and Soldiers Monument." Outside the Connections Study Area, elsewhere in Kittery (including at the Portsmouth Naval Shipyard) there are some fifteen individual National Register listed properties and two National Register Historic Districts.

Only one site in the Maine-NH Connections Study Area has been surveyed on Maine Historic Preservation Commission (MHPC) inventory forms; the tomb of William Badger on Badger's Island West (Mitchell 2006).

All previously documented areas and individual properties in the Study Area in Portsmouth and Kittery that have been determined National Register eligible are shown on the accompanying base maps. These were not revisited and photographs of them are not included in this document. Properties within the Portsmouth Local Historic District are not identified individually as they are covered by the eligibility of the whole district. In Portsmouth, photographs were taken only of properties outside the local historic district that had not been previously surveyed. In Kittery, photographs were taken of representative buildings in the Study Area identified through windshield survey, particularly in the two 200' intensive study corridors.

The study area maps show existing conditions of resources. These include resources previously identified as historic and ones not yet looked at that may be historical. (Any building constructed prior to 1960 could be considered potentially eligible.) The existing conditions section of this report and the database describe areas and properties that could

be surveyed in the future. Determinations of National Register eligibility have not been made.

The **Historical Resources Project Map** (constraints map) identifies areas where there is a collection of historical resources that might have National Register eligibility as historic districts and other areas that have historical resources that might have National Register eligibility as individuals. These latter areas do not possess sufficient integrity to be considered as an historic district. These properties are listed in the **List of Properties** (Appendix A).

The next phase of survey is expected to include survey of properties and areas in the two 200' corridors. Further work will also include the expansion of the US Route 1 Bypass Historic District in Maine. The MaineDOT and Maine SHPO determined that the Maine portion of the Sarah Mildred Long Bridge was eligible for the National Register in 1999. The Determination of National Register Eligibility for the Sarah Mildred Long Bridge as a whole was completed in this phase of the project and has been submitted to the SHPOs for official determination.

The following overview begins with a **Geographic Context** providing an overview of the Study Area and the bridges and roads that define it. **Existing Conditions – Properties Previously Surveyed/Properties Evaluated National Register Eligible** is arranged to cover first Portsmouth, then Kittery. **Existing Conditions – Properties Not Previously Surveyed/Evaluated That Might Have National Register Eligibility** lists Portsmouth first, but includes more detailed coverage of the Connections Study Area in Kittery, which has not been previously documented. The **Historic Background** is arranged chronologically into rough periods. Information is grouped under three sub-headings – Portsmouth, Kittery and Crossings, which also includes discussion of the associated highways. The **Bibliography** lists all sources used alphabetically.

Visual materials are at the end of the document in Appendices B through D. **Historic Maps and Plans** (Appendix B) are arranged chronologically, followed by **Historic Photographs** (Appendix C). **Current Photographs** are at the end of the report (Appendix D), arranged by area within each community, going generally from west to east in the Study Area of each state. Photo numbers are referenced in the text, in the List of Properties, and shown on a **Photo Key Map**.

GEOGRAPHIC CONTEXT

Piscataqua River

The Piscataqua River is the boundary between the City of Portsmouth, New Hampshire, on the southwest shore and the Town of Kittery, Maine, on the northeast. The bridges that define the Connections Study Area are located near the mouth of the river where it widens into Portsmouth Harbor.

The twelve-mile long Piscataqua River, which forms the boundary between the two states, originates at the confluence of the Cocheco and Salmon Falls Rivers. It flows south between Dover, New Hampshire and Eliot, Maine, receives the waters of Great and Little Bays at Dover Point and flows southeast between Newington and Eliot, Portsmouth and Kittery. Tidal tributaries of the Piscataqua, the Cocheco, Bellamy, Oyster, Lamprey and Squamscott Rivers historically provided ocean access for towns well inland.

Between Portsmouth and Kittery, the fast-moving river was a significant barrier for those travelling by land up the coast or between the two towns. The tidal current in Portsmouth Harbor has been called one of the most turbulent in North America. The river channel varies in depth and also in width due to the many islands. The variations create changes in the river current and cross currents. Extreme tides are due to the strong tidal influence of the large water body, Great Bay, upstream. The tides and the river's depth, however, prevent ice buildup, making Portsmouth Harbor the closest U.S. ice-free port to Europe. This protected port developed some miles inland from the sea. Downriver, the mouth of the harbor opens between Gerrish Island at Kittery Point on the northeast and New Castle Island on the southwest.

The coastline of Portsmouth Harbor is uneven, with multiple creeks and coves on both sides and over a dozen islands both large and small. Downtown Portsmouth is located on the southwest bank of the Piscataqua within the crook of an elbow of the river. The urban core occupies an area of land between two large tidal inlets, the North and South Mill Ponds. Portsmouth's waterfront was historically lined with piers projecting into the river. The main channel of the river passes south of the several islands which are included within the Town of Kittery, Maine. Separated from the mainland (Kittery Foreside) by the Back Channel, the islands were the site of Kittery's shipbuilding industry.

Bridges and Highways

Three bridges cross the Piscataqua between Portsmouth and Kittery. The principal crossing is now the **I-95 High Level Bridge**, which is located north of downtown Portsmouth at the west edge of Kittery, outside the present Maine-NH Connections Study Area. The High Level Bridge was built ca. 1972 along with new sections of the New Hampshire and Maine Turnpikes on either end. The High Level Bridge is 135' above mean high water. The massive arch truss with roadway suspended through was designed by Hardesty and Hanover engineers of New York (Bolster 2002:103). It stands at "the Narrows," a half mile north of the Sarah Mildred Long Bridge, just below Spinney Creek on the Kittery side. Between the Portsmouth and Kittery Traffic Circles on I-95 there are interchanges at Market Street Extension in Portsmouth and Dennett Road (ME Route 103) in Kittery. Prior to construction of the new bridge and roadways in 1972, the Interstate highway was concurrent with the US Route 1 Bypass.

The “middle bridge,” formerly the Interstate Bridge, was named the **Sarah Mildred Long Bridge** in 1987. This carries the **US Route 1 Bypass** built at the same time as the bridge between 1938 and 1940. The Bypass (2.55 miles long in New Hampshire, and 1.5 miles in Maine) sweeps to the west of the most densely developed parts of the City of Portsmouth, beginning at US Route 1 south of the city, through the Portsmouth Traffic Circle and over the Sarah Mildred Long Bridge into Kittery, Maine. The US Route 1 Bypass ends just north of the Kittery Traffic Circle where it merges with US Route 1 and I-95 (Maine Turnpike). In Portsmouth, the bridge approach crosses over the outlet of the North Mill Pond onto **Noble’s Island** (now connected to the mainland by fill). The Sarah Mildred Long Bridge is 2,798' long (about 0.5 mile) between abutments. The railroad tracks (formerly the Eastern Division of the Boston & Maine) curve from the outlet of the North Mill Pond across fill onto Noble’s Island and then over the Piscataqua on the Sarah Mildred Long Bridge. In Kittery, the Navy Yard branch tracks run northeast from the end of the bridge. Historically, the Eastern tracks passed through a tunnel under the highway heading northwest.

The oldest (1923) and easternmost Piscataqua bridge is **Memorial Bridge** which crosses from downtown Portsmouth to Badger’s Island in Kittery. Memorial Bridge is located on **US Route 1** which passes through the heart of Portsmouth on older streets and roads and in Kittery on State Road which was built at the same time as Memorial Bridge. South of Portsmouth, US Route 1 is a densely-settled, modern commercial strip interrupted by the marshes around Sagamore Creek. This is the early historic route, Lafayette Road, built in 1825. US Route 1 and the US Route 1 Bypass diverge and Route 1 continues on Lafayette Road to the intersection of Middle Road and Middle Street. Middle Road, a historic road between Portsmouth and Greenland to the southwest, is the beginning of NH Route 33 (formerly Route 101). US Route 1 continues northeast on Middle Street and into downtown Portsmouth. It follows a one-way pattern on parallel State Street (northbound) and Daniel and Congress Streets (southbound). The Portsmouth Approach to Memorial Bridge, with **Memorial Park** in the center, is owned and maintained by the City of Portsmouth. Ownership and responsibility for Memorial Bridge are shared by the transportation departments of the States of New Hampshire and Maine. The northeast end of the bridge proper is connected to Badger’s Island in Kittery by an approach span. The Kittery approach to Memorial Bridge is owned and maintained by Maine DOT. US Route 1 bisects the island on roadway built ca. 1923 and crosses the Back Channel to the Kittery mainland on the **Badger’s Island Bridge**.

Memorial Bridge is the closest one to Kittery’s town center and the entrance to the Portsmouth Naval Shipyard. North of the bridge in Kittery, **US Route 1** passes (one-way) on either side of a long rectangular park in a rotary-like pattern; Hunter Avenue is northbound and Newmarch Street is south bound. This is the middle of a nineteenth century neighborhood on the western edge of Kittery’s town center and was the terminus of the street railway line during the early 1900s. State Road, which became US Route 1, was built ca. 1923 at the same time as Memorial Bridge, bypassing the older Post Road. North of the Maine-NH Connections Study Area, the Kittery Traffic Circle, formerly Remick’s Corners, is the intersection of Old Post Road, US Route 1 (State Road) and ME Route 236 (Roger’s Road). Adjacent is the merge of the US Route 1 Bypass and the Maine Turnpike (I-95).

Railroads

Historically Portsmouth was the junction of four regional railroad lines, all of which eventually came under the Boston and Maine. Railroad tracks and rail-beds remain in Portsmouth in varying states of integrity and use. Only the Eastern Railroad (Boston and Maine Eastern Division) has been evaluated for National Register eligibility. All existing rail lines are now part of the Pan Am Railways freight system, formerly Guilford Industries, the successor to the Boston and Maine.

The **Eastern Railroad** was the route up the coast from Massachusetts through Seabrook and Hampton. Its tracks remain in place between Hampton and Portsmouth through the old railroad yard along the North Mill Pond and onto Noble's Island to the Sarah Mildred Long Bridge. The former **Concord & Portsmouth Railroad** between Portsmouth and points west converges with the Eastern in the southwest part of Portsmouth and the tracks (now combined) run parallel to the Eastern's between Islington Street and the North Mill Pond. The railroad tracks cross Market Street onto Noble's Island past the NH Port Authority to the bridge.

Noble's Island is the junction of the former **Portsmouth and Dover Railroad** (later B&M Dover Branch) which has active tracks from Portsmouth along the riverfront in Newington (Newington Branch). The Portsmouth and Dover operated between 1874 and 1934, connecting the two major cities (about eleven miles apart) and the Eastern and Western Divisions of the Boston & Maine.

On the Maine side of the Sarah Mildred Long Bridge, the **Navy Yard Branch** railroad tracks run northeast toward the town center, with a spur turning southerly to the Portsmouth Naval Shipyard. This line was part of the York Harbor and Beach Railroad from its construction through the 1920s, after which only PNSY freight traffic continued. North from the Sarah Mildred Long Bridge, the main line of the **Eastern Division**, was built as the Portland, Saco and Portsmouth in 1842 and operated until 1952. The tracks through Eliot and South Berwick were replaced by ME Route 236.

Kittery, Maine

Kittery is a large town, bounded on the southwest by the Piscataqua River, by Eliot upriver on the northwest, York on the north, and the Atlantic coastline on the east. The Maine-NH Connections Study Area is located in the western part of Kittery. Downriver to the east are the **Portsmouth Naval Shipyard** and downtown Kittery. This village developed as "Kittery Foreside" along the riverfront mainland across the Back Channel from the Shipyard, first connected by a bridge in 1825.

Kittery's initial seventeenth-century settlement was spread out along the Piscataqua and its creeks. The winding, irregular road patterns developed as the best routes of travel though this low-lying marshy town, only 40' above sea level well inland. The original roads followed the shore of the Piscataqua and skirted the larger creeks. **Spruce Creek** is a large tidal inlet, which extends north through the middle of the town several miles inland. There is little evidence remaining of the original town center located at the head of the creek (north of Study Area).

To the east, downriver, the southeastern part of town beyond Spruce Creek is **Kittery Point**, located at the mouth of Portsmouth Harbor opposite New Castle and Rye, New Hampshire and along the oceanfront to the north. The ME Route 103 bridge across the

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Spruce Creek outlet was the site of an early ferry which eliminated the circuitous route around the perimeter of the large creek (Rogers road on the west and Haley on the east). The electric railway between Kittery and York followed Whipple and Pepperrell Roads (ME 103) in the early 1900s.

The early ferry (1690-1823) and the Portsmouth-Kittery Bridge (1823-1940, site of **Sarah Mildred Long Bridge**) across the Piscataqua were located in a narrow stretch, well upstream from the town center, and were the focus of smaller nodes of settlement historically. The older road patterns, in the Study Area, and beyond in the I-95 and US Route 1 corridor, have largely been superseded by the twentieth century highways, interchanges and bridges. Each new bridge and highway changed the nature of the area through which it passed, whether within the historic period or after.

The three parallel highways and the older Old Post Road run diagonally southwest-northeast through the western part of Kittery, all passing beyond the north end of Spruce Creek. North of the Study Area, **Interstate-95** or the Maine Turnpike was built ca. 1947, north of the US Route 1 Bypass which merged into it. Between the Kittery Traffic Circle and the High Level Bridge, I-95 dates from ca. 1972-73. This six-lane highway was built through a small neighborhood on the river and through unsettled woods and marsh. The **US Route 1 Bypass** in Maine north from the Sarah Mildred Long Bridge dates from ca. 1940. The four-lane, raised highway passes directly through the Kittery Depot site and the small hamlet previously known as Kittery Junction. This neighborhood was defined by the **Old Post Road**, east of and parallel to the US Route 1 Bypass, between the Bypass and US Route 1. This was the early nineteenth century route north from the 1822-23 Portsmouth-Kittery Bridge toward Kittery's early town center at the head of Spruce Creek. Old Post Road was bypassed when a new State Road was built for **US Route 1** north of Memorial Bridge in the eastern part of the Study Area. The Old Post Road intersected earlier Rogers Road where the Kittery Circle is now and continued north on US Route 1 which follows the original Post Road north of the Study Area where the Kittery Outlets are now.

Historically **Kittery Depot** or Kittery Junction was a railroad junction. The main line of the former Eastern Division ran north from the depot (now abandoned). Tracks turning northeast from the Sarah Mildred Long Bridge were built as part of the Kittery, York Harbor and Beach Railroad in 1888. A spur to the Navy Yard was built later and the tracks remain in use today as the Navy Yard Branch.

The US Route 1 Bypass contributed to a loss of integrity as a historic district for the adjacent Kittery Depot area. Properties on the northwest side of Old Post Road back up to the raised highway. Bridge Street from the western end of Government Street connects to the Bypass near the bridge. Historically it was the road to the 1823-24 bridge. Bridge Street passes under the Bypass to the Oak Terrace loop. Oak Terrace is a side street off of the end of Bridge Street with houses facing Weir Creek (northwest). From the junction of Government and Bridge Streets, Cook Street connects to Old Post Road passing through a small village center. This was the original route northwest to Eliot, turning onto Dennett Road. Dennett now provides a connection to I-95. Exit 1 is a partial interchange, with a northbound exit off of and southbound entrance onto the Interstate.

Government Street parallels the north side of the river Bridge Street to Kittery Foreside. Mendum Avenue is a cul-de-sac on the waterfront off of Government Street, beside

Mendum's Cove. The original (eighteenth-century) road from the ferry (Rice Avenue) east along the river was Love Lane. Government Street dates from the early 1800s. Walker Street was extended westerly in the 1950s to bypass the older route of Government Street. The railroad (built in 1888) tracks are located between Government and Walker Streets.

A series of parallel residential streets run south from Government Street toward the river. They are connected by Water Street parallel to the shore. East of Rice Avenue area Stimson, Newmarch, Hunter, Commercial and Pleasant streets. East of the study area is Old Armory Way. This neighborhood was the terminus of the electric railway from the turn of the twentieth century. In the 1920s, Memorial Bridge was built and US Route 1 passed through the area. To the north, State Road was a long new section of highway built for US Route 1 through a previously unsettled area of farmland east of Old Post Road.

US Route 1 at the north end of Memorial Bridge crosses over Badger's Island and to the mainland. **Badger's Island** is an oblong shape, parallel to the shore, north of the main channel of the river. US Route 1 (running north-south) bisects the island. On either side are east-west running streets. Island Avenue is a dead-end street on Badger's Island east. Badger's Island West is a cul-de-sac with modern buildings off of it on the former site of Badger's shipyard. This is the westernmost of Kittery's multiple islands. East of Badger's Island, is a tiny island known as Squash Island (originally Goat Island). To the east of the Connections Study Area, Seavey's Island, the site of the **Portsmouth Naval Shipyard**, is a conglomeration of what were originally five separate islands.

Kittery Foreside refers to the mainland across the Back Channel from the islands, in particular to Kittery's town center near the main Shipyard entrance (east of the Study Area). The village centered on the main shipyard entrance with residential neighborhoods on three sides developed throughout the nineteenth century.

Perpendicular to the south-north highways, Kittery has three numbered State highways running southeast-northwest, roughly parallel, through Eliot to South Berwick. In the northern half of town, **ME Route 101** begins on Wilson Road north from US Route 1. **ME Route 103** which passes through the Study Area, is the State Road along the Piscataqua through Eliot, Kittery and York. ME Route 103 passes through downtown Kittery on Walker Street. To the northeast it follows historic roads through Kittery Point and York Harbor. Walker Street built in the 1950s bypassed the older route of Government Street. ME Route 103 going northwest, follows Cook Street, passes below the US Route 1 Bypass and turns left onto South Eliot Road. The bridge over Spinney Creek dates from ca. 1900 and was used early on by the electric railway. **Spinney Creek**, a large creek, off the Piscataqua, defines the west corner of the Town of Kittery and separates it from Eliot Neck in South Eliot. The crossing of the mouth of the creek on South Eliot Road (ME Route 103) dates from the electric railway construction around 1900.

Passing northeast of the ME-NH Connections Study Area, **ME Route 236** (the Harold Dow Highway) is 15.8 miles long from Kittery northwest through Eliot and South Berwick, to ME Route 9 in Berwick. ME 236 begins in the town center at ME Route 103 and follows Rogers Road (the historic route) north to the Kittery Traffic Circle. On the northwest side of the circle, Route 236 intersects with Exit 2 of the Maine Turnpike (I-95). This complicated interchange evolved as new highways were built and the old roads

in the vicinity have largely been eliminated. ME Route 236 was built in the 1950s, primarily on the former Eastern Railroad bed.

Portsmouth, New Hampshire

The Maine-NH Connections Study Area includes the whole of Portsmouth's urban core. **US Route 1** established in the early twentieth century passes directly through the downtown to Memorial Bridge, following pre-existing streets. The US Route 1 Bypass and Interstate-95 were built ca. 1940 and 1972 west of the urban area, through previously open land.

The **US Route 1 Bypass** running southwest-northeast roughly parallels the older pre-existing streets on the northwest edge of town, Dennett Street and Northwest Street. The only full interchange onto the bypass is Maplewood Avenue at Prospect and Cutts Streets.

Downtown Portsmouth's street patterns have been in place since the early eighteenth century. The overall grid pattern is one of parallel streets running northeast-southwest from the waterfront, with shorter cross streets in between. The original more winding streets, Pleasant and Market, Bow, Marcy and Middle streets are evident within the grid, and are still among the main through-streets of the downtown. Marcy Street (Water Street) parallels the river shore where wharves were historically located, from the South Mill Pond Bridge, northerly to Memorial Bridge. To the north (northwest), Bow Street follows the curving shore. Market Street, with narrower Ceres Street parallel to it, follows the water's edge in the northern part of the downtown. Downtown Portsmouth developed on these original streets and the series of long parallel streets laid out inland from the river.

Marcy Street is the northern end of NH Route 1B through Newcastle. Marcy passes between Strawberry Banke Museum and Prescott Park on the shore. Until the Puddle Dock inlet was filled in, Marcy (then Water) Street crossed Liberty Bridge.

Market Street was the main street north-south through Market Square, the town center from the mid-eighteenth century. On the south side of Market Square, **Pleasant Street** runs north-south and southeast to intersect with Marcy Street at the South Mill Pond Bridge. Between Pleasant and Marcy Streets, a grid of streets with eighteenth and nineteenth century wood frame houses on small house lots, includes Strawberry Banke Museum and south into the South End on the far side of the South Mill Pond.

Historically Market Street crossed to Noble's Island on a short bridge, now filled, and onto the Portsmouth-Kittery Bridge over the river. Now **Market Street Extension**, a four-lane road, goes west over the North Mill Pond/Piscataqua confluence to Freeman's Point. Built in the 1970s, this created an alternate route from the downtown toward Newington and an interchange with **I-95** at the approach to the 1972 **High Level Bridge**.

Noble's Island located in the confluence of the North Mill Pond and the Piscataqua has long been a junction of roads, railroads and bridges. The island is now connected to the mainland by fill under Market Street. There was a bridge across the channel from the 1820s, enlarged for the railroad in the 1840s and gradually filled in.

The main streets running inland from the waterfront, northeast-southwest, are Daniel Street, State Street which has been the path of US Route 1 since 1923, and Court Street.

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State and Court streets cross Pleasant Street to Middle Street, State continuing beyond. Daniel Street ends at Market Square. Congress Street is the main downtown street. It continues as **Islington Street**, the main road southwest of the downtown. Islington parallels the southeast side of the North Mill Pond and the railroad tracks along the shore. Between Islington and the railroad is Hanover-Marlborough Street, and McDonough Street to the west. Short parallel cross streets between include Tanner, Parker, Pearl and Rock Streets.

Maplewood Avenue is a straight road west out of downtown toward Woodbury Avenue and Newington. Maplewood crosses the US Route 1 Bypass on an overpass built in 1940. Maplewood above Christian Shore dates from the 1790s. A bridge over the mill pond was first built in the 1760s. On the downtown side of the bridge, Maplewood was Mill Street. Maplewood between Congress Street and Russell Street dates from ca. 1970. The earlier route to the North Mill Pond Bridge followed Bridge, Deer and Vaughan Streets. The pattern was due to the location of the long ropewalks, which became the site of the railroad stations. These were located along Deer Street east of Bridge Street extending across present Maplewood Avenue to the Sheraton Hotel parking lot.

The North End between Maplewood Avenue and Market Street was cleared by the **Vaughan Street Urban Renewal** project ca. 1970. The existing street patterns around the large parking lots and commercial sites date from that time. East-west (northeast-southwest) running Hanover, Deer and Green streets were originally laid out ca. 1700. The north-south streets were Bridge Street, which ended at Deer Street (traffic to the bridge turning on Deer St.), Vaughan and High streets, which historically went through from Congress Street to Deer. There are historic buildings remaining only on Maplewood around North Cemetery and the bridge, and on “The Hill” corner of High and Deer.

EXISTING CONDITIONS – PROPERTIES PREVIOUSLY SURVEYED AND NATIONAL REGISTER ELIGIBLE

Portsmouth Historic District

For the purposes of Environmental Review, it has been agreed by consensus of NHDHR and NHDOT that downtown Portsmouth encompasses a large historic district that is eligible for the National Register of Historic Places. The boundaries of the district have not been determined. The boundaries of the Portsmouth Local Historic District are used as an interim boundary for a Portsmouth National Register Historic District.

Because of Portsmouth's obvious eligibility for the National Register, there has been little recent individual historic resources documentation in Portsmouth. Much of the Local Historic District area was surveyed at a reconnaissance level by Portsmouth Advocates in 1982. These survey forms are in the street name vertical files of the Portsmouth Athenaeum and in the Special Collections room of the Portsmouth Public Library. Richard Candee's *Building Portsmouth* (Candee 1992, 2006) provides the best overview of downtown Portsmouth's history and buildings. Portions of the Historic District are addressed in the Court Street and State Street NHDHR Project Area Forms and the Memorial Bridge documentation (Preservation Company 2001, 2005, 2009).

Portsmouth became a Local Historic District in 1976. The boundaries of the district encompass the whole downtown and corridors out Middle Street and Islington Street. Adjacent residential areas were initially conceived of as "Historic District B," but this was written out of the Historic District ordinance in 1995. This demolition delay ordinance for historic buildings recognized the importance of these neighborhoods to the city. Current boundary determination methods would likely define a larger Portsmouth Historic District extending south and west of the existing boundaries.

The Portsmouth Local Historic District boundary is the riverfront. The district includes Prescott Park, Strawberry Banke and the South End, bounded on the south by New Castle Avenue.

The northern boundary of the district is the shoreline of the river to the North Mill Pond. The southwest edge of Noble's Island and Christian Shore are included. The Local Historic District encompasses the whole former North End, which was cleared by the Vaughan Street Urban Renewal Project around 1970. This allows oversight of new construction by the Portsmouth Historic District Commission, but takes in a large area with no historic buildings, which might not be included in the boundaries of a National Register Historic District, suggesting that further review is needed.

On Maplewood Avenue near the North Mill Pond Bridge opposite Christian Shore is an isolated surviving cluster of historic houses and two historic cemeteries. These fall within the Local Historic District and retain good integrity, but are surrounded by modern development and parking lots in the Urban Renewal area. Adjacent to Maplewood Avenue are the North Cemetery, listed on the National Register, and Union Cemetery which was determined eligible 12/13/2006. The Local Historic District includes much of Christian Shore on the northwest side of the North Mill Pond. This important neighborhood is also eligible for the National Register as a distinct Historic District.

The Portsmouth Local Historic District boundary encompasses the former railroad station area between Hanover and Deer streets. Bridge Street is the southwest edge. The

adjacent neighborhoods beyond, between Islington Street and the railroad are important areas of worker housing (see below).

Within the Portsmouth Historic District, Strawberry Banke Museum was listed on the National Register as a Historic District in 1975. It is bounded by Court and Marcy Streets, Hancock and Washington, a total of 121 acres, 37 buildings. Strawberry Banke buildings were documented by the Historic American Buildings Survey (HABS) in 1961.

There are six properties in the Study Area that have been designated National Historic Landmarks. They are the John Paul Jones House, the Governor John Langdon House, The USS Albacore, The George Jackson House, MacPheadris-Warner House, and the Moffatt-Ladd House.

There are many individually listed National Register properties within the Portsmouth District. Those in the Study Area include the George Rogers House on Northwest Street. All houses on “The Hill” were listed individually in 1972-73. The former Portsmouth Public Library (8 Islington) and the Portsmouth Athenaeum on Market Square were listed in 1973. St. John’s Church on Chapel Street was listed on the National Register in 1978. The New Hampshire Bank in Market Square was listed in 1979, as was South Church at 292 State. The Rockingham Hotel (401 State) was listed in 1982. North Cemetery was listed on the National Register in 1978.

Memorial Bridge and Memorial Bridge Historic District

Memorial Bridge and adjoining and related historic resources have been determined eligible for the National Register of Historic Places, individually at the National level and as a whole Memorial Bridge Historic District. The District was determined eligible for the National Register in 2004, including the main bridge, the approach spans at either end, or Memorial Park in Portsmouth and John Paul Jones Memorial Park in Kittery.

Memorial Bridge and its approaches are eligible for the National Register of under Criteria A, C and, potentially, D. This was the first modern, free, operable bridge linking New Hampshire and Maine along the great coastal highway, US Route 1. The bridge provided a direct connection between downtown Portsmouth and Kittery, eliminated tolls for the first time and supplanted the Street Railway and Navy Yard ferries. Memorial Bridge was important in the history of transportation both locally and on a regional level and in the development of the communities on either side. Finally, since the design intent of the original project was to create a memorial to World War I veterans, the bridge links memorial parks in both Maine and New Hampshire, and has ties to commemorative structures throughout the country.

Memorial Bridge itself was identified as eligible for the National Register in the 1982 New Hampshire Historic Bridge Inventory (Sverdrup 1982:9). The bridge evaluation committee gave it a score of 30 out of 38 potential points for its engineering, making it one of the highest scoring bridges in the state. In 1988, a determination of National Register eligibility was made for Memorial Bridge (lift span and flanking tower/truss spans). Memorial Bridge is addressed in detail in the 2009 Historic Structures Report (Preservation Company et. al. 2009). The Maine Department of Transportation Historic Bridge Inventory Form for Memorial Bridge – Bridge #2546 was prepared in 1999 (Lichtenstein 1999). A determination of eligibility was made in 2003.

Memorial Bridge consists of a concrete approach structure (the Portsmouth Approach/Scott Avenue Bridge) three truss spans (the center of which is the vertical lift) and the beam and girder Maine approach structure. The truss spans consist of flanking/tower spans which are variable depth Warren trusses while the lift span is a parallel chord constant depth Warren Truss. Memorial Bridge is eligible under Criterion C for its engineering. It was designed by J.A.L. Waddell (1854-1938), one of the world's preeminent bridge designers, the developer of vertical lift bridges in the United States, and the holder of patents on most aspects of the operation of these bridges. Memorial Bridge was the first major vertical lift bridge in the eastern United States. At its dedication in 1923, it had the longest lift span in the country (297'), making it the direct prototype for later vertical lift bridges. Its lift towers, extending 210' above mean high water, and its 135' vertical clearance were also among the highest. Waddell's vertical lift design was adopted in locations throughout the world where spans of greater than 300' were required. Today, Memorial Bridge is one of the oldest operational lift bridges in the United States. The bridge retains its original main structure with alterations limited largely to the deck, railings and mechanical systems.

The Portsmouth Approach to Memorial Bridge (Scott Avenue Bridge) and adjoining Memorial Park, designed and built and by the City of Portsmouth in 1922-23, were determined to be individually eligible for the National Register in 2004, documented on a NHDHR individual form (Preservation Company 2004). The approach includes two parallel streets, Daniel and State, and a rotary-like intersection. State Street is one-way, northbound toward the bridge. Traffic forks left onto Scott Avenue and the Scott Avenue Bridge to the main bridge. State runs to the water and reverses direction below the Scott Avenue Bridge onto Daniel Street, which is one-way heading southwest. Southbound traffic coming off the bridge on Dutton merges with Daniel toward Market Square. Wright Avenue (one-way) runs northwest-southeast between Daniel and State. In the middle of the approach streets, is a small triangular green space Memorial Park.

The Scott Avenue Bridge which is the southwestern approach to Memorial Bridge is a five-span, 120' long reinforced concrete slab access-span. The approach was designed by Portsmouth City Engineer W.A. McFarland. The hybrid structure combines elements of beam and slab, and frame design. It is best characterized as a continuous slab bridge with edge beams, with its main structural system being the slab. Compared to other bridges, it is the single longest concrete bridge built before 1925 extant in the state today. It is the earliest identified concrete continuous slab bridge and the longest extant non-arched concrete bridge constructed in New Hampshire before 1935.

In Maine, at the north end of Memorial Bridge, the Kittery approach span from the north abutment to Badger's Island was determined eligible for the National Register. Courses of granite block, backfilled with concrete, armored the pier above and below the high water mark. Above, truncated concrete pyramids topped with blocks of concrete reached the base plate elevations of crossing girders. Riveted steel girders fabricated from plates and steel angles rested on the two piers and cantilevered out to pick up sidewalks on both sides of the approach. Longitudinal stringers were riveted to webs of the built up girders of rolled steel, and a concrete deck for the roadway and sidewalks were poured on the stringers. The Badger's Island Bridge built in 1922-23, between the island and the mainland was determined to be National Register eligible in July 2001 (MHPC files).

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The northern terminus of the bridge in Kittery is a two-street approach, with one-way traffic on either side of an oblong park. John Paul Jones Memorial Park was listed in the National Register of Historic Places in 1998 (Mohney 1998). See below.

John Paul Jones Memorial Park, Kittery

John Paul Jones Park, individually listed on the National Register, is also included in the Memorial Bridge Historic District (see above). The park was created by the State of Maine in the space between the streets that carried traffic to and from the bridge on US Route 1. Governor Baxter's speech at the dedication in November 1924 emphasized the bridge's role as the principal gateway into Maine, where the soldier's memorial would be seen by all who enter the state (Baxter 1924). The 13' high granite monument features an 11' x 8' bronze bas relief entitled "The Sacrifices of War." This was the work of Boston sculptor Miss Bashka Paeff (1894-1979). Weighing 2,800 pounds, it was the largest bronze tablet in the United States at the time. The inscription reads: "State of Maine, To Her Sailors and Soldiers. Lord God of Hosts Be With Us Yet, Lest We Forget, Lest We Forget." The central image is a mother shielding a child, with fallen soldiers on both side, and smaller images of soldiers marching below. On the reverse side is the Maine State seal (Historic Photos 45-46). The park is a grassy open space with many trees and shrubs.

Individual Properties on Wentworth Street, Kittery

The Downtown Kittery Civic and Commercial Area (outside the study area) includes four properties listed on the National Register of Historic Places. They are the Samuel Badger Monument (address restricted), the Robert and Louisa Traip House (2 Wentworth Street), the Rice Public Library (8 Wentworth Street), and the Mark F. and Eliza J. Wentworth House (9 Wentworth Street).

US Route 1 Bypass Historic District, Sarah Mildred Long Bridge

The US Route 1 Bypass Historic District in New Hampshire was determined eligible for the National Register at the State level in 2006. The boundaries for the linear district included the overpasses, roadways, and 100' right-of-ways associated with the New Hampshire segment of the US Route 1 Bypass over its 2.4 mile length in New Hampshire, plus the New Hampshire portion of the Sarah Mildred Long Bridge. There are six original overpasses: US Route 1, Middle Road, Islington Street, Boston & Maine Railroad, Maplewood Avenue, Stark Street. The bridge at Woodbury Avenue and the Portsmouth Traffic Circle were added in 1950 within the historic period.

The Maine segments of the Sarah Mildred Long Bridge and the US Route 1 Bypass highway were not included in the New Hampshire determination of eligibility. Documentation of these resources will be part of the second phase of the Maine-NH Connections Study.

The US Route 1 Bypass is eligible for the National Register under Criterion C for its engineering significance. It is one of a handful of pre-World War II multi-lane American roads that represent a transitional period in modern highway design. Although employing innovative features such as a grade separation, and the first divided highway design in the state, it did not have limited access, a key feature of contemporary highway

design. The Bypass is also an early example of a road designed to bypass an urban area. Constructed using federal Depression-era program funding, the project was the biggest highway undertaking ever attempted by both states (Preservation Company 2006).

The Sarah Mildred Long Bridge (historically the Interstate Bridge) has two decks; the upper deck carries highway traffic at the truss level and a lower deck supports a railroad track on the bottom chords. The bridge includes fifteen approach spans on the New Hampshire side, five central spans, and seven approach spans on the Maine side; it is 2798' between abutments. The New Hampshire approach spans (deck plate girders) cross over the North Mill Pond, Market Street Extension and the railroad tracks. The bridge proper is a five-span Warren truss vertical lift bridge that runs approximately southwest to northeast. The center lift span is raised by independent, synchronized electric motors at the tops of each of two 207½'-high towers. The operator's house is located next to the south tower. There is a 135' clearance under the lifted span. When lowered, there is 14' clearance at low tide. On the lower chords a second movable railroad span was constructed in the 1960s to allow passage for small boats without opening the main lift. The Maine approach at the northeast end of the Sarah Mildred Long Bridge has seven deck girder highway spans, and three deck girder spans for the railroad below. Until the 1950s, the main Boston and Maine line came off the bridge through a tunnel below the US Route 1 Bypass. The Navy Yard Branch railroad spur still runs east along the river from the end of the bridge. An individual NHDHR inventory form is presently being prepared for the Sarah Mildred Long Bridge by Preservation Company. The bridge was determined eligible for the National Register by the Maine Department of Transportation and the Maine SHPO in 1999.

Documentation of the US Route 1 Bypass in Maine is not included in this overview report, but will be prepared subsequently (see below).

Eastern Railroad Historic District (New Hampshire)

The Eastern Railroad Historic District was determined eligible for the National Register under Criterion A and C as a historic district in March 2002 (Mausolf 2002). According to the NHDHR Determination of Eligibility sheet, the Eastern Railroad Historic District is a linear district including the right-of-way, buildings, structures and objects associated with the railroad up to and including the remains of the rail yards on the south side of the North Mill Pond. The eligible district was defined by the Massachusetts-N.H. state line on the south and the northern end of the Sarah Mildred Long Bridge on the north. The Eastern Railroad (later Eastern Division of the Boston and Maine) was the second railroad built in New Hampshire and provided a vital link between Portsmouth, Boston, coastal Maine and Portland. The railroad played a key economic role in the transport of goods and later summer tourists. The Eastern Division line retains most of the tracks, historic bridges, culverts, mile markers and a few signals to document the historic development of the railroad and changing engineering design and technology (Mausolf 2002).

Other railroads in the Maine-NH Connections Study Area are discussed below under un-surveyed resources.

USS Albacore, Albacore Park, Portsmouth

The USS Albacore submarine is a National Historic Landmark. It is a US Navy submarine built in 1952 in the Portsmouth Naval Shipyard. The vessel was designated a National Historic Landmark in 1989 due to its contribution to submarine design. It is also listed on the National Register of Historic Places. This status applies to the vessel or structure itself, not the site on which it has been displayed since 1985-86 when Albacore Park was created. This property is located on the north side of the US Route 1 Bypass between Maplewood Avenue and the Sarah Mildred Long Bridge approach. Access is from Market Street Extension.

Christian Shore Historic District, Portsmouth

Christian Shore is an early historic neighborhood on the northwest edge of Portsmouth across the North Mill Pond Bridge from the downtown. The Christian Shore Historic District includes both sides of Maplewood Avenue above the North Bridge (the bridge is included as a defining element). West of Maplewood are Dennett, Prospect and other cross streets, to Kane Street (formerly Myrtle). Northwest Street follows the shore out to the point at the outlet of the pond. Christian Shore is bounded on the northwest by the US Route 1 Bypass, built in 1939-40, through previously rural agricultural land beyond the edge of the existing residential neighborhoods. Many of the properties in the Christian Shore Historic District back up to the highway right-of-way, or to the interchange at Maplewood Avenue. The approach to the Sarah Mildred Long Bridge passes directly behind houses at the end of Northwest Street.

The Christian Shore Historic District is eligible for the National Register under Criterion A as an early waterfront neighborhood. After its beginnings in the seventeenth century, the area developed in the Federal period when numerous houses, all similar, were built on small lots. Construction continued into the mid-nineteenth century. With its densely built, well-preserved building stock, this District reflects important trends and patterns of urban residential development in Portsmouth. The neighborhood contained the homes of interrelated families, and evolved as members of the original families subdivided lots for new homes. Residents included craftsmen, mechanics and small business owners. They were employed in area industries, such as brickyards, tanneries, shipyards, and in the building trades. The Christian Shore Historic District is also eligible under Criterion C for its architecture. This group of properties embodies the distinctive characteristics of local house types, construction methods and architectural periods. The area contains vernacular dwellings, interpretations of the Federal style, of which a number of high style examples were built elsewhere in Portsmouth during the same period. Later buildings reflect the evolution of construction types and techniques.

Christian Shore contains two properties individually listed on the National Register of Historic Places. The Richard Jackson House (74 Northwest Street) was an early National Register property, listed in 1968. The adjacent George Rogers House (76 Northwest Street) was nominated to the National Register in 1976. Both are owned by Historic New England (formerly SPNEA).

Most of Christian Shore falls within the boundary of the Portsmouth Local Historic District under the review of the Historic District Commission. The local district includes the length of Maplewood Avenue from the North Bridge to the US Route 1 Bypass

overpass, all of Northwest Street and adjacent streets, Prospect Street and the upper end of Dennett Street. However, where the Local Historic District as presently defined ends on Dennett Street around Walker, the National Register eligible Christian Shore Historic District extends farther west. The southwest boundary just beyond the junction of Dennett and Kane streets includes early nineteenth-century houses along Kane Street (formerly lower end of Myrtle) toward the US Route 1 Bypass. As a discrete part of Portsmouth, known as Christian Shore for over 200 years, the Christian Shore Historic District has National Register importance apart from the downtown Portsmouth Historic District.

Christian Shore and the Creek Neighborhood Historic District (to the southwest) are contiguous and their streetscape continuous along Dennett Street. They might be considered as one very large historic district, but in terms of historical context and physical development, they were two discrete entities. Extensive boundary discussion may be found in the Christian Shore and Creek NHDHR Area Forms (Preservation Company 2006).

Creek Neighborhood Historic District, Portsmouth

The northeast end of this large residential area falls within the southwest edge of the Maine-NH Connections Study Area. “The Creek” is a late nineteenth century neighborhood which extends northeast from Woodbury Avenue, between the US Route 1 Bypass and the northwest shore of the North Mill Pond. The older Christian Shore Historic District is to the northeast. The Creek includes **Dennett** and **Thornton** streets from Mill Pond Way southwest to Bartlett Street and Woodbury Avenue. It is a large neighborhood, with 232 properties, mostly residential, contributing to the Historic District.

The Creek Neighborhood Historic District is eligible for the National Register of Historic Places under Criterion A in the area of community planning and development. It documents trends typical of nineteenth-century subdivision and patterns in Portsmouth’s history and neighborhood development. The streets were laid out in a series of subdivisions of small rectangular lots and houses were built over a seventy-five year period. Primarily single-family residences, they were a mix of owner-occupied and rentals. The Creek Neighborhood conveys its historical development in the spatial organization of the streets and the arrangement of lots. It has the distinctive characteristic of the period, small lots, closely spaced houses, wood-frame construction, 1½ and 2½ stories, primarily gable end to the street. These reflect the popular house types and architectural styles, applied to modest working class housing.

Due to its somewhat isolated location, the Creek was one of the later residential neighborhoods in Portsmouth. The neighborhood developed in direct response to the nearby industries, initially the stocking factory, and later the breweries. The early subdivisions of house-lots were private endeavors. The gradual construction of houses reflects the nature of real estate speculation when developers viewed their business as the selling of land, not selling of finished houses, so the realization of a subdivision took many years. At the end of the nineteenth century, the division of the City Farm and sale of house lots by the City of Portsmouth took advantage of the pressures of population growth, extending beyond the edge of existing neighborhoods.

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The US Route 1 Bypass was built around the edge of the developed Creek Neighborhood. The highway then further defined the edge of the district. At the west corner of the Creek Historic District is the Portsmouth Traffic Circle and the interchange of the US Route 1 Bypass at Woodbury Avenue. Creek properties on the northwest side of Dennett Street back up to the US Route 1 Bypass. Some directly abut the highway right-of-way, while others have commercial properties in between.

Cutts Mansion (POR0120) 525 Maplewood Avenue, Portsmouth

The Cutts Mansion is located on Maplewood Avenue on the other side of the US Route 1 Bypass (northwest) from Christian Shore. The property was determined eligible for the National Register of Historic Places under Criterion C for its architecture, as an evolved building displaying the transition from Federal to Italianate to Colonial Revival. The large Federal style house has the typical three-story, 5-bay center entry form. The house is set back above the road on a terraced, landscaped yard (Mausolf 1998). The eligible property includes the existing parcel. The land historically associated with this property extended north to the river cove, including where Leslie Drive (see below) is now.

Individual Properties on US Route 1 Bypass, Portsmouth

All of the buildings adjacent to the US Route 1 Bypass in Portsmouth, including businesses directly on the highway, were individually surveyed as part of the US Route 1 Bypass Project. Most of these have lost integrity. Only one historic gas station on the highway was found to be eligible for the National Register (see below).

POR0077 Cole's Gulf, 930 US Route 1 Bypass

Constructed ca. 1950, Cole's Gulf was one of the first of a group of gas stations along the highway, and is the only one that retains any integrity. This business, unlike others nearby, remained under the same name for over two decades, operating as Cole's Gulf from 1952 until 1975. It is the only known surviving local example of a gas station executed in white enamel porcelain to emphasize the Streamline style. The building retains many defining elements, including the curved element, white enameled porcelain cladding, and typical gas station features such as the corner office and two service bays. The boundary of the eligible property is the triangular lot on which this building has been sited since its construction, on the US Route 1 Bypass at the end of Kane Street.

Piscataqua River Bridges

The Maine portions of the Sarah Mildred Long Bridge and the Memorial Bridge were determined eligible for the National Register of Historic Places by MaineDOT and the Maine SHPO in 1999 and 2003.

The Memorial Bridge was determined eligible by New Hampshire Division of Historic Resources in 2006.

EXISTING CONDITIONS – PROPERTIES NOT PREVIOUSLY SURVEYED/EVALUATED THAT MIGHT HAVE NATIONAL REGISTER ELIGIBILITY: PORTSMOUTH, NH

Properties in the Study Area that were built before 1960, and that have not been previously evaluated tend to be located within specific neighborhoods and areas. These areas are addressed below along with a preliminary discussion of their potential National Register eligibility as historic districts. Future study would involve documentation of these historic areas or the individual buildings in them, depending on the methodology used by each State Historic Preservation Office.

Cutts Street-Central Avenue Neighborhood

North of Maplewood Avenue at the southwest edge of the Study Area is a subdivision developed in the second quarter of the twentieth century. This area includes Cutts Street, Ashland Street, Beechwood Street, and the northerly half of Central Street. The lower end of Cutts Street existed by the mid 1890s as a short dead end road without buildings (USGS 1895). Development of this area was first considered in the early twentieth century but for unknown reasons it did not begin until ca. 1920. Two proposed plats for the land north of Maplewood at Cutts Street were filed in 1902. The proposed subdivision of this area was likely related to its proximity to the short-lived White Mountain Paper Company which was established on Freeman's Point. This was later the site of the Atlantic Shipyard and is now the gypsum plant, below I-95 High Level Bridge (outside of Study Area). The first, "Plan of the Subdivision of a Part of the Jackson Farm, Portsmouth" dated to March 1902 (Plan 1902a). Just three months later a second much larger plan for "Maplewood Park" was filed for land on both sides of Cutts Avenue owned by Joseph Hett and W. Peirce (Plan 1902b). The later plat was never developed and not until ca. 1920 was the earlier 1902 plan generally implemented and houses appeared along what was called Cutts Avenue (Anonymous 1918; USGS 1918). Though Beechwood and Ashland streets appear in the 1920 city directory houses are not listed until a few years later (Anonymous 1918; Anonymous 1923). Development in this area continued gradually over the next several decades, with Central Avenue the last to be developed (USGS 1941, 1956). The construction of the Market Street and I-95 interchange significantly altered the roads at the northwesterly end of the area.

Owing to the gradual development over several decades the area contains examples of several characteristic house types popular in the 1920s, 1930s, and 1940s (Photos 1-10). The earliest, especially along Cutts, Ashland, and Beechwood streets and the easterly side of Central Avenue, include one-and-one-half or two-and-one-half story gable front or end houses, bungalows, and two-story gable blocks. Several houses in the neighborhood along Maplewood Avenue were previously surveyed (POR0111, POR0110). They were determined not to be individually eligible for the National Register.

This area would require further survey to determine whether it is a National Register eligible Historic District. If not, there might be individually eligible buildings.

Leslie Drive (Bersum Gardens)

Parallel to the northwest side of the Bypass is Leslie Drive, an oblong subdivision developed as "Bersum Gardens" beginning in 1955 to the east of Cutts Street. This area is shown in the Route 1 Bypass Project Area Form (Preservation Company 2005) and is identified on the Route 1 Bypass constraints mapping. The ten-acre subdivision was platted with forty-six lots, ranging in size from 7,000 to 9,000 square feet, some of which abut the North Mill Pond. At the time it was the largest residential development in Portsmouth in several years (*Portsmouth Herald* 13 May 1955; Plan 1955). The subdivision was established on land formerly part of the Cutts Mansion Estate that is still extant on the corner of Maplewood Avenue and Cutts Street (Photo 11). Margo Construction Company, a Boston-area firm, obtained a building permit in June 1955 to construct twelve five-and-one-half room houses. Construction cost of the twelve houses was estimated at \$120,000 (*Portsmouth Herald* 3 June 1955). Construction of some of the houses was completed by late fall 1955 and construction and sales continued over the next year or two (Photos 12-20). Many of the small three- and four-bay ranches feature picture windows and attached one-car garages set back from the front elevation. Others feature detached one-car gable-front garages set towards the rear of the lot. The interior plans of the original twelve houses consisted of combination living room and dining, kitchen, bath, and three bedrooms (*Portsmouth Herald* 13 May 1955).¹ Originally each wood frame house was to be clad with clapboards; some appear to have early if not original asbestos siding however.

This area would require further survey to determine whether it is a National Register eligible Historic District. If not, there might be individually eligible buildings.

Myrtle Avenue

Myrtle Avenue originally connected Dennett Street in Christian Shore and Woodbury Avenue to the west. The construction of the US Route 1 Bypass ca. 1937 and then I-95 ca. 1972 severed that connection and created several disconnected sections of Myrtle Avenue. Only the stretches west of the US Route 1 Bypass retain the historic name. The section east of the Bypass was recently renamed Kane Street. The isolated section between the two highways is included in the Route 1 Bypass Project Area Form (Preservation Company 2005). The easternmost house on Myrtle at the Bypass was individually surveyed but determined not eligible (POR0098).

This section between the two highways contains a collection of late nineteenth- and early twentieth-century houses. Less than a half dozen houses present on both sides of the street are either within the boundary of the present Study Area or are in close proximity to the boundary and the Bypass. These include a representative example of common house types of the late nineteenth and early twentieth century. Whereas the northern side of the street tends to have earlier two-and-one-half story gable-front, side-hall plan

¹ Local businessman Harry Winebaum acquired the land in August 1954 and within a year sold it to Margolis Construction (Book 1322, Page 422, 28 August 1954; Book 1356, Page 379, 26 May 1955; Book 1365, Page 17, 16 August 1955). The name of the subdivision derived from the names of Winebaum's two sons, Bernard and Sumner (*Portsmouth Herald* 13 May 1955). At the time of construction the lots had a protective covenant that not more than one residence and a private two-car garage were allowed per lot (Plan 1955; Book 1360, Page 298, 7 July 1955).

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THAT MIGHT HAVE NATIONAL REGISTER ELIGIBILITY: PORTSMOUTH, NH

houses, those on the southerly side tend to be slightly later bungalows or Colonial Revival houses including a Dutch Colonial (Photos 21-22).

This area would require further survey to determine whether it is a National Register eligible Historic District. If not, there might be individually eligible buildings.

Mill Pond Way

This dead-end street between Dennett Street and the North Mill Pond is not included in the boundary of the Creek or Christian Shore Historic Districts. Previously the land on “Martin’s” point was the site of a brickyard and then a tannery. If there were determined to be archaeological sites in the vicinity, these could be included in the Christian Shore Historic District. The land was subdivided in 1918 as “North Mill Park” (Plan 1918) but the multi-lot plat was never implemented though Dearborn Street Extension appears to have been laid out. Two houses were built by 1920 but few others followed (Sanborn 1920; 1920 updated to 1956). The few houses constructed during the historic period include a two-story, side-hall plan house and a bungalow.

There has been more recent in-fill that has compromised the integrity of the area so that it does not constitute a potentially eligible historic district, therefore the historic houses would require individual survey.

Portsmouth-Dover Railroad

Formerly the Portsmouth-Dover Railroad, this is now known as the Newington Branch. From Noble’s Island near the southwest end of Sarah Mildred Long Bridge, this still-active rail line crosses a berm and trestle generally parallel to Market Street Extension and continues out of the current Study Area northwest to Freeman’s Point and Newington beyond (Photos 23-25). This railroad was addressed briefly in the Newington-Dover Project Area Form, and a determination of National Register eligibility was made in 2005.

The Portsmouth-Dover Railroad was built in 1874 through Newington along the river and over the water to Dover Point and up the point to Dover. Through-service ended in 1934 and the railroad bridge between Newington and Dover Point was taken down. The Newington Branch tracks along the Piscataqua remained in use for freight. A spur was built into Pease Air Force Base ca. 1952. From 1983, this route was owned by Guilford Transportation Industries, more recently Pan Am Railways.

The integrity of the line has not been determined and it is extant only to the Newington/Dover border. It retains tracks, modern signals and the historic railroad depot in Newington which is individually eligible for the National Register. Further survey would be necessary.

Noble’s Island and adjacent Portsmouth waterfront

This section of the Portsmouth waterfront is located outside the boundaries of the Portsmouth Local Historic District. The form of Noble’s Island (though no longer an island) and its built resources largely date to the second half of the twentieth century, the result of fill and redevelopment (Photos 26-34). In that period the island was developed predominantly as a port facility on the northeasterly two-thirds with a small amount of

residential and office space, largely constructed after ca. 1980, to the southwesterly side of Market Street Extension.

