

NH Division of Historical Resources  
Determination of Eligibility (DOE)

Date received: 5/7/14 Inventory #: \_\_\_\_\_  
Date of group review 5/14/14 Area: DUR\_BCB  
DHR staff: Nadine Town/City: *Durham*  
Property name: Bunker Creek Bridge Project Area County: Strafford  
Address: Piscataqua Road (US Route 4) from Bunker Lane to Morgan Way  
Reviewed for: R&C PTI NR SR Survey Other  
NHDOT

**Individual Properties**

NR SR  
 Eligible  
 Eligible, also in district  
 Eligible, in district  
 Not eligible  
 More information needed  
 Not evaluated for individual eligibility

**Districts**

NR SR  
 Eligible  
 Not eligible  
 More information needed  
 Not evaluated @ district

Integrity: Location Design Setting Materials  
Workmanship Feeling Association

Criteria: A. Event B. Person C. Architecture/Engineering  
D. Archaeology E. Exception

Level: Local State National

**STATEMENT OF SIGNIFICANCE:**

IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED.

This project area form provides information on the area around the Bunker Creek Bridge which is characterized by farmland that was developed into residential subdivisions during the latter part of the 20<sup>th</sup> century. The bridge dates to 1933 and is an example of a reinforced concrete slab bridge. Also in the study area are two cemeteries, a barn, and three residences greater than fifty years old. Recent residential growth and development has had a dramatic impact on the integrity of this area, and it does not appear to be eligible for listing as a potential historic district.

ENTERED INTO DATABASE

ACREAGE: approx. 65 acres

PERIOD OF SIGNIFICANCE: N/A

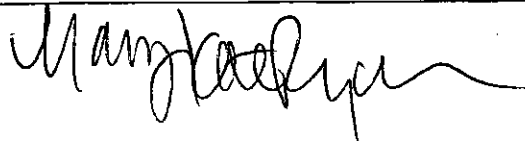
AREA OF SIGNIFICANCE: N/A

BOUNDARY:

SURVEYOR: Reagan Ruedig, Carol Hooper of Preservation Company

**FOLLOW-UP:** 3 Williams Way was previously surveyed and determined not eligible for listing in the National Register of Historic Places. The bridge has been altered and does not retain integrity. No further survey of the bridge is required. Both the Bunker Family Cemetery at 5 Bunker Lane and the Twombly Family Burial Ground, located at 118 Piscataqua Road are not required for survey unless plans change that would affect the resources. The barn at 5 Bunker Lane retains integrity and should be surveyed if project plans should affect its setting. 100 Piscataqua Road has been so altered that it does not retain sufficient integrity for survey. If affected by the project, 104 Piscataqua Road should be evaluated for listing in the National Register of Historic Places.

Final DOE approved by:



DUR-BCB

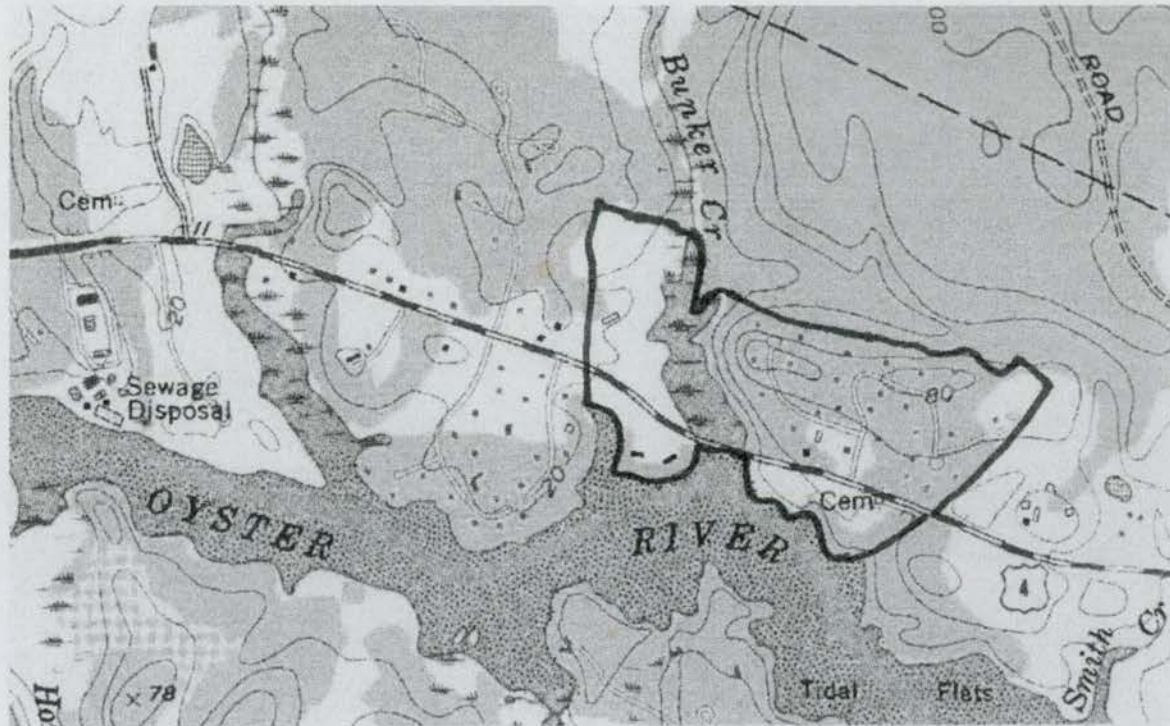
AREA FORM

BUNKER CREEK BRIDGE PROJECT AREA

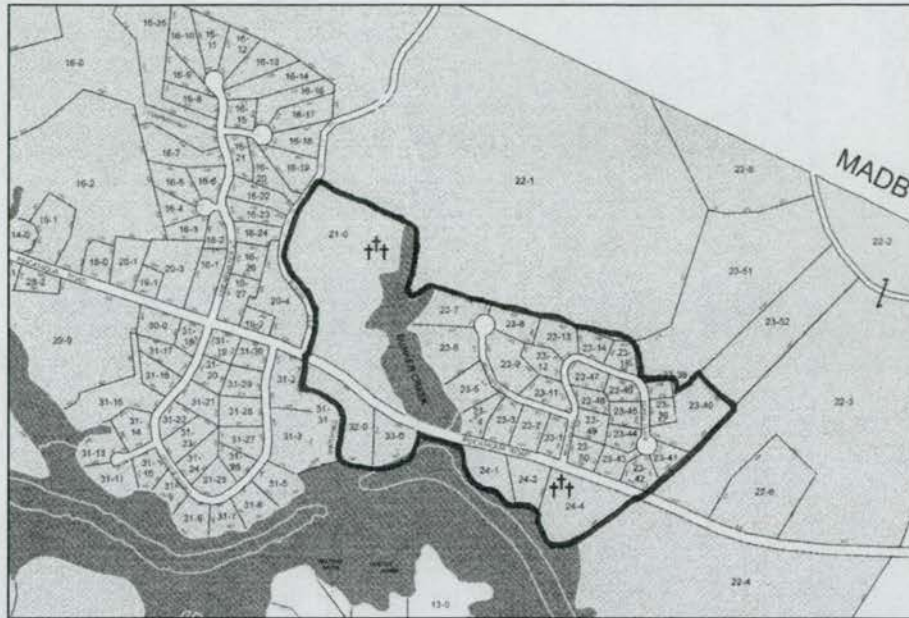
1. Type of Area Form  
 Town-wide:   
 Historic District:   
 Project Area:
2. Name of area: Durham Bridge 16236
3. Location: Piscataqua Road (U.S. Route 4) from Bunker Lane to the Tirrell Place subdivision (Morgan Way)
4. City or town: Durham
5. County: Strafford
6. USGS quadrangle name(s): Dover West, NH
7. USGS scale: 1:24 000
8. UTM reference: N/A
9. Inventory numbers in this area  
 previous survey: 3 Williams Way (DUR0020)  
 current survey: N/A
10. Setting: Moderately settled rural highway along the Oyster River at the mouth of Bunker Creek, with twentieth century developments
11. Acreage: approx. 65 acres
12. Preparer(s): Reagan Ruedig, Carol Hooper
13. Organization: Preservation Company
14. Date(s) of field survey: April 2014

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