Historically Noble's Island (originally roughly triangular in shape with the base facing southeast) was located in the confluence of the North Mill Pond and the river. By the second quarter of the nineteenth century a wooden bridge and railroad bridge connected the island to the mainland, however. Over the course of the nineteenth and twentieth century that connection was expanded such that the island is now connected by fill under and adjacent to the Market Street Extension.

In the nineteenth and the first half of the twentieth century the northeasterly two-thirds of the island served primarily as a conduit to the 1823 Portsmouth-Kittery toll bridge over the Piscataqua River and to the 1840s railroad bridge for the Portland, Saco, and Portsmouth Railroad adjacent to the toll bridge (Historic Photos 1, 3). By 1850 a street and the railroad tracks traversed the westerly side of the island before turning northeast to cross the river. A tollhouse stood at the northerly end of the road, just before the bridge (Walling 1850) (Historic Photo 2). The island was only moderately augmented with a wharf or two on the river side to the southeast and northeast. A large timber dock was located at the northwest corner of the island. A large wharf and a smaller one were present on the southeast side of the island (Walling 1850).

The railroad erected several buildings including a kryanizing building and a coal pocket in the second half of the nineteenth century. Later the Portsmouth Street Railway added a powerhouse to this cluster of structures adjacent to a plank wharf. A wooden bridge connected the northwesterly end of Market Street to the island (Sanborn 1920). None of these resources survive above ground.

By 1949 the Portsmouth Ice Company occupied a group of small detached buildings roughly in the location of the present Marine Terminal. The former railroad buildings were gone though the pile wharf remained on the southeast edge of the island. Rail lines remained along the easterly side of Market Street. One route led northwesterly towards Freeman's Point carrying the Portsmouth and Dover Railroad. The other turned northeasterly onto the Interstate Bridge at the northerly end of the island, carrying the Eastern Division of the Boston and Maine Railroad.

The westerly or inland side of the island developed in a very different fashion. A group of buildings, many residential and all but one no longer extant, were constructed on this section of the island along both sides of the road to the toll bridge. In the later nineteenth century many were still owned by Noble family heirs (Beers 1876). There were still about six houses, mostly duplexes there in the 1940s. Along the Portsmouth and Dover railroad tracks across the outlet between the north mill pond and the river a boardwalk provided pedestrian access between the downtown and the Atlantic Shipyard and Atlantic Heights. (Sanborn 1920 updated to 1949). Sometime between 1910 and 1920 Standard Oil of New York constructed a group of oil storage tanks on the southwesterly tip of the island (later occupied by Socony Vacuum Oil Company) (Sanborn maps 1910, 1920, 1920 updated to 1956) (Historic Photo 8). These were demolished sometime after 1956; the area was redeveloped in the early 1980s with a several multi-unit buildings (Plan 11709). Only one historic resource, a renovated two-story wooden four-family is situated across from the entrance to the terminal facility (Photo 37).

The construction of the US Route 1 Bypass and approach to the Sarah Mildred Long Bridge across the northerly tip of the island initiated a further transformation of the island's historic resources (Photo 35). The island no longer provided direct access to the river crossing. The most dramatic change to the easterly two-thirds of the island began in the 1960s when the City of Portsmouth acquired the former Boston and Maine Railroad property. In 1962 construction of a marine terminal project was approved by the City of Portsmouth and operations control was turned over to the State. Alterations over the next thirty years included expansion of the island to the southeast with fill and construction of a 300' pier on the river side, both completed 1964. A group of aerial photos from this period clearly show the process (Historic Photos 5-18). The Market Street Connection was added in the early 1970s to connect with the newly constructed I-95. A 300' addition to the pier was made in 1977 (Photo 31) and twenty years later a barge pier was added along the northerly end of the island (Photo 36). The facility was leased for nearly thirty years to John T. Clark. The Marine Cargo Terminal has two base tenants (road salt, scrap metal) and the Division of Ports and Harbors Office.² Above ground resources include a pair of large rectangular modern buildings for warehousing and port operations (Photos 32-33). Two large piles, scrap metal and salt are stored on the fill area (Photo 29).

The Division of Ports and Harbors also oversees the adjacent one-acre Burge Wharf and one-acre Barker Wharf to the south along the river (Photo 26). The North Ferry left from this vicinity in the early nineteenth century (Hales 1813). By 1876 the wharves in this vicinity were the site of the Concord and Portsmouth Railroad waterfront terminus.³ By the late nineteenth century the J. Albert Walker Coal Yard (or Coal Pockets) occupied some of the area in the vicinity of Barker Wharf while the Concord Railroad maintained the rail lines on the wharves (Sanborn 1887). The Walker operation, established in 1869, was the largest dealer in the state of heavy coal (SeacoastNH.com). By the 1920s the Boston and Maine Railroad occupied the wharves. Barker Wharf is leased to the Isles of Shoals Steamship Company; Burge Wharf accommodates three commercial and four governmental sea vessel operations.⁴

Also outside the boundaries of the Portsmouth Historic District is the waterfront area immediately south of Barker's Wharf, a parcel now owned and occupied by Granite State Minerals, and just northwest of where Deer Street dead ends at Market Street. By the early nineteenth century several wharves extended from the shoreline out into the river in this area (Hales 1813). By the late nineteenth century Walker's Wharf housed the J.A. Walker Coal Lime & Company and the Sise's Coal Yard & Wharf (Sanborn 1887). Consolidated Coal Company occupied the wharf by the 1920s. Granite State has occupied the site since the early 1960s, storing salt used on winter roads in New Hampshire.

There appear to be few historic structures still extant in this area, and it does not retain any integrity as a historic district. Individual survey would be required if any individual properties were affected.

² Much of this information about the facility and its history since acquired by the state comes from materials supplied by Captain Geno Marconi, Director of the Division of Ports and Harbors at the Pease Development Authority.

³ This railroad was established in the 1840s to transport New Hampshire manufactured goods, especially textiles to Portsmouth, and promote it as the state's seaboard outlet (Lindsell 2000: 128).

⁴ Geno Marconi materials.

Portsmouth Historic District – Northern Boundary – Vaughan Street Urban Renewal

Lacking more detailed survey of downtown Portsmouth, the boundary of the Portsmouth Local Historic District is used as the interim boundary for the Portsmouth National Register Historic District. The local district boundary is defined by the shoreline of the North Mill Pond extending across it to encompass Christian Shore and the southwest edge of Noble's Island. However, this boundary includes the large Vaughan Street Urban Renewal area which has no historic buildings in it now.

This area, in the north end of the city of Portsmouth, was historically significant from the late eighteenth century through the mid-twentieth century. The urban renewal in the late 1960s – early 1970s entailed demolition of over 400 buildings largely in the area between Hanover Street and the North Mill Pond. A survey done prior to demolition identified over sixty important properties, a dozen of which were moved to an area called "The Hill" along the southeasterly side of Deer Street. The Vaughan Street Urban Renewal area encompassed multiple blocks and restructured the traffic pattern of this part of Portsmouth including connecting Maplewood Avenue at the North Mill Pond Bridge to the Congress Street intersection in the downtown. The Maplewood Avenue Bridge was determined eligible individually in December of 2009.

An official Determination of eligibility has not been made to set the boundary of the Portsmouth National Register Historic District. A National Register boundary might not include the Urban Renewal area, which has no contributing historic resources. The boundary might be drawn to exclude Vaughan, Green and Russell streets, north of High Street. A surviving cluster of historic properties on Maplewood Avenue near the North Mill Pond Bridge would be included. These are the North Burying Ground, Union Cemetery and a small group of mostly early nineteenth-century historic houses along Maplewood Avenue (Hales 1813, Walling 1850) (Photo 38). All two stories the group includes a pair of hall-and-parlor houses with hip roofs and third with a gable roof.

This area would require further survey to determine whether it is a National Register eligible Historic District. If not, there might be individually eligible buildings.

Hanover-Bridge Street Area, West of Portsmouth Historic District

The southwest boundaries of the Portsmouth Historic District run along the rear property lines of lots fronting on Islington Street. Consequently, a small section of Hanover Street and the cross streets of Bridge Street, Parker Street, Pearl Street and Rock Street located within the study area were not included within the boundaries of the Portsmouth Historic District. This area was initially conceived as part of the "Historic District B." The omitted area is concentrated around the Freewill Baptist Church known as "The Pearl" (45 Pearl Street; Photo 41). The church was individually listed on the National Register of Historic Places in 2003. This neighborhood might constitute an eligible historic district.

This area consists primarily of a mix of late nineteenth- and early twentieth-century frame single-family and purpose-built multi-family residences. The single families are

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largely gable front or end houses with side-hall plans whereas the multi-families originally contained four units (Photos 40, 42-48, 51-52). The area also includes the surviving portion of the former Portsmouth Machine Company, set back from Hanover Street (Photos 49-50). The Portsmouth Machine Company was on the site of the Steam Factory which burned in 1880. In the 1940s, Diamond Match Company occupied the building. This renovated one-story brick rectangular building is now occupied by the offices of Heinemann Book Publishers.

This is part of a large historic district, so further survey would be needed to determine official boundaries of a district, or eligibility of individual structures.



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There has been little historic resources documentation in the study area in Kittery. Therefore, a greater amount of survey work is anticipated in Kittery during the next phase of the Maine-NH Connections Study.

US Route 1 Bypass Corridor – Maine

Expansion of the existing National Register evaluation of the US Route 1 Bypass Historic District to include the Maine half of the corridor will be part of the next phase of the Connections Study. The later document will address the length of the Bypass in Maine, from the Sarah Mildred Long Bridge to the I-95 and Route 1 interchange. This phase concentrated on a windshield survey of the resources on the Bypass within the study area either fronting directly on or within 200' areas abutting the bypass. (All tourism related resources are located north of the study area.)

Within Kittery, the US Route 1 Bypass runs in a northeasterly direction from the northerly end of the Sarah Mildred Long Bridge, crossing over Dennett Road before passing out of the study area. Dennett Road runs from Old Post Road slightly east of the Bypass, passes under the Bypass, and turns in a northwesterly direction before passing out of the study area. Dennett Road was part of an early route between Kittery Foreside and Eliot.

Several roads intersect with the Bypass at its southerly end. Bridge Street and Old Post Road date to the completion of the 1822-23 Portsmouth-Kittery Bridge which was located 60' upstream from the Long Bridge (Openo 1988:1). Those roads connected travelers across the toll bridge with the more easterly parts of the town and communities to the west and north. A railroad depot was constructed just north of the bridge after the arrival of the railroad in the 1840s (Historic Photos 21-23, 26). Bridge Street runs between the southerly end of the US Route 1 Bypass and the intersection of Cook and Government streets to the east. With the construction of the US Route 1 Bypass, Bridge Street was extended southerly and westerly, passing under the Bypass and along the waterfront. Originally the stretch of road along the water west of the railroad depot and old Portsmouth-Kittery Bridge had been called Oak Terrace. At the time of the construction of the Bypass this name was given to a new road uphill from the original one, laid out to allow access to houses now cut off from the easterly part of town by the Bypass. Oak Terrace was further altered to its present configuration in 1952 with a reverse direction loop to improve access to the southerly direction of the Bypass from Bridge Street (see Sanborn maps, 1919, 1931 updated to 1948, 1931 updated to 1962). This required the demolition of two houses and removal of the hillock underneath the pair (Openo 1988:62). Old Post Road begins near the intersection of Bridge Street and the US Route 1 Bypass and runs in a northeasterly direction roughly parallel to the Bypass and passes out of the study area. Historically, a rail line ran along the easterly side of the Bypass from the northerly end of the Sarah Mildred Long Bridge, passing under Bridge Street, and then turning northwesterly to pass under the Bypass and continuing in a northwesterly direction, passing out of the study area. The tracks have been removed but portions of the right-of-way remain apparent on the landscape and the tunnel under the Bypass is still extant (Photo 79). The Bridge Street overpass was removed at the time of

the construction of the Oak Terrace loop, part of the improvement of the Bypass access in that area.

All of these roadways contain a mixture of above ground resources of varying age, form, and type. By the early 1870s the Kittery Depot area, including Dennett Road, Old Boston Road, and Bridge Street, contained nearly twenty buildings (Sanford and Everts 1872). That number remained relatively constant, with only a slight increase in the early twentieth along Old Post Road (USGS 1918). Only in the wake of the construction of the Bypass did the number of buildings in the area increase (USGS 1956).

Many of the historical resources within this section of the study area are residential and represent a range of common house types of the later nineteenth and early and mid-twentieth century. Along the Bypass north of the Dennett Road crossing are a pair of mid-twentieth century small ranches with L-shaped footprints and a Cape with a molded concrete block foundation on the westerly side of the road near the northerly edge of the study area (Photos 56-59). The easterly side of US Route 1 Bypass south of Dennett Road has little development. The former railroad right-of-way remains undeveloped. Just north of that is a nursery and landscaping business with a recently expanded gable-roof structure (Photo 78). The southerly side of Dennett Road, west of the Bypass, contains a few historic residential resources. (Photos 53-55).

James Corner, a small commercial and residential area that might have eligibility as a historic district, extends easterly from the Bypass to the intersection of Dennett Road and Old Post Road. This area would require further survey. The area features mostly early twentieth-century commercial historic resources but also a later nineteenth-century gable-front, side hall plan or end house (Photos 56-57, 65, 67-69). One house on the northerly side of Dennett Road and directly abutting the easterly side of the Bypass also has a period garage (Photos 60-62). Also in this area is the former Dennett School, moved to its present location at the time of the construction of the US Route 1 Bypass (Photo 66) (Historic Photo 20). Since the school closed it has been used by the American Legion and more recently as a storage and distribution center for Lays Potato Chips. The building is now privately owned (Manson 2009).

Old Post Road between Dennett Road and Bridge Street features a discrete group of later nineteenth century or the twentieth century residences, whose lots abut within 200' of the US Route 1 Bypass. They do not constitute a potential historic district but some of the resources may be individually eligible and therefore will require further survey. Approximately six houses are located along the westerly side of the road between Cook Street and Bridge Street. Historical examples include a high-posted cape, a Dutch Colonial, a pair of foursquares (one significantly altered), and a two-story gable block (Photos 70-73, 75-77). On the easterly side of the street is a historic shop, possibly a boat shop (Photo 74).

This area would require further survey to determine whether it is a National Register eligible Historic District. If not, there might be individually eligible buildings.

Kittery Depot/Oak Terrace

In the nineteenth and early twentieth century the area north of the Portsmouth-Kittery Bridge was known as Kittery Depot and later Kittery Junction. The area generally extends easterly to Cook Street and northerly to Dennett Road along Old Post Road, in addition to the immediate vicinity of the railroad depot (see 1872 map and 1895 USGS). Since the construction of the US Route 1 Bypass, the removal of the railroad station, and the rearrangement of the roadways particularly in the mid-twentieth century in connection with the construction of the US Route 1 Bypass the southerly part of this area has been known as Oak Terrace, after the early twentieth-century road along the water's edge. Now Oak Terrace refers generally to the area closest to the bridge, especially on the westerly side of the Bypass and to a lesser extent development along Bridge Street to the east. In the early twentieth century, however, Oak Terrace was a road along the shore to the northwest of the bridge and railroad depot (Sanborn 1919). Over the next fifty years the roadways in close proximity to the Bypass and to the west of the Bypass were altered several times and the street names changed, ultimately creating the present configuration. In addition to altering the road pattern in the area, the Bypass construction and subsequent roadway alterations required the demolition or relocation of some of the houses in Kittery Depot (see detail of Piscataqua River Bridge General Plan and Elevation, 1939, and 1947 and 1962 Sanborn maps) (Historic Photos 23-24).

In the immediate vicinity of the northerly end of the Sarah Mildred Long Bridge the road network is organized to provide access to the US Route 1 Bypass in both directions. The current configuration is the product of changes made in the early 1950s to improve access and mitigate traffic problems. As now constructed, the westerly end of Bridge Street only provides direct access to the north-bound side of the Bypass, and egress for north-bound travelers coming off of the bridge. Oak Terrace has multiple sections to it. A reverse direction loop portion, built ca. 1952, provides access and egress for south-bound Bypass traffic. Other portions of Oak Terrace radiate from that section providing access to the houses in the area between Mendum's Creek and Weir Creek. This area is closely associated with the US Route 1 Bypass Corridor and in some locations actually abuts the Bypass. Some of the historical resources in fact front on either the Bypass or its reverse direction loop. Though the area does not constitute a district it does contain some historical resources that may be individually eligible and therefore require further survey.

A number of historical resources of varying age and form survive in the Oak Terrace area. The area Oak Terrace on the westerly side of the US Route 1 Bypass includes a mixture of common later nineteenth- or early twentieth-century house forms such as gable-front, side-hall plan or end houses and gable blocks (Photos 85-86, 88-89). In addition the area contains several later nineteenth or early twentieth century houses with complex massing commonly found in seaside or waterfront communities (Photo 87). The section of Oak Terrace closer to Weir Creek features more modern development, including a ranch house and a couple of trailers (Photos 81-84). In addition, several nineteenth-century houses are present along the northerly side of Bridge Street just east of the intersection with Old Post Road and the approach to the US Route 1 Bypass (Photo 90) and further east at the intersection with Cook and Government streets (Photo 91).

This area would require further survey to determine whether it is a National Register eligible Historic District. If not, there might be individually eligible buildings.

Railroads: Navy Yard Branch and former Portland, Saco, and Portsmouth Railroad

Historically, the bridge crossing in the vicinity of the Sarah Mildred Long Bridge carried two railroad lines. At the Kittery side one headed northerly and westerly north through Kittery before crossing into Eliot to the west. A second ran easterly and northerly to York, with a spur branching off to the Navy Yard (Historic Photos 29, 32).

The earlier route was initially established as the Portland, Saco, and Portsmouth Railroad (later Eastern Railroad and then the Eastern Division of the Boston & Maine Railroad) in the 1840s at the time of the construction of the first railroad bridge in this vicinity. In New Hampshire, the Eastern Railroad Historic District was determined eligible in 2002 as far north as the New Hampshire State line on the Sarah Mildred Long Bridge. The rail line in Kittery, Maine, has not been evaluated. Historically, in Kittery Depot, the Eastern Railroad ran northerly and westerly from the bridge passing under Bridge Street and then, after its construction, the US Route 1 Bypass before continuing on through Eliot to South Berwick. These tracks were taken up in the 1950s. The right-of-way north of Kittery Depot and west of the US Route 1 Bypass was abandoned. The US Route 1 Bypass overpass however remains (Photo 79). Subsequently, Maine Route 236 was created on the old rail corridor to the west of the US Route 1 Bypass.

The second set of tracks head northeast from Kittery Depot. Built in 1888 as the York Harbor and Beach Railroad (YH&B) the line operated through the mid-1920s between Kittery Depot and York. Later it became a part of the Boston and Maine and is now operated by the Pan Am rail network. Within the Maine-NH Connections Study Area, the tracks briefly run along the water before passing under Government Street and heading slightly north to run parallel to the northerly side of Walker Street/Route 103 outside of the study area. In Kittery Foreside outside of the study area, after crossing Wentworth Street/ME Route 103, the tracks historically continued north to the York Beach area. In this vicinity a spur, constructed in 1901, arcs south towards the Walker Street entrance to the Navy Yard. The tracks continue across the Navy Yard bridge and into the Navy Yard. The tracks northeasterly of the Navy Yard Junction were dismantled in the 1920s but the line to the Navy Yard remains in place. The tracks continue to be used occasionally to carry freight between the Navy Yard and Portsmouth.

This line's presence adjacent to the Bypass indicates further survey will be required along this historic railroad line to determine its eligibility.

1920s Residential Neighborhood

Cook Street is a relatively short through early street, present by the late eighteenth century as part of the route between the easterly and westerly parts of Kittery. However, not until the 1920s was a portion of land along the easterly side of this street subdivided and developed as a small subdivision in the 1920s by several local individuals. The neighborhood includes in addition to several lots along Cook Street, those along Paul Street, Park Avenue, and Rudolph Avenue. The first two streets are accessible from Cook Street while Rudolph Avenue runs between them. On Cook Street, Frank L. Cook constructed houses between 1923 and 1928, known as the West Park lots. Park Avenue

is named for the West Park house lots. Rudolph Street was developed in 1925 by Charles Rudolph. Paul Street was developed in the 1930s by Charles Rudolph; his father-in-law Herman Paul was involved with the West Park house lots (Kittery Bicentennial Committee 1976: 15-18). These streets are lined mostly with three-bay and five-bay Capes (Photos 92-94).

This 1920s residential neighborhood might have National Register eligibility as a historic district but would require further survey.

Mendum Avenue/Prince Avenue/Rice Avenue

Several streets are present south of the westerly portion of Government Street within the study area consisting of mixed neighborhoods with individual resources, some historical. None of the streets are potentially eligible as districts; however, some individual historical resources will likely require further survey.

Prince Avenue is a short street that runs southerly from Government Street. A small historic cemetery with nearly twenty nineteenth-century headstones including some for the Rice family is located on the easterly side of the street (Photos 101-102). The street also has a small number of early twentieth-century houses (Photos 103-104).

Mendum Avenue is a cul-de-sac, off Prince Avenue that extends southwesterly on Mendum's Point. The street is lined mostly with mid-twentieth century single-family dwellings (Photos 95-95, 99-100). It also, however, features a pair of duplexes (Photos 97-98).

Two short streets, Juniper Point and Langton Street, extend westerly and easterly, respectively, at the southerly end of Prince Avenue. Each contains no or few historical resources.

The earliest and most easterly of these streets, Rice Avenue, dates to the early nineteenth century and was the original route for travelers heading north from the ferry landing at the southern end of this street. The street features a range of popular later nineteenth and early twentieth-century house types, some of which are historical (Photos 105-108). At the northerly end of the street is the Rice House, an altered historic Cape (Photo 109).

This area does not appear to have integrity as a historic district; individual resources would need to be studied for determination of eligibility.

Kittery Foreside

The identified center of the town of Kittery includes the civic and commercial resources associated with the growth of the town as it expanded in response to the Naval Shipyard that was constructed on Seavey's Island abutting the downtown area to the east. This large area could easily be considered as one large historic district representing the commercial, civic and residential portions of the village. For the purpose of this study, the larger area has been divided into three separate areas that abut each other and that might be eligible for the National Register. Two of these are partially within the study area in the 200' corridor associated with the Memorial Bridge, the Government Street Area and the Post-Civil War Residential Neighborhood. The Downtown Kittery Civic and Commercial Area is outside the study area. It includes four properties listed on the National Register of Historic Places. They are the Samuel Badger Monument (address

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restricted), the Robert and Louisa Traip House (2 Wentworth Street), the Rice Public Library (8 Wentworth Street), and the Mark F. and Eliza J. Wentworth House (9 Wentworth Street).

Government Street Area

The historical resources on the lots fronting on Government Street generally date to the period of development that coincides with the forms and types of buildings found further east within Kittery Foreside. They are earlier and generally higher styled than those in the abutting residential neighborhoods, as Government Street was the primary entry into the downtown and the Naval Shipyard.

By 1850 a handful of buildings were present along Government Street to the west of Old Armory and within the study area (Walling 1850). Development was mostly concentrated to the east between the study area and the bridge to the Navy Yard. By 1857 two more buildings had been built to the west of the earlier group (Chace 1857). Gradually, over the remainder of the nineteenth-century development continued to move in a westerly direction along Government Street towards Rice Avenue. By the early 1870s development had progressed to Newmarch Street (Sanford and Everts 1872). By the end of the nineteenth century development along Government Street had extended the remaining blocks to Stimson Avenue, within the study area.

Many of the resources along Government Street, a late eighteenth-century roadway, are residential including some of brick construction (Photos 111-117, 120-122). The street also features several institutional buildings. They are the 1868 Second Methodist Episcopal Church (now St. Mark's) (Photo 118; Historic Photos 39-40), the 1868 Wentworth School (now residential) (Photo 119; Historic Photos 42-43), and the former Dennett-Wentworth School, built 1923 (Photo 110; Historic Photo 37). Because of the mix of residential and institutional buildings and the generally earlier date of construction of the resources compared to those on the streets extending south from Government Street within the study area, Government Street more closely resembles the commercial and civic center of Kittery to the east of the study area.

This area would require further survey to determine whether it is a National Register eligible Historic District.

Post-Civil War Residential Neighborhood

This residential neighborhood might have National Register eligibility. As shown on the constraints map it is centered on the several streets on and to either side of US Route 1 that extend in a southerly direction from Government Street. It potentially includes from west to east the north-south running Stimson Street, Newmarch Street (US Route 1 South), Hunter Avenue (US Route 1 North), Commercial Street, Pleasant Street, Cottle Lane, and Old Armory Way and the east-west running Water Street. Old Armory is outside of the study area but the historic resources match those found in the aforementioned streets that are within the study area. All these streets were generally laid out and developed in the last thirty years of the nineteenth century. As a potentially eligible historic district this area requires further survey.

Historic maps demonstrate this group of streets south of Government Street was largely developed beginning in the post-Civil War period. With the exception of the northerly portion of Armory Street and the eighteenth-century Rice Avenue, no other north-south side streets had been laid out (Chace 1857).⁵ Old Armory Street extended partially south towards the river and contained four houses along its westerly side.

By contrast, by the early 1870s, an explosion of development had occurred in the district, nearly all residential (see 1872 Sanford and Everts). Most notable is the presence of five new north-south streets (Stimson, Newmarch, Pearson (now Hunter Avenue), Commercial, and Pleasant) all connected along the river by Water Street at their southerly ends. By this period the greatest amount of development is concentrated along the easterly three streets. The lots vary in size with those bounded by Newmarch and Stimson considerably larger than elsewhere in the district. At least a dozen lots remain undeveloped. An additional L-shaped street, Cottle Lane runs between Government Street and Pleasant Street. This small road contained an additional four houses. Only one wharf is located in the district, at the end of Commercial Street, occupied by Cutts & Co., bounded by a large coal shed on the southeast and a storehouse to the northwest.

The eight streets in the residential neighborhood are lined with a mixture of single-family dwellings and multi-family units, all of wooden construction with one exception. Single-family dwelling forms include one- and one-and-one-half-story capes, one- and two-story gable blocks, one-and-one-half and two-and-one-half story gable-front or end houses, and Mansard roofed houses. The most common style is the Italianate but the potential district also includes examples in the Greek Revival, Queen Anne, and Colonial Revival styles.

The residential neighborhood is centered on US Route 1 and the John Paul Jones Memorial Park. Creation of the Park in the early 1920s resulted in the removal of over a handful of houses on the block bounded by Newmarch and Pierson (Hunter Avenue) streets (see 13 March 1923 Plan). The remaining houses fronting on the park include side-hall plan houses (one of brick construction), gable blocks, and a two-story Mansard-roofed house, and a small, complexly massed Queen Anne house (Photos 141-146; Historic Photo 44).

The single-family houses on the other streets within the residential neighborhood resemble those fronting on US Route 1 (Photos 123-131, 135-136, 147-148, 151-153; Historic Photos 47-54). In addition, the other streets feature a number of different types and styles of multi-family units. They range from two-family Dutch Colonials (Photo 137) to four-unit gabled roofed buildings in Classical and Queen Anne styles with polygonal bays on the front elevation (Photos 132, 134, 150). Stimson Street features a pair of two-story gable-roofed duplexes in the Italianate style with paired entries (Photo 154). The construction of multi-family housing persisted into the middle of the twentieth century. The area also includes a pair of one-story, concrete block duplexes built between 1947 and 1962 on Commercial Street (Sanborn 1931 updated 1947, 1931 updated to 1962) (Photo 133).

Also directly abutting US Route 1 within the residential neighborhood is Warren's Lobster House on Water Street immediately northeast of US Route 1 and the Badger's Island Bridge. The MHPC files contain material on this popular Kittery establishment.

⁵ The contrast with the 1779 Des Barres map can not be explained at this time.

The sprawling waterfront complex includes a restaurant and wholesale-retail lobster outlet, all housed in a group of connected structures (Photos 138-139). The earliest building, a two-story frame structure built ca. 1940, housed the original wholesale-retail lobster business. Between 1940 and 1951, with one-story addition to the southwest, seating capacity was expanded from six to 150. In 1988 the complex was expanded further with the addition of fifty-six seat solarium.⁶

This area would require further survey to determine whether it is a National Register eligible Historic District.

Badger's Island

The northerly terminus of Memorial Bridge crosses Badger's Island, bisecting the island. As a result development and extant resources reflect that division. The several structures along US Route 1 are generally commercial, indicative of their presence along a heavily trafficked coastal highway route. On the easterly side is an altered historic resource, Cookson's, now containing commercial and residential units (Photo 164; Historic Photos 66, 68-69). The three-story frame building was constructed originally with a store on the ground floor and a hall on the second floor (Sanborn 1931). On the westerly side of the street is the former restaurant Ranger Inn, a two-story stone building now used for commercial purposes (Sanborn 1931) (Photo 163; Historic Photos 67-68). The resources on the westerly half of the island, aligned along Badger's Island West are a mix of building types, forms, styles, and scales and generally range in age from the early twentieth century to the present. These include capes with shed-roof dormers, ranches, and contemporary single-family and multi-family units characteristic of waterfront locations (Photos 152-160). One much altered house likely dates to the first half of the nineteenth century (Photos 161-162; Historic Photos 57, 60). Many of the historic resources on this part of the island have been resided and feature replacement windows. As a result the group does not cohere as a possible district, though some buildings may be individually eligible and thus require further survey.

The easterly half of the island contains of group of mostly late nineteenth- and twentieth-century frame residences of varying forms and styles. These include two-story mansard-roofed cottages, two-story Queen Anne houses, bungalows, and Colonial Revival styled houses (Photos 165-174). Due to alterations to many of these houses including residing, replacement windows, and additions, the group does not cohere as a possible district, though some buildings may be individually eligible and thus require further survey.

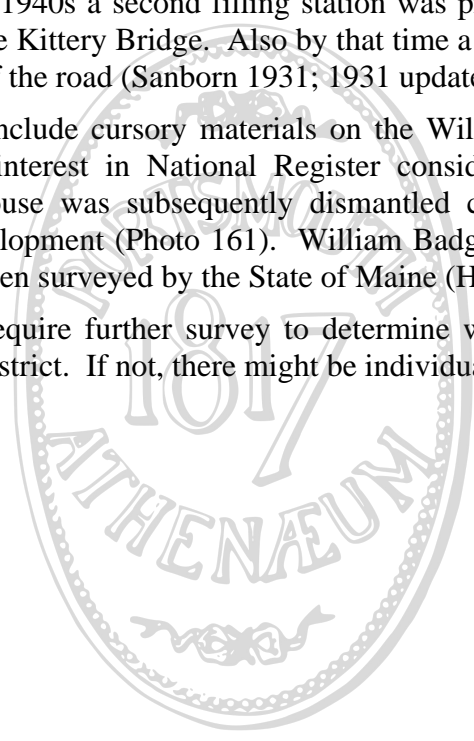
Historically, from the late eighteenth century, the Badger's Ship yard was located on the westerly one-third of the island with early residential development scattered on the southeasterly two-thirds of the island oriented towards the river and Portsmouth (1850 Walling; 1857 Chace). By 1872 the number of residences, concentrated mostly on the southerly side of the island remained fairly constant with the number totaling less than a dozen (1872 Everts and Sanford). That number increased slightly over the next fifty years. In the late 1890s, ferry service between Portsmouth and Kittery, delivered passengers to the ferry landing and depot on Badger's Island (Historic Photos 58-59, 61). From there the Portsmouth, Kittery, and York Street Railway carried passengers across a

⁶ MHPC Files. The documentation is incomplete for the National Register Information Request.

newly constructed bridge to the mainland at the southern end of Newmarch Street just slightly west of the existing Badger's Island Bridge. The construction of Memorial Bridge and a new wooden bridge between Kittery mainland and the island in the early 1920s initiated a period of steady but modest development. This occurred predominantly on the northerly side of the island to the east and west of US Route 1 over the next fifty years. In the late twentieth century and continuing up to the present, new development has replaced some of the historic resources, including the former William Badger house, an eighteenth-century two-story house which was dismantled ca. 1999 (Historic Photos 59, 71). By the early 1930s development along US Route 1 included automobile related businesses, most notably a filling station along the westerly side. The 1920s Badger's Island Bridge extending north from Badger's Island to the mainland in Maine was replaced in 1938. The bridge was determined to be National Register eligible in July 2001. By the late 1940s a second filling station was present on the easterly side of the road, just before the Kittery Bridge. Also by that time a second restaurant was present on the westerly side of the road (Sanborn 1931; 1931 updated to 1947).

The MHPC files include cursory materials on the William Badger House on Badger's Island for which interest in National Register consideration was initiated but never finalized. The house was subsequently dismantled ca. 1999 to make way for new condominium development (Photo 161). William Badger's tomb, located off of Badger Island West, has been surveyed by the State of Maine (Historic Photo 73).

This area would require further survey to determine whether it is a National Register eligible Historic District. If not, there might be individually eligible buildings.



HISTORIC BACKGROUND

1623-1690: Settlement, Fishing, Lumber Trade

Portsmouth

From Portsmouth's founding, the riverfront was a focus of economic activity. Portsmouth was settled as a commercial venture, and became a maritime center of the fishing and lumber shipping trade. The first settlers were sent in 1623 by a group of London merchants known as the Laconia Company, headed by Captain John Mason who received a huge grant of land between the Merrimack and Piscataqua Rivers. The group chose as their base, a location near the mouth of the Piscataqua in the midst of three tidal creeks, which became known as **Strawbery Banke**. The "Great House," a large communal dwelling, was built ca. 1634 on the north side of the small middle inlet (later known as Puddle Dock) (Garvin and Grigg 1995:1). As maritime activity developed, it was centered on Great Island, now New Castle. The mainland was used for agriculture for most of the seventeenth century and there were few buildings in the vicinity of downtown Portsmouth other than the Great House (Brewster 1968:19; Candee 1992:1; Sammons 1997:10; Garvin 1982:4).

From the 1640s to 1670s, New Hampshire was part of the Massachusetts Bay Colony. **Downtown Portsmouth**, still primarily farmland, was under the ownership of several individuals through most of the 1600s. The Strawbery Banke "Great House" and the tract of land between what is now Daniel Street and Puddle Dock was acquired by John Cutt, recently arrived from England. His brother Richard Cutt became the owner of the land north of Daniel Street to Islington Creek (North Mill Pond). Together they were Portsmouth's largest landowners and owned nearly all of what is now downtown Portsmouth. From 1659, John Cutt had a dam and mill at the southwest end of what became the North Mill Pond, near what is now Bartlett Street. The mills were powered by the fresh-water stream flowing into the tidal inlet. The Cutt family built wharves on the riverfront and exported lumber on a large scale (Garvin and Grigg 1995:46; Candee 1992:1).

The dividing lines between the several property owners formed the pattern of the original streets of the downtown area, Daniel and Congress (east-west), Market and Pleasant (north-south) (Candee 1992:1). The southwest corner of the present downtown, west of Pleasant and south of Congress, was part of the Church glebe land, set aside for support of the minister of the town's Congregational Church. These twelve acres were known as the "minister's field" (Brighton 1979:6; Brewster 1968:41).

During the seventeenth century, the center of settlement remained in the southern part of Portsmouth (which was so-named in 1656), and New Castle. The first Congregational meetinghouse, built in 1658-59, was located near the junction of today's Marcy, South, and Pleasant streets. The land between Puddle Dock and the creek which is now the **South Mill Pond** was owned by John Pickering. In 1658, he received a mill privilege at the outlet of the creek, with the stipulation that he provide access to the new meetinghouse by building and maintaining a footbridge over his dam. The pathway expanded into a 33'-wide highway that became **Pleasant Street** when the town acquired it from Pickering in 1673 (Garvin 1972:4). By the late 1650s, the path along **Marcy** (formerly Water) was known as the Great Street (Brighton 1979:8).

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North of Islington Creek (North Mill Pond), upstream on the river, **Christian Shore** was settled in the mid-1600s, and is now the location of the oldest house in the state; the Jackson House built ca. 1664. The vicinity was originally known as Fresh Creek, but has long been called Christian Shore. Boats passed in and out of the creek and shipbuilding was carried out along the waterfront (Foster 1876:69). Richard Jackson a cooper and shipbuilder had a family shipyard just east of his house (Candee 1992:33). The Jackson land (25 acres) extended to the north where the US Route 1 Bypass corridor is now. **Northwest Street** developed, out to the point of land across from Noble's Island (now SW end of Sarah Mildred Long Bridge). The second oldest house on Christian Shore is reportedly the Dennett House, located above **Dennett Street** at the end of Prospect (Gurney 1902:52; Foster 1876:105). North of the US Route 1 Bypass beyond the current Connections Study Area, **Freeman's Point**, originally Ham's Point, was settled in the 1650s by the Ham family (none of the old houses remained by the mid-nineteenth century) (Foster 1876:112).

Crossings

Boats were the original means of transport between Christian Shore and the rest of town and across the Piscataqua between Portsmouth and Kittery.

Kittery

Kittery was settled at the same time as Portsmouth, beginning in the 1630s, part of the land north of the Piscataqua River granted to Fernando Gorges. Originally known as the "Piscataqua Plantations," in 1647, Kittery became the first incorporated town in what is now Maine. Kittery also included the later towns of Eliot, Berwick, South Berwick, and North Berwick. The earliest settlement was at Kittery Point, along Chauncey Creek (Varney 1886).

Grants of land along the river were made in the 1640s-50s. Maine, including Kittery, fell under the jurisdiction of Massachusetts Bay early on and was part of Massachusetts for over 150 years. The early economy of the region focused on fishing, shipbuilding and the mast trade. From Portsmouth Harbor, exports were fish, lumber and barrel staves. Early maps show houses spread out all along the Piscataqua in Kittery and Eliot. Inland from the water, Kittery was a farming community. The islands in the Piscataqua were the base for fishing operations. In the 1650s, shipyards on both sides of the Piscataqua were producing small boats and fishing "smacks." The Royal Navy sent ships to the Piscataqua for pine masts beginning in the 1650s and Portsmouth Harbor was the center of the British mast trade until it shifted to Falmouth ca. 1720 (Clark 1970:55; Bolster 2002:97).

Badger's Island was originally Wither's Island. Thomas Withers received a large grant of land from Fernando Gorges in 1643. When Withers died in 1685, his property was divided between his three daughters and sons in law – Thomas Rice, John Shapleigh and Benjamin Berry. The next settler upriver to the northwest was Robert Mendum. William Palmer owned land on the point where the railroad station was later (Stackpole 1903:87-88). The islands where PNSY is now were first occupied by John Puddington, fisherman (PNSY 1978:4).

1690-1720: Colonial Period, Downtown Portsmouth Develops, Kittery Waterfront, Woodman's Ferry

Portsmouth

When New Hampshire became a separate Royal Province from Massachusetts in 1679, the first "President" was John Cutt. The development of downtown Portsmouth began with the subdivision of land by the Cutt heirs beginning around 1690. Small house lots were laid out and a grid of streets created. Most of the present streets and lanes in Portsmouth were laid out around 1700, and have changed little since (Garvin 1972:5). **Daniel Street** dates from ca. 1700 when Bridget Graffort gave the town a strip of land for a highway from what is now Market Square to the river (Portsmouth Athenaeum vertical files). Daniel Street and Congress Street formed the principal east-west road. On the Richard Cutt land, Market Street and the waterfront nearby developed. Portsmouth's North End on the south shore of the North Mill Pond outlet began with Deer Street also laid out ca. 1700. South of Daniel Street, long parallel streets, State Street (formerly Buck Street) and Court Street (formerly Pitt Street) were laid out through the John Cutt land. Shorter cross streets ran between, and down to the north side of Puddle Dock. This area was rapidly settled over the next several decades and an early commercial core and mixed-use area developed on the waterfront of the Piscataqua and around Puddle Dock. In 1705 the Town laid out the Glebe land west of Pleasant, along (now) State and Court Streets into house lots to lease for ministerial support (Candee 1992:2).

Portsmouth was divided into two church parishes, North and South during this period. The new North Meetinghouse was built ca. 1712 (site of the present North Church) in the northeast corner of the Glebe Land in what would become **Market Square**. **Water/Marcy Street** was an important thoroughfare from 1727, when the Town granted permission for a "swing bridge" to be built over the mouth of the creek (Puddle Dock). Water and Pleasant Streets intersected at the South Mill Pond. A new South Meetinghouse was built in 1731 on Pickering's Neck between Puddle Dock and the South Mill Pond (Garvin 1972:5; Brewster 1869:332).

Crossings

The first **ferry service** between Portsmouth and Kittery began in 1692. The Portsmouth terminal was at the northern end of **Market Street**, near what was then the corner of Russell Street. The ferry was established by Kittery resident John Woodman, who had previously operated a ferry at Brave Boat Harbor to the northeast between Kittery and York. The Kittery ferry landing and Woodman's home were located in Kittery on "Wither's Point" at the end of what is now Rice Avenue (Stackpole 1903:86).

Kittery

The ferrying point, **Woodman's Ferry** (Rice Avenue), was a natural stopping point on the coastal route to Falmouth. In 1696, Kittery (including Eliot, Berwick, etc.), a town of 800-900 residents, had ten public houses (Clark 1970:74).

Kittery land grants from the 1690s were surveyed by Town Surveyor William Godsoe and his successors. These plans recorded by the Town Clerk provide a visual record of late seventeenth and early eighteenth century Kittery that is unique in Northern New England (Candee 1982). The focus of Kittery's settlement was at the head of **Spruce**

Creek (north of the Connections Study Area) on the north side of where I-95 now passes. Early saw and grist mills were located there, and the original meetinghouse. This was the intersection of roads from the ferry, to York, toward Berwick and to Kittery Point. There was also a meetinghouse on Kittery Point at the mouth of Spruce Creek and another to the northwest in what is now Eliot by the end of the eighteenth century.

The British government built ships for the Royal Navy in Kittery, beginning with the *HMS Falkland* (the first warship built in North America) in 1690. The Piscataqua was an excellent site for shipbuilding because of the proximity to raw materials (lumber) and the ocean. **Kittery Foreside** began to develop along the riverfront with homes of shipbuilders and mariners. Shipyards employed a variety of craftsmen. Coopering was also an important trade (Stackpole 1903:700; Clark 1970:55).

Downriver (east of the Connections Study Area), Portsmouth Harbor was the site of fortifications on either side of the river from the Colonial Period through WWII. Fort William and Mary (later Fort Constitution) was established at New Castle in the 1690s. On the northeast side of the river on **Kittery Point**, Fort William (later Fort McClary) was built ca. 1720. The U.S. government took over the forts following the Revolutionary War. They were garrisoned during times of war, but otherwise were manned by a single caretaker (Lawry et. al. 2004).

1720-1774: Colonial Period, Shipping and Shipbuilding

Portsmouth

Colonial Portsmouth grew and prospered as a center of the Royal government under an oligarchy of merchant families (Candee 1992:2). Their Anglican chapel built in 1732 was located on “Church Hill” (now site of St. John’s Church, Chapel Street) above Bow Street. In the 1750s, New Hampshire’s colonial statehouse was built near the town’s parade or training ground near the North Church in what would become Market Square. The somewhat irregular pattern of roads in and out of the growing town center was fully developed by this time, and grids of roughly parallel streets and cross streets laid out between them (Grant 1774).

The **Piscataqua River**, as a port for the West Indies and European trade, was the focus of Portsmouth’s development and economy. Ships brought fish, lumber, and staves to the British West Indies, and returned with molasses, sugar and rum. Fish and lumber were sent to England and salt, brandy and wine imported, along with ceramics and textiles. A coasting trade developed with Boston and the Southern colonies (Clark 1970:55). The waterfront of the Piscataqua developed with wharves along the riverbank northeast of **Market Street** (Fore Street) along Ceres Street and **Bow Street**. From the wharves, goods were hoisted into the warehouses and street-front shops above. The eighteenth century public market was located on Spring Hill near the junction of Bow and Market. Taking advantage of channel depths of up to 69’, a series of long, parallel wharves extended into the river at the ends of Daniel and State (Buck) Streets and east of Marcy (Water) Street where **Prescott Park** is now. Storehouses where bulk cargo was unloaded were built out on the long piers. The offices and counting rooms of Portsmouth merchants were often located on the wharves or nearby.

Nathaniel Meserve (1705-1758) had a shipyard on the southeast shore of Islington Creek (soon to be the North Mill Pond) north of **Maplewood Avenue** where **Vaughan Street** is

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now. The wharves associated with this yard were located near the mouth of the creek, toward Noble's Island. The Old North Cemetery on Maplewood was established in 1753. Next to the cemetery, off the northeast end of the pond (where the railroad station was later parallel to Deer St.) were long parallel ropewalks, which operated from prior to the Revolution through the War of 1812 (Grant 1774; Hales 1813).

The **North Mill Pond** was created in 1764 when a bridge and a dam for a tidal grist mill were built across Islington Creek at what is now Maplewood Avenue (originally Mill Street). This provided the first direct connection between Christian Shore and the developing commercial center. The mill-owner Peter Livius lived in the former Meserve house southeast of the bridge (not extant). The ropewalks defined the location of the original street to the bridge from the center of town which followed a crooked path on Bridge Street and Vaughan Street (Candee 1992:1; Hales 1813).

Traffic in and out of Portsmouth to points northwest crossed the "North Bridge." Beyond the bridge, Maplewood was not built until later and the initial road turned onto the upper end of **Dennett Street**, then south and west on Thornton Street (then called Woodbury Avenue) to modern Woodbury Avenue, which paralleled the southwest shore of the Piscataqua to Newington and via ferry to points inland (Grant 1774). The Dennett family was responsible for much of the early development of Christian Shore, with family members settling on the land around the original homestead.

The first road southwest out of the town center followed Middle Street and Middle Road. **Islington Street**, parallel to the south side of the North Mill Pond, ended at Bartlett (Creek) Street where there was small hamlet known as Islington. The sawmill at the southwest end of the pond continued to operate until the forest in the area was cleared (Foster 1876:69; Candee 1992:153). Bartlett (Creek) Street was the lower end of the road from Islington to points north (Woodbury Avenue) (Grant 1774).

Crossings

The Piscataqua ferry between Kittery and Portsmouth was operated in the eighteenth century by John More (Woodman's son-in-law) and then passed to the Rice family (Federal Writer's 1937:70-71).

Kittery

The earliest development in the Study Area in Kittery was concentrated near the main transportation routes. **Rice Avenue** (old Ferry Road) led to the ferry. Nearby at the foot of Rice Avenue near the old ferry landing were the Rice Tavern (demolished ca. 1940) (Historic Photo 35) and the Spinney House. The tavern kept by Samuel Rice, half owner of the ferry, provided accommodations for stagecoach and ferry travelers. Samuel Rice's house was at the top of Rice Avenue. An early (1779) chart of Piscataqua Harbor shows the location of roads and buildings on both sides of the river. Above the ferry, at the head of Rice Avenue, **Love Lane** was the route to the east, parallel to the shore. The road curved north on Wentworth Street and Rogers Road up the west side of Spruce Creek. Northwest from the ferry landing and Rice Avenue, the road to Eliot followed Government, Cook Street and a bit of Old Post Road and bent onto **Dennett Road**.

1774-ca. 1790: Revolutionary War and Early Federal Period, Shipbuilding and Privateering

Portsmouth

In December 1774, Portsmouth revolutionaries seized the King's ammunitions and gun powder from Fort William and Mary in New Castle, which were later used at the Battle of Bunker Hill. Governor John Wentworth of the loyalist Wentworth dynasty took his family to Boston and on to Nova Scotia to escape persecution. Later governor, John Langdon a Portsmouth merchant, was active in the Revolutionary War. He served as a member of the Continental Congress in 1775-76 and then served as a commander in the Continental forces. Langdon's influence brought Naval shipbuilding to Portsmouth Harbor, shaping the future of the region. During the war, shipping was disrupted, but the "privateering" (using armed vessels to plunder enemy ships) was sanctioned and several Portsmouth families made fortunes.

Crossings

Rice's Ferry was the means of crossing on the **Post Road** between Boston and Portland established in 1775 (Federal Writer's 1937:70-71).

Kittery

Maine was part of Massachusetts at this time. When the Continental Congress divided Massachusetts into three maritime districts in 1778, it became known as the District of Maine (Clark et. al. 1989:83-84). Shipbuilding was a major activity in Kittery during the Revolutionary period. The Continental Congress recognized the need for a naval fleet in 1776. Portsmouth merchant and shipbuilder John Langdon (1741-1819) offered his Kittery island (now **Badger's Island**) as a shipyard site. A total of seven ships were built under contract for the Continental Navy by local master shipbuilders/carpenters. The first vessel, the 32-gun frigate *Raleigh* was built between March and May of 1776 (Kittery Bicentennial Committee 1976:65PNSY 1978:6-7). The best-known of the ships was the *Ranger* built in 1777 and subsequently captained by John Paul Jones. The *America*, one of three 74-gun ships of line authorized by the Continental Congress, was constructed in Langdon's shipyard and launched in 1782. It was the largest warship built in North America at that time (Bolster 2002:93-94). One of the shipwrights was William Badger (1752-1830), who later had a shipyard on the island that bears his name and built over 100 vessels (Kittery Bicentennial Committee 1976: 8).

1790-1822: Shipping and Industry, Portsmouth Naval Shipyard, Downtown Portsmouth, Fires and Brick Act

Portsmouth

The Federal period was one of growth and prosperity in Portsmouth. Although it ceased to be the State capitol, Portsmouth was New Hampshire's only seaport. After the Revolutionary War, until the U.S. government was established, the British imposed restrictions on U.S. shipping. After 1789, Congress enacted protective laws and U.S. shipping trade with Europe and the West Indies expanded, protected by the Navy from the 1790s.

There was extensive new construction in Portsmouth during the late 1780s and 1790s. With increased development pressure, lot size decreased. The earliest houses were often replaced or new ones in-filled. Portsmouth's population grew rapidly between 1790 and 1810. Portsmouth's first paved street was **Market Street**, which was paved with flat stones in 1787. Buck (**State**) **Street** was one of the first with stone paved sidewalks. By the early 1800s, nearly all streets had sidewalks on one side of the street. Federal period residential construction took place on the western edge of town on Middle Street, western Court and State Streets and on Islington.

Shipping routes expanded in the 1790s and reached a peak in the early 1800s, before the Embargoes and War of 1812. In 1798, the Portsmouth Pier Company built a massive pier off the end of State Street, including a three-story building, over 300' long, containing fourteen stores. The New Hampshire Hotel stood nearby at the corner of State and Water (Marcy) Streets (DeChard 2000). Overland travel between the seacoast and inland towns was made possible by the "Piscataqua Bridge" between Newington and Durham built in 1795 on the First New Hampshire Turnpike from Portsmouth to Concord. The Portsmouth end of the turnpike followed **Maplewood Avenue** (North Road), which was built from Christian Shore to Woodbury Avenue.

Christian Shore developed on house-lots advertised for their proximity to the highway: "The largest part of the country produce passes by these lots into town and there are several good stands for stores" (Candee 1992:30). A new brick schoolhouse was built to serve the area ca. 1800. It is extant, a residence, on Prospect (originally called North School) Street. On Maplewood, lawyer Edward Cutts, son of a prosperous merchant, built the **Cutts Mansion** (ca. 1805) overlooking the town (Mausolf 1998; Gurney 1902:54). Capt. John Bowles, who owned the gristmill and a wharf on the North Mill Pond built 259 Maplewood ca. 1806 (Candee 1992:30). Bowles also had a windmill for grist milling on the knoll where the Sheraton Hotel is now (Candee 1992:30). Plummer Dennett, carpenter and joiner, built his own house on Maplewood Avenue and one next door for George Dennett (347 and 357 Maplewood) (Howells 1937:171). On the downtown side of the North Mill Pond Bridge, house lots were subdivided out of the Boyd-Raynes estate (Candee 1992:112) on either side of **Maplewood Avenue** (Elm Street).

Christian Shore was the location of small-scale waterfront industries, beginning with shipbuilding. The outlying location, at the edge of the agricultural area beyond, was a prime site for the marginal activities of slaughterhouse and tannery which the Jackson family established near their home on **Northwest Street**. There were also a tannery and a slaughterhouse on Dearborn Street during this period. The water in the tidal creek and the clay on the shore later offered potential for brick-making and pottery. A ropewalk was located off of **Maplewood Avenue** parallel to the southeast shore of the pond next to the North burying ground where the railroad station was later.

After 1799, the commercial center shifted from the waterfront to **Market Square** when a new brick public market was built there (site of Bank of America). Downtown Portsmouth's architecture was shaped by three major fires in the early 1800s. The first in 1802 destroyed Market Street from the Square to beyond Bow Street, the upper end of Ceres Street, Penhallow Street and the end of Daniel. In 1803, the corner of Bow and Chapel burned, including the Episcopal Church there (Hales 1813). New commercial blocks were erected, four stories of brick construction.

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HISTORIC BACKGROUND

Most of the area beyond the North Mill Pond, where the **Creek Neighborhood** would develop, was farmland through most of the nineteenth century. The first subdivision in the vicinity was laid out south of **Dennett Street** in 1812 by joiner John Miller, who intended to build a bridge across the pond. He built his own house on Burkitt Street, but died in 1813, after which there was no further development until later (Candee 1992:30, 154).

Portsmouth's maritime trade suffered during the War of 1812. However, a number of Portsmouth merchants turned to privateering and were successful preying on English ships trading with Canada and the West Indies. Shipping revived with peace in 1815, but never returned to the high of the early Federal period. Coastal trade became increasingly important.

Meanwhile, the massive fire of December 22, 1813 destroyed the waterfront, everything along both sides of Buck/**State Street**, the south side of **Daniel Street**, and north of Daniel beyond Bow Street (Hales 1813). These properties were replaced by new mostly brick buildings during the 1810s-20s. Every building over 12' high was required to be of brick by Portsmouth's Brick Act of 1814. Permission to build in wood was granted in some cases for utilitarian buildings and for the pier warehouses. The law remained in effect until ca. 1825. State Street was widened and straightened before rebuilding began in 1814.

Crossings

Rice's Ferry and private boats continued to be the transportation between Portsmouth and Kittery until the 1822-23 bridge was built. Overland transportation improved during this period however, with the construction of turnpikes and other roads. A Portland to Portsmouth stagecoach was operated from 1787 (Federal Writer's 1937:70-71).

Kittery

Following the Revolution, William Badger (1752-1830) of Newfields (then South Newmarket) continued to work as a Master Carpenter in Kittery and also in his own shipyard at home. In 1797, he moved to Kittery and married his second wife Elizabeth Rice (daughter of Samuel Rice) through whom he became owner of three acres on what has since been known as **Badger's Island**. Badger's shipyard built an average of over two ships a year, for the Navy, merchant vessels and privateers, and also did repairs. Over his lifetime, William Badger was said to have built over one hundred vessels. He was part owner of some of them. His brother Robert and nephew Samuel Badger (who later had a shipyard on Kittery Foreside) worked with him (Portsmouth Athenaeum, Badger Papers). The shipyard was located on the west end of the island (Walling 1850).

The most important event in Kittery's history and one of Portsmouth's as well, was the selection of Portsmouth Harbor as the site for the Portsmouth Navy Yard (**Portsmouth Naval Shipyard**). The U.S. Navy Department was established in 1798. The following year, Portsmouth Harbor was recommended as a site for a government-owned and operated shipyard. A large site with deep-water access was needed for building the large types of new warships. The Piscataqua offered a swift current, ice-free harbor, upriver islands, fortification and raw materials (lumber), plus there was skilled labor available because of on-going shipbuilding in the vicinity (Whittaker 1993:7).

In June of 1800, the federal government purchased Fernald's or Dennett's Island and established the first U.S. Naval Shipyard. Although located in Kittery it was known as the Portsmouth Navy Yard (now **Portsmouth Naval Shipyard**) because the nearest post and customs office was in Portsmouth (Wilson 2000). The yard was manned in 1806, and the first commander arrived in 1813. The oldest building now on the site, "Quarters A" the residence of the commanding officer, was built in 1812 by a local joiner John Locke (Whittaker 1993:13). The Portsmouth Naval Shipyard built sailing men-of-war. The first ship was launched in 1815. Marines were stationed at the yard and served as its guards throughout its history (until 1981).

The majority of shipyard workers were civilians who resided in the adjacent communities of Kittery and Portsmouth. As a construction and repair yard, the facility drew upon a large pool of skilled maritime workers in the area. In the early decades, these included ship carpenters, joiners, sail-makers, blacksmiths, caulkers, and spar-makers. The number of civilian shipyard workers employed at the naval yard parallels the rate of development of **Kittery Foreside**.

In 1820, Maine separated from Massachusetts and became the twenty-third state in the union, after a movement for statehood that had lasted nearly forty years.

1823-1842: Portsmouth-Kittery Bridge, Clipper Ships, Shipyard

Crossings

The **Portsmouth-Kittery Bridge** built in 1822-23 was financed by a private toll company. The wooden pile structure crossed from the north end of Market Street in downtown Portsmouth (near Rindge's wharf), to **Noble's Island** (500') and then 1,650' across the river to Kittery along a similar alignment to the Sarah Mildred Long Bridge (Historic Photos 1, 3, 21, 23, 25, 27-30). The bridge consisted of trussed spans, with low, narrow openings for small boats and gundalows and a 50' wide draw span near the Kittery end. Known as the Portsmouth Bridge, or the Portsmouth-Kittery Bridge, it carried through-traffic on the Boston to Portland Post Road and local vehicle and foot traffic between Portsmouth, Kittery and the Navy Yard. The south-north coastal route was shortened with the ca. 1826 opening of Lafayette Road, a new straighter route south of Portsmouth.

Portsmouth

The construction in 1822-23 of a bridge across the Piscataqua had a major impact on travel in the region. The bridge affected traffic through downtown Portsmouth as Market Street became a through-road. **Noble's Island** became a hub of industrial and transportation activity on. **Maplewood Avenue** (North Road) remained the main route northwest out of downtown through Newington on the First New Hampshire Turnpike.

In 1833, when Portsmouth established a City Farm, it acquired 165 acres north of **Dennett Street**, through which the US Route 1 Bypass now passes. The almshouse and farm complex were built in 1834 (north of Route 1 Bypass) on the south side of **Myrtle Street** (Candee 1992:155). Myrtle was laid out at that time between Dennett Street and Woodbury Avenue (then Creek) and a cluster of houses developed along the southeast end of the street by 1850 at the edge of Christian Shore (Walling 1850).

The **Christian Shore** tannery (formerly Jackson) was owned by A. Dearborn and from the 1830s by Moses H. Goodrich. The Dodge family had a pottery off of Dearborn Street. A brickyard was established in 1839 off **Northwest Street** on land purchased from the Jackson family (Candee 1992:31). On the downtown side of the pond (now **Vaughan Street**) was the large Raynes Shipyard, where seventy ships were built between in the 1830s-40s (Candee 1992:31; Howells 1937:140). Many ship carpenters and others lived in the North End and Christian Shore areas.

Kittery

The 1822-23 **Portsmouth-Kittery Bridge** crossed into Kittery west of developing Kittery foreshore. Rice's ferry ceased to operate when the bridge was built and Alexander Rice of Kittery was compensated by the bridge proprietors (Garvin 1999:2; Openo 1988:101). The Rice family continued to keep a tavern. There was one other house near the old ferry landing at this time owned by Spinney (Walling 1850). **Bridge Street** was built from Government Street to the bridge. **Old Post Road** was built as part of a straighter road north toward York, bypassing sections of the earlier more winding roads. The original Post Road in Maine started at the end of the Portsmouth-Kittery Bridge where at one time there was a "spring-fed, horse watering fountain" (Kittery Bicentennial Committee 1976:17). Living near the bridge was Benjamin Remick (d. 1839) a shipbuilder and Naval "constructor" whose son Rufus Remick followed in his footsteps (Stackpole 1903:686).

The first bridge between the mainland and the **Portsmouth Naval Shipyard** was built in 1825. There were also two boat landings. Over the course of the century, and throughout the entire history of the yard, the numbers employed at the shipyard fluctuated in accordance with armed hostilities. Between fifty and one hundred men were employed during the first decades (Winslow 2000:247). The Marines built a large brick barracks for themselves in 1828. A second ship house erected in the 1820s doubled the yard's capacity. It was augmented by naval shops, timber sheds, and blacksmith's shop. In the 1830s, a third ship house, a mast house and a sail loft were built and the timber dock enclosed (Winslow 2000: 8-11). "Officers' Row" next to the Commander's House, included a Captain's House, and residences for the second-in-command, the paymaster and the surgeon. There were no other domestic buildings on the base according to historic maps (Whittaker 1993:22; Chace 1857).

Badger's Shipyard on **Badger's Island** was sold after his death in 1830. The large operation was continued by Fernald and Pettigrew. Samuel Badger then had a shipyard on **Kittery Foreside** just west of the Navy Yard bridge (Walling 1850).

1842-1865: Railroad Era, Steam Factories, Navy Yard, Civil War

Portsmouth

In 1841-42, the **Eastern Railroad** was built through Portsmouth. The railroad paralleled the southeast shore of the North Mill Pond and the depots were located on Deer Street near Bridge Street (where Maplewood Avenue is now). The Railroad purchased the **Portsmouth-Kittery Bridge** from its proprietors and added another span for the railroad tracks immediately parallel to the original structure, which was maintained for pedestrian and carriage traffic, still a toll bridge (Bridge Commissioners 1906: 39-42). The Eastern

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connected to the **Portland, Saco and Portsmouth Railroad**, which also opened in 1842, passing through Kittery, Eliot and South Berwick.

Portsmouth became a railroad junction. The Portsmouth and Concord Railroad (originally the Portsmouth, Newmarket and Concord RR) was incorporated in 1845 and built in 1847-1852. In 1855, it was reincorporated as the **Concord & Portsmouth Railroad**. From 1858, it was leased to the Concord Railroad and became its Concord-Portsmouth Branch (Wallace and Mausolf 2001:54, 116, 128). Later, the Concord Railroad united with the Boston, Concord and Montreal Railroad, becoming the Concord & Montreal. The Concord & Portsmouth connected Manchester and Portsmouth.

Along the railroad and the shore of the **North Mill Pond**, steam-powered factories were established beginning in the 1840s. Worker housing, including speculative tenements, was built on side streets off of **Islington Street**. Portsmouth's population boomed in the 1840s, growing by over 1,800 people in one decade. Scottish and English immigrants came during this period. Portsmouth became New Hampshire's first city in 1848. But growth was short-lived as the population soon exceeded the demand for workers in the 1850s. Industries of this period focused on textiles. Factories included the Portsmouth Steam Factory, a large cotton textile mill built on **Hanover Street** in 1845-46, where 150 men and 230 women were employed in 1850. The Sagamore Mill on McDonough Street was a smaller factory built by local investors in 1846. Originally a spinning mill, the factory employed twenty-five men and fifty women in 1850. Looms were added in the 1850s (Bureau of the Census 1850b; Candee 1992). Both textile companies were reorganized by Boston investors in the 1860s.

Portsmouth also became a leading center for machine production of hosiery. By 1850 over 100 knitting machines (known as hand frames) were operating there (Candee 2002:85). Immigrant English framework knitters and native mechanics worked together to adapt knitting machines to be run by water and steam power. At the west end of the pond (later site of Eldredge Brewery) the Portsmouth Hosiery Factory operated in the 1840s into the 1850s employing as many as a hundred men in the mill, more working at home, plus 175-200 females in the region doing finishing out-work. The western end of the **Creek Neighborhood** developed near the stocking factory (Candee 2002:96; Bureau of the Census 1850b). Later the Creek was home to employees of the Jones and Eldredge breweries established in the 1860s.

Waterfront industries continued on the **North Mill Pond** shores. Raynes' shipyard (east of Maplewood in the **Vaughan Street** area) was the largest shipyard in the area, employing 180 men building five large ships a year at its height. Shipyard work involved woodworking, iron and copper work, rigging and finish work (Bureau of the Census 1850a; City directory 1851; Candee 1992:31). Another large shipbuilding operation, the Tobey and Littlefield yard was established on **Noble's Island** in 1853.

Traffic in and out of Portsmouth along **Maplewood Avenue** (North Road) decreased for a time after 1855, when the 1794 Piscataqua Bridge between Newington and Durham collapsed and was not rebuilt. Traffic to Concord was rerouted around the south side of Great Bay for twenty years (Garvin 1999:3).

Downtown Portsmouth received many new buildings in the 1850s-60s as the City leaders attempted to modernize the old community. A new North Church was built, City Hall (not extant) created, new banks and a U.S. Customs House built around Market Square,

and a High School on the corner of Daniel and Chapel. The Union Cemetery adjacent to the North Cemetery was officially established in 1847 and used for burials throughout the second half of the nineteenth century.

Crossings

The Portland, Saco and Portsmouth Railroad from Noble's Island crossed to Kittery on the **Portsmouth-Kittery Bridge** which was expanded for that purpose ca. 1842. Taken over by the **Eastern Railroad**, the Portland, Saco and Portsmouth later became part of the Eastern Division of the Boston and Maine. The railroad was the principal means of commuting from downtown Portsmouth to the Navy Yard. However, travel over the bridge required a distance of over two miles between Market Square and the yard, more than twice the distance across the river.

Kittery

At the north end of the **Portsmouth-Kittery Bridge** (near the end of the present Sarah Mildred Long Bridge) was the Kittery railroad station. With the arrival of the railroad this vicinity developed into a small village known as **Kittery Depot**. The Portland, Saco and Portsmouth (later the Eastern) Railroad tracks turned northwest in Kittery, passing through Eliot and towards the Berwicks (Cummings 1964:33; Kittery Bicentennial Committee 1976:45).

Kittery Foreside contained about forty buildings, mostly residences and a few stores by 1850. The church and schoolhouse were located at the western edge of the village (Walling 1850). During the clipper ship era of the 1840s-50s, Fernald and Pettigrew's shipyard on **Badger's Island** was a large operation, employing 160 men, building four large ships a year. At the **Portsmouth Naval Shipyard**, wartime demands and the needs of specific construction projects caused the average numbers of civilian shipyard workers employed to fluctuate widely over the years. In the 1830s-40s, the number of mechanics and laborers employed ranged from 40 to over 180. PNSY expanded as steam powered vessels were developed. A massive floating dry-dock was built in 1852. The yard expanded steadily to over 500 workers. By 1861 just before the Civil War shipyard employment totaled 589. During the war that number more than doubled to 1,861 in 1865. A total of twenty-six vessels were built in the Kittery yard. Eighteen of these were steam sloops and two were ironclads. In 1862, the government purchased Seavey's Island from multiple property owners (Bolster 2002:99; PNSY 1978:27). The local artillery company built (1858) and briefly used the Armory on Old Armory Way (Echo Street) at the east edge of the Study Area (demolished mid-twentieth century) (Kittery Bicentennial Committee 1976:33-34; Sanborn 1905, 1947).

1865-ca. 1890: Post Civil War, Portsmouth Breweries, Creek Neighborhood, Kittery Foreside Expands

Portsmouth

Portsmouth's two cotton factories, on the southeast shore of the North Mill Pond, were reorganized by Boston investors in the 1860s, but neither was ultimately successful. The Sagamore Mill was doubled in capacity in 1863, but closed ca. 1870, the property becoming Came Brothers carriage factory. The Portsmouth Steam Factory, renamed

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Kearsarge Mills, was never successful and was damaged by a fire in 1880. The Portsmouth Machine Company then operated on the site until ca. 1904.

Meanwhile the brewery business expanded. The Frank Jones Brewery was enlarged in the 1870s and 80s along the south side of Islington Street, opposite the end of Bartlett (Creek) Street. It became the largest brewer of ales in the country. The smaller Eldredge Brewery was located on the former site of the Portsmouth Stocking Factory off of Bartlett (Creek). After a period of decline, Portsmouth's population began to increase again in the 1870s, and grew slowly through the last decades of the nineteenth century. Immigrants continued to arrive from Ireland, England and elsewhere. Many came to work in the breweries.

In 1875, the Portsmouth City Council subdivided the former fields of the City Farm into urban blocks, laying out a grid of streets that became the **Creek Neighborhood**. This area was bounded on the southeast by what is now Thornton Street (originally Woodbury) and southwest by Woodbury Avenue (formerly Creek Street), and extended northeast to Burkitt Street. The City Farm complex was left on a small remaining tract. Dennett Street was the northwestern edge of the area that developed, but the original subdivision included two more streets parallel to and north of Dennett (then called Thornton and Sullivan Streets), now in the vicinity of the Bypass (Hurd 1892). Development of this land did not proceed as quickly as planned. In 1890, when the City filed a second subdivision plan, the same as the first, no houses had been built.

In the late nineteenth century, the outskirts of town beyond Christian Shore and the Creek were the location of farms and large estates, including Frank Jones' Maplewood Farm on **Woodbury Avenue**, opposite the end of **Maplewood**, and the Cutts Mansion which was the home of the Emery family, prominent lawyers (Mausolf 1998).

In 1874, a new bridge between Newington and Dover Point was built to carry road traffic and the new **Portsmouth and Dover Railroad**, another Frank Jones project (Garvin 1999:3). The Portsmouth and Dover ran northwest from Noble's Island, on a trestle across the Piscataqua-North Mill Pond confluence (east of where Market Street Extension is now), passing the end of Northwest Street, to Freeman's Point, and along the Piscataqua through Newington. The Portsmouth and Dover was about eleven miles long, connecting the two major cities and the Eastern and Western Divisions of the Boston & Maine. The route was purchased by the Boston & Maine ca. 1900 and became its Dover Branch.

The Eastern Railroad and the Portland, Saco and Portsmouth became part of the **B & M Eastern Division** in 1884. The B & M leased the Concord & Montreal Railroad, including the Concord & Portsmouth from 1895 (Mausolf 2002; Lindsell 2000:127). The Concord and Portsmouth passenger station was located near the corner of Bridge and Deer Streets. The large Eastern/Boston and Maine station was located along Deer Street about where Maplewood Avenue now crosses and at the end of the Sheraton parking lot.

After the Civil War, when steam powered vessels came into common use, Portsmouth's shipbuilding economy (outside PNSY) rapidly declined (Brighton 1979:149). In the late nineteenth century, the former Raynes shipyard site between Maplewood Avenue and Market Street became the location of lumberyards and warehouses adjacent to the railroad tracks. The waterfront was no longer the focus of economic activity, though the wharfs remained in use into the twentieth century. Heavy goods were still transported by

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boat as well as rail. Coal became a major waterfront commodity, needed as fuel for the steam-powered factories and the railroads. The Boston and Maine coal pocket, later the Portsmouth Coal Pocket owned by A.W. Walker was located on Market Street. C.E. and J.A. Walker, who became the sole owners of the Portsmouth Pier, had a massive coal business on Pier 3 (now northern edge of Prescott Park). For many years, the former Central Wharf (Pier 1, now site of Memorial Bridge) and adjacent property along the shore at Daniel Street were occupied by the lumberyard of Samuel Adams and then J.H. Broughton. Just downstream, the Sheafe Wharf, now in Prescott Park, was the site of Philbrick's stone works (Sanborn 1898; Hurd 1892). Other deep-water wharves along Water (Marcy) Street, no longer used for shipping, became the center of commercial fishing activity. The small inlet of Puddle Dock was a dumping site for ashes and debris until it was filled-in by the City at the end of the nineteenth century (Garvin and Grigg 1995:1, 16).

Kittery

After the Civil War, new construction at **PNSY** virtually ceased for a time, though repair work and conversions continued. As ship technologies changed from sail to steam, so did skills needed for the construction and repair of the naval fleet. In 1868, the work day was shortened to eight hours for all mechanics, workmen and laborers employed on behalf of the U.S. government. Employment numbers fluctuated between 600 and 800 in the early 1870s, and then declined to a low of below 100 at the end of the decade (PNSY 1978:27, 76).

During the mid-nineteenth century, the downtown expanded to the west along Government Street toward the bridge. A new schoolhouse, the Wentworth School was built in 1868 on **Government Street** (Historic Photo 42). In that same year the Methodist Episcopal Church was built nearby (now St. Mark's) (Historic Photos 39-40). Residential streets were laid out from Government down to the water. Cutts coal wharf was at the end of Commercial Street (Sanford & Everts 1872). The two-story, wood-frame Old Armory (not extant) was refurbished by the Town of Kittery in 1874 as a high school and was used as such for about thirty years.

In the 1870s **Kittery Depot**, centered on Bridge Street, Cook Street, and the Old Boston Post Road contained over twenty buildings (many are now gone). They included about fifteen houses, the railroad depot, one or two blacksmith shops, the Railroad Hall, a carriage shop, a store and post office, and School House No. 7 (Mark Dennett School) on Dennett Street (Sanford and Everts 1872) (Historic Photo 20).

Kittery Point developed as a summer resort during the nineteenth century. There were several summer hotels and many private summer homes. Visitors and summer residents traveled primarily from points south, crossing the **Portsmouth-Kittery Bridge** on the railroad or by carriage.

In 1888 the **York Harbor and Beach Railroad** (YH&B) was built from the **Kittery Depot** to York Beach. The railroad had three stops in Kittery including the Navy Yard and Kittery Point. The Boston and Maine operated the railroad and owned the trains, while the YH&B owned the tracks and buildings. The railroad went east from Kittery Depot (later known as Kittery Junction) through the town center of Kittery, and through Kittery Point into York, roughly parallel to the west side of State Route 103. The Navy Yard station was near the intersection of Wentworth and Whipple Streets.

1890-1920: Navy Yard Expansion, Portsmouth Waterfront Decline, Streetcar Era, WWI

Portsmouth

Market Square remained the center of the downtown. New business blocks were built on the site of earlier buildings, particularly along Congress Street. Residential neighborhoods expanded on the west edge of town. During the late nineteenth century, the waterfront area of the city contained primarily working class housing, multi-family tenements and boardinghouses. **Marcy (Water) Street** and the adjacent ends of Daniel and State Streets fell within Portsmouth's renowned "red light district." The gas works on **Bow Street** became the Portsmouth Gas and Electric Light Works in the 1890s (Hurd 1892) and in 1901-02 an electric power plant was built on the riverfront north of **Daniel Street** (now Harbour Place). The Rockingham Light and Power Company and later Public Service Company operated the power plant through most of the twentieth century.

Around the turn-of-the-century, Portsmouth's population grew steadily from 9,827 in 1890, to 10,637 in 1900 and 11,269 in 1910. This was the height of industrial activity along Islington Street; the shoe and button factories and the breweries were the major employers from 1880 until Prohibition brought an end to the latter in 1919-20. Portsmouth's population increased overall in the decades between 1900 and 1920.

The **Creek Neighborhood**, within easy walking distance of the factories on the opposite side of the Pond, developed rapidly from the 1890s. The Frank Jones Brewery on Islington Street continued to expand in the late nineteenth century, brewing an annual total of 250,000 barrels in 1896. The Eldredge Brewery on Bartlett Street produced about one-fifth that amount (Hurd 1892; Bureau of the Census 1900). The Portsmouth Shoe Factory (financed by Frank Jones) was built on Islington Street in 1886, and ten years later employed 1,200 workers. In 1891, Jones' son-in-law Charles Sinclair opened the Morley Button Factory farther out of town on Islington, employing 125 operatives (Candee 1992:153).

Portsmouth was one of the last cities in the state to have street railway service. The **Portsmouth Electric Railway** was built between 1898-1901, part of the Portsmouth and Dover Branch of the Boston and Maine Railroad (Cummings 1952:1). It provided local service in Portsmouth and ran through New Castle to Rye. Market Square was the center of the railway system. Connections could be made with the B & M Railroad station on Deer Street. The power plant was on **Noble's Island** where there were two steam engine powered generators (Cummings 1952:3, 10). The car-house was located off Bartlett Street on the south side of the North Mill Pond, near the B&M coal sheds. The Christian Shore loop ran down Market Street, along Deer and Vaughan Streets, over the North Mill Pond Bridge on Maplewood and out Dennett Street. The streetcar turned on Bartlett Street and returned to Market Square via Islington and Congress Streets. The Middle Street line went out Middle to South Street and Lafayette Road (Cummings 1952:3).

In the 1910s, the City of Portsmouth's population boomed to over 13,500, as shipbuilding was revived at PNSY and private shipyards in preparation for WWI (Candee 1991:2). In 1918, the Shattuck Shipyard was established on the Piscataqua in Newington for the construction of thirty wooden freighters for the War effort. More than 8,000 men were employed for a time (Bolster 2002:99). On **Freeman's Point** at the north edge of Portsmouth (south of the I-95 High Level Bridge) the Atlantic Corporation acquired the

former paper mill and built nine steel “merchantmen” transport ships for the U.S. Shipping Board (Lawry et. al. 2004:85-86). To the north (far side of I-95 Bridge) is the **Atlantic Heights** housing development built for the shipyard.

Kittery

After the 1886 “Endicott Report” pointed out the poor state of the nation’s fortifications and defenses, Portsmouth Harbor forts were updated. At the very tip of Kittery Point on Gerrish Island, Fort Foster was built in the 1890s (Kittery Bicentennial Committee 1976:48). From 1898 to 1908 was a period of expansion for the **Portsmouth Naval Shipyard**. During the 1898 Spanish-American War, more than a thousand prisoners of war were held in a camp on Seavey’s Island. PNSY employment numbers increased to around 500 at the turn of the twentieth century.

In 1901 the YH&B Railroad built a branch onto the Portsmouth Naval Shipyard, curving around the east edge of the downtown and crossing over a new bridge built for the purpose beside the main bridge. This was a busy period for the railroad and in 1907-08 the B&M laid double tracks from Kittery Depot north through Eliot and South Berwick (Cummings 1964:33; Kittery Bicentennial Committee 1976:45). A Post Office was located in a house at the end of Bridge Street near the bridge (Sanborn 1909).

The electric railway played a key role in the early twentieth-century history of southern Maine. In 1897, an electric railway opened in Kittery, with ferry service over from Portsmouth. The **Portsmouth, Kittery and York Street Railway** carried passengers (and U.S. mail) between Portsmouth and York Beach, a popular seaside resort, servicing Kittery Point and York Harbor in between. The powerhouse and car barn were on Kittery Point. A steam ferry made half-hourly trips between Ceres Street in Portsmouth and **Badger’s Island**. The Badger’s Island depot stood above the ferry landing, with covered walkway and open lane for teams sloping down to the ferry slip. The depot contained a waiting room and refreshment stand. From the island, the streetcars crossed a trestle bridge over the Back Channel to the Kittery mainland. The trestle was a 600' pile bridge, 24' wide with lanes for trolleys and teams (Cummings 1964: 3, 9). It was slightly west of the existing Badger’s Island Bridge (Historic Photos 58-63). The streetcar tracks ran up **Newmarch Street to Government Street**, which was the first stop. The route toward York turned east (right) on Government Street toward the downtown, stopping at Hunter Avenue, Commercial Street, Pleasant, Otis Ave. and Jones Ave., the Foreside and the Navy Yard entrance. From Kittery downtown, the streetcar went northeast toward Kittery Point via Whipple and Pepperell Roads (Route 103).

A street railway running in the other direction (northwest) between **Kittery and Eliot** was established in 1897 and opened in 1902, beginning at the junction of the Portsmouth, Kittery & York at the head of Newmarch Street. The trolleys went west on Government Street, past the Kittery Depot and over Spinney Creek into Eliot. The streetcar crossed the railroad tracks on Government Street and the Route 103 Bridge between Kittery and Eliot Neck; both bridges were reinforced for that purpose (Cummings 1964:3). In 1901 the Portsmouth Kittery & York and the Kittery & Eliot lines were absorbed along with others in the **Portsmouth, Dover and York Street Railway**, which became the western division of the Atlantic Shore Line system in 1906. The routes connected Portsmouth and Kittery, York, Eliot, South Berwick and Dover.

Downtown Kittery (east of the Study Area) included grocery and dry goods stores, a cobbler and a barber, a hotel (next to the Navy Yard entrance), and public hall (Sanborn 1904). In the early 1900s, the **Portsmouth Naval Shipyard** continued to expand. A new 750' dry dock was built in 1900-1905. Henderson's Point, a rocky spur which projected into the channel from the southeast corner of Seavey's Island was demolished in 1905 with a massive explosion, following several years of excavation and construction of a huge cofferdam (Lawry et. al. 2004:69). In 1908, a Navy prison was built on Seavey's Island for court martialled sailors, under Marine guards. The regional Navy hospital was located at PNSY from 1914. During this period, most work at the yard involved re-fitting older battleships. In 1914-1917, PNSY built the first submarine at a U.S. Naval shipyard. This was the only U.S. sub to see action during the First World War. During WWI, civilian employment grew from below 2,000 to a peak of over 5,000 people late in 1918. Many women worked in the yard including civilians and Navy yeowomen. The Apprentice School was established in 1919. Over fifty new buildings were erected on the yard in 1917-1919 (PNSY 1978:48).

Crossings

The **Navy Yard Ferry** operated throughout this period from the end of Daniel Street. The **Portsmouth, Dover and York Street Railway** ferry provided an alternate crossing for wagon traffic. The street railway ferry was a secondhand steam side wheeler, renamed the *New March*. A second smaller steamer the *Mystic* was also used. The *New March* burned in 1900 and a new double end side-wheeler the *Kittery* was built in Kennebunkport (Cummings 1964:15). The PD & Y was heavily used and profitable during the summer months, but not enough so to offset the off-season when ridership was cut by 75 percent. The larger ferry boat was taken out of service in 1916, and after that the smaller *Alice Howard* became the regular ferry (Cummings 1964:15).

As the automobile was introduced at the turn-of-the-century, the old **Portsmouth-Kittery Bridge** was still the primary means of crossing the Piscataqua. At the same time, toll bridges were generally unpopular with the residents who had to pay to use them, and "Free the Bridge" movements were common. In Portsmouth, *Herald* publisher Fernando W. Hartford led the effort in the 1890s and early 1900s. The B&M Railroad, however, was not willing to relinquish the toll bridge without being compensated for its charter rights which granted the exclusive privilege to build and maintain the only bridge across the Piscataqua in the stretch between Rindge's wharf (off Market Street, north of Green) and the Newington town line (Interstate Bridge Commission 10/10/1917). Portsmouth did not want to upset the Railroad for fear it would terminate its service through the city. One Sunday in the summer of 1910, 400 automobiles crossed the old bridge between Portsmouth and Kittery (Brighton clippings binder 3:12). In 1911 both Maine and New Hampshire passed legislation authorizing a new bridge, but construction of what was to become **Memorial Bridge** remained a decade away.

1917-1924: Memorial Bridge Construction

Crossings

In 1917, the two states appointed a six member Interstate Bridge Commission charged with making a report two years later (*Herald* 4/6/1917). Two potential sites were considered for **Memorial Bridge**. One was 1,000' upstream from the old bridge and

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would require purchasing the B&M bridge rights. This site (near where the I-95 Bridge was later built) was a narrower crossing requiring a much shorter bridge, but had the disadvantage of being further from the Navy Yard. The second alternative crossed from downtown Portsmouth to Badger's Island and then to the mainland midway between Kittery's town center and the railroad depot (Interstate Bridge Commission 10/26/1917). The Commissioners chose the latter site and during 1919 attempted to gain federal funding for the project due to its importance to the Navy. Maine, New Hampshire and the federal government each appropriated \$500,000 for the project, although the total \$1,500,000 was only half of the estimated costs for the bridge (Joint Bridge Commission 1919).

The site for **Memorial Bridge** was approved in May 1920: "From the foot of Daniel and State Street, that is the old Broughton wharves now owned by C. E. Walker Co., across to the end of Badger's Island and then probably swinging easterly to the mainland at Kittery coming out as near the Navy Yard bridge as is possible" (*Herald* 5/3/1920). The final bridge design was a 300' vertical lift span with two fixed spans, a 28' clear roadway and a sidewalk 6' wide (Norris 1920). Construction of the bridge and the approach spans in Portsmouth and Kittery took place in 1921-22. The American Bridge Company built all three spans of the main bridge upstream, and then floated them into place at the piers. The erection site was near the old ferry site at the Concord (B & M) Wharf at the north end of Market Street in Portsmouth. The prefabricated bridge parts, including the three truss spans, were delivered to the site by rail.

The approaches were built at either end of the bridge during 1921-23. Memorial Bridge, including the Portsmouth approach, was officially opened on August 17, 1923 by a host of dignitaries including the Governors of New Hampshire and Maine, members of the Bridge Commission and representatives of the US Navy.

Portsmouth

The City of Portsmouth was responsible for the **New Hampshire approach** to the new bridge. In 1921, Portsmouth's City Engineer W.A. McFarland (in coordination with the Committee on City Lands and Buildings) made plans for the approach (*Herald* 9/2/1921). The City Council approved a bond-issue for the purchase of land for a two-street approach at the ends of Daniel and State Streets (*Herald* 12/28/1921). The block between Mulberry Street and the water was acquired and buildings demolished. The contractor, L. H. Shattuck Construction Company was at work early in 1922.

The Portsmouth City Council, meeting on December 29, 1922 with various veterans' groups, could come to no decision as to which veterans should be included in a planned monument at the approach. It was decided that the triangular space within the approach would be known as "**Memorial Park**" a memorial to all war veterans, and the new streets on and off the end of the bridge would be named Scott and Dutton avenues for soldiers killed in action in the recent war. The connecting street between Daniel and State was named similarly, Wright Avenue (*Herald* 12/30/1922).

Kittery

Construction of the **Memorial Bridge approaches** in Kittery was concurrent with that of the bridge. In September 1921, the Maine Highway Department completed the design for the approach spans between the north abutment of Memorial Bridge and Badger's Island.

Holbrook, Cabot & Rollins, contractor for the substructure of Memorial Bridge, was the contractor for the substructure of the Maine approach (*Herald* 9/30/1921). Construction of the stone piers was done late in 1921 and the superstructure was completed during 1922.

Plans for the **Badger's Island Bridge** between the island and mainland lagged behind other parts of the project in 1921. There was disagreement between the U.S. Navy and the Maine Highway Commission about the best route for the access road. The Navy wanted the crossing to be located as near as possible to the entrance of the Navy Yard—a southeast approach. The State of Maine was concerned about the extent of property acquisition and projected traffic issues at Government Street and the entrance to the Yard. The Highway Commission was successful in promoting a more westerly approach so that traffic would come off of Badger's Island at Newmarch Street. From Newmarch, a new highway would connect to the existing State Road (**Old Post Road**) to the north at the corner of Rogers Road (*Herald* 1/5 and 1/10/1921).

In 1922, plans for the Maine approach to the bridge were completed by Walter H. Norris, bridge engineer for the Maine Central Railroad, who served as engineer for the State of Maine. F. W. Carleton of Bath, Maine was awarded the \$54,000 contract for the **Badger's Island Bridge**, a 544' long pile bridge with concrete or asphalt deck (*Herald* 7/19/1922). Across the island, 460' of highway was built. It was estimated that the cost of steel approach spans from Memorial Bridge to the island, the road across the island, and the Badger's Island Bridge over the Back Channel, all paid for by the State of Maine, would not cost as much as Portsmouth's approach (*Herald* 8/1/1922). In the fall of 1922, work on the Badger's Island Bridge was underway. Land on the island was condemned in December 1922 for the connecting road.

The northern end of the Badger's Island Bridge terminated on the mainland below Water Street at **Newmarch and Pierson Streets**. Plans called for acquiring a 500' by 150'-200' block with six houses between the two streets for a two street, one-way layout with a park in the middle (*Herald* 10/21 & 10/28/1922). The Kittery park, the **John Paul Jones Memorial Park**, was dedicated in November 1924, Maine's first State memorial. The grassy oval-shaped park was developed with trees planted, walks laid out and the monument at the southern end facing the bridge.

1923-1940: Memorial Bridge and US Route 1

Crossings

After the opening of Memorial Bridge, the **Navy Yard Ferry** ceased to operate in 1927. The **Portsmouth, Dover and York Electric Railway** and its ferry had shut down earlier in 1923. This eliminated the need for the streetcars to cross the new bridge, which had been addressed in the design initially. A year or so later, the Portsmouth Street Railway came to an end, trolleys replaced by busses (Cummings 1952:16). The old **Portsmouth-Kittery Bridge** remained in place as the Boston and Maine's railroad bridge for nearly another twenty years.

Memorial Bridge provided a more direct connection between the downtowns of Kittery and Portsmouth, and facilitated travel up the eastern seaboard. The bridge was designed to carry all cross-river highway traffic, but automobile usage increased rapidly during the

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1920s. The two-lane drawbridge located in the center of downtown Portsmouth, soon caused massive traffic jams, particularly on summer weekends (Openo 1988:20).

Portsmouth

Portsmouth was hard hit by the Great Depression. There was little local industry after the breweries were closed by Prohibition which went into effect January 1, 1920. The city became even more of a Navy town as the Portsmouth Naval Shipyard was the region's largest employer. The automobile played a major role in the later twentieth-century development of Portsmouth as elsewhere.

Memorial Bridge rerouted highway traffic directly through Portsmouth's downtown on Middle and State Streets. **US Route 1** was created a few years after the opening of the bridge with the inauguration of the US numbered highways system. Initially it was signed as NE (New England) Route 1 in 1923. The eastern terminus of **US Route 4** in Portsmouth was also the beginning of the state's "East Side Road" trunk-line toward the White Mountains (historic Route 16). State Street as US Route 1 became the site of numerous gas stations and automotive garages, on the ground floors of old buildings, or on newly cleared sites.

Noble's Island continued to serve as a railroad junction and the approach to the Boston and Maine's bridge over the Piscataqua. Passenger railroad travel declined, but freighting continued. Service between Portsmouth and Dover ended in 1934 and the bridge to Dover Point was removed, replaced by the General Sullivan Bridge. A branch through Newington continued to handle freight.

In the 1930s, in a philanthropic endeavor to revitalize the city and its image, the Prescott sisters (Mary E. and Josie F.) were instrumental in eliminating the increasingly decrepit waterfront area. They acquired the estate of their wealthy brother, and began a plan of improvement along the waterfront, south of Memorial Bridge. Numerous structures were removed and extensive filling where piers and wharves had stood extended the water's edge out to its current position (Brighton 1979:317). The core of **Prescott Park** was turned over to the City of Portsmouth by Miss Josie Prescott in 1940 (Candee 1992:45). In 1954, five years after her death, the City received the million dollar Prescott Trust Fund for its maintenance (Brighton 1979:356).

Kittery

On the north side of Memorial Bridge, the new path of **US Route 1** in Kittery bisected the late nineteenth century neighborhood, where the street railway formerly went, and passed through former rural land east of Old Post Road. This new **State Road** became the location of houses and businesses including gas stations, during the early to mid-twentieth century. The intersection of State Road, Old Post Road and Rogers Road was known as Remick Corners (now Kittery Traffic Circle). On **Badger's Island** was the stone "Ranger Inn" restaurant. Across the street (now pizza house) was a store and filling station "Gunnison's Hall (Sanborn 1931).

The street railways closed down in the 1920s. The York Harbor and Beach Railroad ceased to operate around 1927, except for the **Navy Yard Branch**. Railroad service between Kittery and North Berwick continued (Kittery Bicentennial Committee 1976:45).

During the first half of the twentieth century, Kittery's population gradually increased. The village around the Navy Yard and the western part of town were served by a new larger school built in 1923. The Wentworth-Dennett School is located north of **Government Street**, on the west side of US Route 1 (State Road). The older (1868) Wentworth School to the east on Government Street was renovated into town offices (Bardwell 1995:53). The Mark Dennett School at the Junction of Old Post Road and Dennett Road closed ca. 1922 and when the US Route 1 Bypass was built, the school was moved to **Old Post Road** next to Kittery's Memorial Field (outside the Study Area).

Work at the Portsmouth Naval Shipyard was slowed by the Depression; only six subs were built 1930-1937, though over 3,000 people were still employed, doing repairs and submarine design (PNSY 1978:50).

1937-1941: Construction of US Route 1 Bypass & Sarah Mildred Long (Interstate) Bridge

By the late 1930s, four million vehicles crossed **Memorial Bridge** on US Route 1 each year, and construction of an additional bridge over the Piscataqua was being contemplated (Openo 1987:20; *Manchester Union* 1940:10).

Though it no longer carried highway traffic, the old wooden **Portsmouth-Kittery Bridge** still used by the B&M Eastern Division badly needed to be replaced. Portsmouth officials were concerned that the Railroad might relocate if a new bridge was not provided. In addition, the size of the existing draw opening of the wooden bridge limited the tonnage of ships that could reach the developing industrial area just upriver in Portsmouth and Newington. Finally, particularly as World War II loomed, the need for faster access by trucks and trains to the Naval Shipyard came to the forefront (Provost 1937:3).

The first official mention of the need for a new bridge for both train and vehicular traffic may have been the January 1930 inaugural address of Portsmouth Mayor F.W. Hartford (previously a major figure in the construction of Memorial Bridge) (*Portsmouth Herald* 11/8/1940:12). The idea was supported by the Railroad and taken up by editorials in the *Herald* (Openo 1987:21). The advent of Depression-era public works projects gave further impetus to the idea.

In 1936, the New Hampshire legislature created an **Interstate Bridge** Authority. The following year, both the federal government and the State of Maine followed suit. The Maine and New Hampshire Bridge Authority was authorized "to construct, maintain, and operate a toll bridge across the Piscataqua River at or near Portsmouth" (Openo 1987:22). This was known as the Interstate Bridge and is now the **Sarah Mildred Long Bridge**. The Authority with three members from each state first met in June 1937. In October 1937, the Kansas City, Missouri engineering firm of Harrington & Cortelyou was selected for the project (Maine-NH Bridge Authority 1937:6). One year later financing finally came through. The Reconstruction Finance Corporation authorized a loan of \$1,600,000 – actually an offer to purchase bonds issued by the Authority in that amount. The Federal Emergency Administration of Public Works provided a grant of \$1,309,090. The new bridge was built close to the old and the railroad tracks out of downtown required minimal modifications to approach it. The Boston and Maine agreed to pay \$35,000 a year in rent for use of the Interstate Bridge, to be renegotiated after the bond

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was paid off (Maine-NH Bridge Authority minutes 1938). The existing location of the railroad tracks was a defining factor in locating the new bridge. The **US Route 1 Bypass** was designed to avoid the developed areas of Portsmouth, without substantially increasing the distance for travelers (NH Highway Department 1937:NP). The land to be taken for the new highway was largely farmland. Only a handful of buildings were located on the route, a few near the southern end, a few in the vicinity of Myrtle Avenue and at least one near the north end near the river on the Portsmouth side and several on the Kittery side in the Kittery Junction area (NHDOT 1938; Openo 1988) (see 1938 Plan).

The contractor for the substructure of the Sarah Mildred Long Bridge was Frederick Snare Company. The superstructure was built by the Phoenix Bridge Company. The Maine approach was contracted to Littleton Construction Company. The contractor for the New Hampshire approach and the Bypass highway was John Iafolla Construction Company (Maine-New Hampshire Interstate Bridge Authority 1938; Openo 1987:26).

In Maine, construction of the Bypass in Kittery involved a 700' long tunnel for the railroad tracks with the highway built over the roof. The north end of the Sarah Mildred Long Bridge was near the northern terminus of the old Portsmouth-Kittery Bridge. The new highway passed through the small village of Kittery Junction west of the existing Old Post Road.

Constructing the substructure of the bridge involved deep water (up to 90'), tidal flows of up to 12 miles per hour and currents. To excavate for the nine deepest of the twenty-eight piers and abutments, the contractor used the "pneumatic caisson" method. The caissons, large waterproof sleeves with open bottoms, were sunk gradually to the bottom and later served as molds for the poured concrete piers. Excavation was done by hand by men working in a steel chamber at the bottom of the caisson kept dry by forced hot air pressure. The excavated material was removed via buckets through 3' wide shafts at the top (Openo 1987: 44-45).

Work proceeded rapidly during 1939. The New Hampshire section of the **US Route 1 Bypass** included six overpasses (at the intersection with old Rt. 1, Middle Road, Islington Avenue, the Boston & Maine Railroad, Stark Road and Maplewood Avenue) and a culvert at Harvey Brook (which also served as a cattle underpass). There were at-grade crossings at Myrtle Street, Cutts Street and Woodbury Avenue. The 2.5-mile long, four-lane road featured 11' lanes with an 8' center median. There were 4' shoulders on the sides of the road and beyond the shoulders, a 20' right of way. The tollbooths were located roughly 250' north of the Maplewood overpass (*Portsmouth Herald* 11/8/1940). The US Route 1 Bypass in Maine will be documented in the second phase of the Maine-NH Connections Study.

The "Interstate Bridge" (Sarah Mildred Long Bridge) and Route 1 Bypass on either side opened on November 8, 1940. There were speeches by various politicians, PWA officials, Interstate Bridge Authority members, and Navy Yard officials. Engineer Frank Cortelyou and the President of the Boston & Maine spoke about what was the biggest highway undertaking ever attempted by both states up to that time (*The Manchester Union* 7/11/1940).

1940-1970: World War II, Post-War Growth, Interstate Highways

Kittery

Portsmouth Naval Shipyard expanded rapidly with the War effort. A total of sixty-nine submarines were built during the War, more were overhauled and other vessels built. PNSY also produced electrical fittings for all types of Navy vessels. The number of civilian workers there increased from just over 7,500 in 1940, to more than 11,000 in 1941 and over 18,000 in 1943. At the peak in 1944, over 20,000 workers were employed, including many women. Workers were bussed in from surrounding communities. During the later 1940s, numbers returned to peace-time levels of between 4,000 and 5,000.

In the Post-War and Cold War periods, PNSY was the Navy's center for submarine design and development. Older subs were retrofitted and in 1953, the **USS Albacore** was launched, a diesel electric experimental sub (which survives as a museum site adjacent to the US Route 1 Bypass at the Sarah Mildred Long Bridge approach). Nuclear submarines and fast attack subs were developed and built in the 1950s-1960s. PNSY employed an average of 7,000-10,000 civilians at the height of the Cold War.

The **Navy Yard Branch** of the B&M Railroad was important for freighting materials to the shipyard. The railroad between Kittery and North Berwick was discontinued in 1952. The right-of-way just north of Kittery Junction is now abandoned. Through Eliot and South Berwick, **ME Route 236** was built on the old rail bed and opened ca. 1957. This is known as the Harold Dow Highway for the State Representative who spearheaded the highway project. Later, the only railroad tracks left in Kittery were those from the bridge to the freight yard on Wentworth Street, and a spur into the Navy Yard (Kittery Bicentennial Committee 1976:45). ME 236 intersected the convergence of the US Route 1 Bypass and the continuation of the Maine Turnpike (Interstate 95), built from there northward in 1947.

Fishing remained an important part of Kittery's economy. Seafood and tourism are linked and Warren's on US Route 1 at the north end of Memorial Bridge is an example of this. Inland, farming continued on a reduced scale in the mid-twentieth century, but by 1976, just two farms remained in operation in Kittery (Kittery Bicentennial Committee 1976:12).

Crossings and Highways

For a short time following its opening at the end of 1940, the **US Route 1 Bypass** and Interstate (**Sarah Mildred Long Bridge**) saw heavy use. Within a few years, as the US entered WWII, auto traffic was reduced by gas rationing. In the early part of 1943, pleasure driving was banned altogether on the East Coast for a few months (Maine-NH Interstate Bridge Authority 1943). The Bridge Authority's income was reduced due to the lack of toll payments. However, B&M Eastern Division rail traffic on the lower level remained active with freight service to the busy Portsmouth Naval Shipyard, and on passenger lines that revived as people could not drive their cars.

After WWII, auto travel resumed and increased. In 1946, annual traffic over the Interstate-**Sarah Mildred Long Bridge** was 1,511,263 vehicles. Eight years later in 1954, the number had more than doubled to 3,230,383 (Openo 1987:66). Train traffic over the lower level of the bridge declined with the close of the War. The Eastern

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Division of the B&M ceased operations in 1952 and the tracks were soon taken up. This left only the freight trains bound for the Navy yard crossing the bridge from Portsmouth (Openo 1987:63).

US Route 1 remained an important north-south route. In downtown Portsmouth, Route 1 on State Street was paved from Middle Street to Memorial Bridge under a Federal Aid Urban project in 1953. US Route 1 south of Portsmouth became heavily congested, creating the need for a new highway to bypass the centers of Hampton, Rye and Seabrook. In 1947, the New Hampshire legislature appropriated \$7.5 million for a seacoast toll road, the New Hampshire Turnpike (now **I-95**) that would link up with the US Route 1 Bypass in Portsmouth. The effort was part of a regional transportation planning initiative. Massachusetts built a new six lane-highway (now I-95) from Boston north to New Hampshire during the same period.

The **Portsmouth Traffic Circle** was created as the junction of the NH Turnpike and US Route 1 Bypass. A spur road from the circle toward Newington (US Route 4 and NH 16) was also built in 1950 bypassing Woodbury Avenue. This connected to the Spaulding Turnpike, built in the 1950s. The NH Turnpike, the state's "first superhighway," was four-lanes, with grade separations, true limited access and full interchanges. The fourteen-mile-long road from the Massachusetts line to the Portsmouth Circle was dedicated on June 24, 1950. From the circle, the traffic followed the US Route 1 Bypass over the Sarah Mildred Long Bridge where it connected with the Maine Turnpike. The Maine Turnpike opened in 1947 from the Route 1 Bypass to South Portland. The northern stretch of the turnpike to Augusta was completed in 1955. **Interstate-95** was designated ca. 1957 including the Maine and New Hampshire Turnpikes. Traffic continued to increase steadily.

In 1951, an attempt to relieve Navy Yard traffic involved the construction of a new ramp and the **Oak Terrace** reverse direction loop below the bridge to provide access to the southbound lane of the bridge approach. "The project was intended to prevent the dangerous left turn of traffic from Bridge Street in Kittery onto the bridge heading south, particularly by trucks" (Openo 1987:61-62). To bypass Government Street, **Walker Street** was extended westerly ca. 1952, and several houses were moved to make way for the new, direct entrance to PNSY.

Portsmouth

Three large government programs dominated the mid-twentieth century history of the City of Portsmouth: the Navy Yard, Pease Air Force Base, and Urban Renewal (Candee 1992:5).

The **Portsmouth Naval Shipyard** employed as many as 20,000 people during the Second World War, beginning a period of residential development and population growth in the Seacoast region, which continued through the twentieth century. On the western edge of Portsmouth, Pease Air Force Base, which had been leased as a military facility during WWII, was acquired by the US Air Force in 1951 and expansion began in 1954. Pease was a self-contained base, but it substantially increased Portsmouth's population and played a key role in the late twentieth-century history of the region. The entrance to Pease was off of the new **Spaulding Turnpike** west of the Portsmouth Traffic Circle.

The **Concord & Portsmouth Railroad** was formally purchased by the **B&M** in 1944. At that time there were still four passenger trains a day on the line, but this soon came to an end, only freight traffic continuing (Lindsell 2000:116, 127). On the **Eastern Division**, the last scheduled train between Boston and Portland ran in September 1952. The tracks north of Portsmouth through Kittery and Eliot were soon removed. South of Portsmouth, scheduled passenger service ended in 1954, but mixed trains continued into the 1960s (Mausolf 2002; Lindsell 2000:129).

Noble's Island was the location of the Portsmouth Ice Company and Socony Oil company tanks. The island was connected to the mainland by increasing fill. Granite State Minerals was established in 1959 off Market Street, originating the landmark salt piles. National Gypsum company has operated on Freeman's Point (site of Atlantic Shipyard) since the 1940s (Sanborn 1949).

A turning point for Portsmouth's economy, which came to focus on historic preservation and tourism in the late twentieth-century, was the creation of **Strawbery Banke Museum** in the late 1950s. A federally-funded urban renewal project targeted the Puddle Dock neighborhood, which then contained older tenement buildings, junkyards and car lots. A ten-acre tract between Court Street and Hanover Street was taken by eminent domain. However, the housing project proposed for the site proved economically unfeasible, and Portsmouth librarian Dorothy Vaughan led an effort to change the plan in order to preserve Portsmouth's urban history. New Hampshire laws were broadened to include preservation as an acceptable goal of urban renewal. Strawberry Banke was incorporated in 1958. The Portsmouth Housing Authority acquired the land and buildings and relocated residents. A large number of late-nineteenth and twentieth century buildings were demolished, but the older ones were retained (Candee 1992:50; Garvin and Grigg 1995:ix; Sammons 1997:18). Prescott Park expanded with the acquisition of the former Walker wharf opposite the end of Court Street.

Urban Renewal continued through the 1960s-70s. The entire North End of Portsmouth was cleared through the **Vaughan Street Urban Renewal Project** which covered the area south of the North Mill Pond, from Maplewood Avenue northeast along Deer and Hanover streets to Market Street. The project was initiated in 1963 by the Portsmouth Housing Authority. Demolition began in the late 1960s. The intent was to provide space for parking and shopping centers and an industrial zone along the water. Historic preservation opposition to the project was less successful than in the case of Strawberry Banke. Of the 400 buildings in the area, most from the eighteenth and nineteenth centuries, just over a dozen houses were saved and relocated to "The Hill" at the corner of Deer and High Streets (Candee 1992:19-21). The entire neighborhood, once similar to Christian Shore across the pond, was eliminated. A row of houses was left standing along the west side of Maplewood between the bridge and the North Cemetery, just across from Christian Shore. These clusters on **The Hill** and **Maplewood Avenue** fall within the boundary of the **Portsmouth Local Historic District**.

Through the Vaughan Street Urban Renewal area, present-day **Maplewood Avenue** was built as a straighter route from the Congress-Islington-Middle Street junction to the North Mill Pond Bridge. This replaced the long-time zigzag route on Bridge and Deer streets required to pass around the B&M Railroad Depot, which came down at that time.

1970-Present: I-95, High Level Bridge, Seacoast Building Boom

Crossings

In 1967 the State Highway Commissioners of Maine and New Hampshire signed an agreement regarding construction of a new Piscataqua crossing for Interstate-95. Maine was the contracting agent for the bridge and bids were taken in 1968. The New Hampshire Department of Transportation widened the length of the NH Turnpike and built a new approach road to the bridge. The Piscataqua River Bridge, known as the **I-95 High Level Bridge**, opened to traffic on November 1, 1972. The 1940 US Route 1 Bypass had itself been bypassed. The tollbooths at the former Interstate Bridge (**Sarah Mildred Long Bridge**) were removed because they were no longer profitable (Openo 1987:60). Additional financial woes for the Interstate Bridge Authority included the bankruptcy of the B&M Railroad in 1970. In 1986, the charter legislation was amended so that the Interstate Bridge Authority retained ownership and control of the bridge itself, while the two Bypasses were deeded to their respective states. General operation of the bridge fell to New Hampshire, while both states shared winter maintenance. In 1987, the Interstate Bridge was rededicated as the **Sarah Mildred Long Bridge** in honor of the long-time Executive Secretary of the Maine-NH Bridge Authority (Openo 1988:xvi).

According to the Kittery Master Plan, average daily traffic counts at the state line in the late 1990s topped 30,000 vehicles a day on the I-95 Bridge, ranged between 11,000-12,000 on US Route 1 and 13,000-14,000 on the US Route 1 Bypass.

Portsmouth

Traffic patterns in and out of Portsmouth changed in the 1970s with construction of the new High Level Bridge and I-95 highway. **Market Street Extension** was built from Noble's Island west across the outlet of the North Mill Pond, north of and parallel to Maplewood Avenue, with an interchange at I-95.

During the later part of the twentieth century, trends toward historic preservation followed in reaction to the Urban Renewal projects of the 1950s-60s. Strawberry Banke museum buildings were restored and programs expanded. The City of Portsmouth established the local **Portsmouth Historic District** in 1976, and the Historic District Commission has regulated changes since that time. In the 1970s-80s, Portsmouth experienced a period of transformation from a shipyard town to a popular residential community and historic tourist destination.

After the Cold War came to an end, Pease Air Force Base was closed in 1990 and Portsmouth's population was reduced by 20 percent as over 5,000 people were relocated (Candee 1992:5). The base has since been redeveloped as the Pease International Trade Port.

The port of Portsmouth annually handles five million tons of cargo (SeacoastNH.com). The channel is maintained at 35' deep and the river has bridge clearances of 135' (Sarah Mildred Long Bridge and I-95 Bridge) and 150' (Memorial Bridge). The port is maintained by the NH State Port Authority a state-run entity responsible for dredging state waterways, managing fourteen hundred moorings on the N.H. side of the river, and administering a loan fund to aid commercial fishing (Bolster 2002:77). In 2001, the Port Authority became the Division of Ports and Harbors of the Pease Development Authority. The Marine Terminal on **Noble's Island** off Market Street is the only public

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access, general cargo terminal on the Piscataqua. The terminal offers 312' and 600' berths, eight acres of paved outside lay down area and a 50,000 sq. ft. covered warehouse (www.portofnh.org). The two base tenants are International Salt (road salt) and Grimmel Industries (scrap metal). Downstream are the salt piles at the Granite State Minerals pier (salt from Peru, the Bahamas and Ireland) (Bolster 2002:77). North of the Study Area below the **I-95 High Level Bridge** are the gypsum plant and Irving gas tanks. Upriver, terminals line the Newington shore. Coal and petroleum products, propane, cement and more salt are unloaded there (Bolster 2002:77). The two major exports from the Piscataqua Harbor in the late twentieth century, both from Newington, are fiber optic cable from Tyco Simplex Technologies and tallow from Sprague Energy (Bolster 2002:78).

Railroad freight traffic through Portsmouth continues on a limited scale to the present. The former **Eastern Railroad** between Hampton and Portsmouth and the Portsmouth end of the former **Concord & Portsmouth** were owned from the 1980s, by Guilford Industries, successor to the Boston and Maine. Since 2006, this has been Pan Am Railways, a system of freight railroads in northern New England and New York (Mausolf 2002; NHDOT 2003). The Portsmouth railroad yard with a few surviving structures is included in the Eastern Railroad Historic District. On **Noble's Island**, the railroad tracks parallel and cross Market Street extension past the NH Port Authority. Pan Am operates the Newington Branch (former Portsmouth and Dover Railroad) from Noble's Island and the marine terminal, across Freeman's Point and the gypsum plant and toward industrial sites upriver in Newington. The Pan Am system also includes the crossing from Noble's Island over the **Sarah Mildred Long Bridge** and the **Navy Yard Branch** railroad spur in Kittery.

Kittery

The last new sub was built at the **Portsmouth Naval Shipyard** in 1969. Since then, PNSY has been a site for repair and overhaul of submarines. The Navy prison and hospital were both closed in 1974. The Marines turned the guarding of the base over to civilian guards in 1981 (Lawry et. al 2004:31). The shipyard continued to be a major local employer and survived several rounds of base closures though numbers declined. In the 1970s, about 6,000 civilians and 1,800 personnel were on the yard daily (PNSY 1978:66). In the 1990s about 4,000 civilians worked there, and 114 military personnel. The number of workers was reduced to around 3,500 at the turn of the twenty-first century. Presently about 4,200 people are employed and eighty-nine military personnel are stationed at the yard according to the PNSY website.

Kittery retains ties to the sea through its lobstering fleet, scenic cruise lines and private boat docks. Weathervane Seafood has docks and a warehouse at the westerly end of **Badger's Island**. Morrison's Lobster House is an operating lobster business nearby. Warren's Lobster has become a landmark tourist destination. **US Route 1** in Kittery (north of Study Area) became a major tourist attraction with the construction of numerous outlet shopping centers around the older Kittery Trading Post. Since the late twentieth century, Kittery's waterfront, overlooking Portsmouth and on Badger's Island, was popular for residential development, including condominium complexes. Wooden and floating docks project into the water from most properties along the shores of Badger's Island and along the Back Channel.

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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Portsmouth, New Hampshire

Survey #/ District Name	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
U.S. Route 1 Bypass (Portsmouth) Historic District	Area RT1BYP			1940, 1950	Highway corridor and overpasses	District	Approx. 31 Acres (2.55 linear miles)	C		No
Eastern Division Railroad Historic District					RR corridor			A		No
POR0077		930 US Rte 1 Bypass	142/16	1950	Cole's Gulf	Full	0.33	A, C		No
POR0078		940 US Rte 1 Bypass	142/ 17-A	1952	repair shop of Zoffoli Motors	Full		No		No
POR0079		919 US Rte 1 Bypass	142/39	1950	Ray's Amoco	Full		No		No
POR0080		927 US Rte 1 Bypass		1949	N. H. State Liquor Store/ Philbrook's Restaurant Supply	Full		No		No
POR0081		953 US Rte 1 Bypass	142/37	1952	Halls Service Station/ Dan's Mobilgas	Full		No		No
POR0082		4 Cutts Avenue	142/37	1957	Portsmouth Paper	Full		No		No
POR0083		955 US Rte 1 Bypass	142/36	1955	Sun Oil Gas, Buzzy's Bypass Gas	Full		No		No

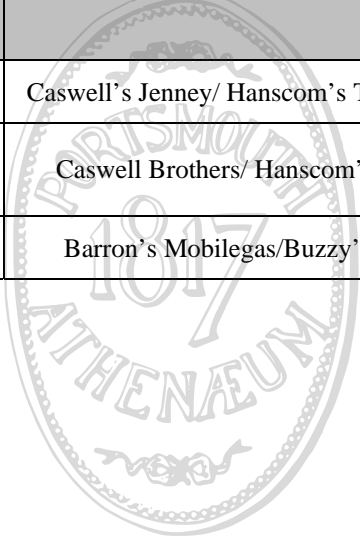
* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Portsmouth, New Hampshire

Survey #/ District Name	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
POR0084		981 US Rte 1 Bypass	142/34	1947	Caswell's Jenney/ Hanscom's Truck Stop	Full		No		No
POR0109		500 Maplewood Avenue	142/34	1947	Caswell Brothers/ Hanscom's office	Full		No		No
POR0085		1010 US Rte 1 Bypass	141/19	1950	Barron's Mobilegas/Buzzy's Place	Full		No		No



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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Portsmouth, New Hampshire

Survey #/ District Name	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
Creek Neighborhood Historic District	Area CR			late 19 th c.- early 20 th c.	residential neighborhood	District	70	A		No
POR0086	Area CR	273 Woodbury Ave	175/7	1895	Peverly House, 2½-story sidehall	Full		In district		No
POR0087	Area CR	263 Woodbury Ave	175/8	1910	Lewis/McNeail House, 2½-story sidehall	Full		In district		No
POR0088	Area CR	304 Woodbury Avenue	175/5	1914	Lewis/Leary House, 2½-story sidehall	Full		Not individually and not in district boundary		No
POR0089	Area CR	443 Bartlett Street	161/33	1925	Whalley House, Bungalow, hipped roof	Full		In district		No
POR0092	Area CR	603 Dennett Street	161/36	1905	Josiah Hones House, 1½-story sidehall	Full		In district		No
POR0093	Area CR	589 Dennett Street	161/37	1901	Artis Schurman House, 2½-story, 3x2	Full		In district		No
POR0094	Area CR	571 Dennett Street	161/38	1942	Tomits House, mid-20 th c. cape	Full		In district but NC		No
POR0095	Area CR	2 Stark Street	161/41	1934	Kelly/Leith House, small gable-front	Full		In district		No
POR0096	Area CR	36 Hunters Hill Avenue	160/38	1930 (moved 1939)	Mullaly House, hip roof Bungalow	Full		In district		No

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Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Portsmouth, New Hampshire

Survey #/ District Name	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
POR0097		142-146 Kane Street	160/42	1932	Mullaney House, Altered Bungalow	Full		No		No
POR0098		175-177 Myrtle Avenue	220/97	1855	1½-story, altered	Full		No		No

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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Portsmouth, New Hampshire

Survey #/ District Name	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
Christian Shore Historic District	Area CH			19 th c.	residential neighborhood	District	29.5 acres	A + C		No
POR0099	Area CH	9-11 Prospect Street	141/18	1800	William Jones House, Federal	Full		In district		No
POR0100	Area CH	399 Maplewood Avenue	141/20	1890	Seeley House, 2½-story sidehall	Full		In district		No
POR0102	Area CH	383 Maplewood Avenue	141/21	1900	Davis House, altered sidehall	Full		In district		No
POR0103	Area CH	73 Northwest Street	141/28	1895	Worster House, 1½-story sidehall	Full		In district		No
POR0104	Area CH	121 Northwest Street	122/1	1857	Murphy House, vernacular Greek Revival	Full		In district		No
POR0105	Area CH	137 Northwest Street	122/2	1905	2½-story sidehall	Full		In district		No
POR0106	Area CH	239 Northwest Street	122/3	1955	Greek Revival cape	Full		In district		No
POR0107	Area CH	250 Northwest Street	122/4	1850	Greek Revival/Gothic	Full		In district		No

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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Portsmouth, New Hampshire

Survey #/ District Name	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
POR0108		465 Maplewood Avenue	209/86	1889	William Henry Smith House, 2½-story sidehall	Full		No		No
---		525 Maplewood Avenue	209/85	1889	Cutts Mansion		1.88	DOE 1998		No
POR0110		553 Maplewood Avenue	209/13	1913	McMullen House, Square house	Full		No		No
POR0111		559 Maplewood Avenue	209/12	1930/1960	Rosa/McCabe House, cape, Permastone	Full		No		No
---		US Rte 1 Bypass	209/87	1953	USS Albacore, submarine		foot- print	National Landmark		No
		Nobles Island and 1 historic resource within LHD		19 th c.	Historic resource is a 2-story, gable-roofed 4-family				26-37	Yes
		Portsmouth- Dover RR		pre-1960	Railroad line Portsmouth and Newington (bridge and railroad corridor in Dover no longer extant)				23-25	Yes

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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
	Route 1 Bypass (ME)	Sarah Mildred Long Bridge		1938	Historic bridge			DOE-1999 (ME)	79	Yes
Eastern RR (ME) & Navy Yard Spur		Eastern RR (ME) & Navy Yard Spur		pre-1960	Railroad corridor				79	Yes
		US Route 1 Bypass	7/25C	pre-1960	1½-story Cape				57-59	Yes
		US Route 1 Bypass	7/22	pre-1960	ranch				56	Yes
		US Route 1 Bypass	7/21	pre-1960	ranch				56	Yes
		US Route 1 Bypass	7/20	post-1960	trailer, new buildings					No
		US Route 1 Bypass	8/14	post-1960	late 20 th century					No
		US Route 1 Bypass	8/14-1	post-1960	new addition to historic building?					No

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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
James Corner Historic District	James Corner	Dennett Road	8/3B	pre-1960	1½-story side-hall plan house and garage				60-62	Yes
	James Corner	Dennett Road/Old Post Road	8/3A	pre-1960	commercial/industrial				63-64	Yes
	James Corner	Old Post Road	8/3C	pre-1960	commercial/industrial				65	Yes
	James Corner	Dennett Road	8/3	post-1960	late 20 th century non-historic					No
	James Corner	Dennett Road/Old Post Road	8/2	pre-1960	2-story store				69	Yes
	James Corner	Old Post Road	8/20	pre-1960	Dennett School (moved), 1-story, gable roof				66	Yes
	James Corner	Old Post Road	8/21	pre-1960?	1½-story gable-roofed house					Yes
	James Corner	Old Post Road	8/22	post-1960	late 20 th century					No
	James Corner	Old Post Road	8/23	pre-1960	1½-story gable-front, side-hall plan house				67-68	Yes
	James Corner	Old Post Road	8/24	pre-1960	1-story, concrete block commercial/industrial				68	Yes
	James Corner	Dennett Road/Old Post Road	8/25	pre-1960	1½-story gable-front building, altered				67	Yes

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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
		Old Post Road	8/1	pre-1960	1½-story high-posted Cape				70	Yes
		Old Post Road	3/78	pre-1960	House and 2-story 19 th -century shop (boat?)				74	Yes
		Old Post Road	3/86	---	undeveloped					No
		Old Post Road	3/85	pre-1960	Dutch Colonial house				71	Yes
		Old Post Road	3/84	post-1960	late 20 th century house				72	No
		Old Post Road	3/83	pre-1960	4-square house				73	Yes
		Old Post Road	3/82	pre-1960	altered 4-square house				75	Yes
		Old Post Road	3/81	pre-1960	2-story gable block and garage				76-77	Yes
		Route 1 Bypass	3/80	post-1960	new				78	No
		Route 1 Bypass	3/79	---	undeveloped					No
		Bridge Street	3/70	pre-1960	2 ½-story gable-front, side-hall plan house				90	Yes
		Bridge Street	3/70A	pre-1960	Cape w/store(?) at basement level on street				90	Yes
		Bridge Street	3/71	pre-1960	2-3 story gable-front, side-hall plan house				90	Yes
		Bridge Street	3/69	post-1960	new condominium development					No
		Bridge Street	3/93		undeveloped/ bridge footings					No
		Bridge Street	3/94	pre-1960	2 ½-story gambrel-roofed house				85-87	Yes
		Bridge Street	3/95	pre-1960	2 ½-story, 3-bay, gable-roofed house				85-87	Yes

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In the 200' Corridor

Sarah Mildred Long Bridge, Route 1 Bypass Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
		Bridge Street	3/98	pre-1960	2-story altered house (moved?)				85, 88	Yes
		Bridge Street	3/97	pre-1960	2 ½-story gable-front, side-hall plan house				85-86, 88	Yes
		Bridge Street/Oak Terrace	3/96	pre-1960	2 ½-story gable-front, side-hall plan house					Yes
		Oak Terrace	3/92	pre-1960	2 ½-story gable-front, side-hall plan house				85-86, 89	Yes
		Oak Terrace	3/91	pre-1960	2 ½-story gable-front, side-hall plan house				89	Yes
		Oak Terrace	3/90	post-1960	new					No
		Oak Terrace	3/99	pre-1960?	ranch					Yes
		Oak Terrace	3/100	pre-1960?	1-story house					Yes
		Oak Terrace	3/101	pre-1960?	mid-20 th century					Yes
		Oak Terrace	3/104	post-1960	trailer				84	No
		Oak Terrace	3/103	pre-1960?	ranch				82	Yes
		Oak Terrace	3/102A	post-1960	trailer				81	No
		Route 1 Bypass	3/102	pre-1960	house					Yes
		Route 1 Bypass	3/106	2008	New house				80	No
		Route 1 Bypass	3/106A	---	undeveloped					No
		Route 1 Bypass	3/107	---	undeveloped					No
		Route 1 Bypass	3/88	---	undeveloped					No
		Dennett Road/Route 1 Bypass	2/8	post-1960.	garrison colonial house				55	No

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

In the 200' Corridor

Route 1/Memorial Bridge Corridor

Portsmouth, New Hampshire & Kittery, Maine

Survey #/ District Name	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
Portsmouth Local Historic District					Large downtown Portsmouth historic district, determined to be National Register eligible by consensus			NR Eligible		No
Memorial Bridge Historic District (ME/NH)					historic district extends from Memorial Park in Portsmouth, NH, to John Paul Jones Park in Kittery, ME			NR Eligible 2004		No
	Memorial Bridge (ME/NH)	Portsmouth Approach		1923	Scott Avenue Bridge, Memorial Bridge approach			NR Eligible 2004		No
	Memorial Bridge (ME/NH)	Memorial Bridge		1923	Historic Bridge			NR Eligible 2005 (NH), 2006 (ME)		No
	Memorial Bridge (ME/NH)	Memorial Park (NH)		1923	Small green space within bridge approach			NR Eligible 2004		No
	Memorial Bridge (ME/NH)	John Paul Jones Memorial Park (ME)		1924	Park			NR Listed in 1997		No
	Memorial Bridge (ME/NH)	Kittery Approach		1923	Maine approach to Memorial Bridge			NR Eligible		No
	Memorial Bridge (ME/NH)	Badger's Island Bridge		1938	Bridge			NR Eligible 2001		No

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

In the 200' Corridor

Route 1/Memorial Bridge Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
		Route 1	3/147C	post-1960	1-story commercial					No
		Route 1	3/147B	post-1960	1-story commercial					No
		Route 1	3/145	post-1960	new					No
		Route 1	3/6	---	undeveloped					No
		Route 1	3/7	pre-1960	1 ½-story gable-front, side-hall plan house?					Yes
		Route 1	3/5	pre-1960	ranch					Yes
		Route 1	4/200	post-1960	office building					No
		Love Lane	4/199?	---	undeveloped					No
		Route 1	4/168	---	undeveloped/asphalt parking lot					No
		Love Lane Ext	3/143B	pre-1960	1 ½-story gable-front, side-hall plan house					Yes
			4/169	pre-1960?	mid 20 th -century Cape					Yes
Government Street Historic District	Govt St									Yes
	Govt St	Government Street	3/144	pre-1960	Wentworth-Dennett School (former)				110	Yes
	Govt St	Government Street	4/178	Late 20 th c.	Commercial					No
	Govt St	Government Street	4/177	pre-1960	Cape				115	Yes
	Govt St	Government Street	4/176	pre-1960	2 ½-story Italianate, gable-front, side-hall plan house				115	Yes

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

In the 200' Corridor

Route 1/Memorial Bridge Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
	Govt St	Route 1/ Government Street	4/175	pre-1960	altered side-hall plan house(?) with addition				115	Yes
	Govt St	Government Street	3/14	pre-1960	2 ½-story Italianate, gable block house; newer housing at rear of lot				113	Yes
	Govt St	Government Street	3/12	pre-1960	2 ½-story Italianate, brick gable-front, side- hall plan house				114	Yes
	Govt St	Government Street/ Route 1	3/11	Late 20 th c.	Office					No
	Govt St	Route 1/ Hunter Avenue	4/1	pre-1960	2 ½-story gable-front, side-hall plan house					Yes
	Govt St	Government Street	4/12	pre-1960	2 ½-story gable-front, side-hall plan house					Yes
Pre-Civil War Residential Historic District	Pre-Civil Residential									Yes
	Pre-Civil Residential	Route 1/ Hunter Avenue	4/2	pre-1960	altered 1 ½ story gable-roofed house				143	No
	Pre-Civil Residential	Route 1/ Hunter Avenue	4/3	pre-1960	2 ½ story Italianate gable block				143	Yes

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

In the 200' Corridor

Route 1/Memorial Bridge Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
	Pre-Civil Residential	Route 1/ Hunter Avenue	4/4	pre-1960?	2-story, gable-roofed house, built between 1947 and 1962				143	Yes
	Pre-Civil Residential	Route 1/ Hunter Avenue	4/5	pre-1960	1 ½ story Italianate gable-front, side-hall plan house				142	Yes
	Pre-Civil Residential	Route 1/ Hunter Avenue	4/6	pre-1960	High-posted Cape				141	Yes
	Pre-Civil Residential	Route 1/ Hunter Avenue	4/7	pre-1960	Altered former filling station					Yes
	Pre-Civil Residential	Water Street/ Route 1	1/46	pre-1960	2 ½ story gambrel-roofed duplex				137	Yes
	Pre-Civil Residential	Water Street	1/45?	pre-1960	Warren's Lobster House				138-140	Yes
	Pre-Civil Residential	Commercial Street	4/8.1	post-1960	New multi-unit housing				136	No
	Pre-Civil Residential	Commercial Street	4/8	pre-1960	2 ½-story gable-front, side-hall plan house				135	Yes
	Pre-Civil Residential	Commercial Street	4/9	pre-1960	1 ½-story gable-front, side-hall plan house				134	Yes
	Pre-Civil Residential	Commercial Street	4/10	pre-1960	2 ½-story 4-family w/polygonal bays on facade				134	Yes
	Pre-Civil	Commercial	4/11	pre-1960	2 ½-story gable-front, side-hall plan house					Yes

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

In the 200' Corridor

Route 1/Memorial Bridge Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
	Residential	Street								
	Pre-Civil Residential	Route 1/Newmarch	3/10	pre-1960	2 ½-story gable-front, side-hall plan house				144	Yes
	Pre-Civil Residential	Route 1/ Newmarch	3/9	pre-1960	2-story mansard-roofed cottage				145	Yes
	Pre-Civil Residential	Route 1/ Newmarch	3/8	pre-1960	2 ½-story gable-front, side-hall plan house				145	Yes
	Pre-Civil Residential	Stimson Street	3/15	pre-1960	1-story bungalow				150	Yes
	Pre-Civil Residential	Stimson Street	3/16	pre-1960	1 ½-story bungalow				150	Yes
	Pre-Civil Residential	Stimson Street	3/17	pre-1960	2 ½-story 4-family				150	Yes
	Pre-Civil Residential	Stimson Street	3/17A	pre-1960	House					Yes
	Pre-Civil Residential	Stimson Street	3/18	pre-1960	2 ½-story gable-front, side-hall plan house					Yes
	Pre-Civil Residential	Stimson Street	3/19	pre-1960?	ranch					Yes
	Pre-Civil Residential	Stimson Street	1/75	pre-1960	2-story gable-front, side-hall plan house				149	Yes
	Pre-Civil Residential	Stimson Street	1/76	pre-1960	2-story gable-front, side-hall plan house				149	Yes
	Pre-Civil Residential	Water Street	1/77	pre-1960	2 ½-story gable-front, side-hall plan house					Yes
	Pre-Civil	Water Street	1/78	---	undeveloped					Yes

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

In the 200' Corridor

Route 1/Memorial Bridge Corridor

Kittery, Maine

Historic Area/ Potential Historic District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
	Residential									
	Pre-Civil Residential	Route 1/ Newmarch Street	1/47	pre-1960	Queen Anne house				146	Yes
	Pre-Civil Residential	Water Street	1/48	pre-1960	High-posted Cape				146-147	Yes
	Pre-Civil Residential	Route 1/ Newmarch Street	1/79	pre-1960	2 ½-story Italianate brick gable-front, side- hall plan house w/attached carriage barn				146	Yes
	Pre-Civil Residential	Route 1/ Newmarch Street	1/80	pre-1960	House					Yes
	Pre-Civil Residential	Route 1/ Newmarch Street	1/81	pre-1960	2-story gable block				141	Yes

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

In the 200' Corridor

Route 1/Memorial Bridge Corridor

Badger's Island, Kittery, Maine

District	In Area?	Address	Tax # Map/ Parcel	Date (circa)	Description: Name, type	Full/Front FORM	Eligible Acres	Eligibility	Photo Numbers (Unsurveyed Only)	Further Survey?
		Route 1/ Hunter Avenue	1/1	pre-1960	Altered 3-story commercial and residential				164	Yes
		Island Avenue	1/2	pre-1960	1 ½-story bungalow				165	Yes
		Island Avenue	1/3	pre-1960	1 ½-story bungalow, altered					Yes
		Route 1/ Hunter Avenue	1/18	post-1960	New residential condominiums					No
		Island Avenue	1/17	---	undeveloped					No
		Route 1/ Hunter Avenue	1/19	post-1960	New house					No
		Badger's Island West	1/20	pre-1960	1 ½ story stone and wood building, former restaurant, now storefront				163	Yes
		Route 1/ Hunter Avenue	1/44	pre-1960?	Modern or altered former filling station					Yes

* As of survey date, Spring 2009; shaded entries show groupings (districts) of historic properties

Historical Resources in the Study Area

Study Area

National Historic Landmarks (NHL)

1. U.S.S. Albatore	4. MacPheadris-Warner House
2. Richard Jackson House	5. John Paul Jones House
3. Moffatt-Ladd House	6. Governor John Langdon House

Individual Properties and Historic Districts Listed on the National Register of Historic Places (NRHP)

7. Wentworth House	15. New Hampshire Bank
8. Rice Library	16. Old Portsmouth Public Library
9. Traip House	17. The Benedict House
10. George Rogers House	18. Rockingham Hotel
11. North Cemetery	19. South Church
12. The Hill	20. John Paul Jones Memorial Park
13. St. John's Church	21. Strawberry Banke Historic District
14. Portsmouth Athenaeum	

* Badger Monument address is restricted

Individual Properties and Historic Districts outside the Portsmouth Local Historic District Determined Eligible for National Register (NR) Listing

Individual Properties

22. Cole's Gulf Station	25. Sarah Mildred Long Bridge
23. Cutts Mansion	26. Maplewood Avenue Bridge
24. Memorial Bridge	

Historic Districts

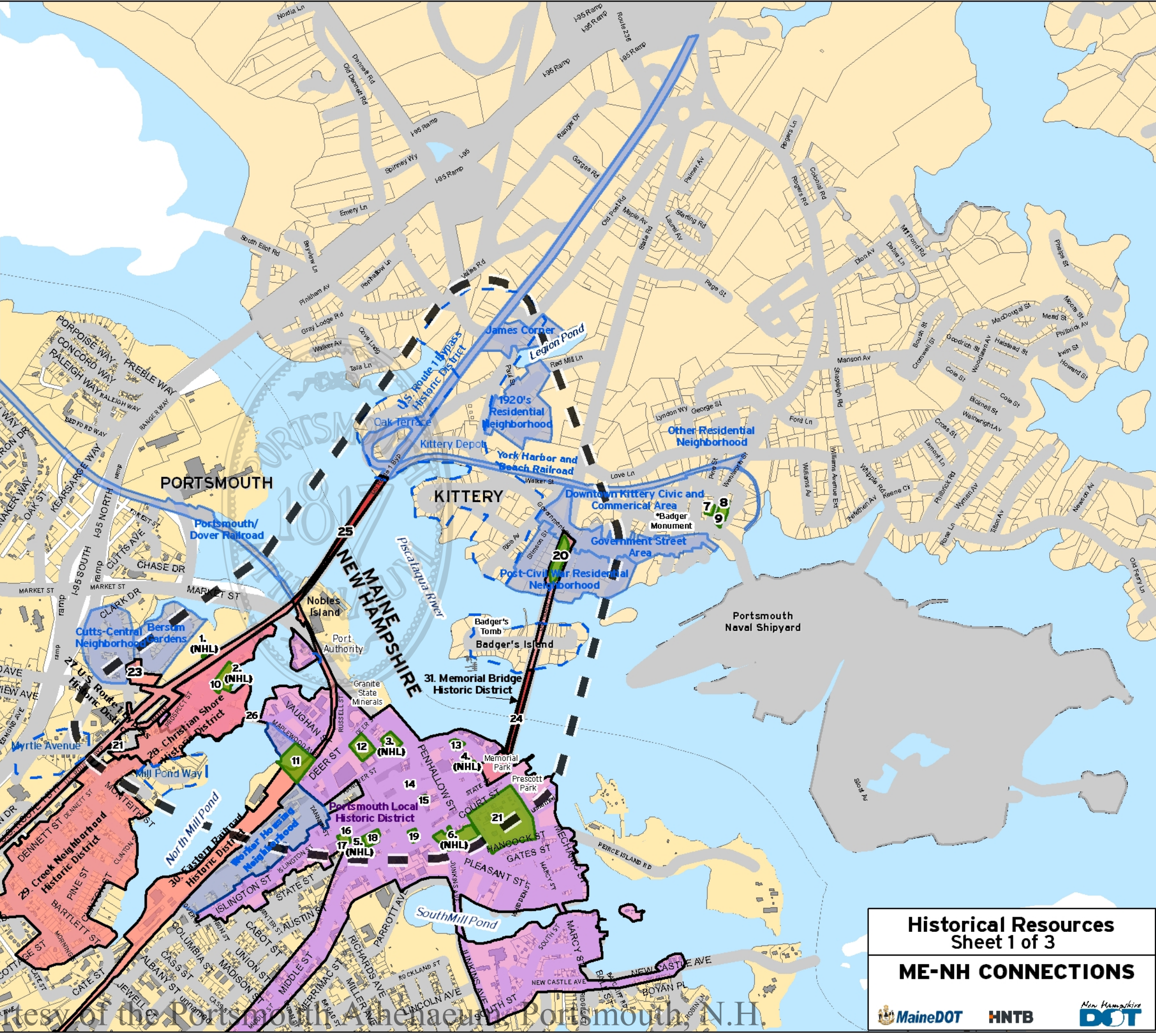
27. U.S. Route 1 Bypass Historic District	30. Eastern Railroad Historic District
28. Christian Shore Historic District	31. Memorial Bridge Historic District
29. Creek Neighborhood Historic District	

Portsmouth Local Historic District Considered NR Eligible by Consensus

Areas with the Potential for Individual NR Eligible Historic Resources

Areas that are worthy of further study as historic districts

Source City of Portsmouth, Town of Kittery, NH GRANIT, ME GIS



Historical Resources
Sheet 1 of 3

ME-NH CONNECTIONS

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Historical Resources in the Study Area

Study Area

National Historic Landmarks (NHL)

1. U.S.S. Albacore	4. MacPheadris-Warner House
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Historic Districts

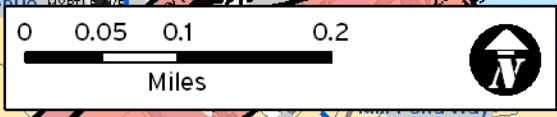
27. U.S. Route 1 Bypass Historic District	30. Eastern Railroad Historic District
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29. Creek Neighborhood Historic District	

Portsmouth Local Historic District Considered NR Eligible by Consensus

Areas with the Potential for Individual NR Eligible Historic Resources

Areas that are worthy of further study as historic districts

Source City of Portsmouth, Town of Kittery, NH GRANIT, ME GIS



Historical Resources
Sheet 2 of 3

ME-NH CONNECTIONS

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Historical Resources in the Study Area

Study Area

National Historic Landmarks (NHL)

1. U.S.S. Albacore	4. MacPheadris-Warner House
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Individual Properties

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23. Cutts Mansion	26. Maplewood Avenue Bridge
24. Memorial Bridge	

Historic Districts

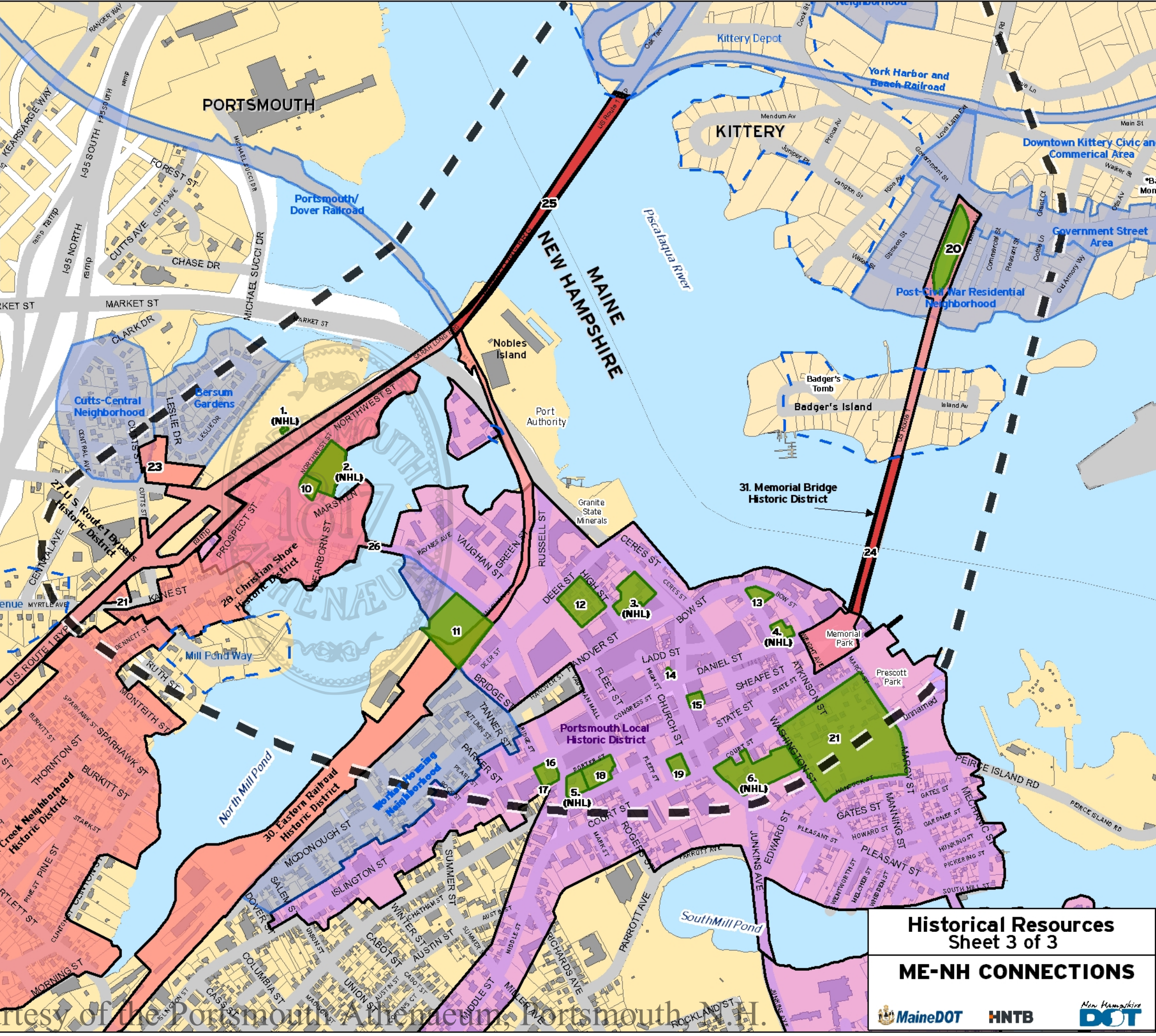
27. U.S. Route 1 Bypass Historic District	30. Eastern Railroad Historic District
28. Christian Shore Historic District	31. Memorial Bridge Historic District
29. Creek Neighborhood Historic District	

Portsmouth Local Historic District Considered NR Eligible by Consensus

Areas with the Potential for Individual NR Eligible Historic Resources

Areas that are worthy of further study as historic districts

Source: City of Portsmouth, Town of Kittery, NH GRANIT, ME GIS

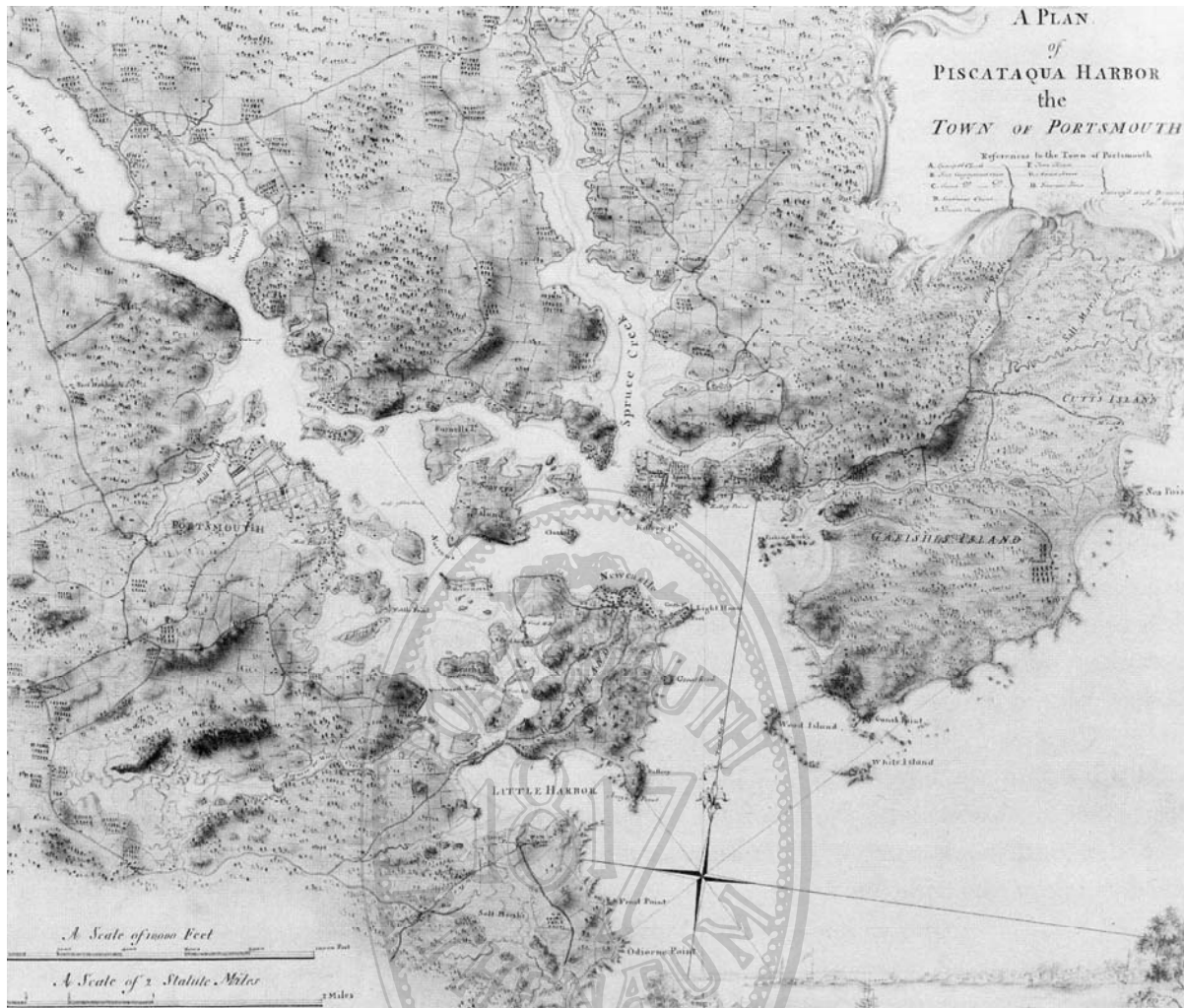


Historical Resources
Sheet 3 of 3

ME-NH CONNECTIONS

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS



1774

“A Plan of Piscataqua Harbor... Survey’d and Drawn by Ja. Grant, 1774” (Collection of New Hampshire Historical Society)



1779
Des Barres Map (Des Barres 1779)



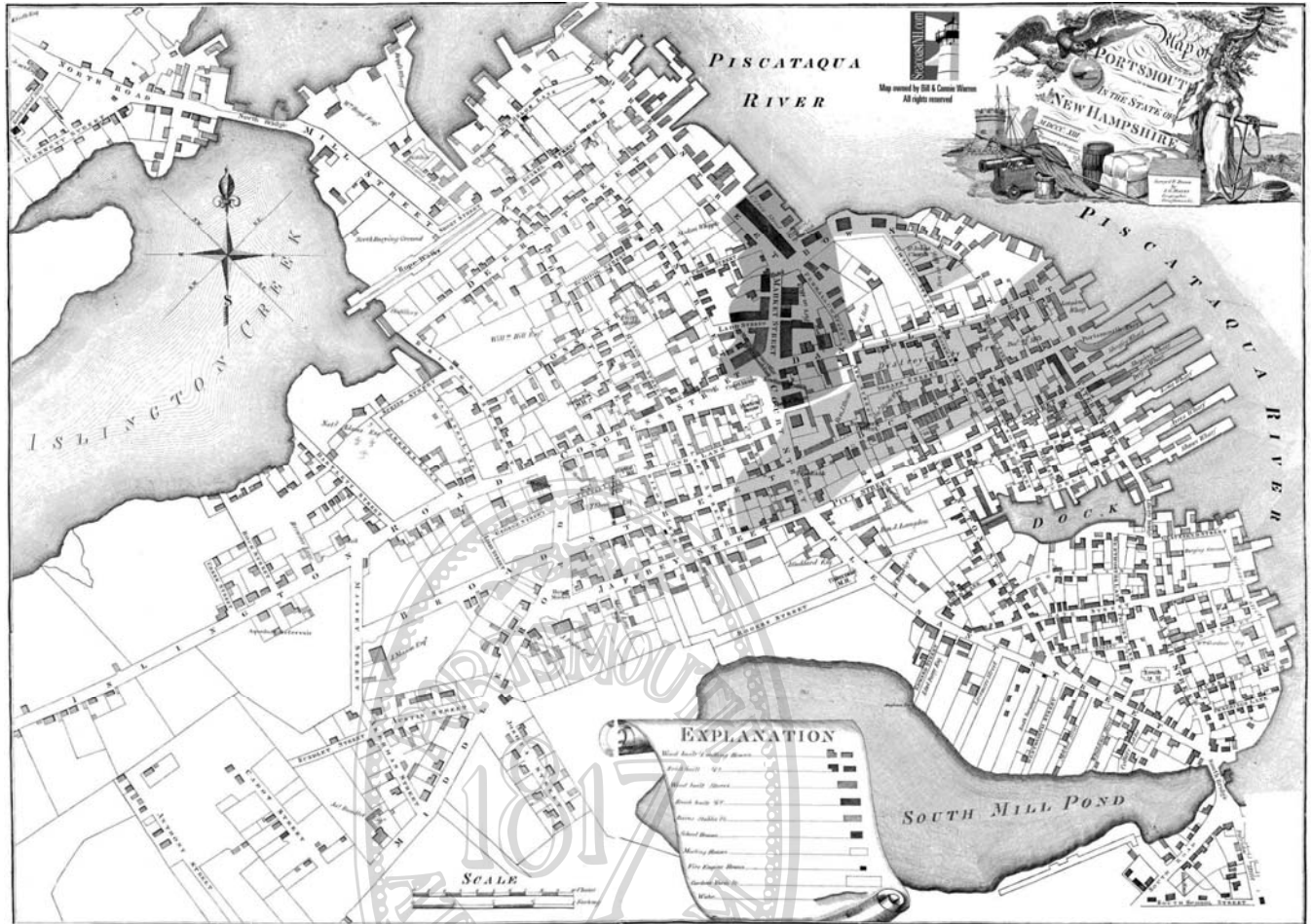
1779
Detail of Study Area (Des Barres 1779)

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS

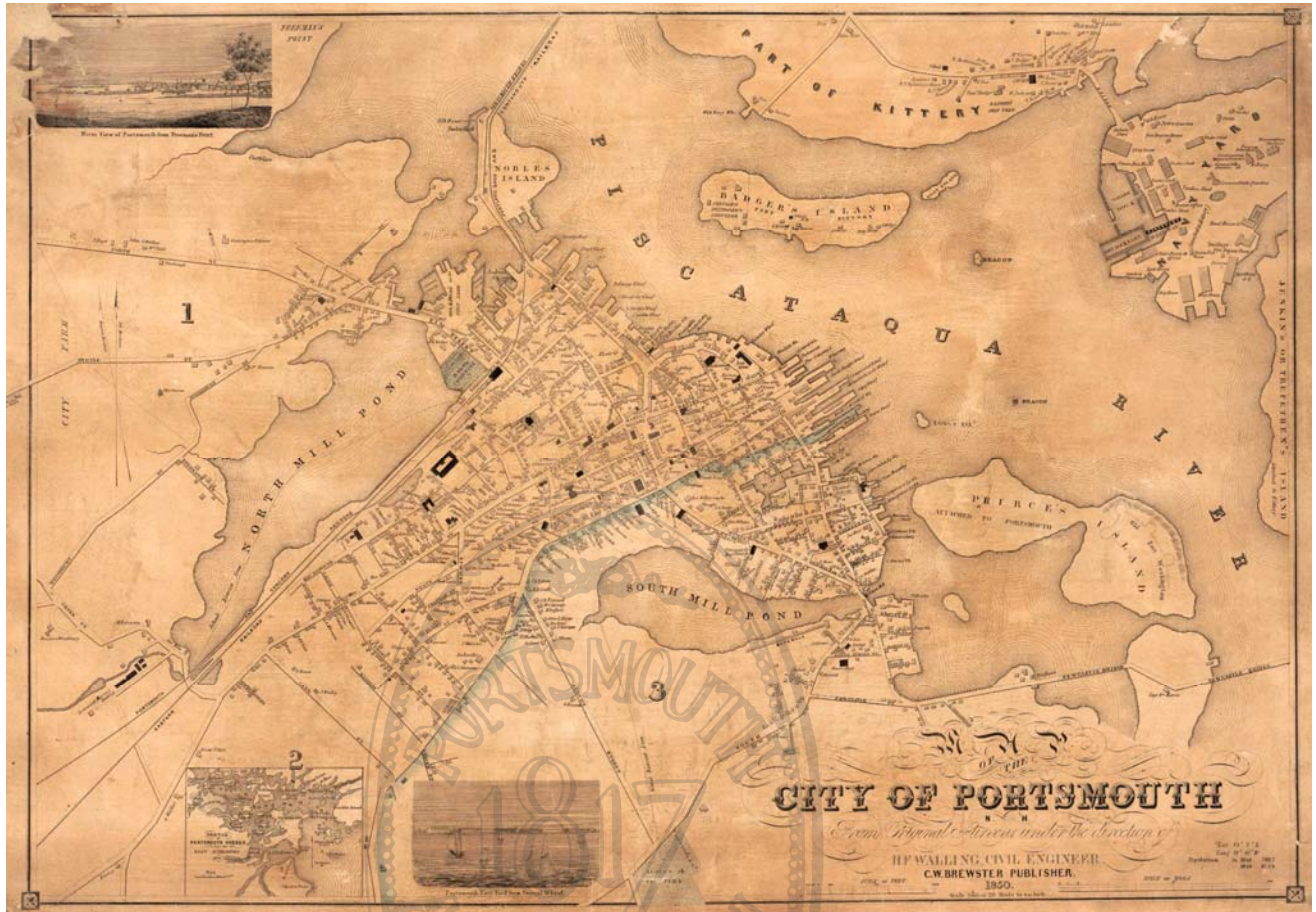


1794 Plan of the Town of Kittery
(Massachusetts State Archives)

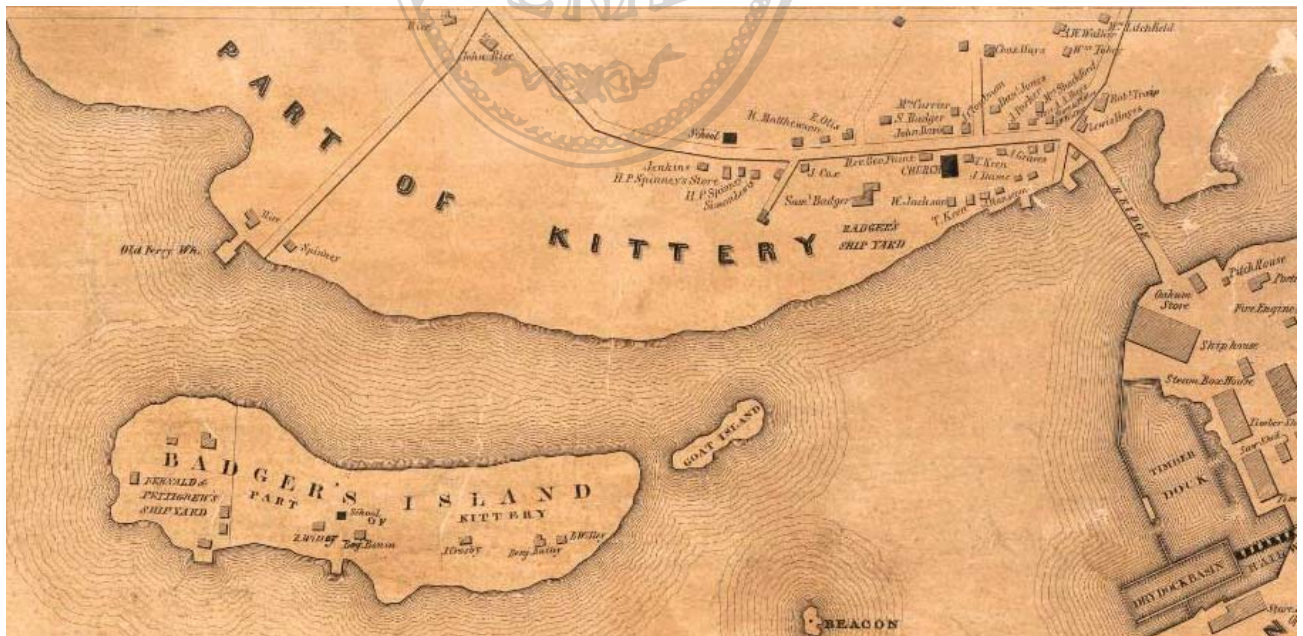
Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS



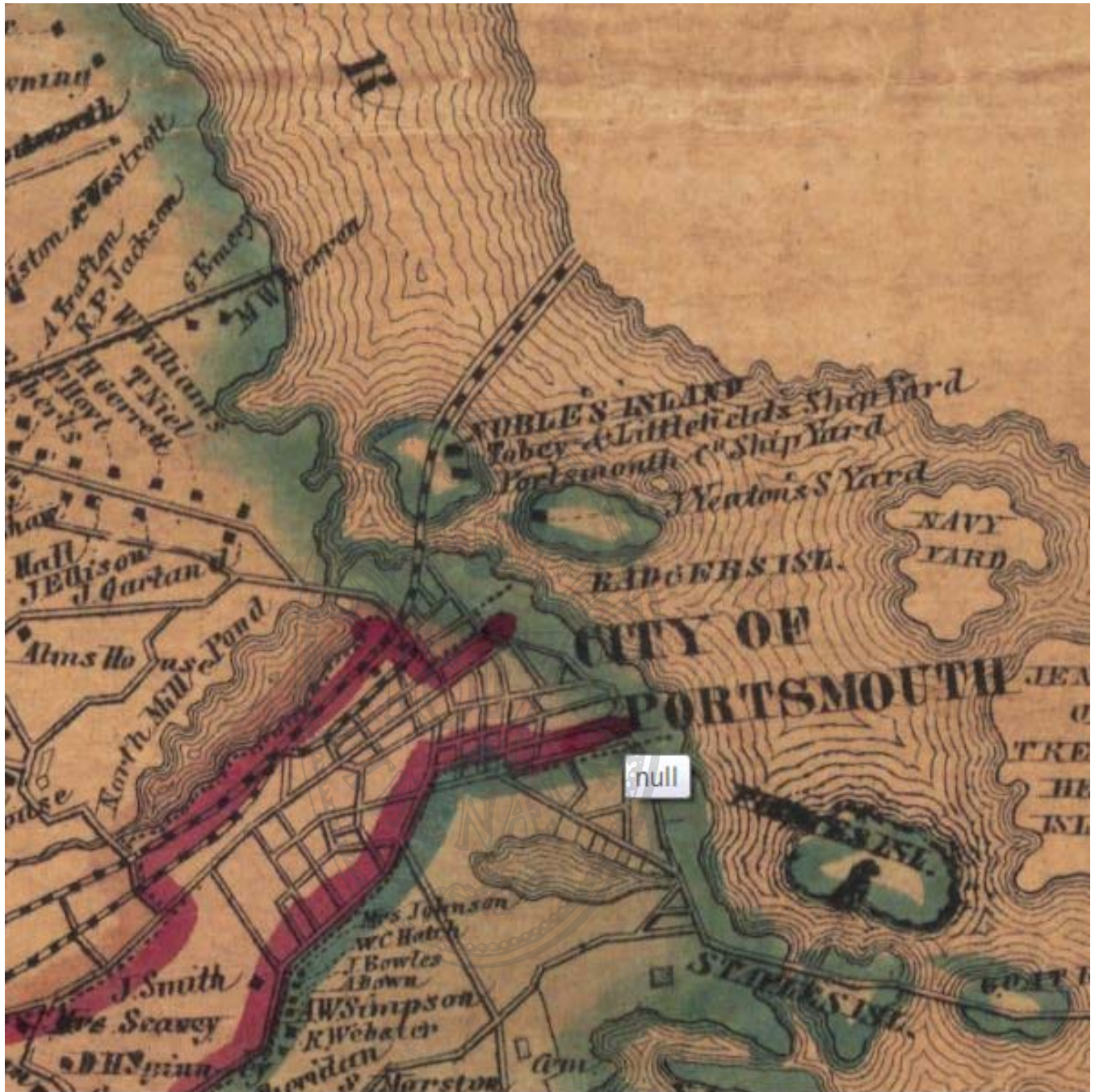
1813 Portsmouth
(Hales 1813)



1850 City of Portsmouth
Full map (Walling 1850)



1850
Detail of Kittery (Walling 1850)

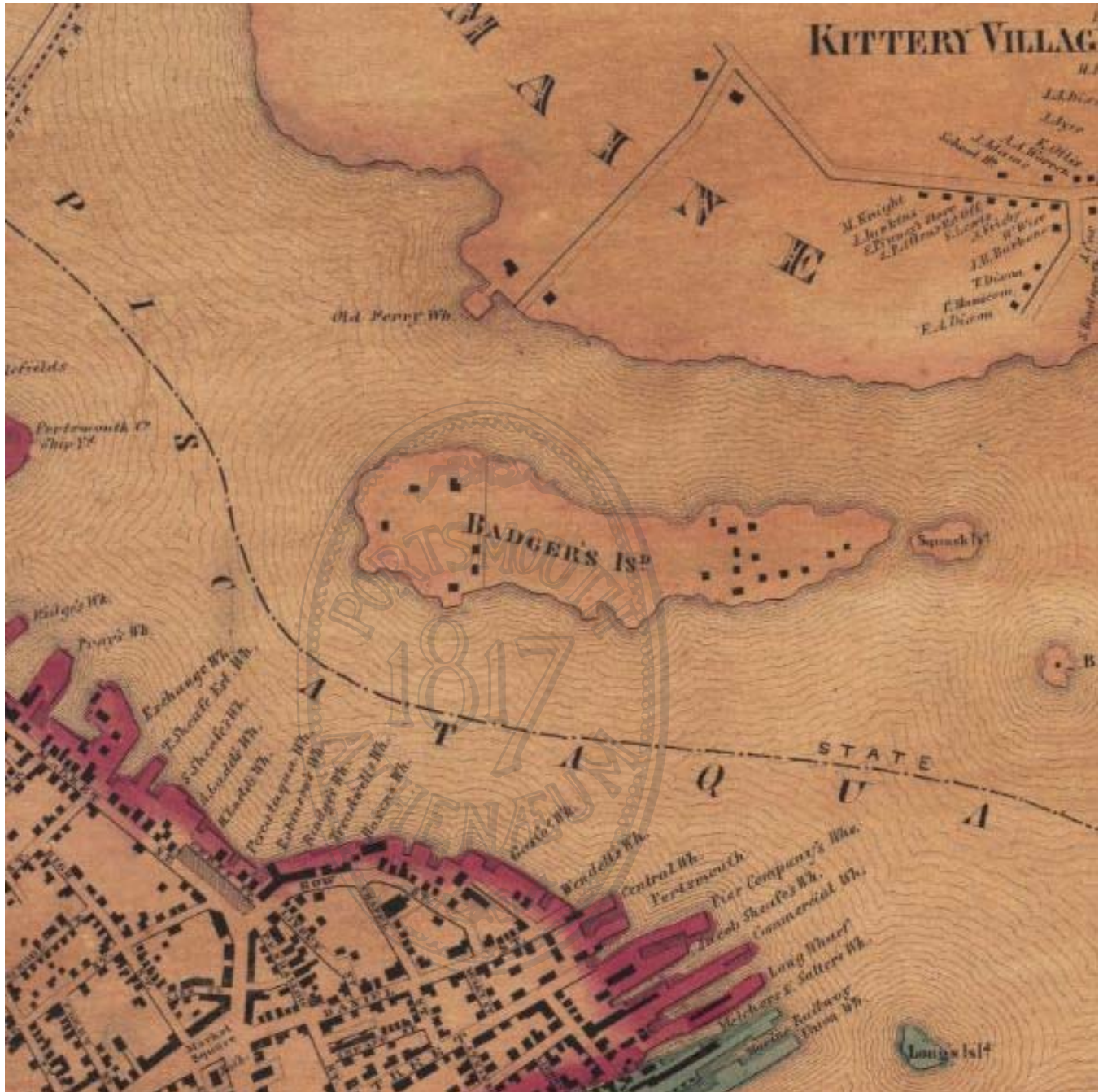


1857
Portsmouth (Chace 1857)



1857

Detail of Portsmouth, showing Portsmouth-Kittery bridge and Noble's Island (Chace 1857)



1857

Detail of Portsmouth, showing downtown, Badger's Island, Old Ferry wharf in Kittery (Chace 1857)

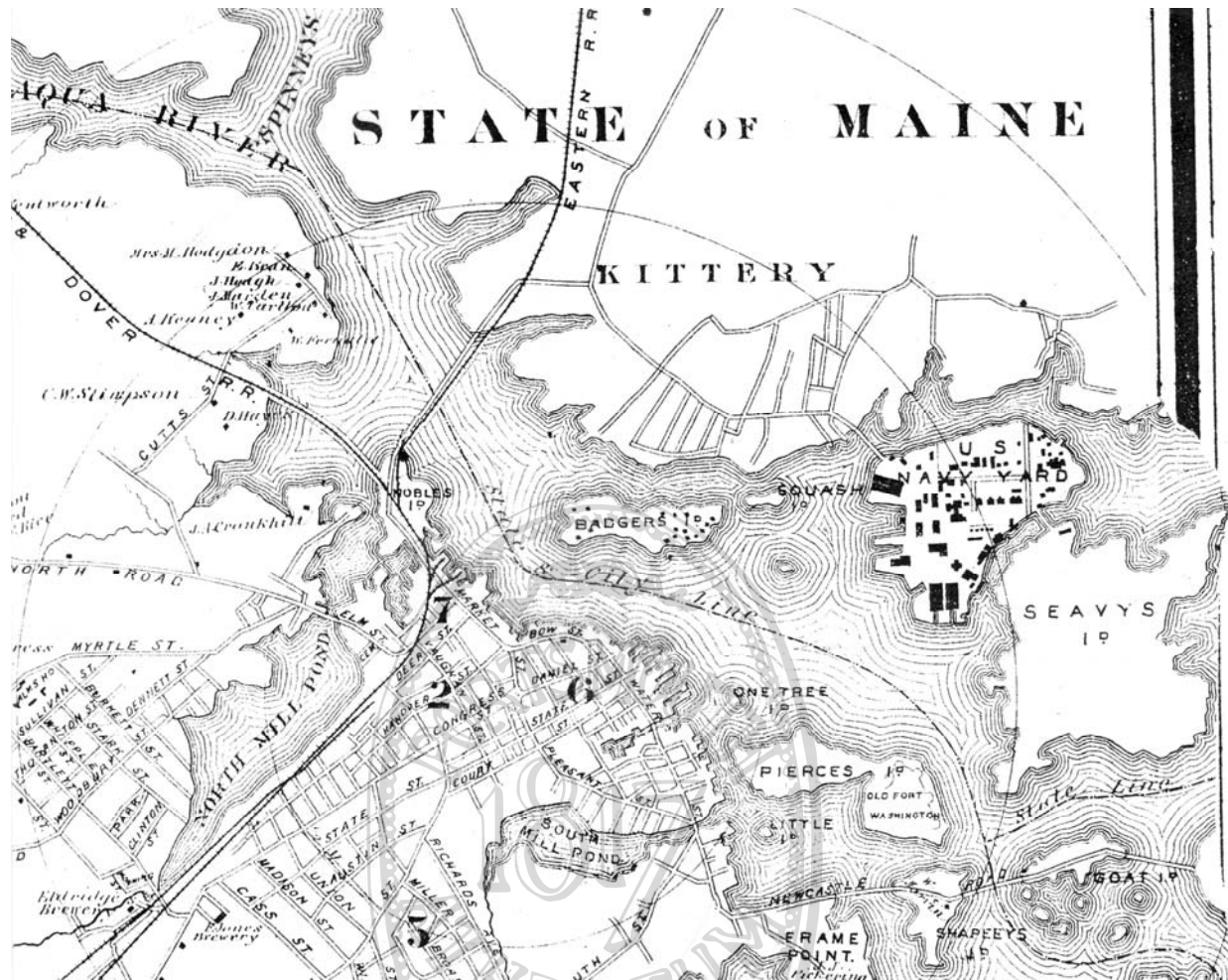


1866
Portsmouth Harbor Plan (Collection of Kittery Historical and Naval Society)

Maine-New Hampshire Connections Study
 Appendix B – HISTORIC MAPS AND PLANS



1872
 Kittery Detail (Sanford and Everts 1872)



1876

Overview, *Map of the City of Portsmouth, New Hampshire.* (Beers 1876)

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS



1876

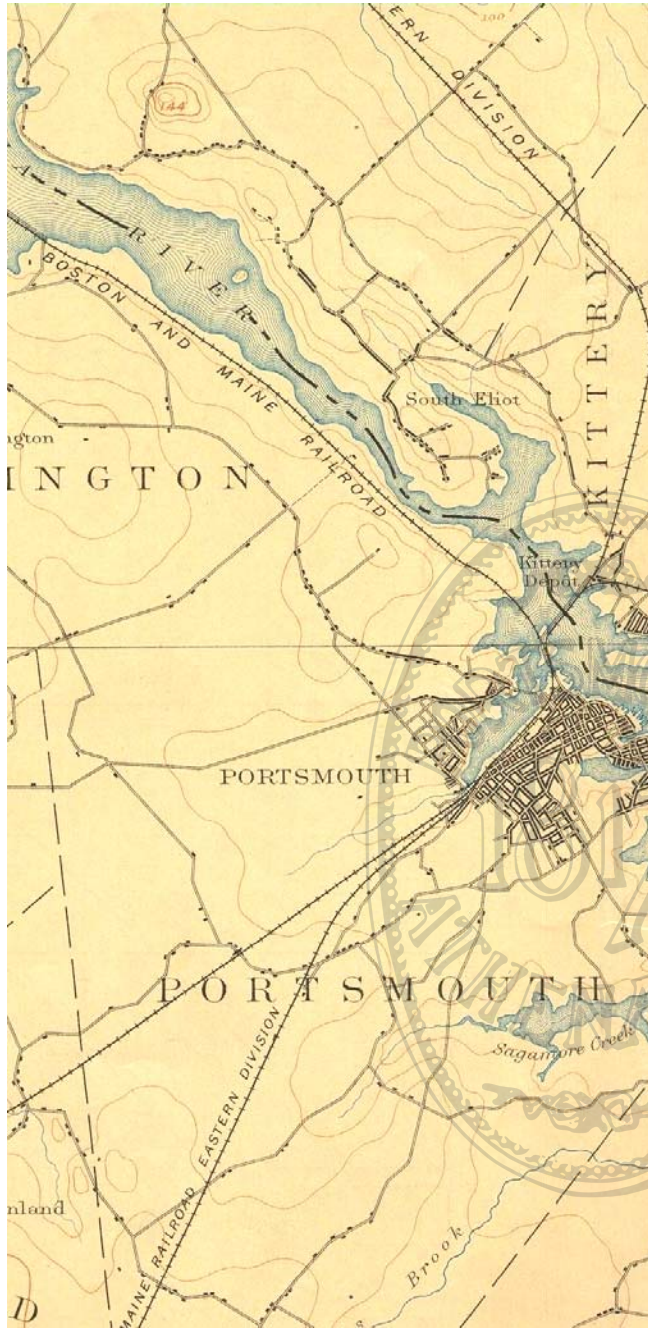
Detail, *Map of the City of Portsmouth, New Hampshire.* (Beers 1876)



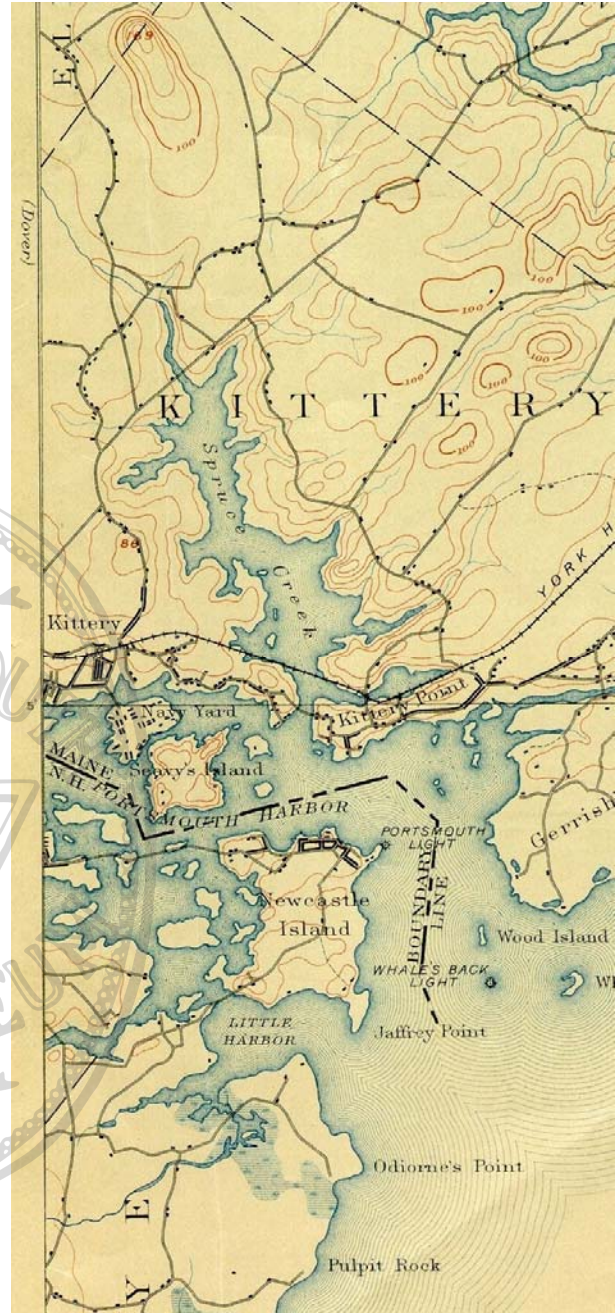
1877

Portsmouth Bird's-Eye, facing south (Ruger 1877)

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS

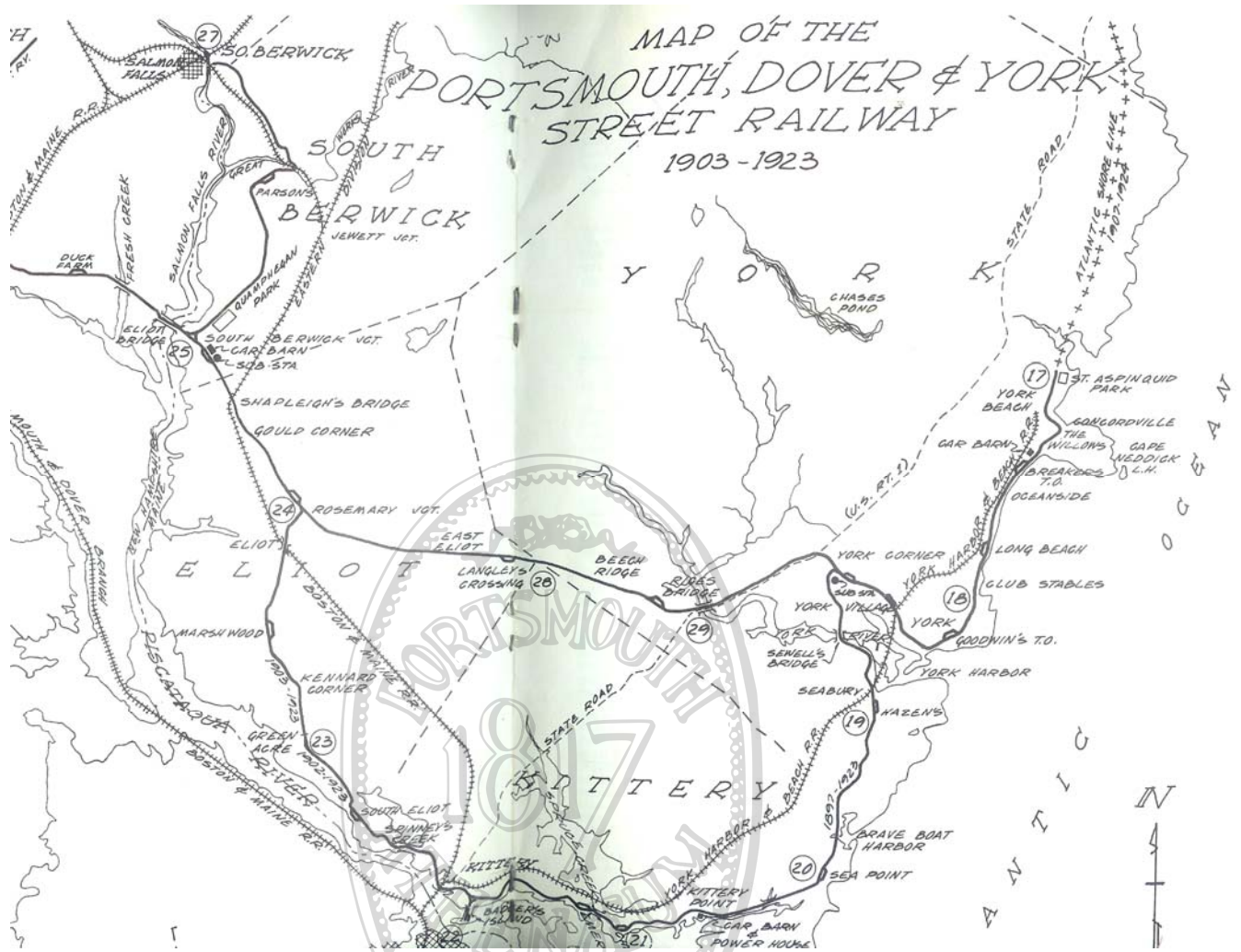


1895
Dover USGS map (USGS 1895)

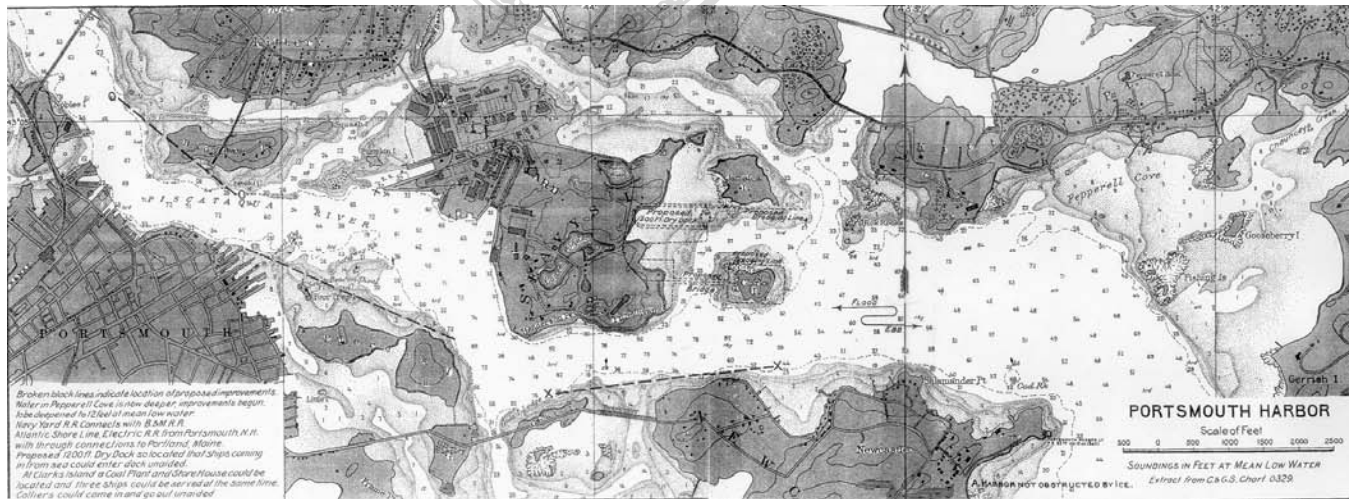


1893
York USGS map (USGS 1893)

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS



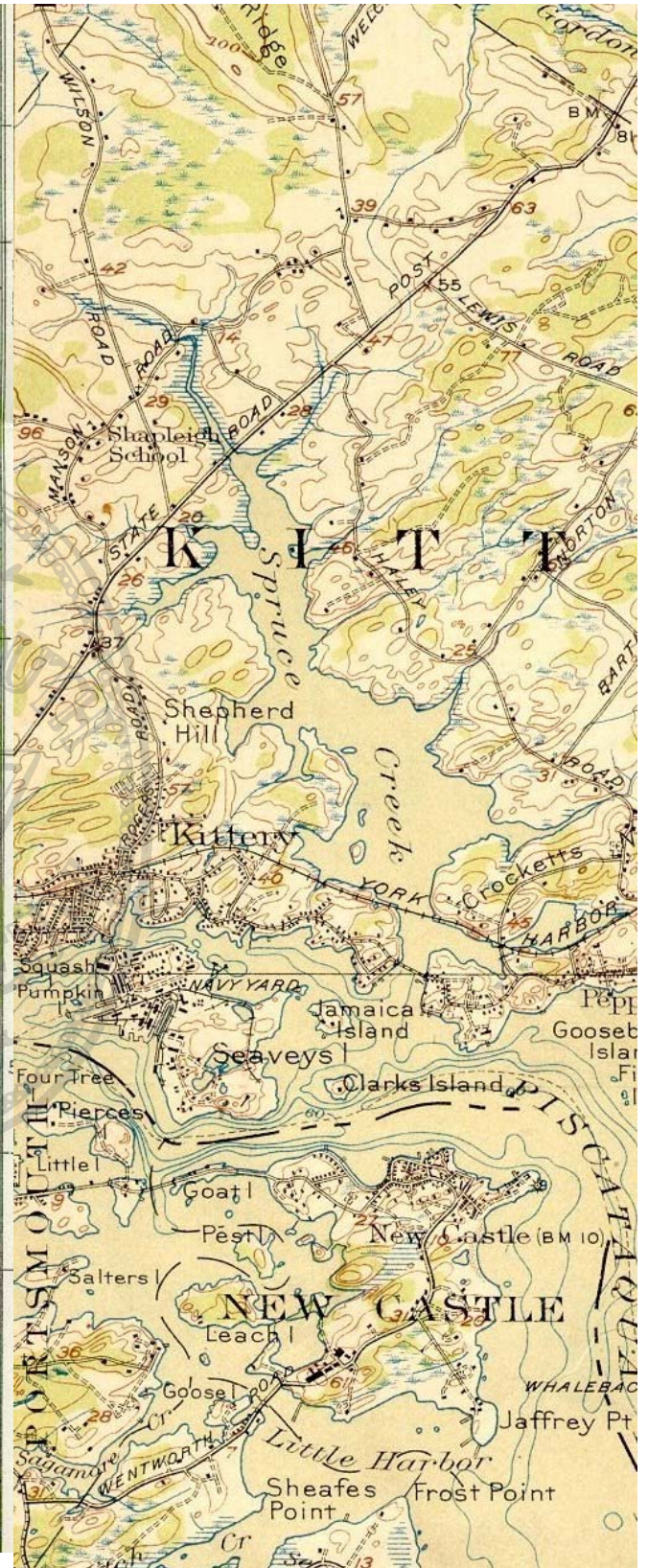
1903 – 1923
Street Railway Map (Cummings 1964)



ca. 1916
Portsmouth Harbor map

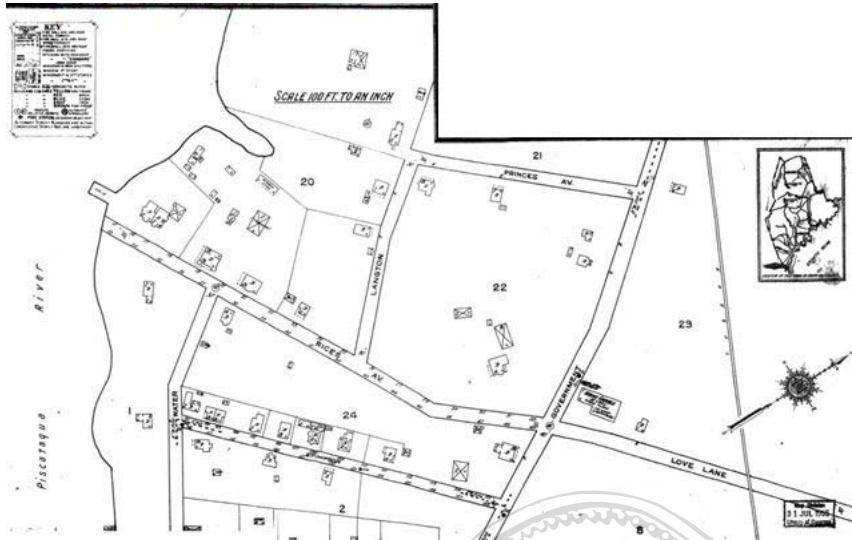


1918
Dover USGS map (USGS 1918)

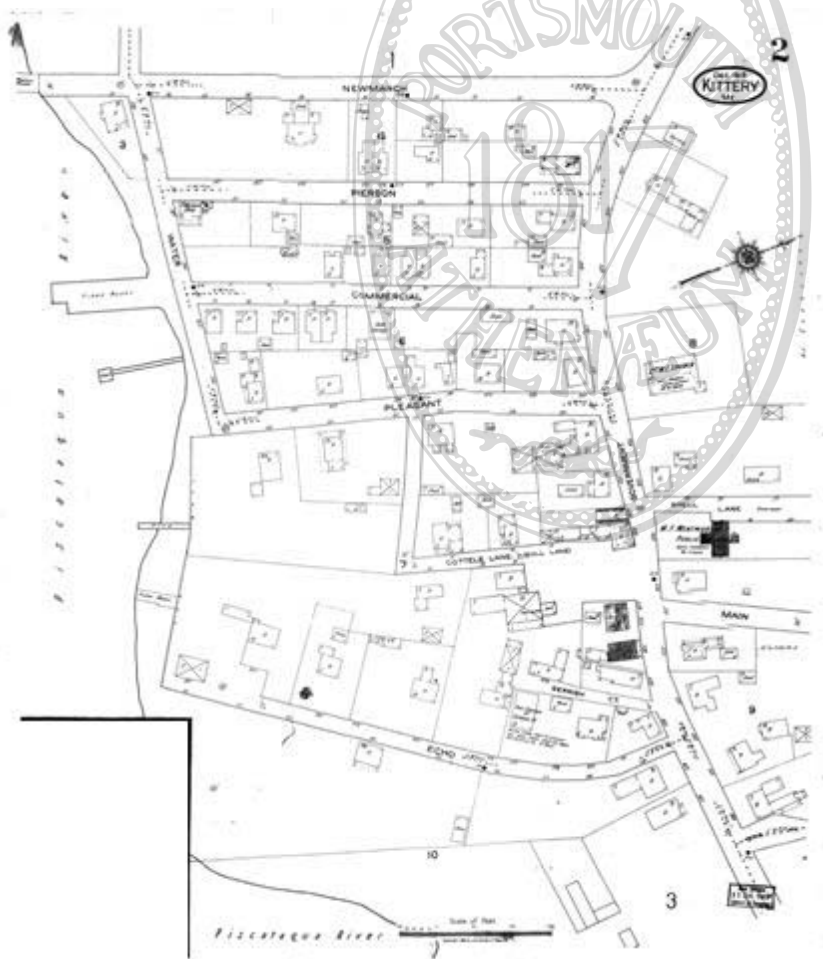


1920
York USGS map (USGS 1920)

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS

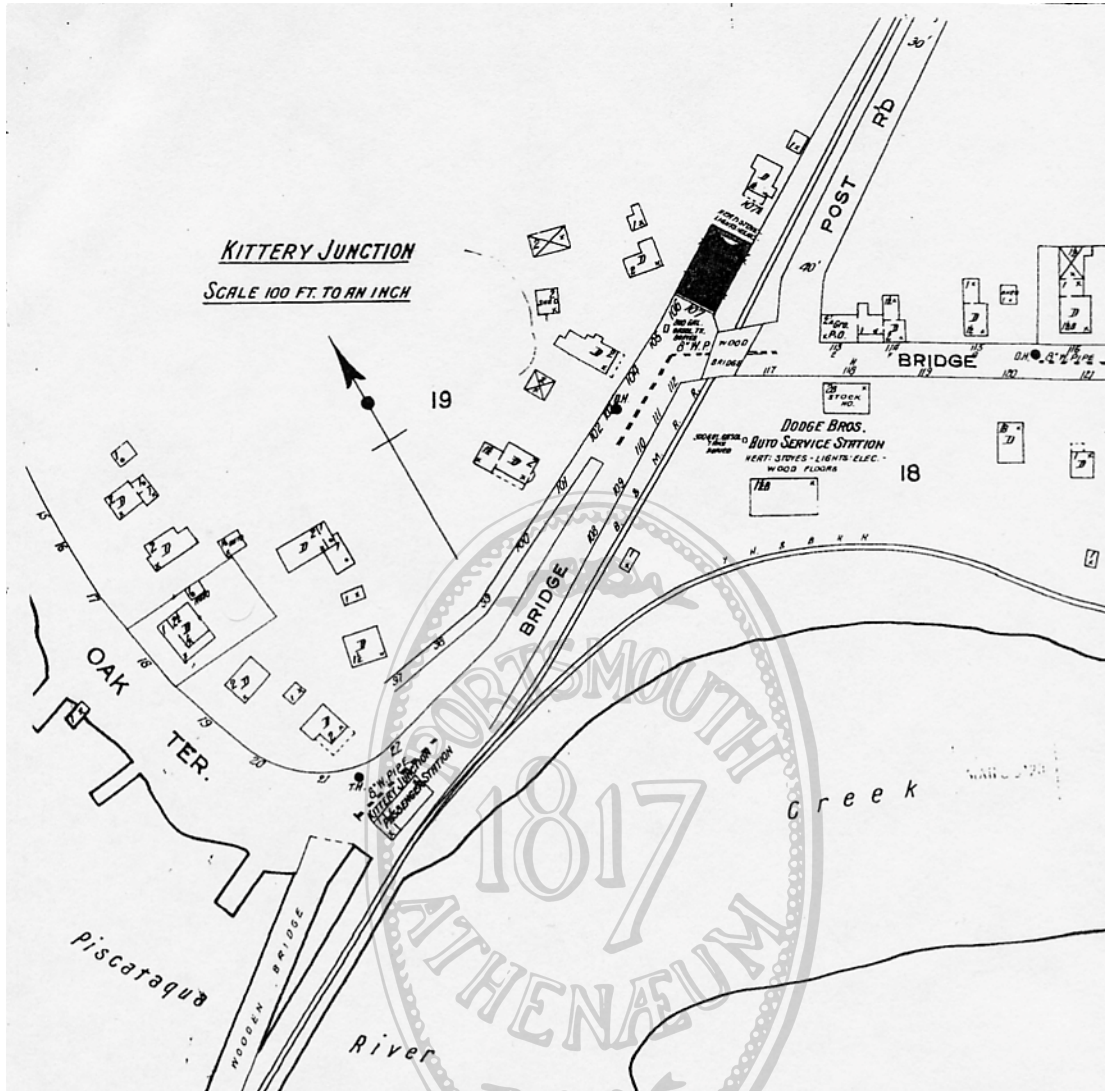


1919
Rice Avenue, Maine, Sheet 1 (Sanborn 1919)



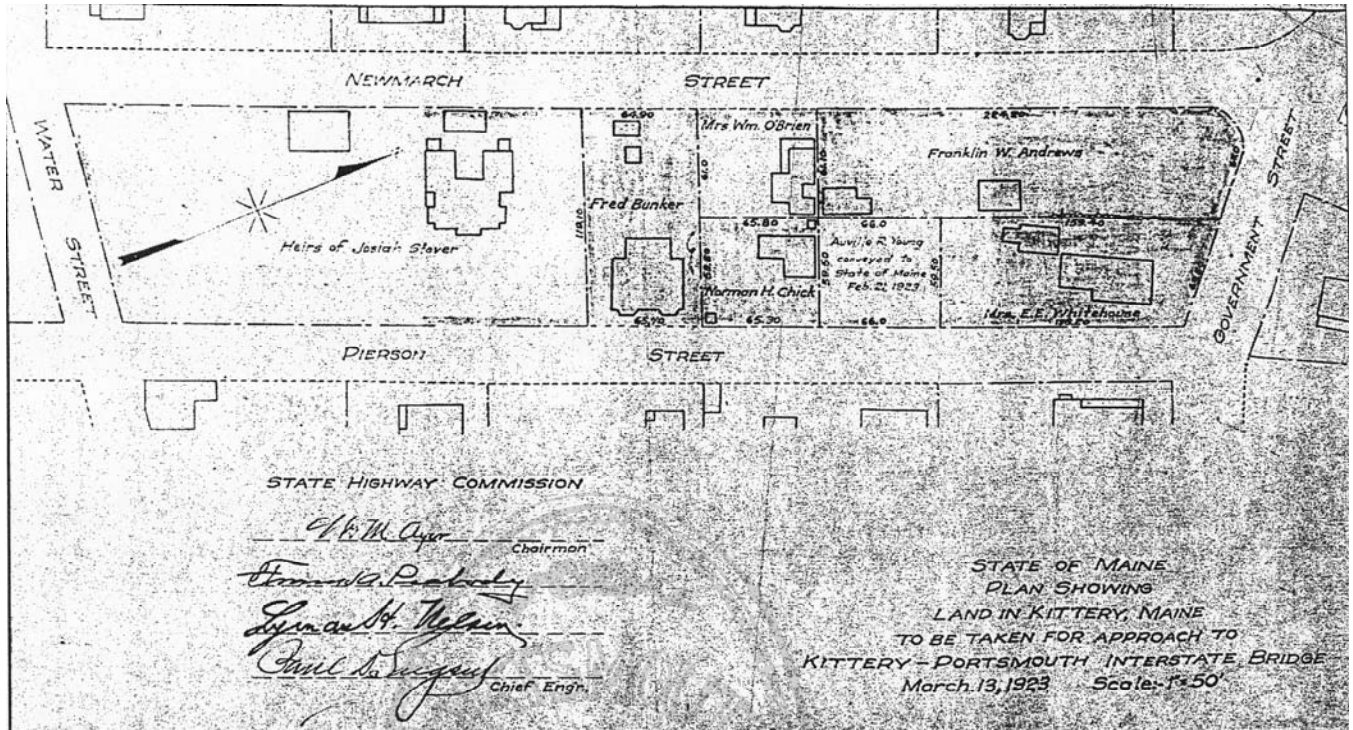
1919
Part of Pre-Civil War Historic District, Maine, Sheet 2 (Sanborn 1919)

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS



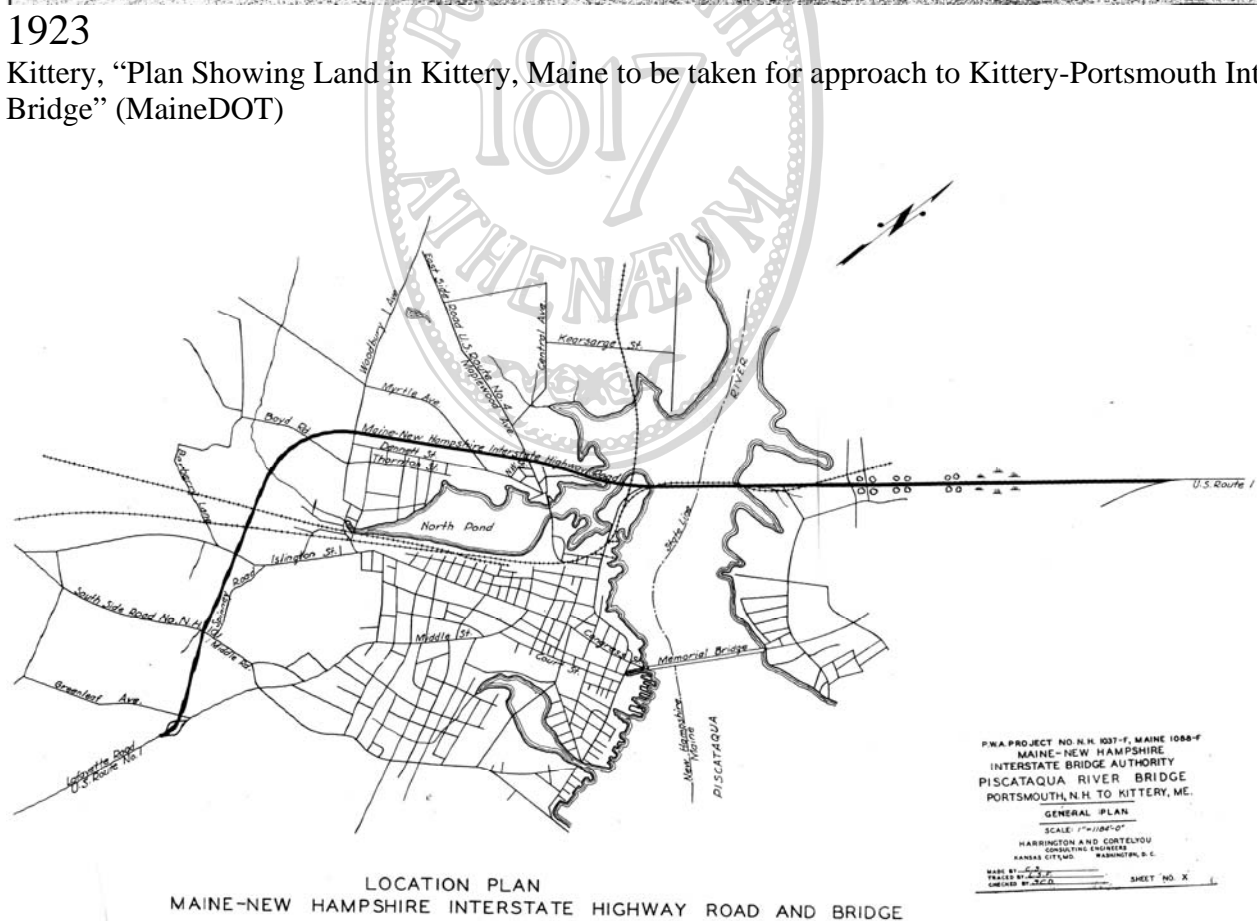
1919
Kittery Junction (Sanborn 1919)

Maine-New Hampshire Connections Study
 Appendix B – HISTORIC MAPS AND PLANS



1923

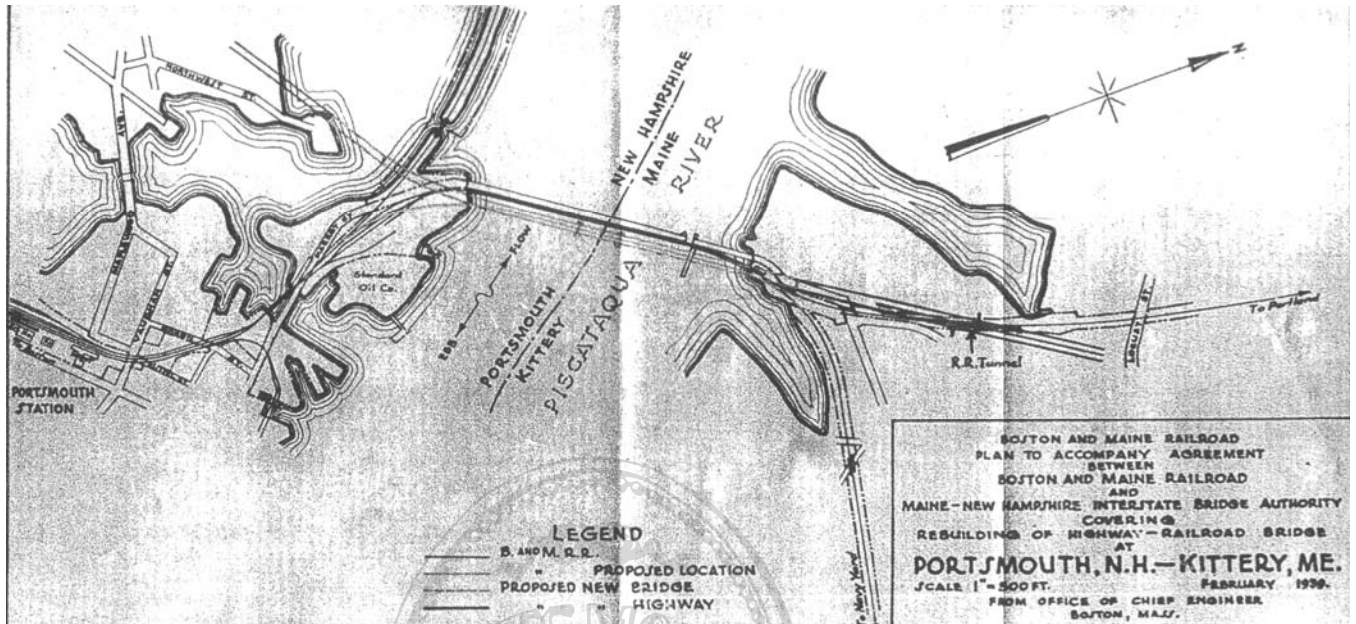
Kittery, "Plan Showing Land in Kittery, Maine to be taken for approach to Kittery-Portsmouth Interstate Bridge" (MaineDOT)



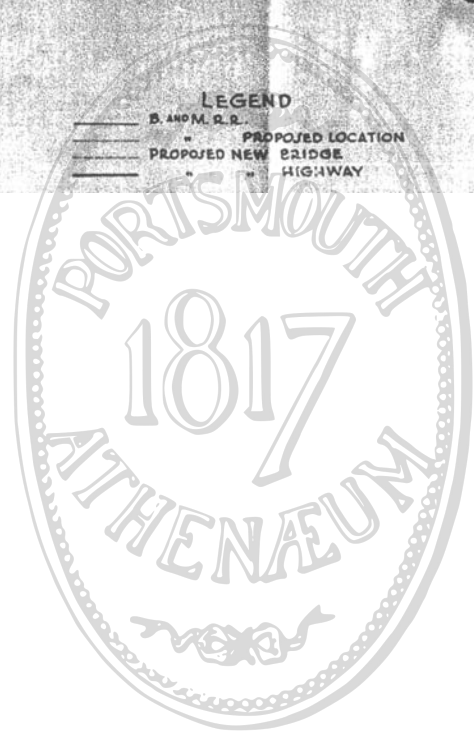
1938

General plan for US Route 1 Bypass (NHDOT)

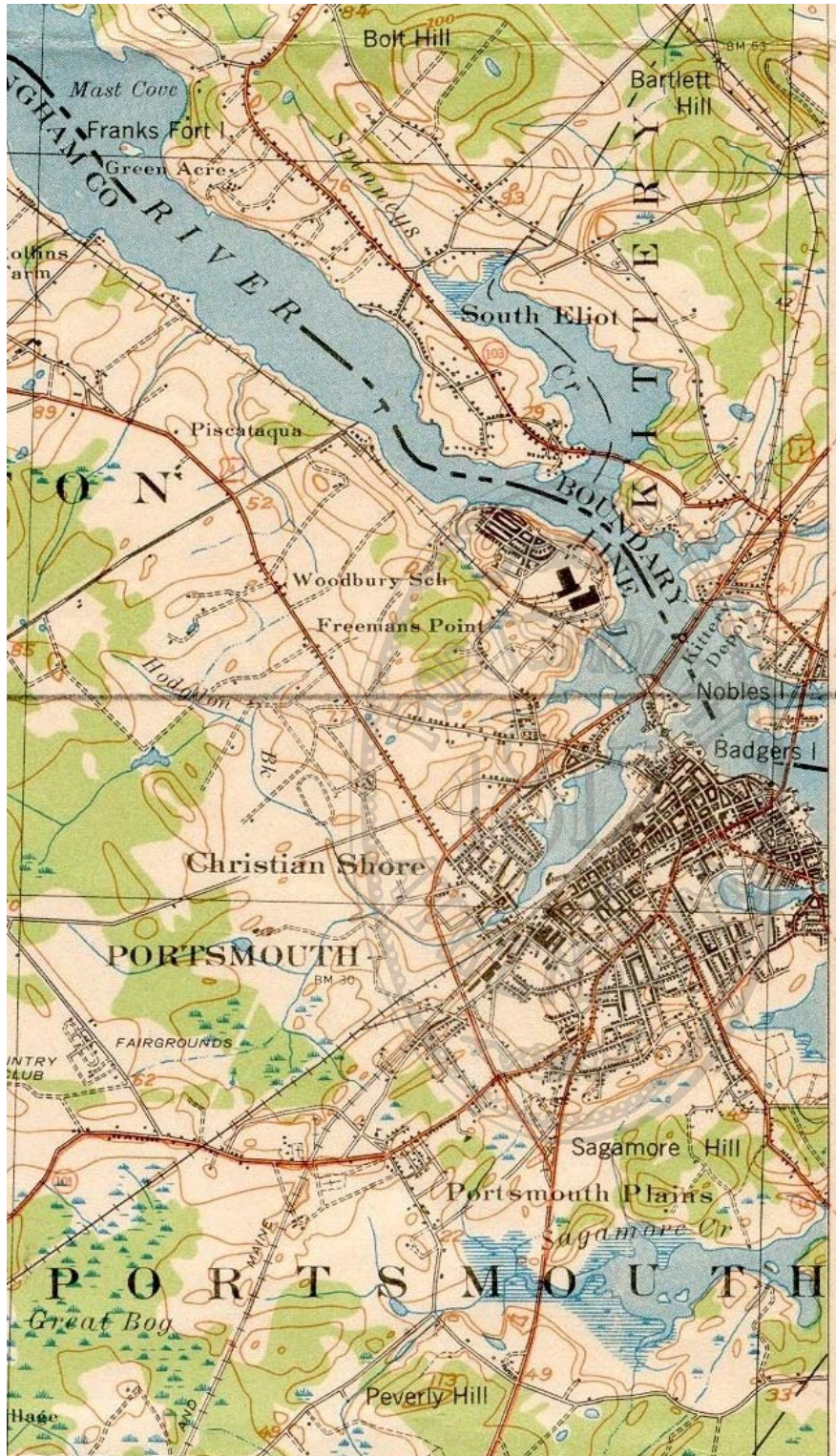
Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS



1939
Boston & Maine plan

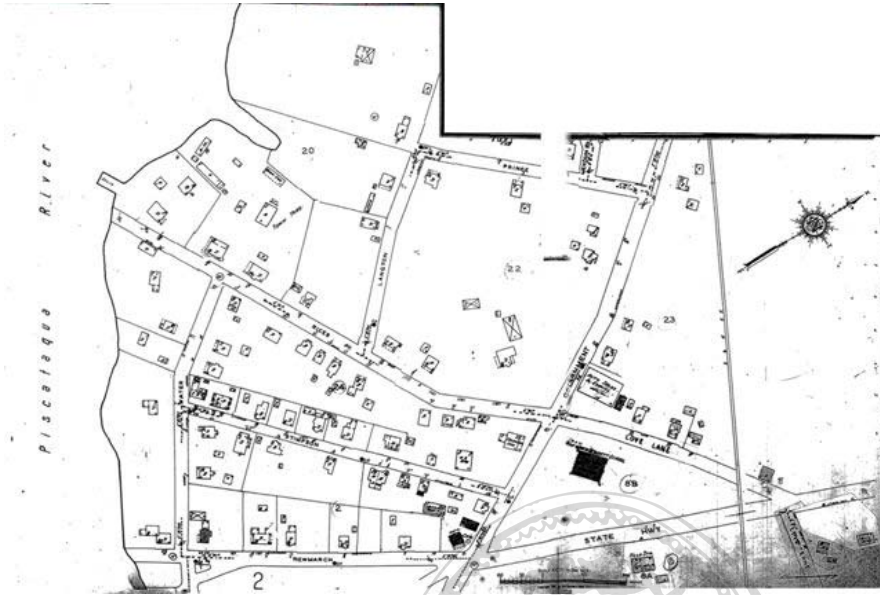


Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS

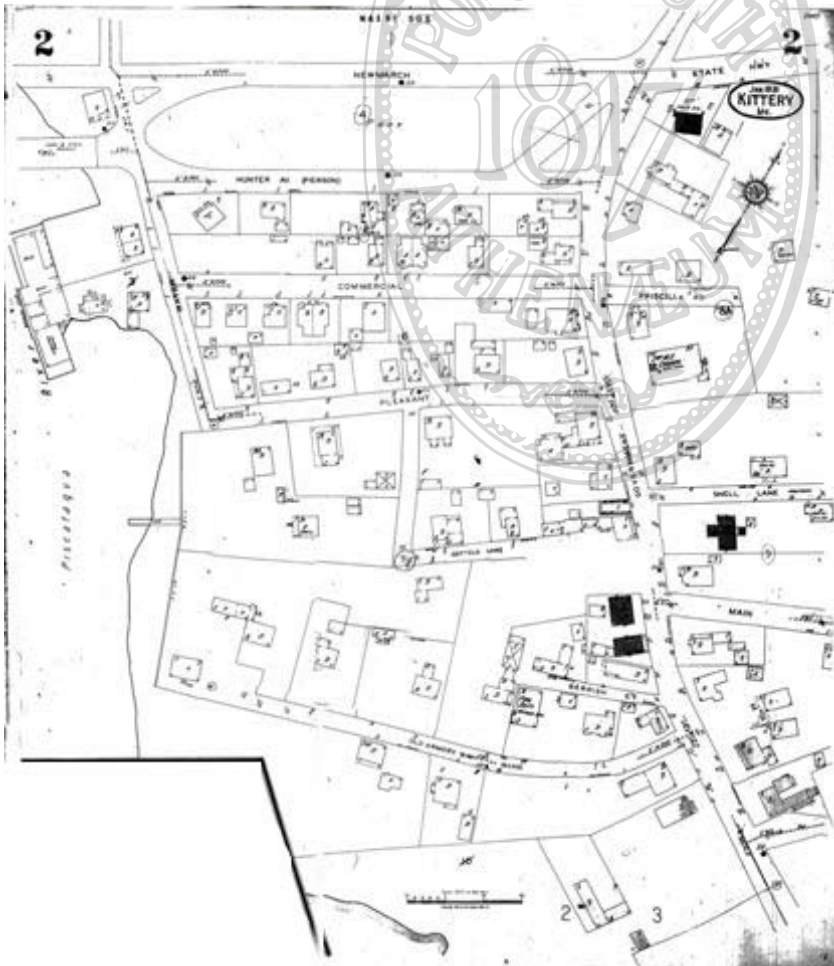


1941
Dover USGS map (USGS 1941)

Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS

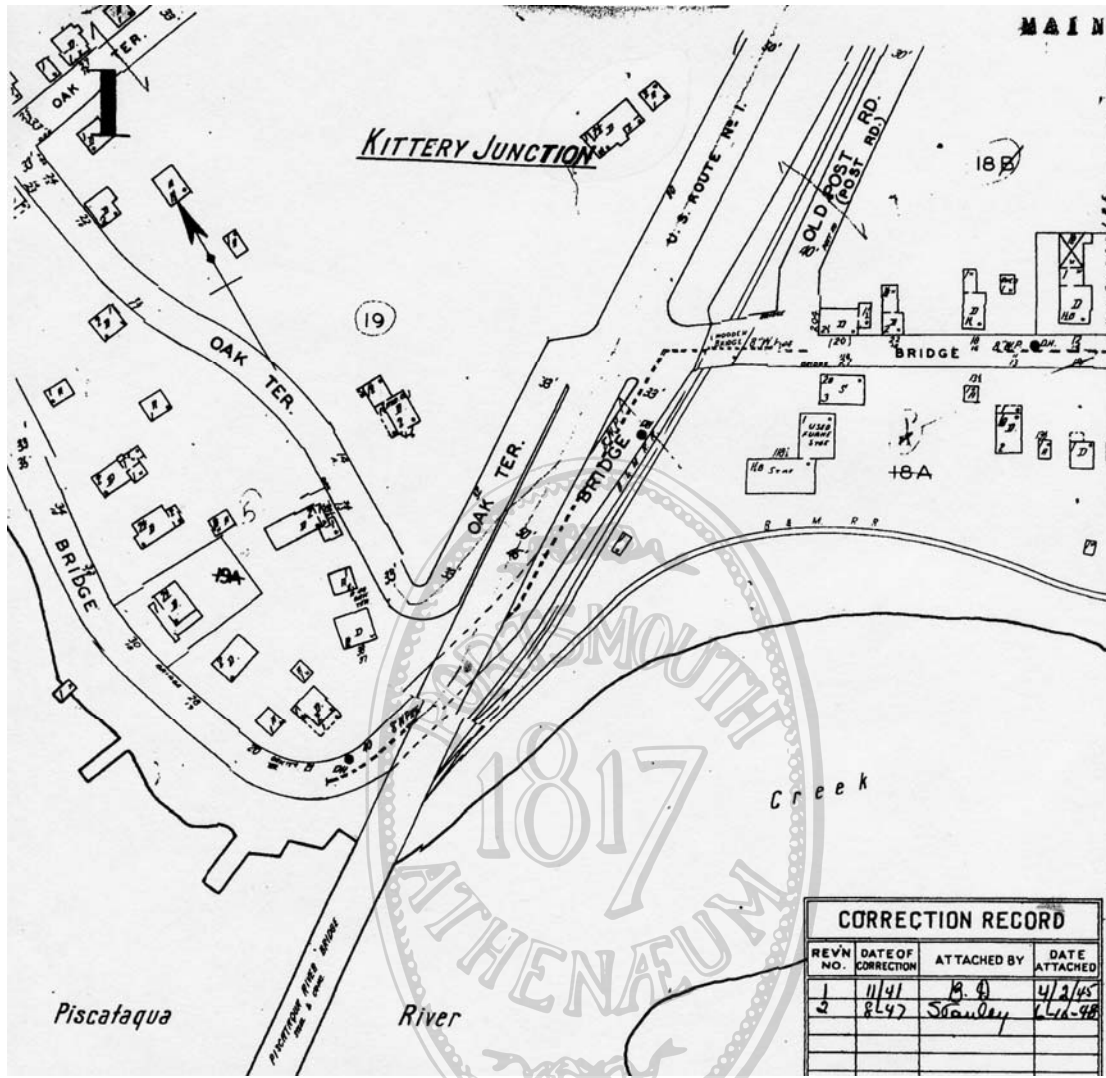


1947
Rice Avenue, Maine – Sheet 1, 1931 updated to 1947 (Sanborn 1947)



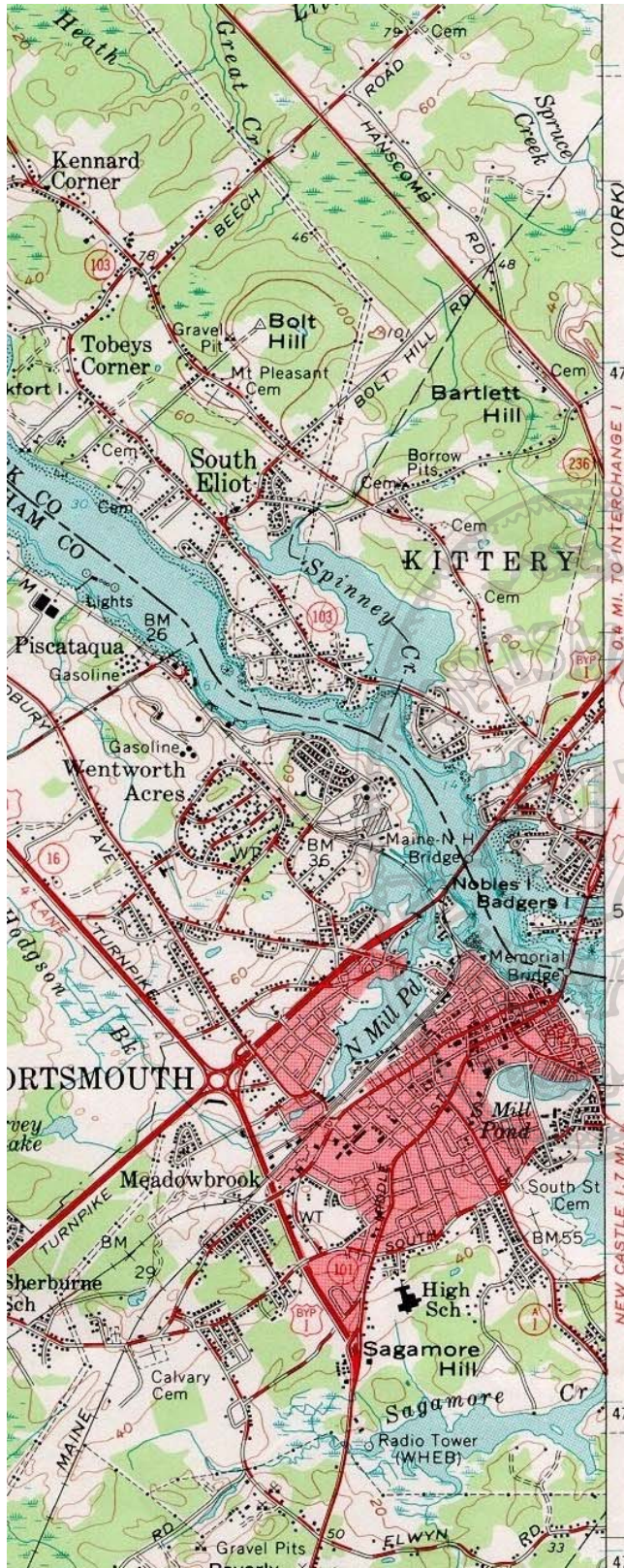
1947
Rice Avenue, Maine – Sheet 2, 1931 updated to 1947 (Sanborn 1947)

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1947
 Kittery Junction, 1931 updated to 1947 (Sanborn 1947)

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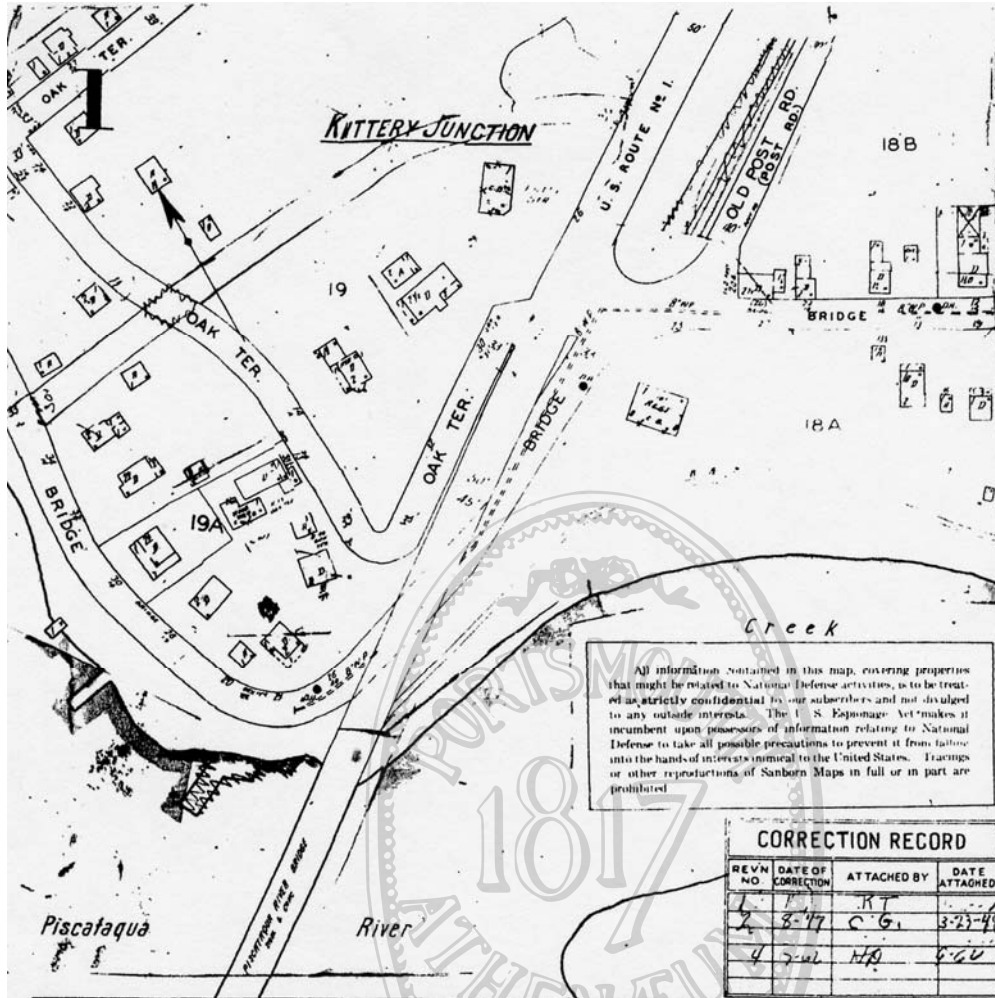
1956
Dover USGS map (USGS 1956)

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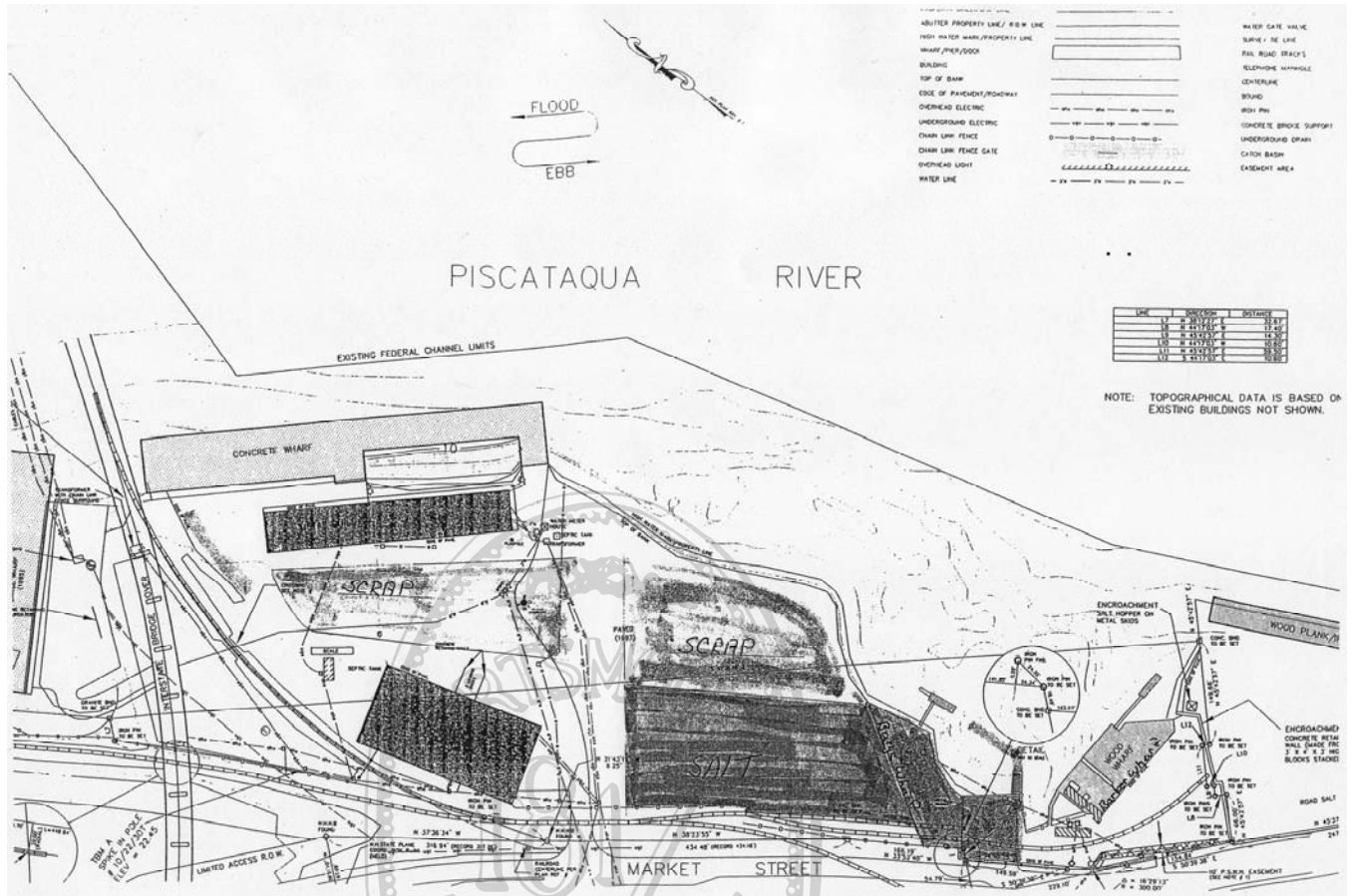
1956
York USGS map (USGS 1956)

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 Appendix B – HISTORIC MAPS AND PLANS

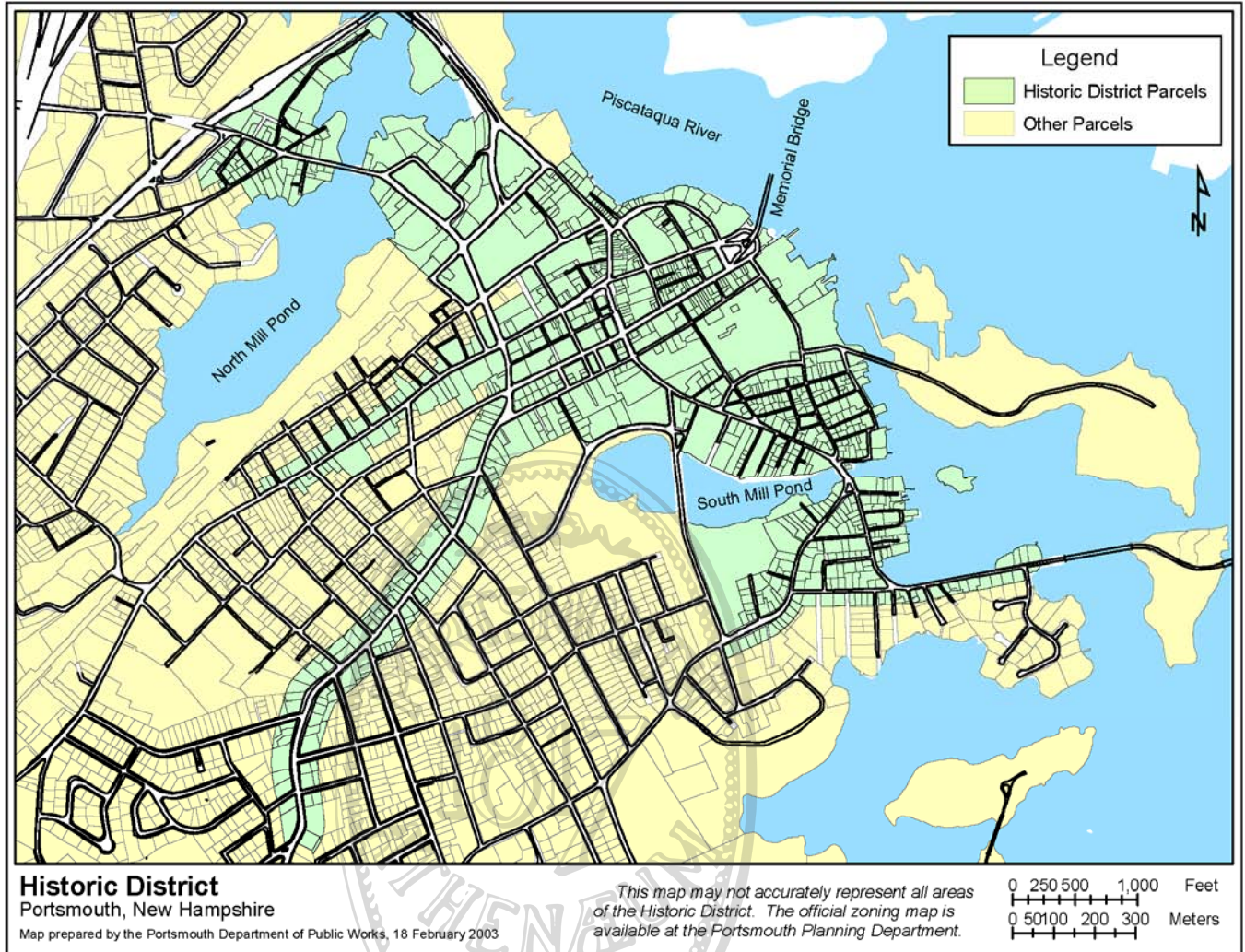


1962
 Kittery Junction, 1931 updated to 1962 (Sanborn 1962)

Maine-New Hampshire Connections Study
 Appendix B – HISTORIC MAPS AND PLANS

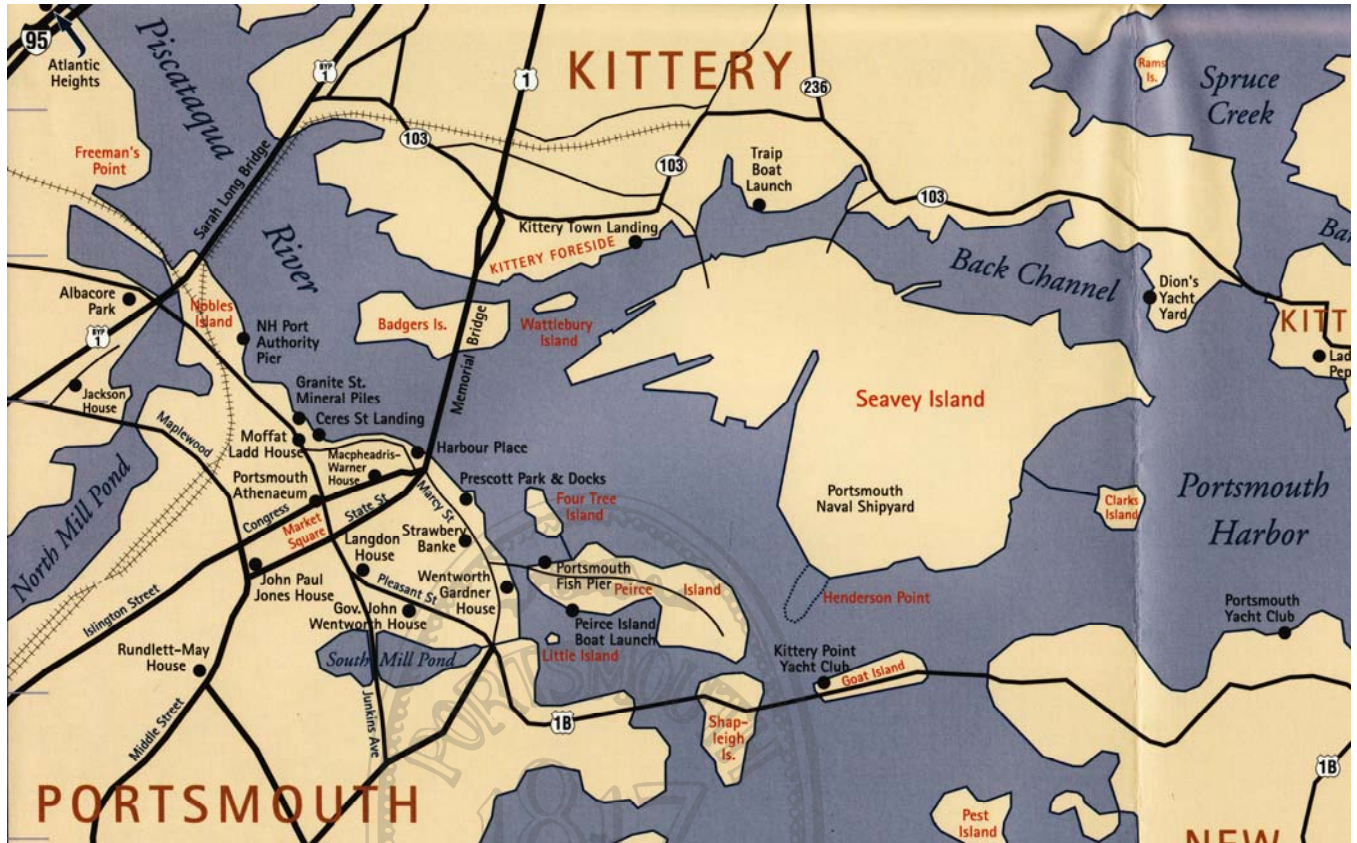


after 1997
 Portsmouth (Collection of Port Authority)



2003
Portsmouth Historic District map (City of Portsmouth)

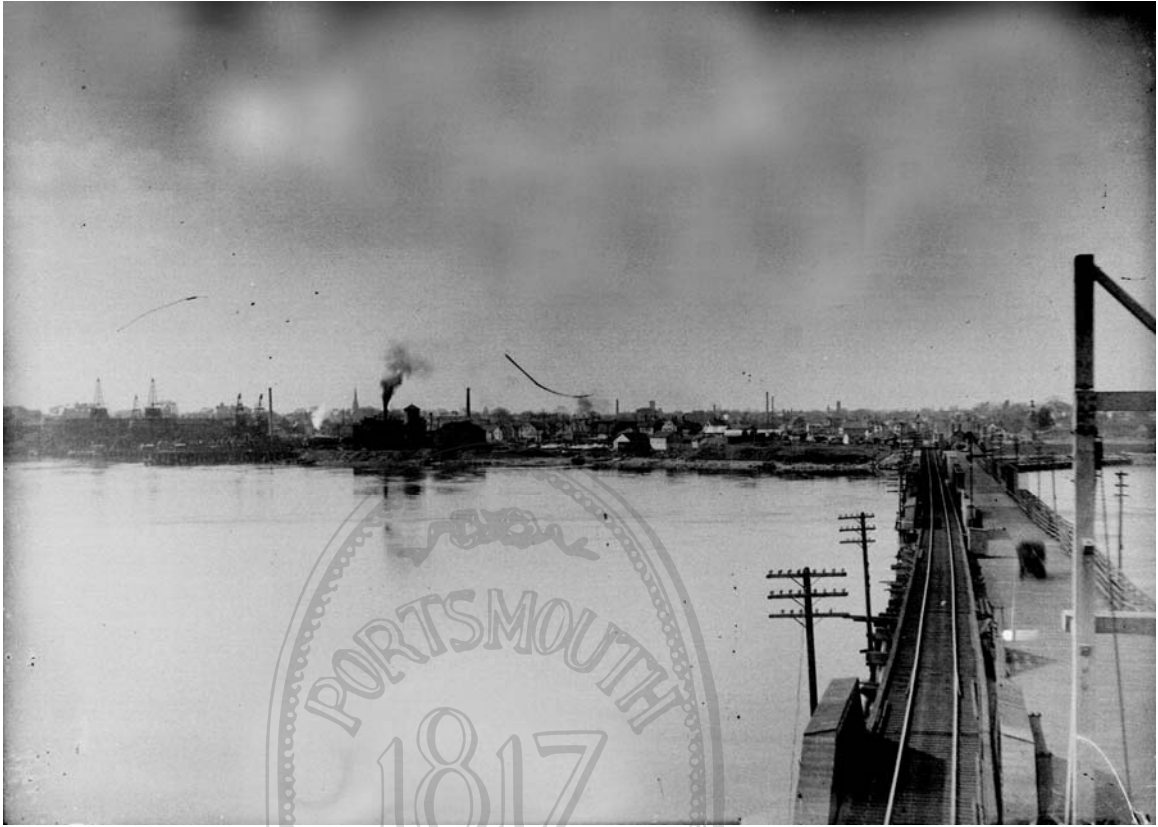
Maine-New Hampshire Connections Study
Appendix B – HISTORIC MAPS AND PLANS



ca. 2002

“Cross-Grained & Wily Waters: A Map of the Piscataqua Maritime Region” (Base map by Jennifer Merriam and Fay Rubin, UNH; Map design by Scott Buchanan and Tricia Miller, Brown & Company Design, Portsmouth)

Portsmouth



Historic Photo 1) View looking southwest across old bridge towards Portsmouth and riverfront including Nobles Island. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0534172).

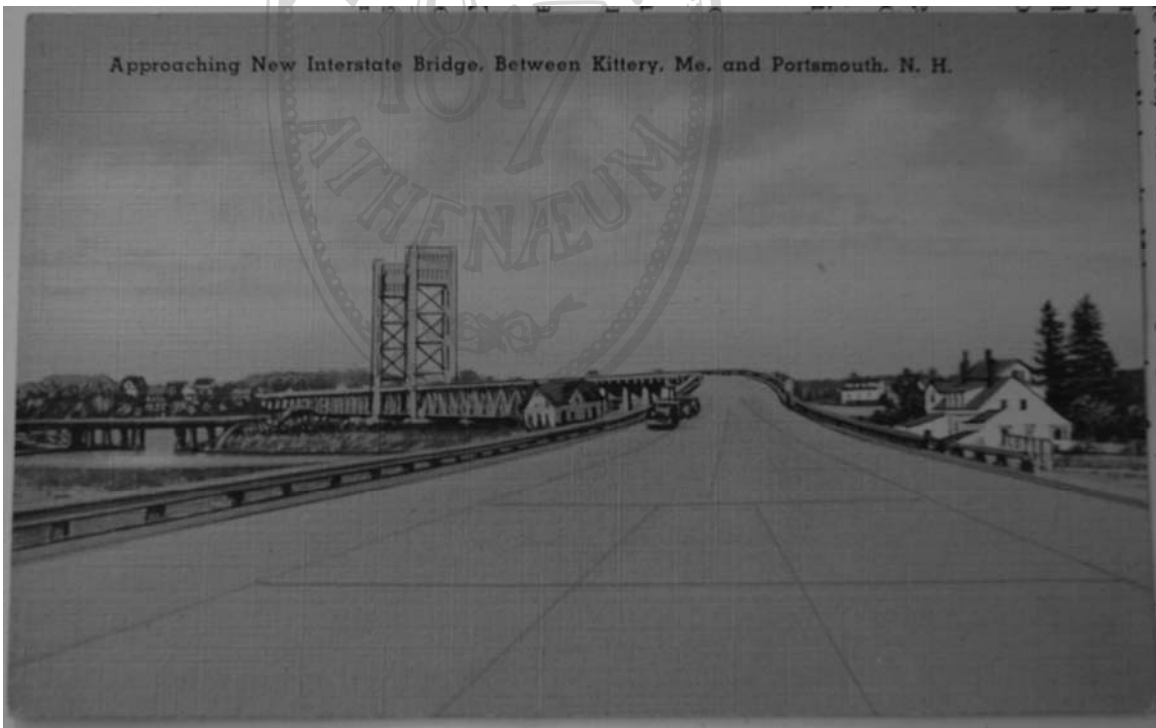


Historic Photo 2) Postcard. Toll house, Nobles Island, and tollbridge across Piscataqua River (Courtesy of Kittery Historical Society).

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Historic Photo 3) Aerial, Noble's Island and old bridge, looking west; westerly end of Badger's Island in foreground (Courtesy of Kittery Historical Society).



Historic Photo 4) Postcard, Portsmouth approach, Route 1 Bypass (Courtesy of Kittery Historical Society).

Marine Terminal



Historic Photo 5) Aerial Photo, 1950s, view northwest upriver from Nobles Island towards Sarah Mildred Long Bridge, Freeman's Point, and area beyond (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors).

Maine-New Hampshire Connections Study
Appendix C – HISTORIC PHOTOGRAPHS

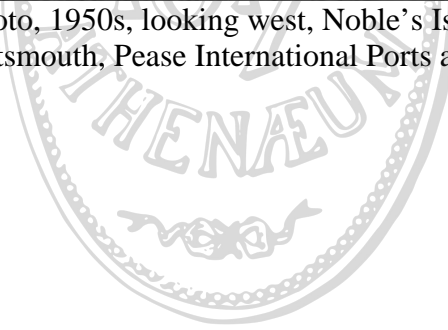


Historic Photo 6) Aerial Photo, 1950s, looking southeast showing Nobles Island, Badger's Island, and Memorial Bridge (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)

Maine-New Hampshire Connections Study
Appendix C – HISTORIC PHOTOGRAPHS



Historic Photo 7) Aerial Photo, 1950s, looking west, Noble's Island (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)





Historic Photo 8) Aerial Photo, 1950s, Portsmouth riverfront northwest of Memorial Bridge (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)



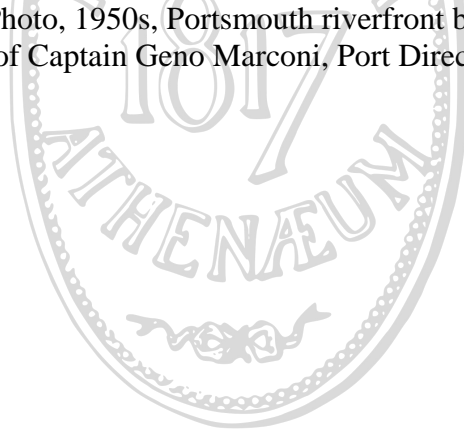
Historic Photo 9) Aerial Photo, 1950s, Portsmouth riverfront, Memorial Bridge and down river
(Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)



Historic Photo 10) Aerial Photo, 1950s, Portsmouth riverfront, Boston & Maine Railroad, and North Mill Pond, looking southwest
(Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)



Historic Photo 11) Aerial Photo, 1950s, Portsmouth riverfront before urban renewal and Boston & Maine Railroad (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)

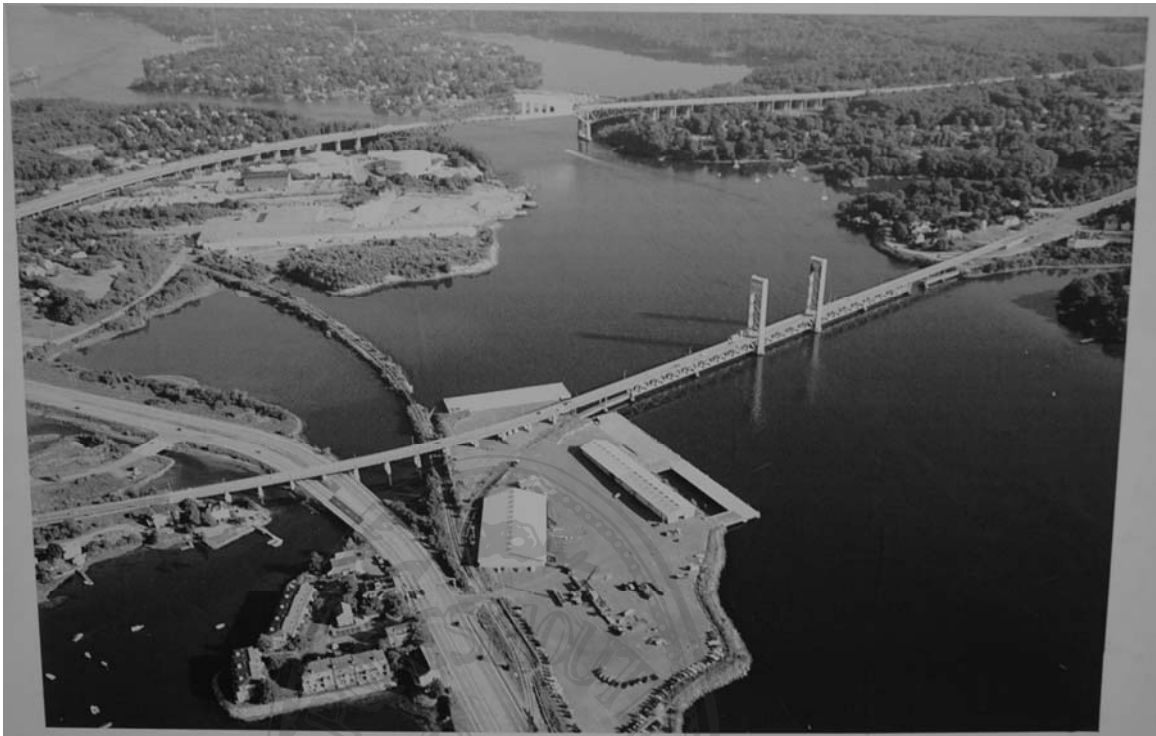




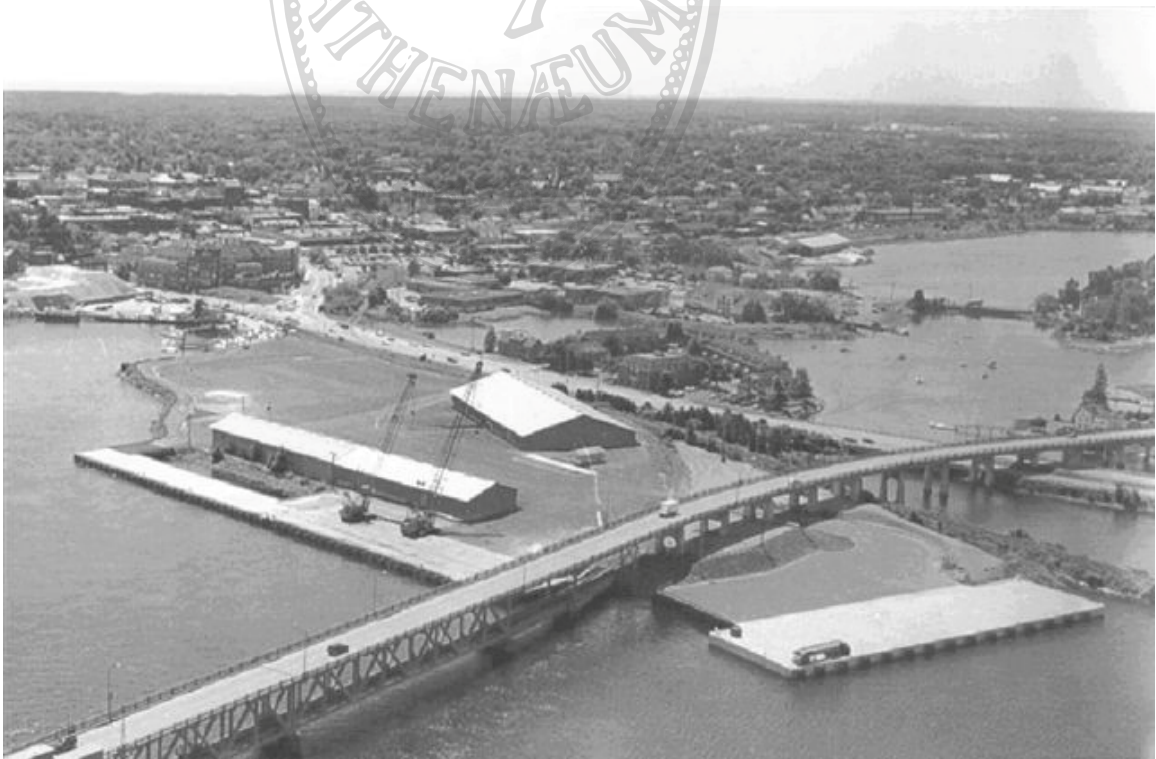
Historic Photo 12) Aerial Photo, 1950s, Portsmouth riverfront before urban renewal and Boston & Maine Railroad (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)



Historic Photo 13) Aerial Photo, 1950s, Nobles Island, Route 1 Bypass, North Mill Pond, looking west (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)



Historic Photo 14) Aerial Photo, after early 1980s, Marine Terminal on Nobles Island, Sarah Mildred Long Bridge, and I-95 Bridge (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)



Historic Photo 15) Aerial, after early 1980s, Nobles Island (Marine Terminal), looking south (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors)



Historic Photo 16) Aerial, 1 July 1964, New Hampshire State Port Authority Marina Terminal, view of rock excavation looking east from Route 1 Bypass (Photo by Jeeves).

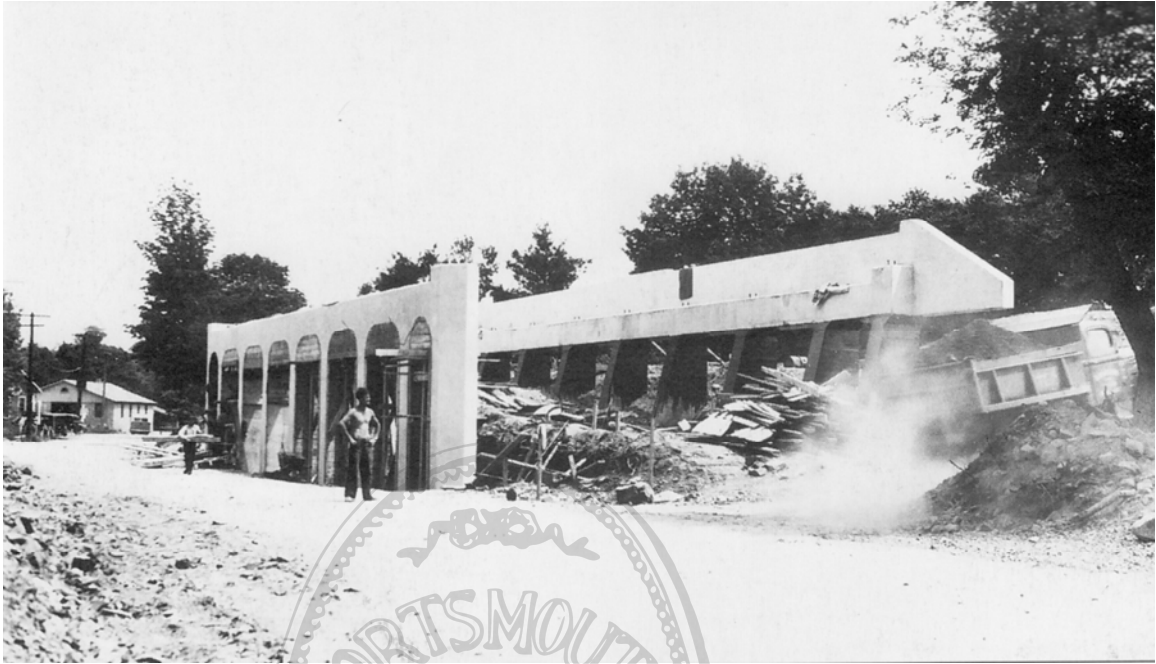


Historic Photo 17) Aerial, 1 July 1964, New Hampshire State Port Authority Marina Terminal, looking east from Route 1 Bypass (Photo by Jeeves).

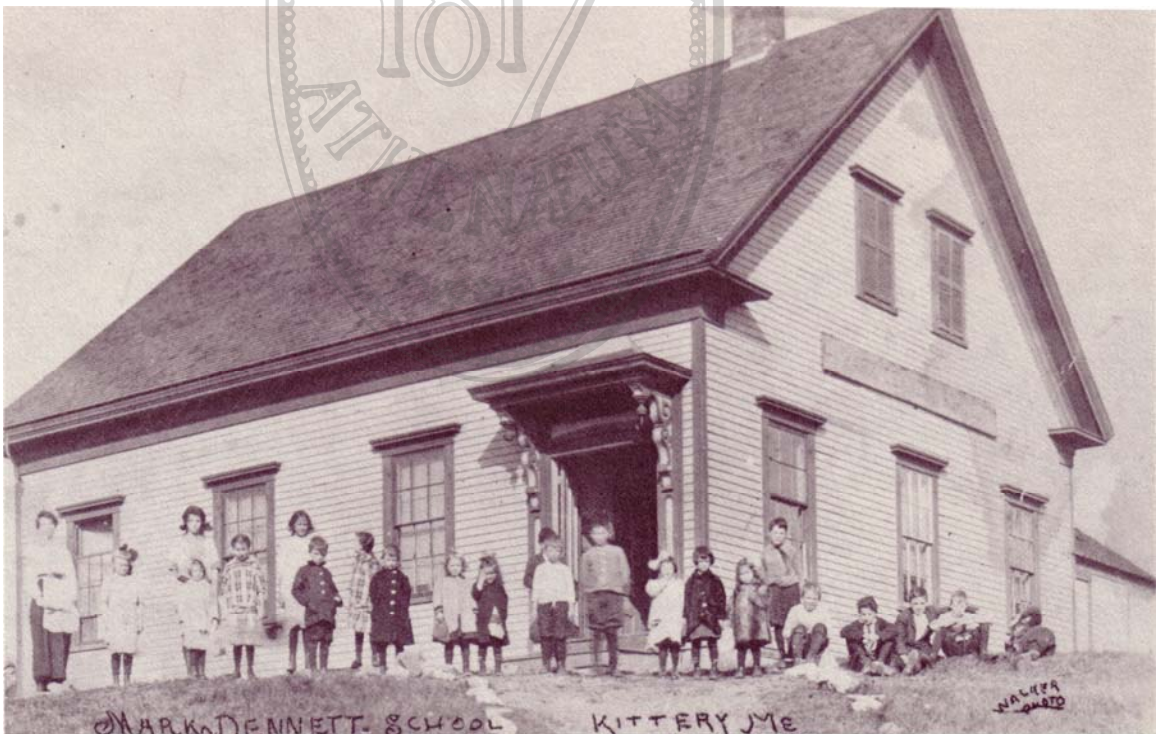


Historic Photo 18) Marine Terminal, before 1990s, before construction of wharf extension on northeast side of island (Courtesy of Captain Geno Marconi, Port Director, Portsmouth, Pease International Ports and Harbors).

Kittery



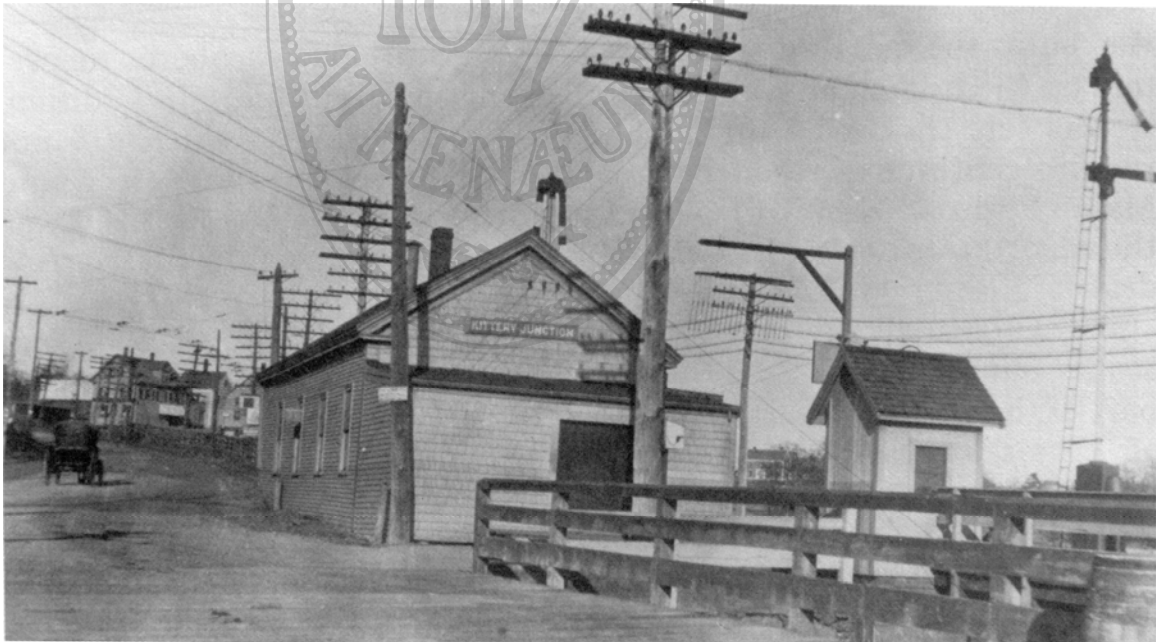
Historic Photo 19) Construction of Route 1 Bypass over Dennett Road, looking easterly. Building in background is the still extant Durgin's bus garage at James Corner (Bardwell 1995:63a).



Historic Photo 20) View ca. 1920, Dennett School, in original location on Dennett Road. Moved to Old Post Road near Legion's Pond at time of construction of Route 1 Bypass (Openo 1988:11a).



Historic Photo 21) View of Kittery Junction, 16 August 1894 (Bardwell 1995:112).



Historic Photo 22) View looking northerly from end of toll bridge towards Kittery Junction station and Bridge Street. The house on the corner of Bridge Street and Old Post Road is still extant (Openo 1988:8b).

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Historic Photo 23) Kittery Junction from old Railroad Bridge, 1939 (Openo 1988:10b).





Historic Photo 24) Holt House, ca. 1925, Kittery Junction. The house was demolished in 1952 at the time of the construction of the Oak Terrace loop, part of the Bypass improvements in that part of Kittery (Openo 1988:9).



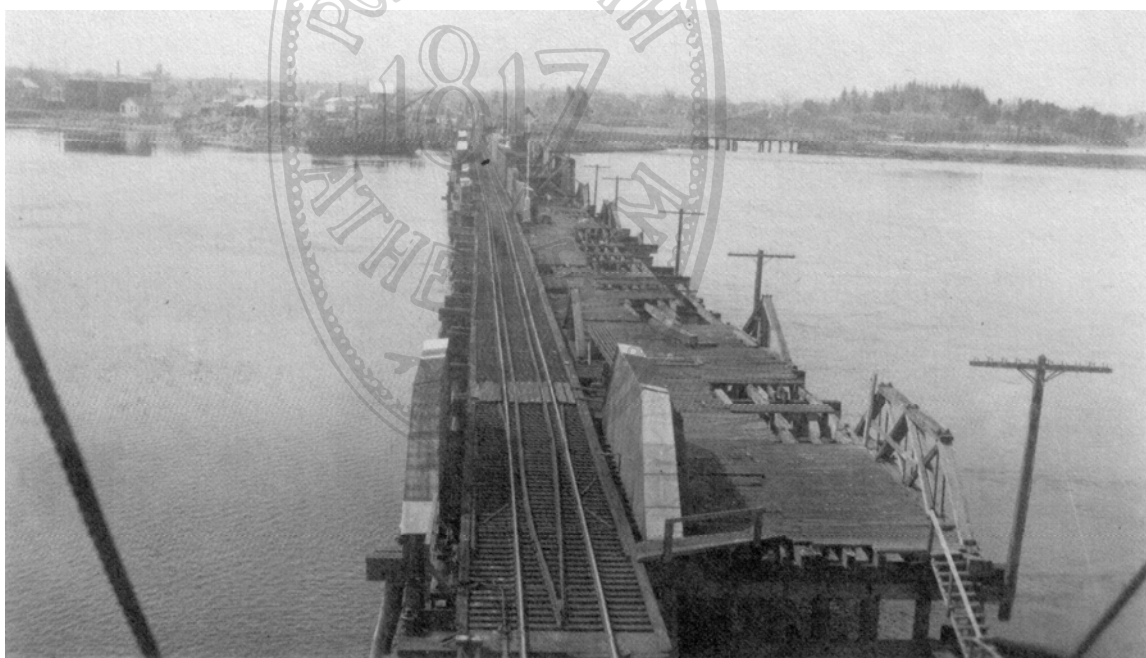
Historic Photo 25) Train at Kittery Junction. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0445084).



Historic Photo 26) Kittery Junction Depot, ca. 1935. The Hurd House, visible to the left of the depot, was demolished 1952 at time of construction of Oak Terrace loop (Openo 1988:10a).



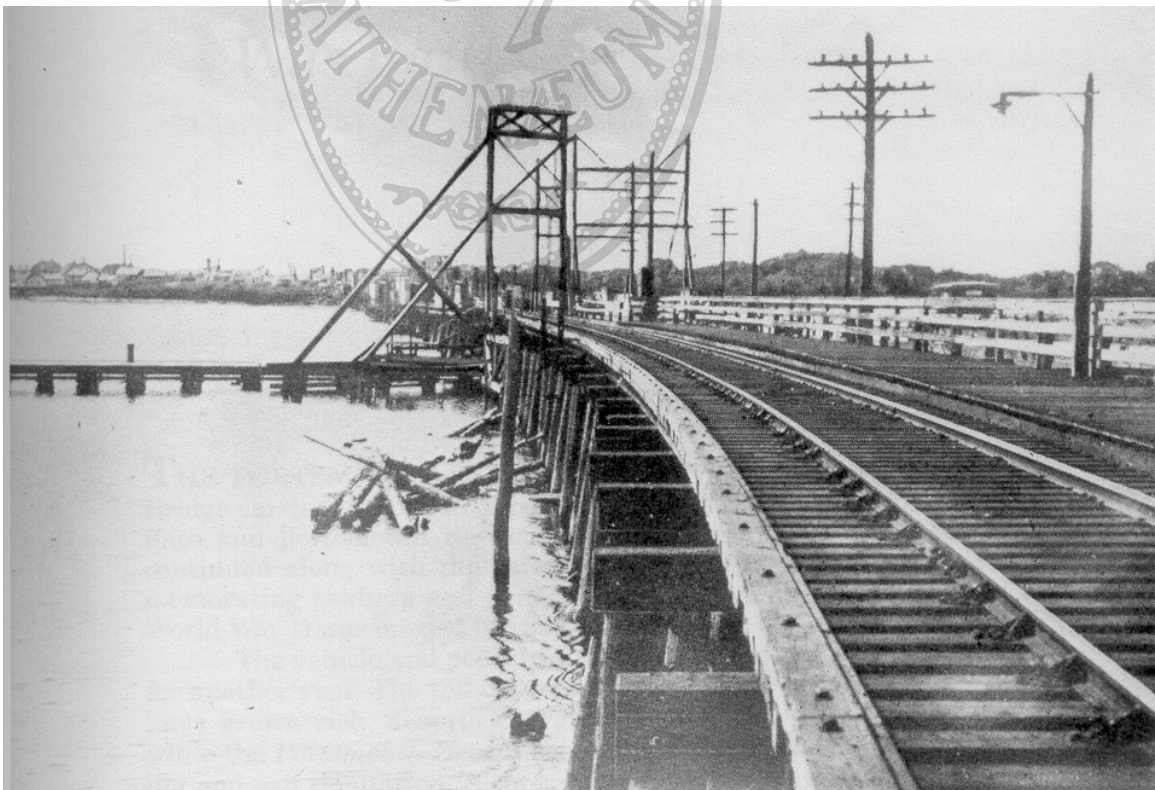
Historic Photo 27) View looking northwest from river towards Old Railroad Bridge and Kittery Junction/Oak Terrace (Openo 1988:5a).



Historic Photo 28) View 1939, Old Railroad Bridge and old toll road (use discontinued 1924) (Openo 1988:6b).

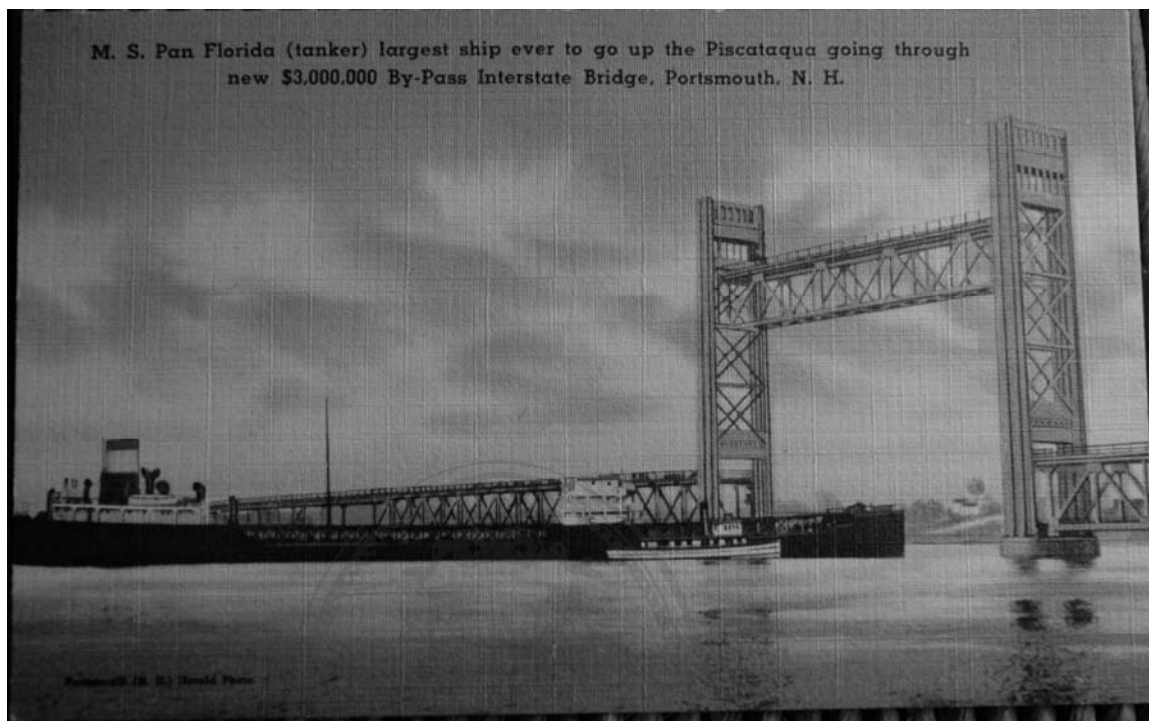


Historic Photo 29) View looking west along railroad tracks towards Kittery Junction and Old Railroad Bridge. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0525164).



Historic Photo 30) Old Railroad Bridge and toll bridge, view ca. 1910, looking towards Portsmouth from Kittery side (Openo 1988:xix).

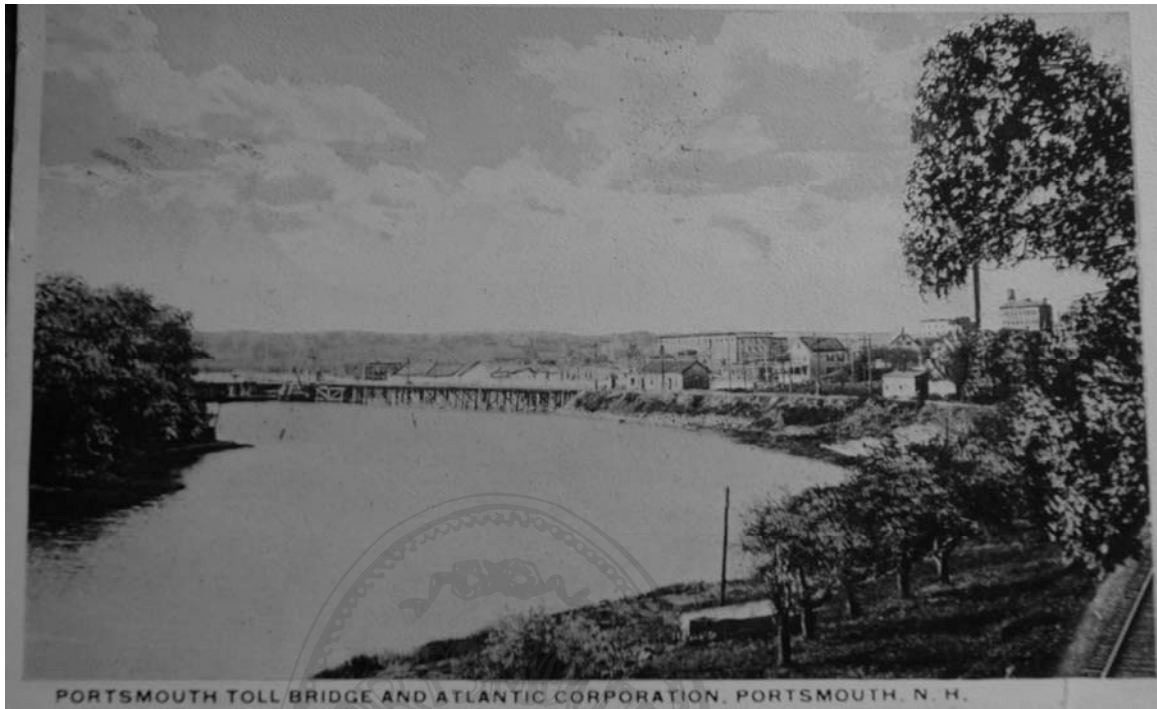
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Appendix C – HISTORIC PHOTOGRAPHS



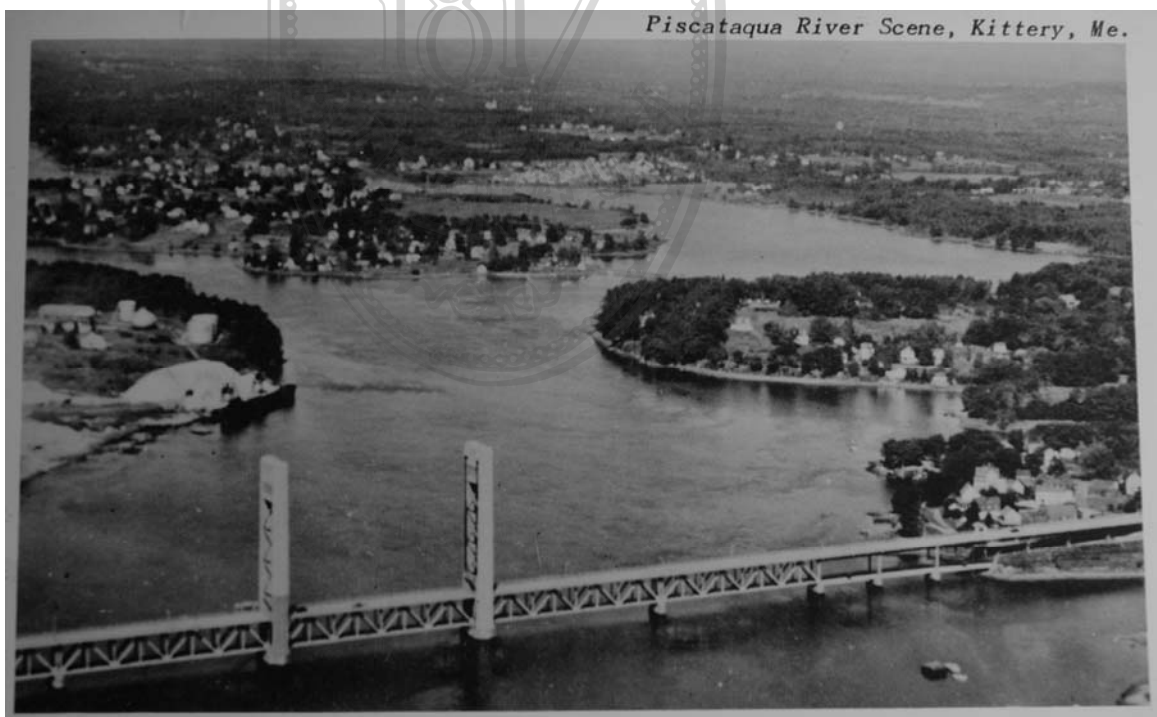
Historic Photo 31) Postcard. Sarah Mildred Long Bridge (Courtesy of Kittery Historical Society).



Historic Photo 32) View ca. 1934, looking southwesterly along old Kittery, York Harbor and Beach Railroad line towards Kittery Junction and old toll bridge (Openo 1988:xivb).



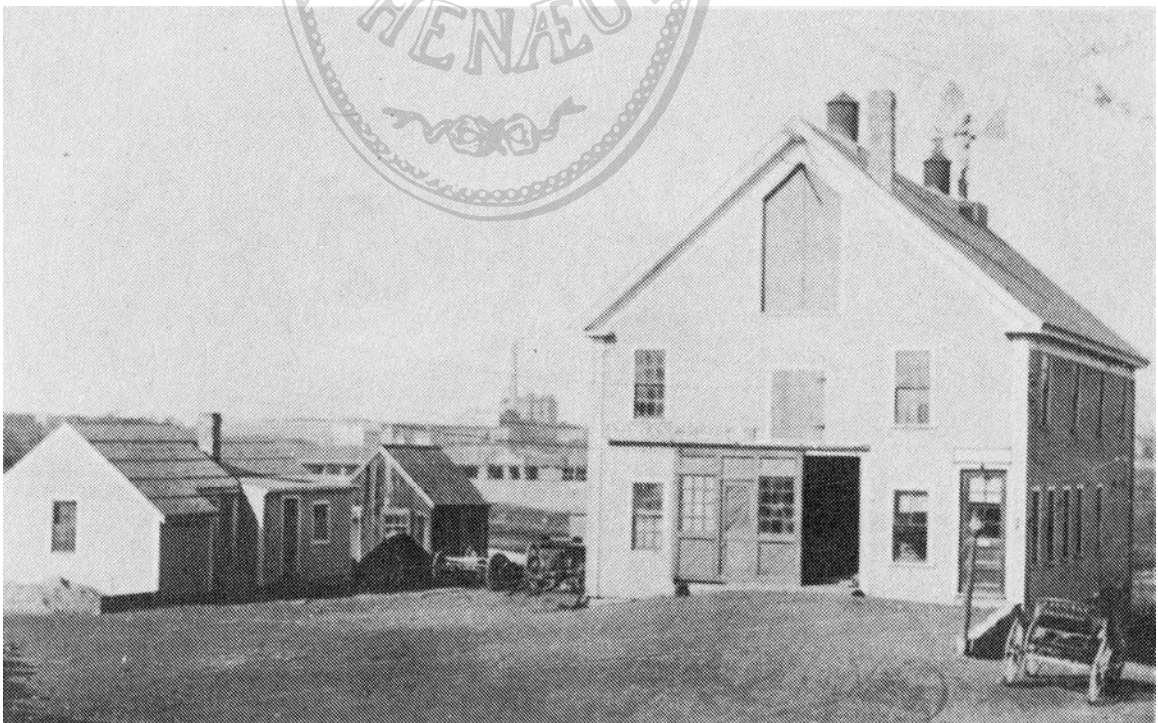
Historic Photo 33) Postcard. View showing Kittery Junction, Old Toll Bridge, and Atlantic Corporation on Freeman's Point in Portsmouth (Courtesy of Kittery Historical Society).



Historic Photo 34) Aerial, Sarah Mildred Long Bridge and Oak Terrace (Courtesy of Kittery Historical Society).



Historic Photo 35) Rice Tavern (demolished), near old ferry landing at southerly end of Rice Avenue (Bardwell 1995:48b).

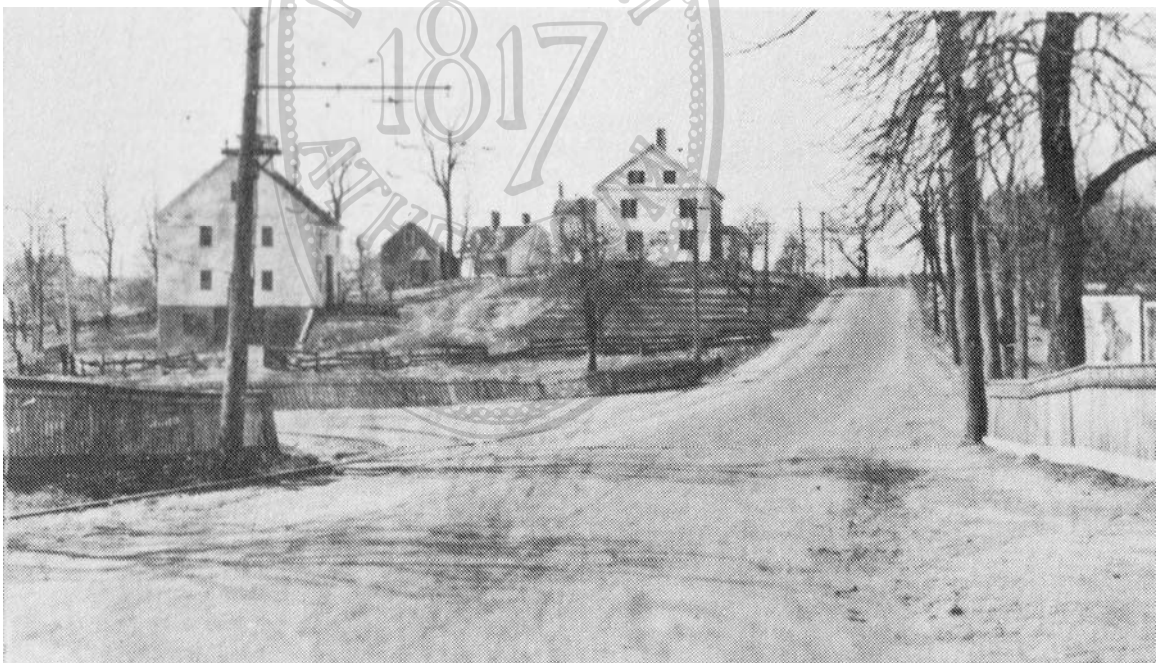


Historic Photo 36) Town Barn, Rice Avenue (Kittery Bicentennial Commission 1976:5).

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Historic Photo 37) Wentworth-Dennett School (built 1923), Government Street (Bardwell 1995:53b).



Historic Photo 38) Government Street at end of Newmarch Street (Kittery Bicentennial Commission 1976:5).



Historic Photo 39) Second Methodist Episcopal Church (built 1868), Government Street (now St. Mark's) (Bardwell 1995:51a).

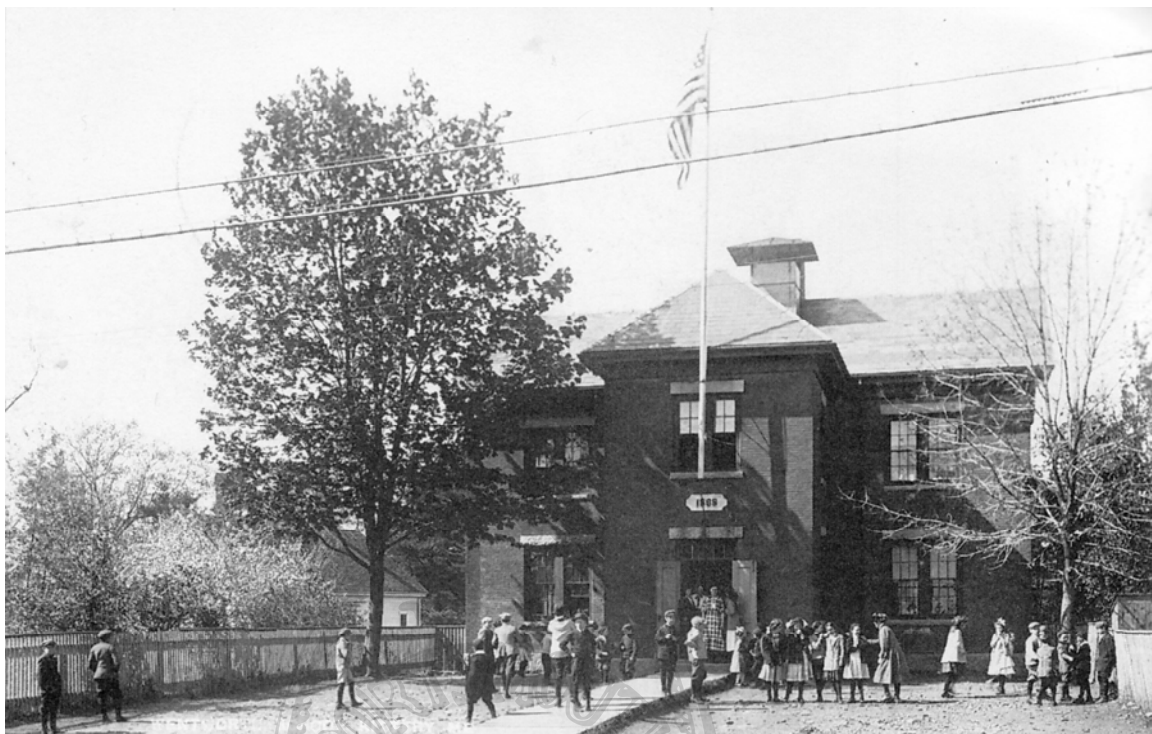


Historic Photo 40) Second Methodist Episcopal Church (built 1868), Government Street, looking easterly. Photo by J.F. Walker (courtesy of Kittery Historical Society, Image 03620011).





Historic Photo 41) Government Street and Second Methodist Episcopal Church (built 1868), looking westerly. Note streetcar tracks on southerly side of street. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0652283).



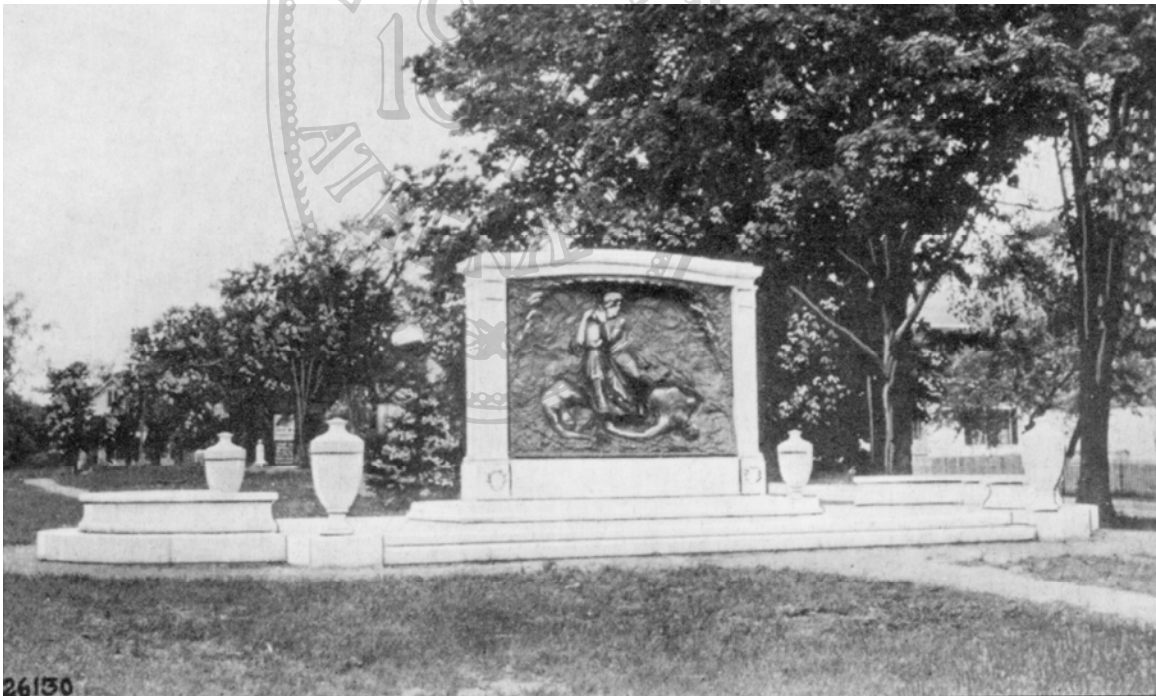
Historic Photo 42) Wentworth School (built 1868), Government Street. Replaced 1923 by Wentworth-Dennett School constructed further to the west at Rice's Hill on Government Street (Bardwell 1995:54a).



Historic Photo 43) Wentworth School, after 1923, when the town remodeled the school for use as the town hall (Bardwell 1995:54b).



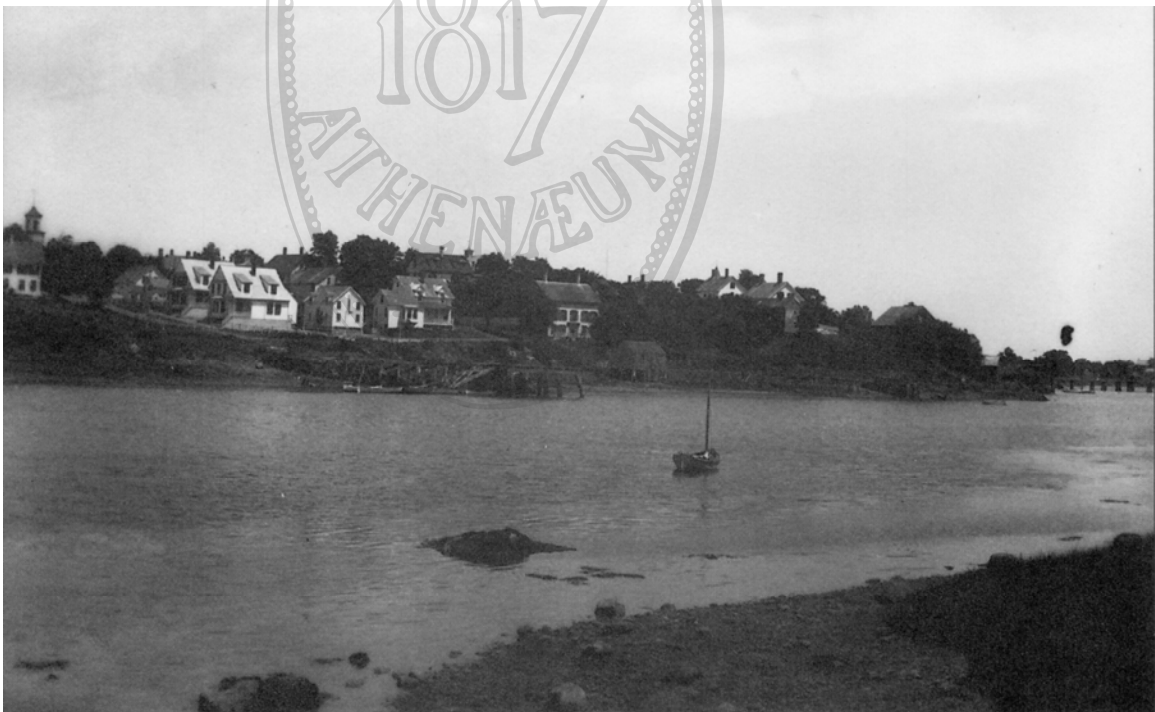
Historic Photo 44) View early 1900s showing road to Badger's Island at southerly end of Newmarch Street. Both houses in view still extant (Bardwell 1995:67).



Historic Photo 45) Memorial Park, Sailor's and Soldier's Monument (Bardwell 1995:49).



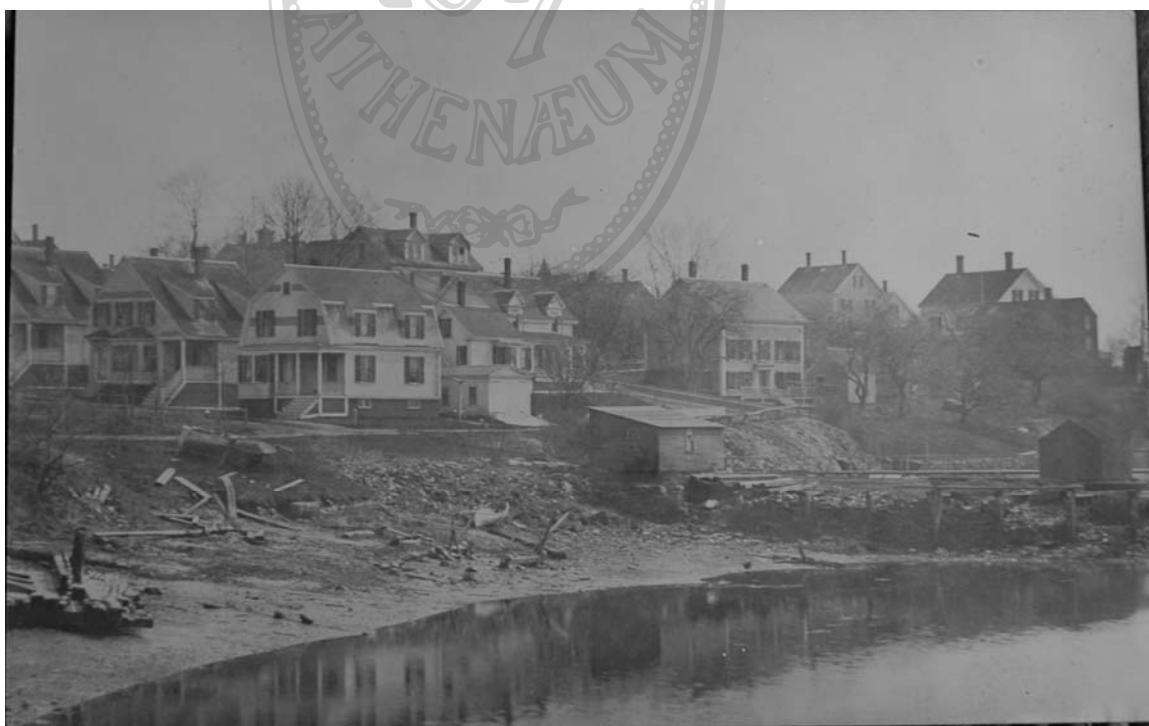
Historic Photo 46) View towards Memorial Park and Route 1 (Newmarch Street and Hunter Avenue) from Badger's Island Bridge (Courtesy of Kittery Historical Society).



Historic Photo 47) Kittery shoreline, looking northeasterly showing development along Commercial and Water streets. The steeple of the Second Methodist Episcopal Church is visible at the left (Bardwell 1995:92a).



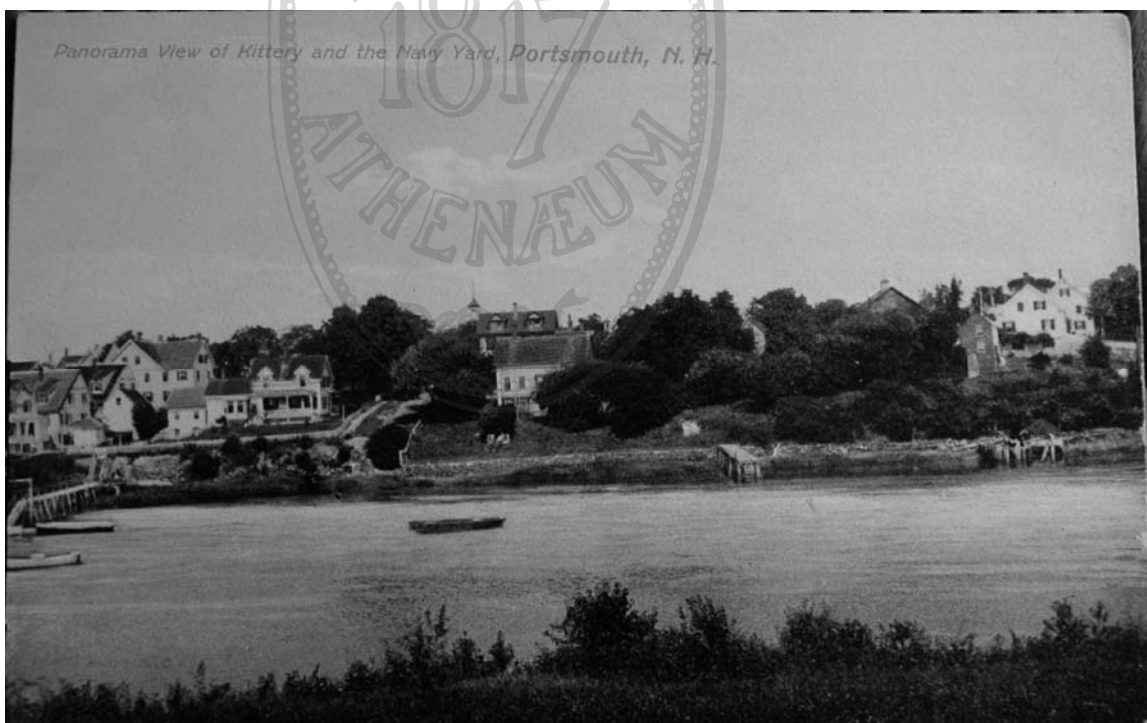
Historic Photo 48) Kittery shoreline, looking northeasterly showing development along Commercial Street. The steeple of the Second Methodist Episcopal Church is visible in the center background. Photo J. F. Walker (courtesy of Kittery Historical Society, Image 0417056).



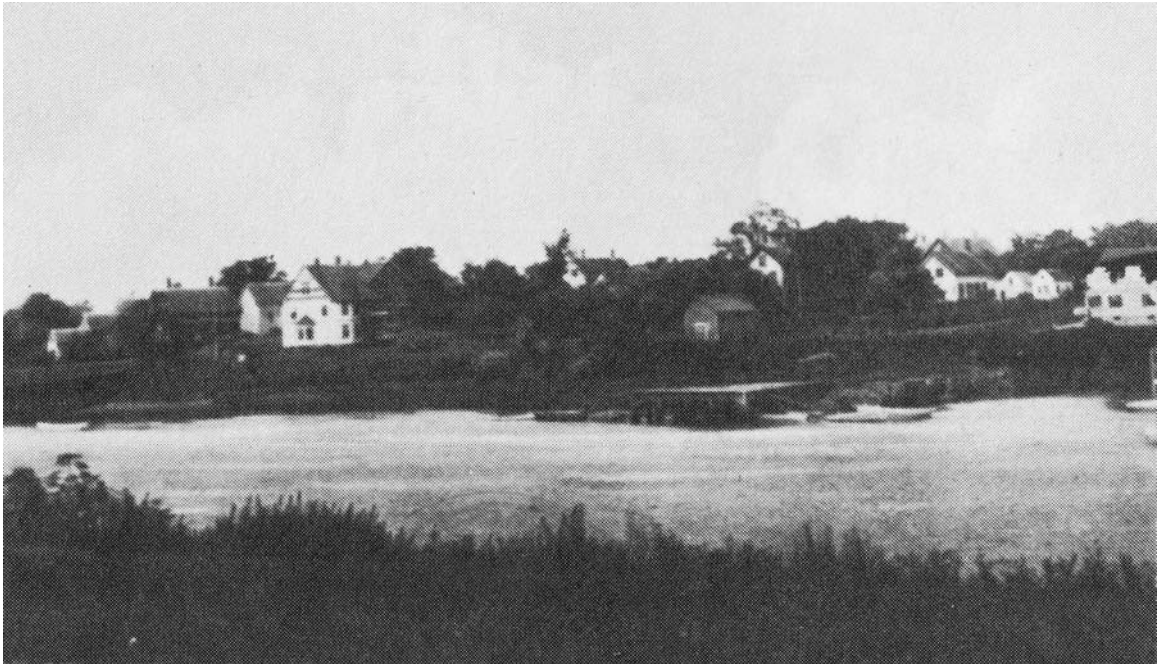
Historic Photo 49) View of Commercial, Water, and Pleasant Streets (Courtesy of Kittery Historical Society).



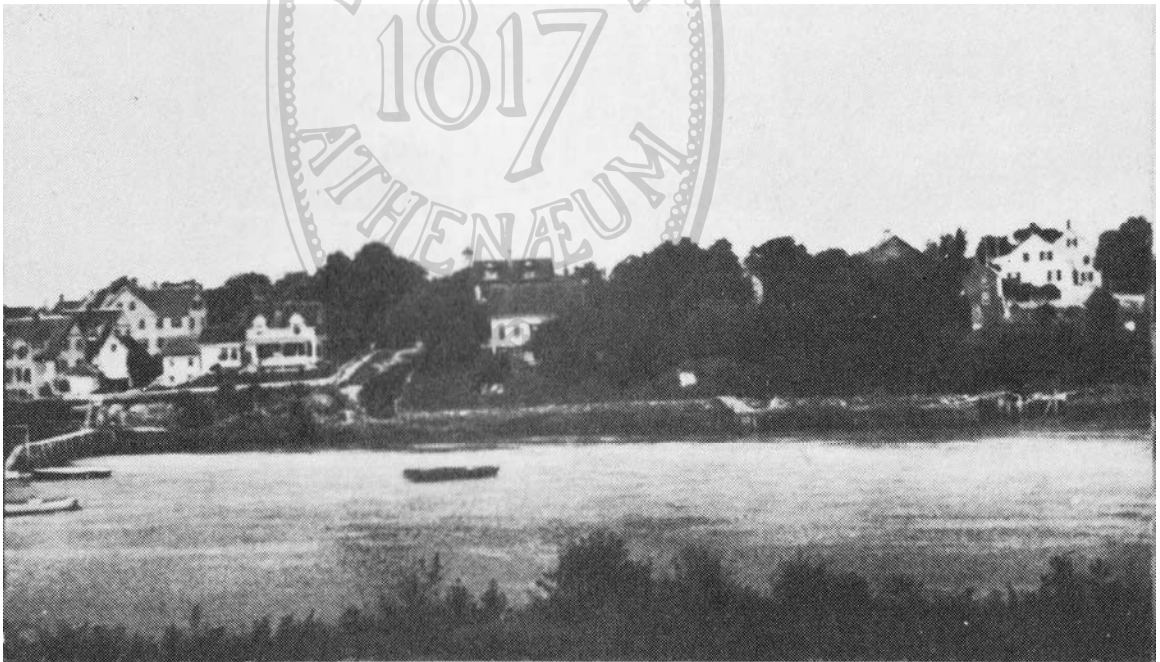
Historic Photo 50) View of Pleasant Street at Water Street (Courtesy of Kittery Historical Society).



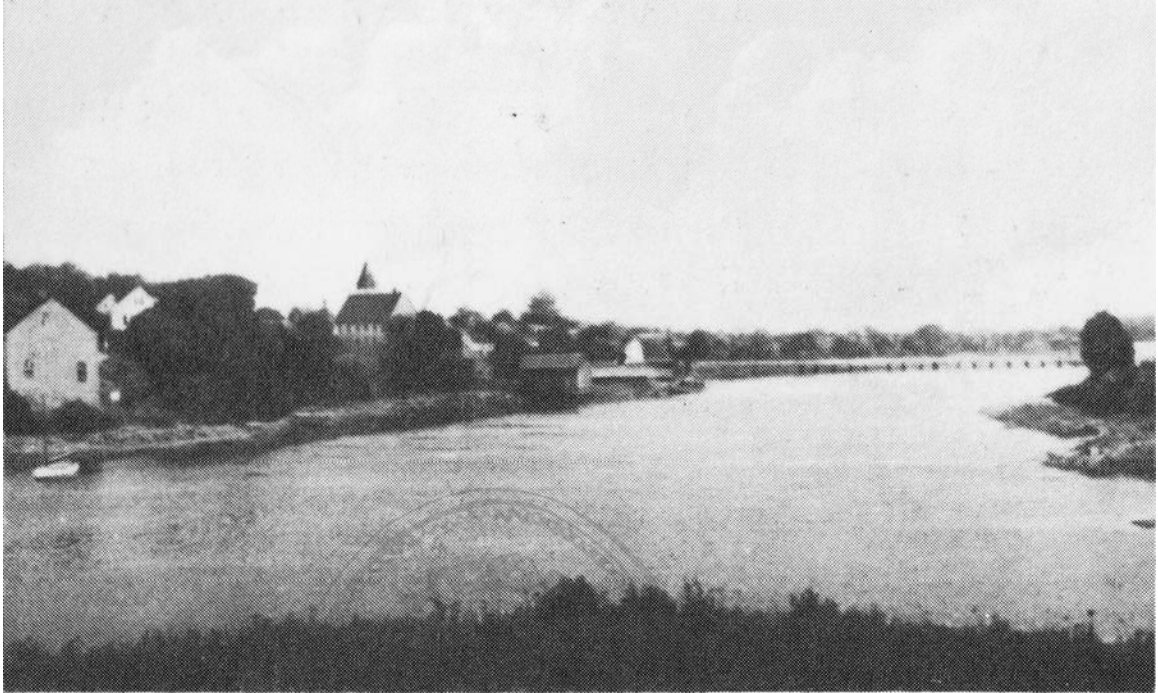
Historic Photo 51) Postcard. Kittery Waterfront, Pleasant and Water streets (Courtesy of Kittery Historical Society).



Historic Photo 52) Kittery waterfront, part of panorama from Newmarch Street to the old wooden bridge to the Navy Yard (Kittery Bicentennial Commission 1976:13)



Historic Photo 53) Kittery waterfront, part of panorama from Newmarch Street to the old wooden bridge to the Navy Yard (Kittery Bicentennial Commission 1976:13)



Historic Photo 54) Kittery waterfront, part of panorama from Newmarch Street to the old wooden bridge to the Navy Yard (Kittery Bicentennial Commission 1976:13)



Historic Photo 55) Second Christian Church (built 1896) and parsonage, Government Street. Outside study area to the east (Bardwell 1995:51b).

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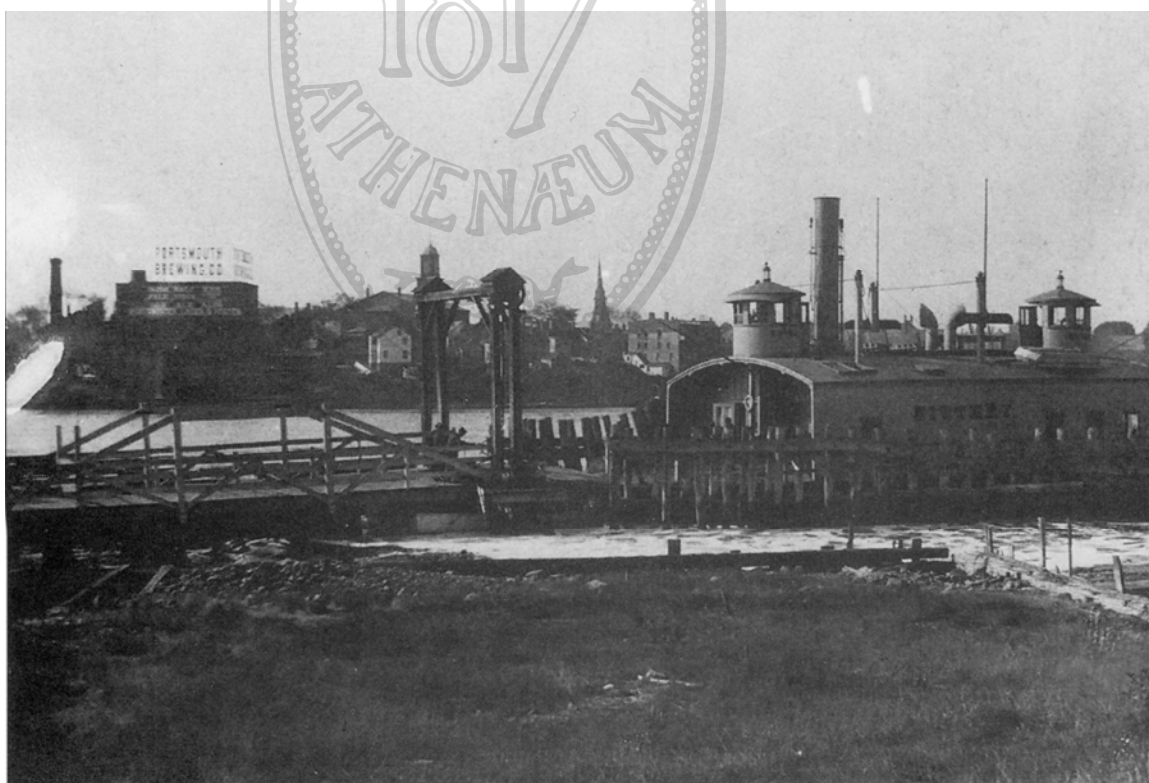


Historic Photo 56) Second Christian Church (built 1896), Government Street. Outside study area to the east. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0372001).

Badger's Island



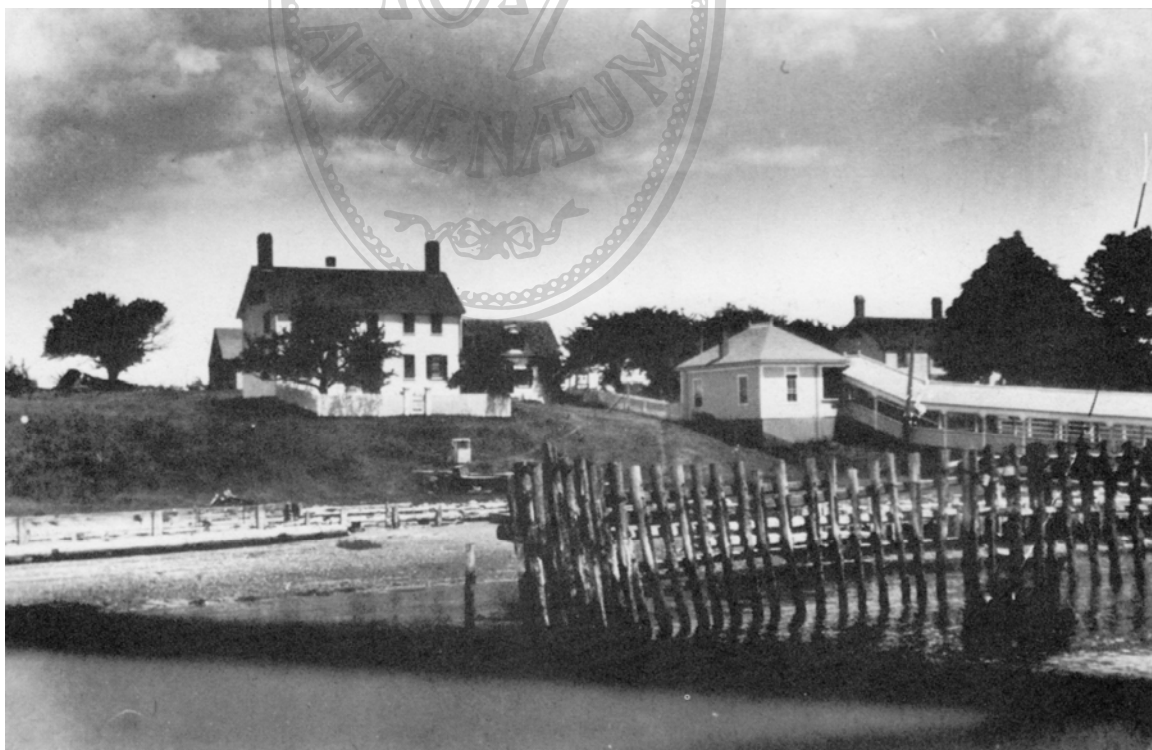
Historic Photo 57) Badger's Island with ferry landing and Kittery mainland beyond (Kittery Bicentennial Commission 1976:5).



Historic Photo 58) Portsmouth, Kittery, and York ferry, the *Kittery*, at the Badger's Island ferry stop (Bardwell 1995:101b).



Historic Photo 59) Ferry landing, built 1897, on Badger's Island. The William Badger House visible at right was dismantled ca. 1999, replaced by condominiums (Bardwell 1995:102a).



Historic Photo 60) Ferry landing and federal-era house (Bardwell 1995:103a).



Historic Photo 61) Badger's Island Ferry Landing (Courtesy of Kittery Historical Society).

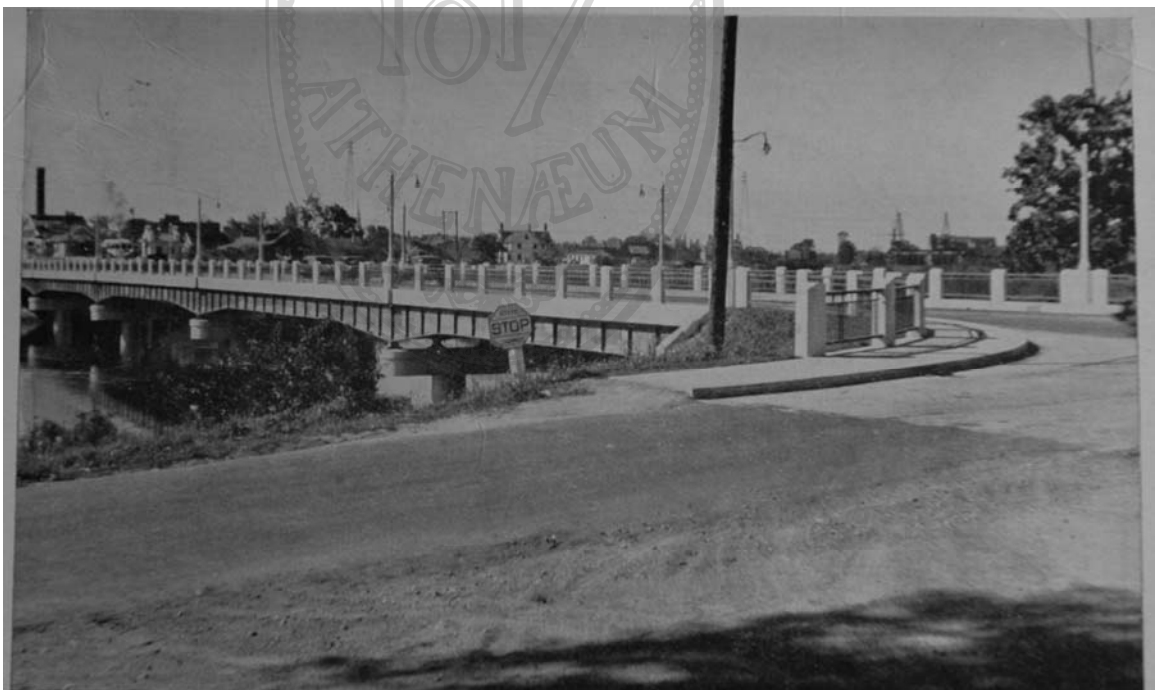


Historic Photo 62) View of easterly end of Badger's Island with bridge to mainland (Courtesy of Kittery Historical Society).

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Historic Photo 63) View looking west from Memorial Bridge tower showing Badger's Island (with old ferry landing), Kittery shoreline, and old toll bridge upriver (Openo 1988).



19 New Bridge over Piscataqua River, Kittery, Maine Hand Colored

Historic Photo 64) Postcard. Badger's Island Bridge (Courtesy of Kittery Historical Society).



Historic Photo 65) 11 December 1921, Badger's Island, looking north from the river. The stone building at left is still extant on Hunter Avenue (Bardwell 1995:45a).



Historic Photo 66) Traffic waiting to cross Memorial Bridge. View looking north along Hunter Avenue across Badger Island's bridge to the mainland. The building at right, Cookson's, is extant though much altered. The houses on the mainland are still extant. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0494133).



Historic Photo 67) Traffic waiting to cross Memorial Bridge. View looking north along Hunter Avenue across Badger Island's bridge to the mainland. The building in the middle ground is still extant. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0507146).

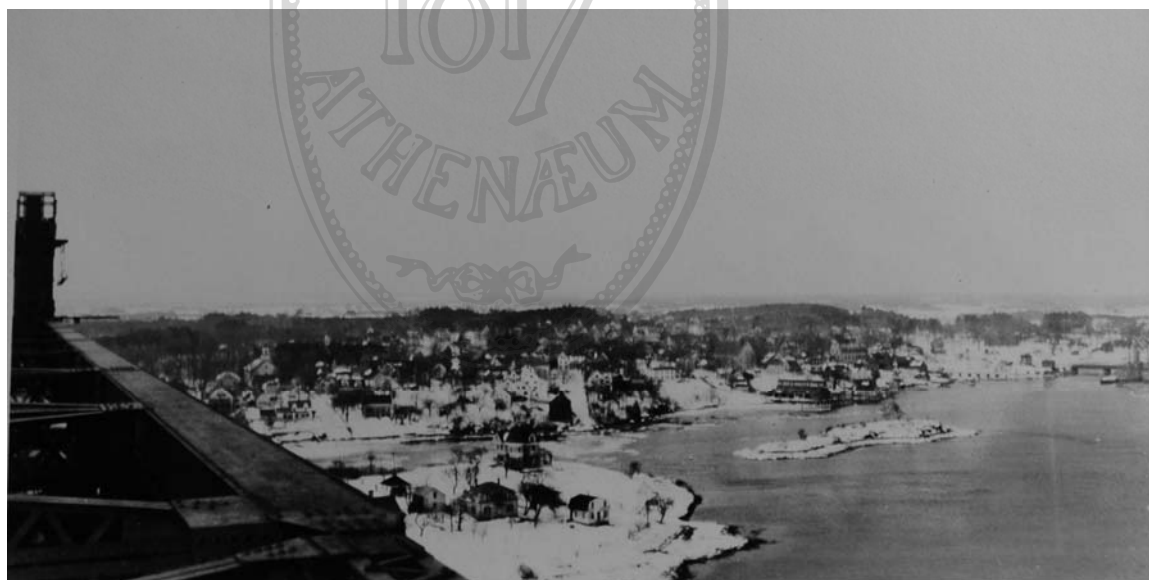


Historic Photo 68) Traffic on Hunter Avenue waiting to cross Memorial Bridge. This print is reversed. The building at left rear is the still extant stone building and the one under construction at right is Cookson's, the former store and hall building now much altered. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0443082).

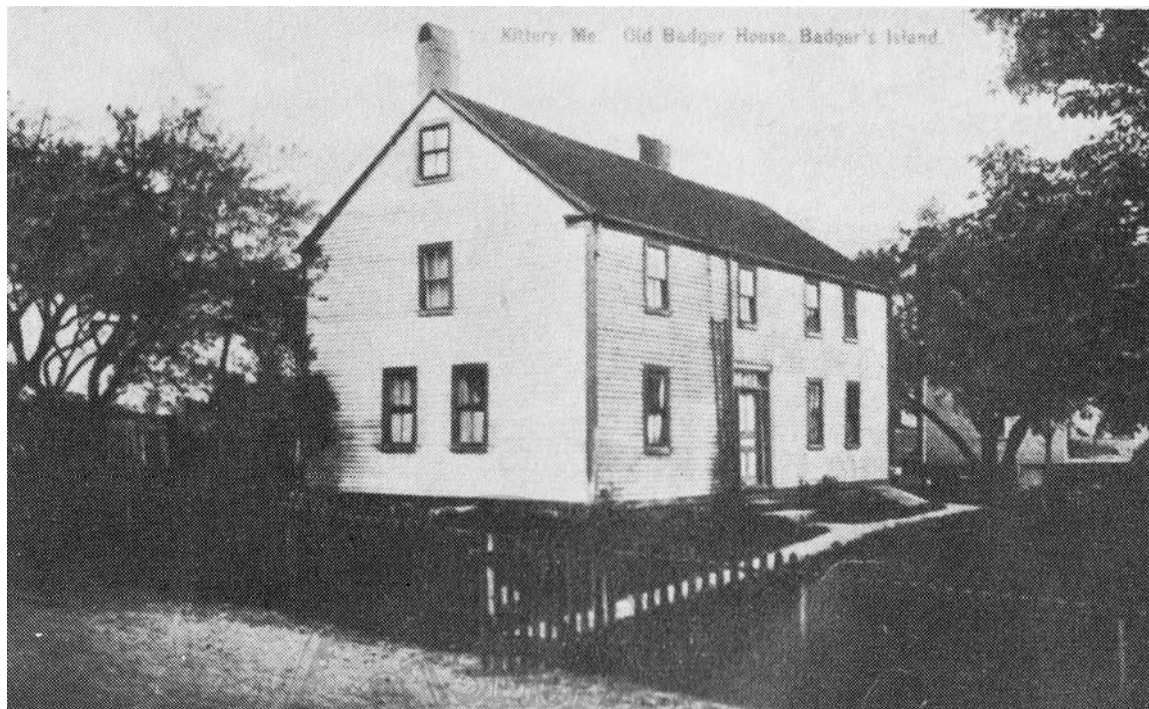
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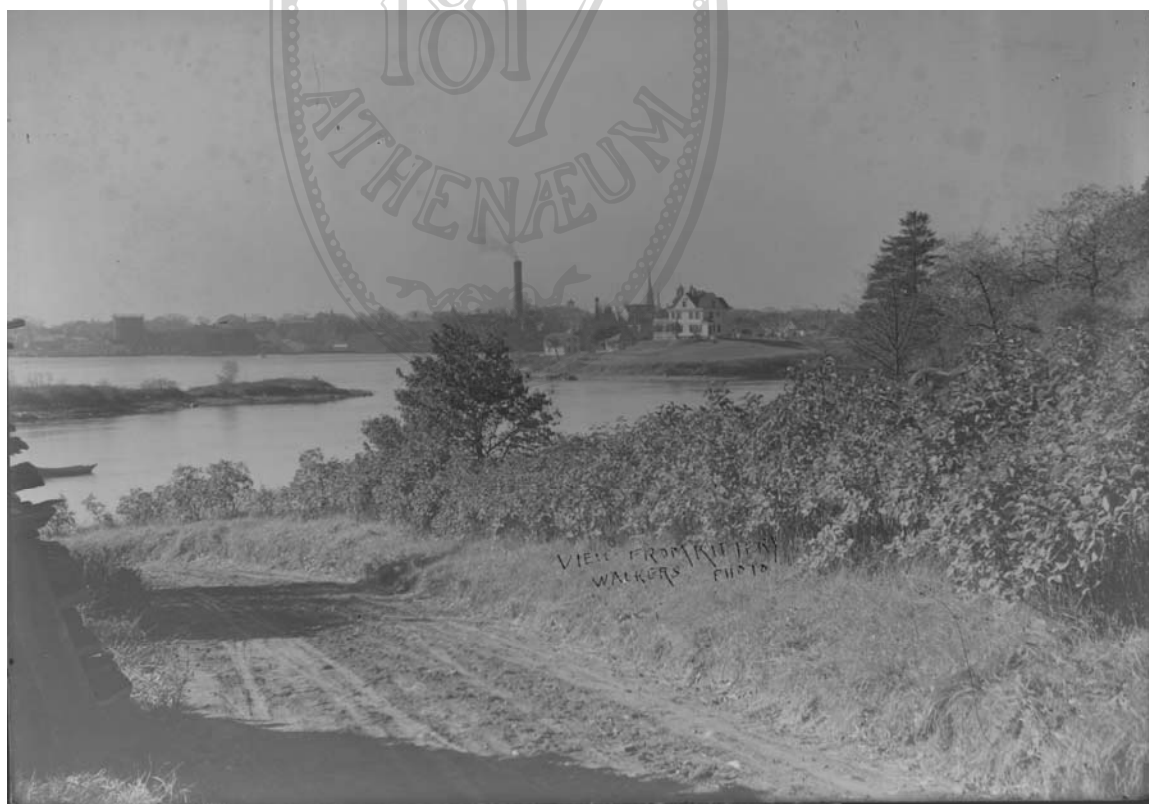
Historic Photo 69) Postcard. Cookson's, Badger's Island, easterly side of Hunter Avenue (Courtesy of Kittery Historical Society).



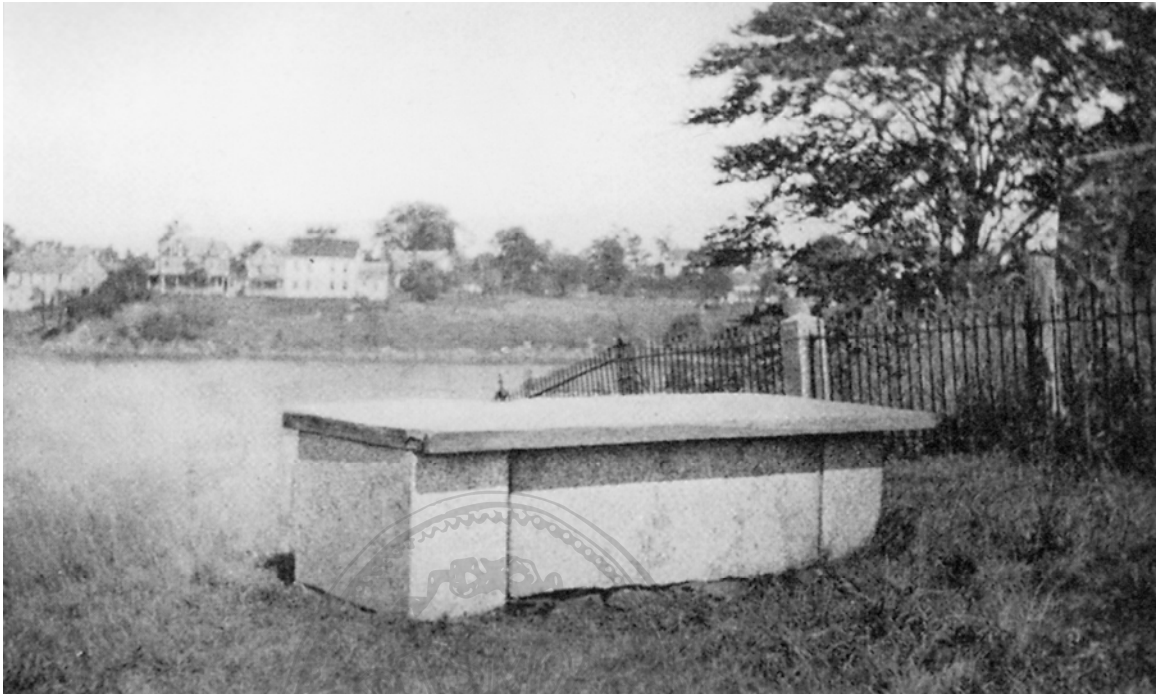
Historic Photo 70) Aerial from Memorial Bridge of easterly third of Badger's Island and Kittery riverfront (Courtesy of Kittery Historical Society).



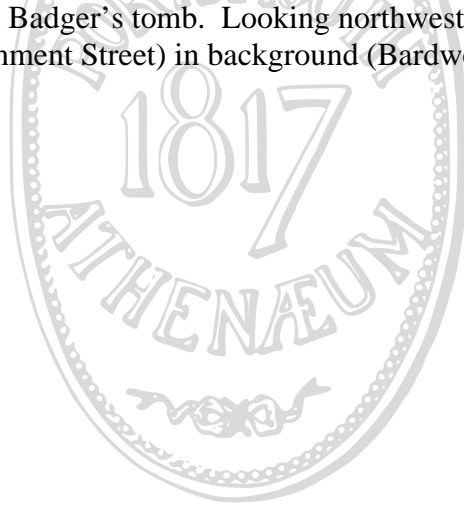
Historic Photo 71) William Badger House (dismantled ca. 1999) (Kittery Bicentennial Commission 1976:5).



Historic Photo 72) View of house at northeasterly end of Badger's Island from mainland. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0461100).



Historic Photo 73) William Badger's tomb. Looking northwest with Kittery shoreline and Samuel Badger's house (off Government Street) in background (Bardwell 1995:48a).



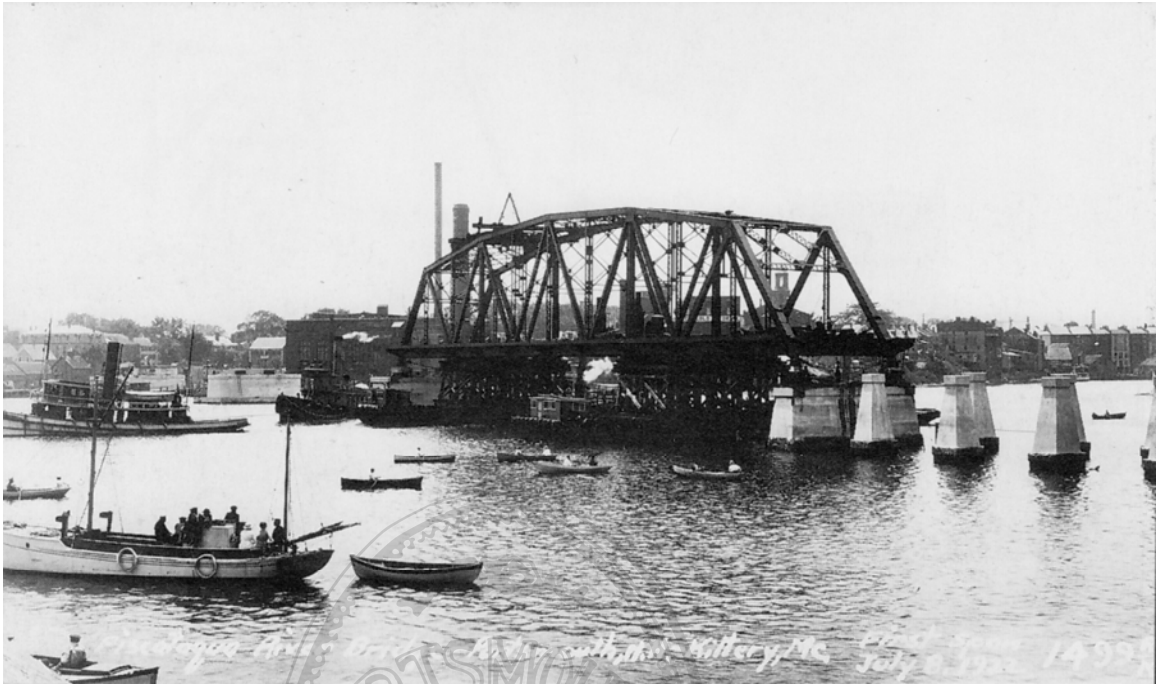
Memorial Bridge



Historic Photo 74) View of Kittery shoreline from Portsmouth south abutment site (Bardwell 1995:43).



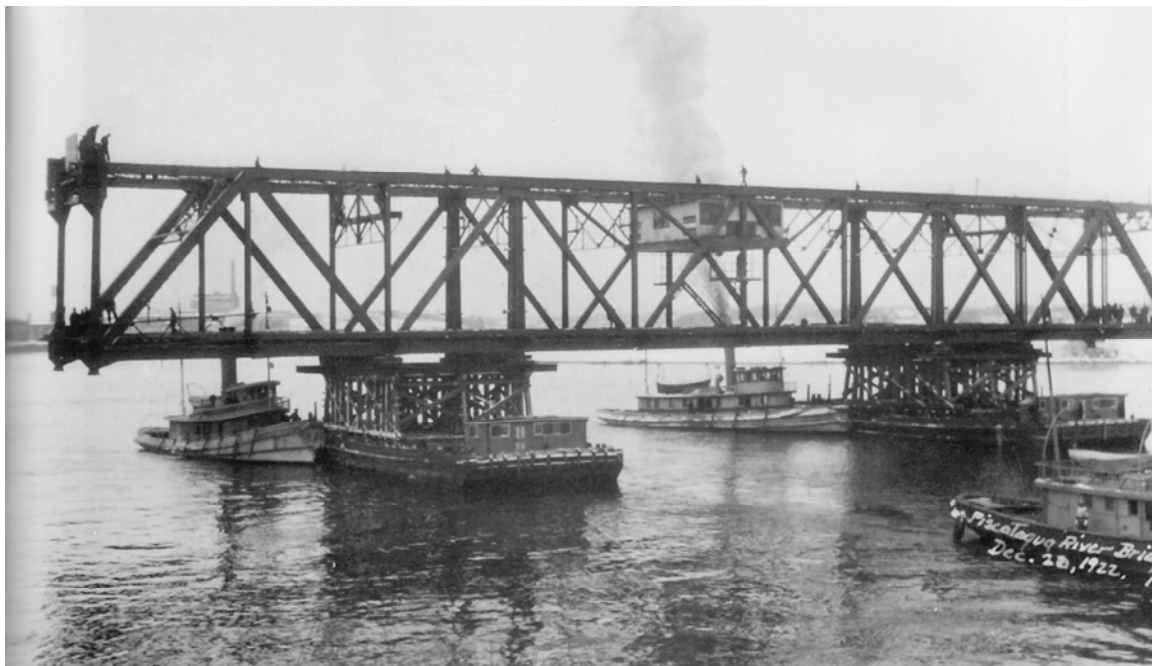
Historic Photo 75) 15 May 1922, looking south from Badger's Island showing concrete shore abutments for Memorial Bridge (Bardwell 1995:45b).



Historic Photo 76) 8 July 1922, placement of first span (Bardwell 1995:46a).



Historic Photo 77) Center span opening (Bardwell 1995:46b)



Historic Photo 78) 28 December 1922, moving center span for placement (Bardwell 1995:47).



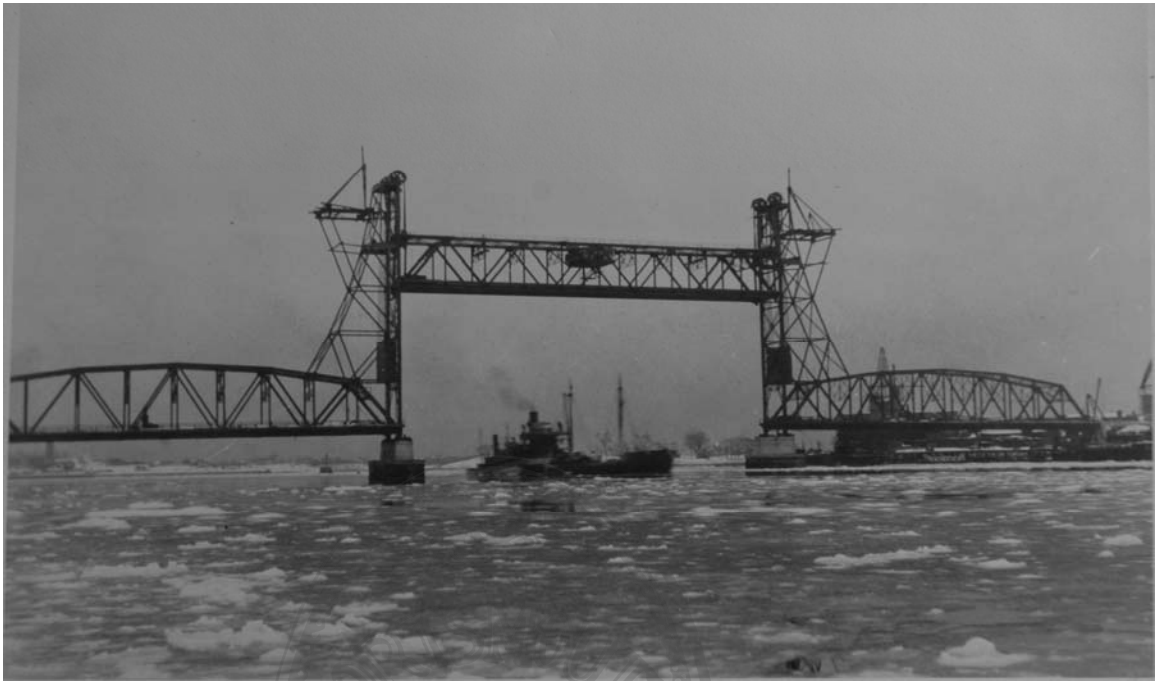
Historic Photo 79) Memorial Bridge, view from Navy Yard looking northwest towards Badger's Island. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0497136).



Historic Photo 80) Memorial Bridge, view from Badger's Island looking south towards Portsmouth showing pedestrian and vehicular traffic. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0500139).



Historic Photo 81) Memorial Bridge, view from Badger's Island looking south towards Portsmouth with center span raised. Photo J.F. Walker (courtesy of Kittery Historical Society, Image 0503142).



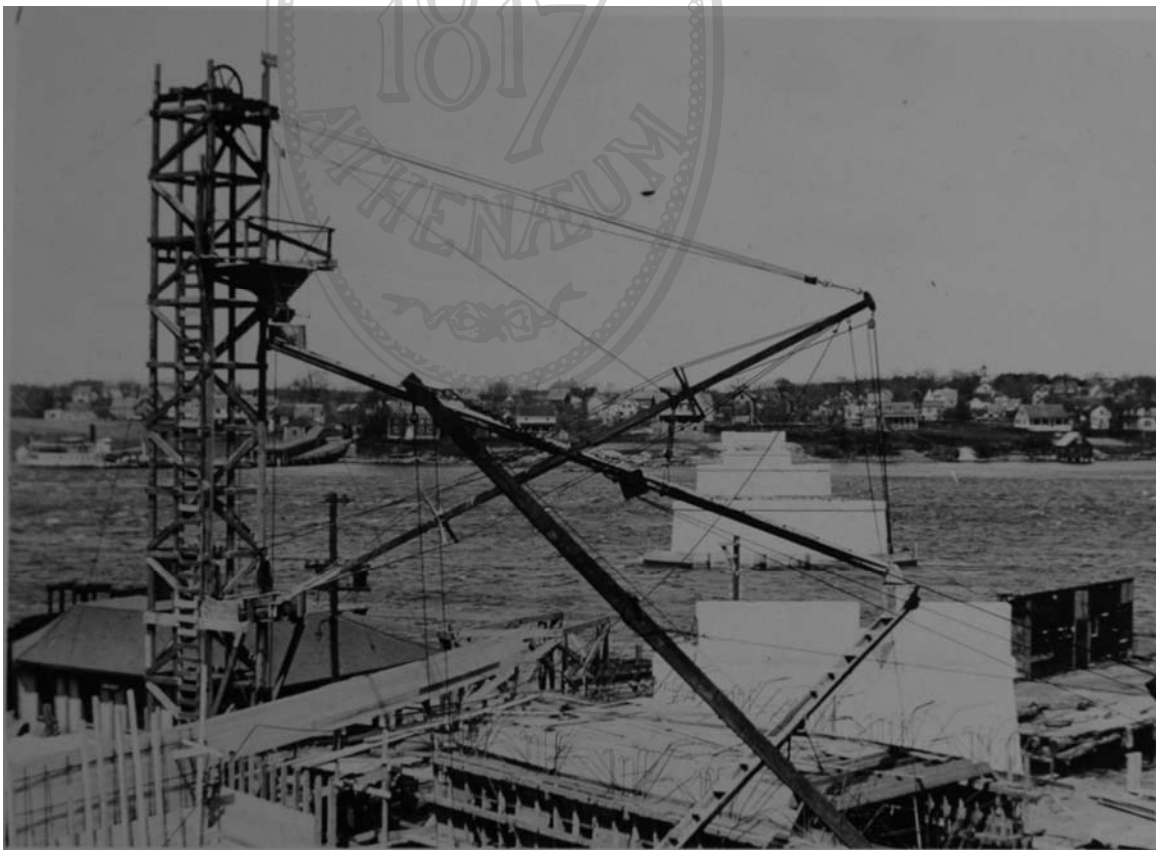
Historic Photo 82) Memorial Bridge, center span raised (Courtesy of Kittery Historical Society).



Historic Photo 83) Postcard. Memorial Bridge, approach from Portsmouth (Courtesy of Kittery Historical Society).



Historic Photo 84) Memorial Bridge, from Portsmouth riverfront (Courtesy of Kittery Historical Society).



Historic Photo 85) Construction of Memorial Bridge, from Portsmouth side, looking towards Badger's Island (Courtesy of Kittery Historical Society).



Historic Photo 86) Moving center span of Memorial Bridge into place (Courtesy of Kittery Historical Society).



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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth

Date taken: May/June 2009

Current Photos – Portsmouth Properties not previously surveyed

Cutts Street-Central Avenue Neighborhood



Photo 1) Maplewood Avenue at Central Avenue
Direction: NE Digital File: ME-NH_0001

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 2) Central Avenue
Direction: NW Digital File: ME-NH_0002



Photo 3) Central Avenue
Direction: NW Digital File: ME-NH_0003

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 4) Central Avenue
Direction: SE Digital File: ME-NH_0004



Photo 5) Cutts Street at Clark Drive
Direction: NW Digital File: ME-NH_0005

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Photo 6) Cutts Street
Direction: N Digital File: ME-NH_0006



Photo 7) Cutts Street
Direction: SE Digital File: ME-NH_0007

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 8) Cutts Street
Direction: SE Digital File: ME-NH_0008



Photo 9) Cutts Street
Direction: NW Digital File: ME-NH_0009



Photo 10) Beechwood Street at Cutts Street
Direction: SW Digital File: ME-NH_0010

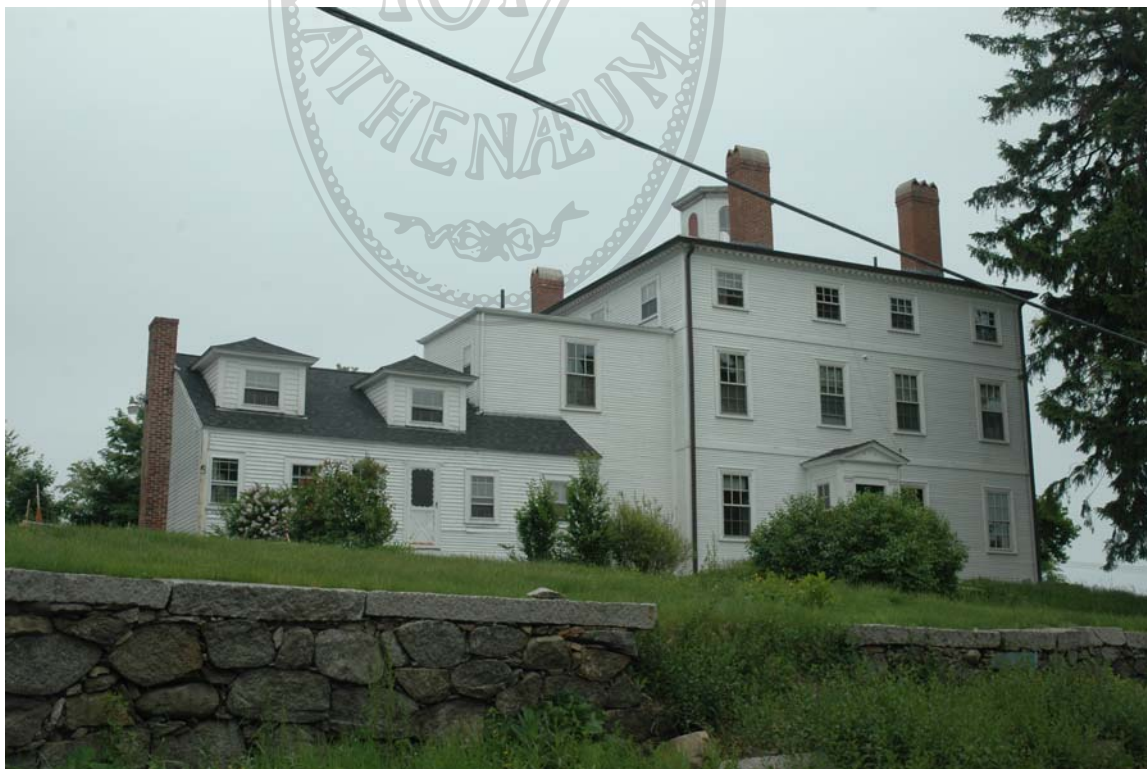


Photo 11) Cutts Mansion, Maplewood Avenue at Cutts Street
Direction: N Digital File: ME-NH_0011

Leslie Drive (Bersum Gardens)



Photo 12) Leslie Drive
Direction: SE Digital File: ME-NH_0012



Photo 13) Leslie Drive
Direction: S Digital File: ME-NH_0013

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Photo 14) Leslie Drive
Direction: N Digital File: ME-NH_0014



Photo 15) Leslie Drive
Direction: N Digital File: ME-NH_0015

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Photo 16) Leslie Drive
Direction: N Digital File: ME-NH_0016



Photo 17) Leslie Drive
Direction: E Digital File: ME-NH_0017

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Photo 18) Leslie Drive
Direction: E Digital File: ME-NH_0018



Photo 19) Leslie Drive
Direction: SW Digital File: ME-NH_0019

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 20) Leslie Drive
Direction: SE Digital File: ME-NH_0020

Myrtle Avenue



Photo 21) Myrtle Avenue, north side
Direction: NE Digital File: ME-NH_0021



Photo 22) Myrtle Avenue, south side
Direction: SW Digital File: ME-NH_0022

Portsmouth-Dover Railroad



Photo 23) Railroad trestle and berm, northwest of Sarah Mildred Long Bridge, from Nobles Island to Freeman's Point
Direction: W Digital File: ME-NH_0023



Photo 24) Railroad bed, tracks, and trestle
Direction: SW Digital File: ME-NH_0024

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 25) Railroad bed and tracks on berm to Freeman's Point
Direction: W Digital File: ME-NH_0025

Nobles Island and adjacent Portsmouth waterfront



Photo 26) Portsmouth waterfront
Direction: S Digital File: ME-NH_0026



Photo 27) Marine Terminal, waterside
Direction: S Digital File: ME-NH_0027



Photo 28) Marine Terminal entrance and guardhouse, looking south
Direction: SW Digital File: ME-NH_0028



Photo 29) Scrap metal and salt pile, looking southeast
Direction: S Digital File: ME-NH_0029

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 30) Waterfront southeast of Nobles Island
Direction: SE Digital File: ME-NH_0030



Photo 31) Concrete wharf on northeast side of island along Piscataqua River
Direction: NW Digital File: ME-NH_0031



Photo 32) Port building, northeast and northwest elevations
Direction: S Digital File: ME-NH_0032



Photo 33) Port building, southwest elevation and scrap pile
Direction: SE Digital File: ME-NH_0033

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 34) Port buildings, northwest elevations
Direction: S Digital File: ME-NH_0034



Photo 35) Route 1 Bypass/Sarah Mildred Long Bridge approach on island
Direction: N Digital File: ME-NH_0035



Photo 36) Route 1 Bypass/Sarah Mildred Long Bridge approach and concrete barge
Direction: S Digital File: ME-NH_0036

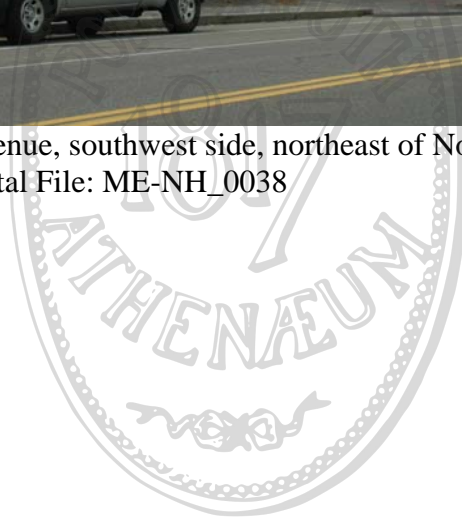


Photo 37) Four-family, Market Street, across from Marine Terminal
Direction: SW Digital File: ME-NH_0037

Portsmouth Historic District-Northern Boundary—Vaughn Street Urban Renewal



Photo 38) Maplewood Avenue, southwest side, northeast of North Burying Ground
Direction: W Digital File: ME-NH_0038



Hanover/Bridge Street Area, West of Portsmouth Historic District



Photo 39) Hanover Street, southeast side
Direction: E Digital File: ME-NH_0039



Photo 40) Hanover Street, southeast side
Direction: SW Digital File: ME-NH_0040



Photo 41) Freewill Baptist Church, Pearl Street at Hanover Street, “The Pearl”
Direction: E Digital File: ME-NH_0041



Photo 42) Pearl Street at Hanover Street
Direction: S Digital File: ME-NH_0042

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 43) Hanover Street, northwest side
Direction: NE Digital File: ME-NH_0043



Photo 44) Hanover Street, northwest side
Direction: N Digital File: ME-NH_0044

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Photo 45) Hanover Street, northwest side
Direction: W Digital File: ME-NH_0045



Photo 46) Rear of Hanover Street four-families
Direction: SW Digital File: ME-NH_0046

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 47) Hanover Street, northwest side, four-family at Autumn Street
Direction: NW

Digital File: ME-NH_0047



Photo 48) Hanover Street, northwest side, four-families
Direction: W

Digital File: ME-NH_0048



Photo 49) Hanover Street, northwest side, former Portsmouth Machine Company building
Direction: N
Digital File: ME-NH_0049



Photo 50) Hanover Street, northwest side, detail, former Portsmouth Machine Company building
Direction: NW
Digital File: ME-NH_0050

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Appendix D – CURRENT PHOTOGRAPHS – Portsmouth



Photo 51) Hill Street, northwest side
Direction: W
Digital File: ME-NH_0051



Photo 52) Hill Street, northwest side
Direction: NW
Digital File: ME-NH_0052

Current Photos – Kittery Properties not previously surveyed
Route 1 Bypass Corridor



Photo 53) Dennett Road, south side
Direction: SW Digital File: ME-NH_0053

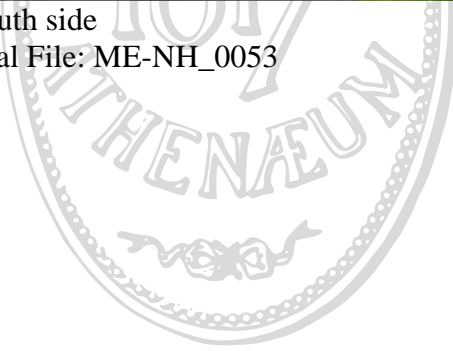




Photo 54) Dennett Road, southerly side
Direction: NW Digital File: ME-NH_0054



Photo 55) Dennett Road, southerly side
Direction: S Digital File: ME-NH_0055

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Photo 56) Route 1 Bypass, westerly side
Direction: W Digital File: ME-NH_0056



Photo 57) Route 1 Bypass, westerly side
Direction: NW Digital File: ME-NH_0057



Photo 58) Route 1 Bypass, westerly side
Direction: SW Digital File: ME-NH_0058



Photo 59) Route 1 Bypass, westerly side
Direction: N Digital File: ME-NH_0059

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 60) Dennett Road, northerly side
Direction: N Digital File: ME-NH_0060



Photo 61) Dennett Road, northerly side, rear of house
Direction: S Digital File: ME-NH_0061

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 62) Dennett Road, northerly side, outbuilding, northeast of house
Direction: E Digital File: ME-NH_0062



Photo 63) Dennett Road at Old Post Road, northerly side
Direction: NE Digital File: ME-NH_0063

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Photo 64) Dennett Road at Old Post Road, northerly side
Direction: N Digital File: ME-NH_0064



Photo 65) Old Post Road, northwest side
Direction: NW Digital File: ME-NH_0065

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 66) Old Post Road, southeast side, moved schoolhouse
Direction: NE Digital File: ME-NH_0066



Photo 67) Old Post Road at Dennett Road, southeast side
Direction: NE Digital File: ME-NH_0067

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 68) Old Post Road, southeast side
Direction: SE Digital File: ME-NH_0068



Photo 69) Dennett Road at Old Post Road, store
Direction: SE Digital File: ME-NH_0069

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 70) Old Post Road, northwesterly side
Direction: N Digital File: ME-NH_0070



Photo 71) Old Post Road, northwesterly side
Direction: NW Digital File: ME-NH_0071

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 72) Old Post Road, northwesterly side
Direction: NW Digital File: ME-NH_0072



Photo 73) Old Post Road, northwesterly side
Direction: NW Digital File: ME-NH_0073

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 74) Old Post Road, southeasterly side
Direction: S Digital File: ME-NH_0074



Photo 75) Old Post Road, northwesterly side
Direction: NW Digital File: ME-NH_0075



Photo 76) Old Post Road, northwesterly side
Direction: NW Digital File: ME-NH_0076



Photo 77) Old Post Road, northwesterly side
Direction: N Digital File: ME-NH_0077



Photo 78) US Route 1 Bypass, easterly side
Direction: S Digital File: ME-NH_0078

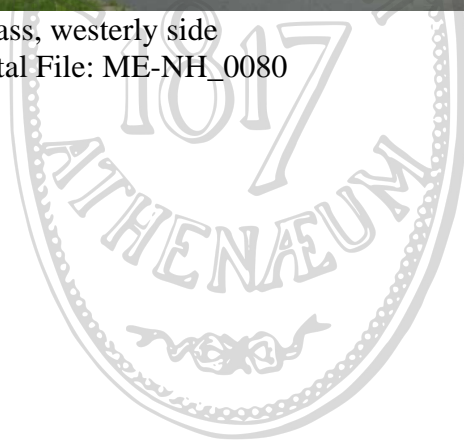


Photo 79) Railroad tunnel and right of way, westerly side of US Route 1 Bypass
Direction: S Digital File: ME-NH_0079

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 80) US Route 1 Bypass, westerly side
Direction: NW Digital File: ME-NH_0080



Kittery Depot/Kittery Junction/Oak Terrace



Photo 81) Oak Terrace, trailer
Direction: S Digital File: ME-NH_0081



Photo 82) Oak Terrace, house
Direction: S Digital File: ME-NH_0082

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 83) Oak Terrace, northwest side, ranch house
Direction: N Digital File: ME-NH_0083



Photo 84) Oak Terrace, trailer
Direction: SE Digital File: ME-NH_0084

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 85) Oak Terrace from Sarah Mildred Long Bridge
Direction: N Digital File: ME-NH_0085



Photo 86) Oak Terrace from Sarah Mildred Long Bridge
Direction: N Digital File: ME-NH_0086

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 87) Oak Terrace, south side
Direction: E Digital File: ME-NH_0087



Photo 88) Oak Terrace from Kittery approach
Direction: N Digital File: ME-NH_0088

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



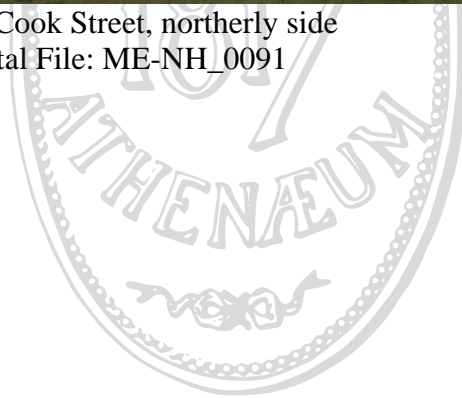
Photo 89) Oak Terrace, adjacent to Route 1 Bypass
Direction: W Digital File: ME-NH_0089



Photo 90) Bridge Street, at Old Post Road
Direction: E Digital File: ME-NH_0090



Photo 91) Bridge Street at Cook Street, northerly side
Direction: NW Digital File: ME-NH_0091



1920s Residential Historic District



Photo 92) Rudolph Avenue, southeast side
Direction: E Digital File: ME-NH_0092



Photo 93) Park Avenue, southwest side
Direction: SW Digital File: ME-NH_0093

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 94) Park Avenue, southwest side
Direction: S Digital File: ME-NH_0094



Mendum Avenue/Prince Avenue/Rice Avenue



Photo 95) Mendum Avenue, northerly side
Direction: N Digital File: ME-NH_0095



Photo 96) Mendum Avenue, northerly side
Direction: N Digital File: ME-NH_0096

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Photo 97) Mendum Avenue, northerly side
Direction: NE Digital File: ME-NH_0097



Photo 98) Mendum Avenue, in circle
Direction: SW Digital File: ME-NH_0098

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 99) Mendum Avenue, northerly side
Direction: N Digital File: ME-NH_0099



Photo 100) Mendum Avenue, easterly side of circle
Direction: E Digital File: ME-NH_0100

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 101) Cemetery, Prince Avenue, easterly side
Direction: E Digital File: ME-NH_0101



Photo 102) Cemetery, Prince Avenue, easterly side
Direction: E Digital File: ME-NH_0102

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 103) Prince Avenue, easterly side
Direction: E Digital File: ME-NH_0103



Photo 104) Prince Avenue, easterly side
Direction: S Digital File: ME-NH_0104

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 105) Rice Avenue, westerly side
Direction: NW Digital File: ME-NH_0105



Photo 106) Rice Avenue, easterly side, at Water Street
Direction: E Digital File: ME-NH_0106

Maine-New Hampshire Connections Study
Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 107) Rice Avenue, easterly side
Direction: S Digital File: ME-NH_0107



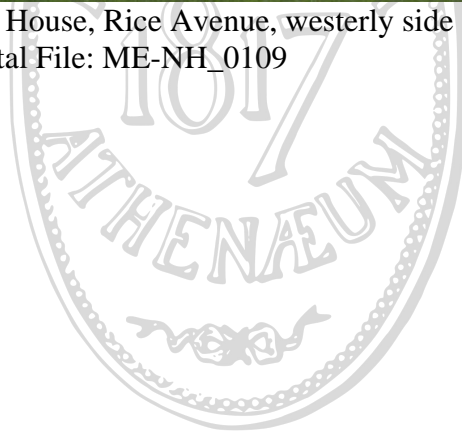
Photo 108) Rice Avenue, easterly side
Direction: S Digital File: ME-NH_0108

Maine-New Hampshire Connections Study
Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 109) 152
Direction: NW

Rice House, Rice Avenue, westerly side
Digital File: ME-NH_0109



Government Street as part of Downtown Kittery Civic and Commercial District



Photo 110) Dennett School, Government Street, northerly side
Direction: N Digital File: ME-NH_0110



Photo 111) Government Street, southerly side
Direction: SW Digital File: ME-NH_0111

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 112) Stimson Street, westerly side
Direction: SW Digital File: ME-NH_0112



Photo 113) Government Street, southerly side
Direction: SW Digital File: ME-NH_0113

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Photo 114) Government Street, southerly side
Direction: S Digital File: ME-NH_0114



Photo 115) Government Street, northerly side
Direction: N Digital File: ME-NH_0115

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Photo 116) Government Street, southerly side
Direction: E Digital File: ME-NH_0116



Photo 117) Government Street, southerly side
Direction: SE Digital File: ME-NH_0117

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Photo 118) St. Mark's Church, Government Street, northerly side
Direction: NW Digital File: ME-NH_0118



Photo 119) School, Government Street, northerly side
Direction: N Digital File: ME-NH_0119

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 120) Government Street, southerly side
Direction: W Digital File: ME-NH_0120

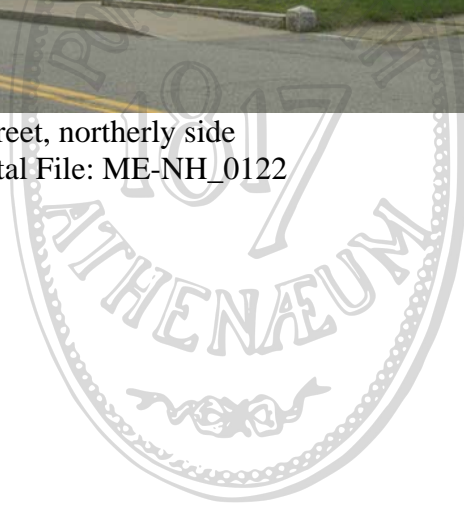


Photo 121) Government Street, southerly side
Direction: SW Digital File: ME-NH_0121

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Photo 122) Government Street, northerly side
Direction: NW Digital File: ME-NH_0122



Post-Civil War Residential Historic District



Photo 123) Old Armory Way, easterly side
Direction: S Digital File: ME-NH_0123



Photo 124) Old Armory Way, westerly side
Direction: N Digital File: ME-NH_0124

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Photo 125) Old Armory Way, westerly side
Direction: SW Digital File: ME-NH_0125



Photo 126) Cottle Lane
Direction: S Digital File: ME-NH_0126

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Photo 127) Cottle Lane, easterly side
Direction: SE Digital File: ME-NH_0127



Photo 128) Pleasant Street, westerly side
Direction: SE Digital File: ME-NH_0128

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Photo 129) Pleasant Street, easterly side
Direction: SW Digital File: ME-NH_0129



Photo 130) Pleasant Street, easterly side
Direction: W Digital File: ME-NH_0130

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Photo 131) Commercial Street, easterly side
Direction: N Digital File: ME-NH_0131



Photo 132) Commercial Street, easterly side
Direction: S Digital File: ME-NH_0132

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Photo 133) Commercial Street, easterly side
Direction: NE Digital File: ME-NH_0133



Photo 134) Commercial Street, westerly side
Direction: S Digital File: ME-NH_0134

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Photo 135) Commercial Street, westerly side
Direction: NW Digital File: ME-NH_0135



Photo 136) Water Street, north side
Direction: NE Digital File: ME-NH_0136



Photo 137) Water Street, southerly side
Direction: SE Digital File: ME-NH_0137



Photo 138) Water Street at Route 1/Hunter Avenue, Warren's Lobster House
Direction: SE Digital File: ME-NH_0138

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Photo 139) Water Street at Route 1/Hunter Avenue, Warren's Lobster House, waterfront elevation
Direction: NE Digital File: ME-NH_0139



Photo 140) Water Street at Route 1/Hunter Avenue
Direction: N Digital File: ME-NH_0140

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Photo 141) Route 1, intersection of Newmarch Street and Hunter Avenue and Memorial Park
Direction: NW Digital File: ME-NH_0141



Photo 142) Hunter Avenue, easterly side
Direction: E Digital File: ME-NH_0142

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 143) Hunter Avenue (Route 1 North), easterly side
Direction: SE Digital File: ME-NH_0143



Photo 144) Newmarch Street, westerly side
Direction: NW Digital File: ME-NH_0144

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 145) Newmarch Street, westerly side
Direction: SW Digital File: ME-NH_01451



Photo 146) Intersection of Water Street and Newmarch Street (Route 1 South), south end of Memorial Park
Direction: SW Digital File: ME-NH_0146



Photo 147) Water Street, southerly side
Direction: S Digital File: ME-NH_0147



Photo 148) Water Street, southerly side
Direction: S Digital File: ME-NH_0148

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Photo 149) Stimson Street, easterly side
Direction: S Digital File: ME-NH_0149



Photo 150) Stimson Street, easterly side
Direction: NE Digital File: ME-NH_0150

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Photo 151) Stimson Street, westerly side
Direction: NW Digital File: ME-NH_0151



Photo 152) Stimson Street, westerly side, pair of mansard-roofed cottages
Direction: NW Digital File: ME-NH_0152

Maine-New Hampshire Connections Study
Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 153) Stimson Street, westerly side, pair of gable-front or end houses
Direction: SW Digital File: ME-NH_0153



Photo 154) Stimson Street, westerly side, pair of two-families
Direction: N Digital File: ME-NH_0154

Badger's Island



Photo 155) Badger's Island, waterfront, westerly and southerly sides
Direction: E Digital File: ME-NH_0155



Photo 156) Badger's Island West, northerly side
Direction: N Digital File: ME-NH_0156

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Photo 157) Badger's Island West, southerly side
Direction: E Digital File: ME-NH_0157



Photo 158) Badger's Island West, circle
Direction: N Digital File: ME-NH_0158

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Photo 159) Badger's Island West, Morrison's Lobster Company on waterfront
Direction: SW Digital File: ME-NH_0159



Photo 160) Badger's Island West, southerly side
Direction: SW Digital File: ME-NH_0160

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Photo 161) Badger's Island West, southerly side
Direction: SE Digital File: ME-NH_0161



Photo 162) Badger's Island West, southerly side
Direction: S Digital File: ME-NH_0162

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Photo 163) Hunter Avenue, westerly side
Direction: SW Digital File: ME-NH_0163



Photo 164) Hunter Avenue, easterly side
Direction: NE Digital File: ME-NH_0164

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Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine

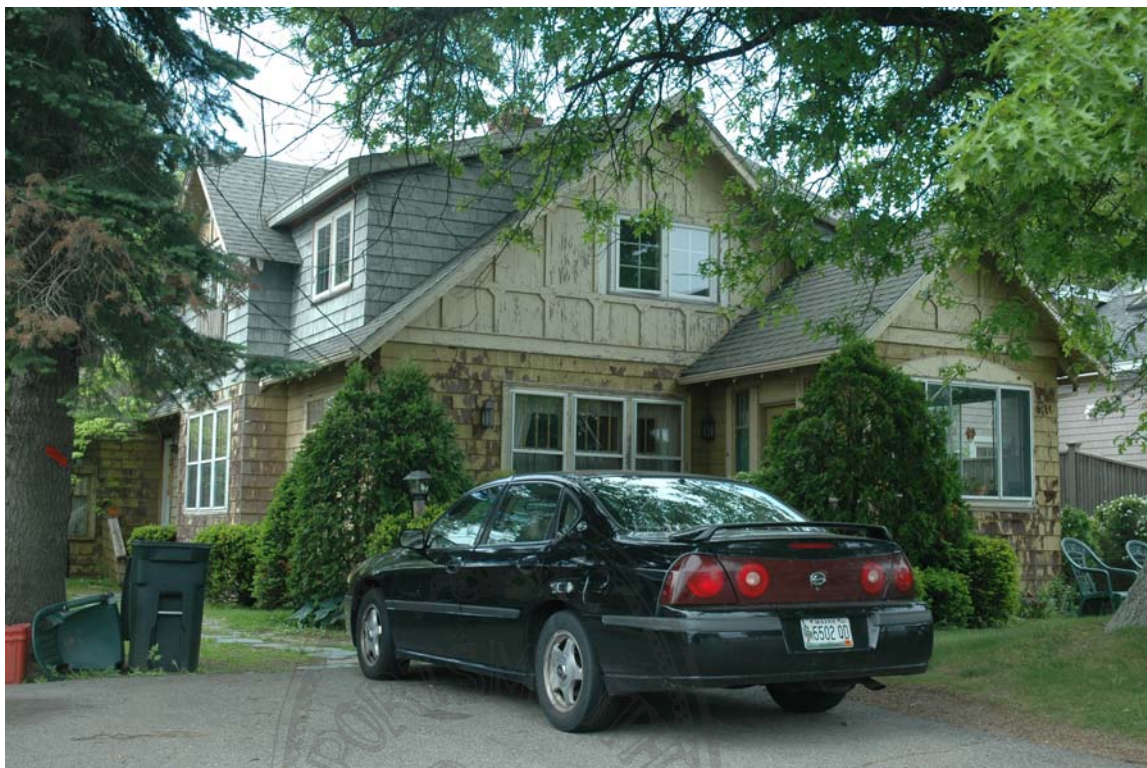


Photo 165) Island Avenue, northerly side
Direction: NE Digital File: ME-NH_0165



Photo 166) Island Avenue, northerly side
Direction: NE Digital File: ME-NH_0166

Maine-New Hampshire Connections Study
Appendix D – CURRENT PHOTOGRAPHS – Kittery, Maine



Photo 167) Island Avenue, northerly side
Direction: NE Digital File: ME-NH_0167



Photo 168) Island Avenue, northwest side
Direction: SW Digital File: ME-NH_0168

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Photo 169) Island Avenue, northwest side
Direction: NW Digital File: ME-NH_0169



Photo 170) Island Avenue, northeast side
Direction: E Digital File: ME-NH_0170

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Photo 171) Island Avenue, easterly side
Direction: E Digital File: ME-NH_0171



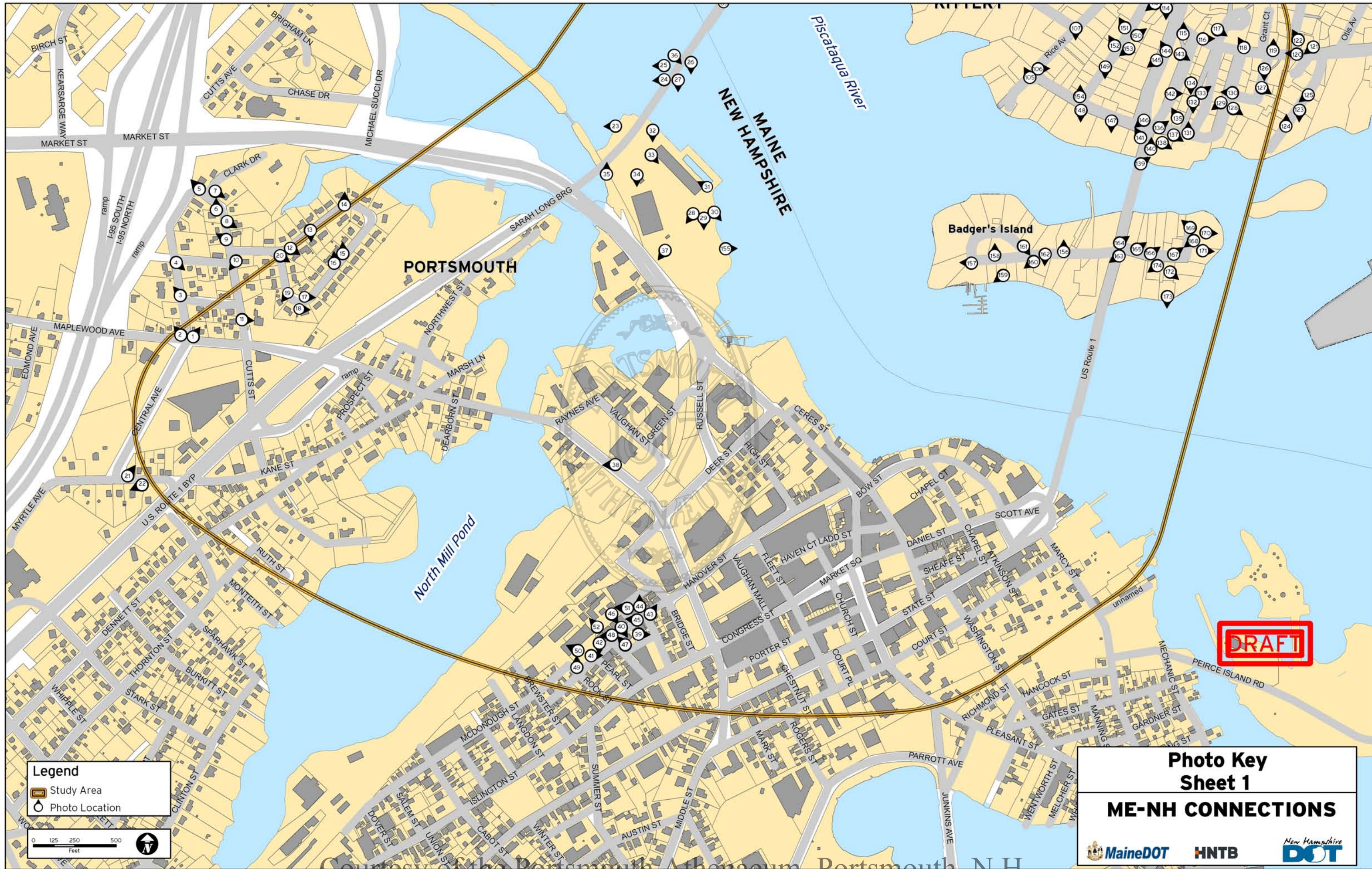
Photo 172) Island Avenue, southerly side
Direction: SE Digital File: ME-NH_0172





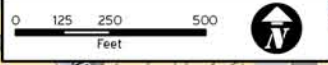
Photo 173) Island Avenue, southerly side
Direction: S Digital File: ME-NH_0173



Photo 174) Island Avenue, southerly side
Direction: SW Digital File: ME-NH_0174



Legend
 Study Area
 Photo Location



**Photo Key
Sheet 1**

ME-NH CONNECTIONS





Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.



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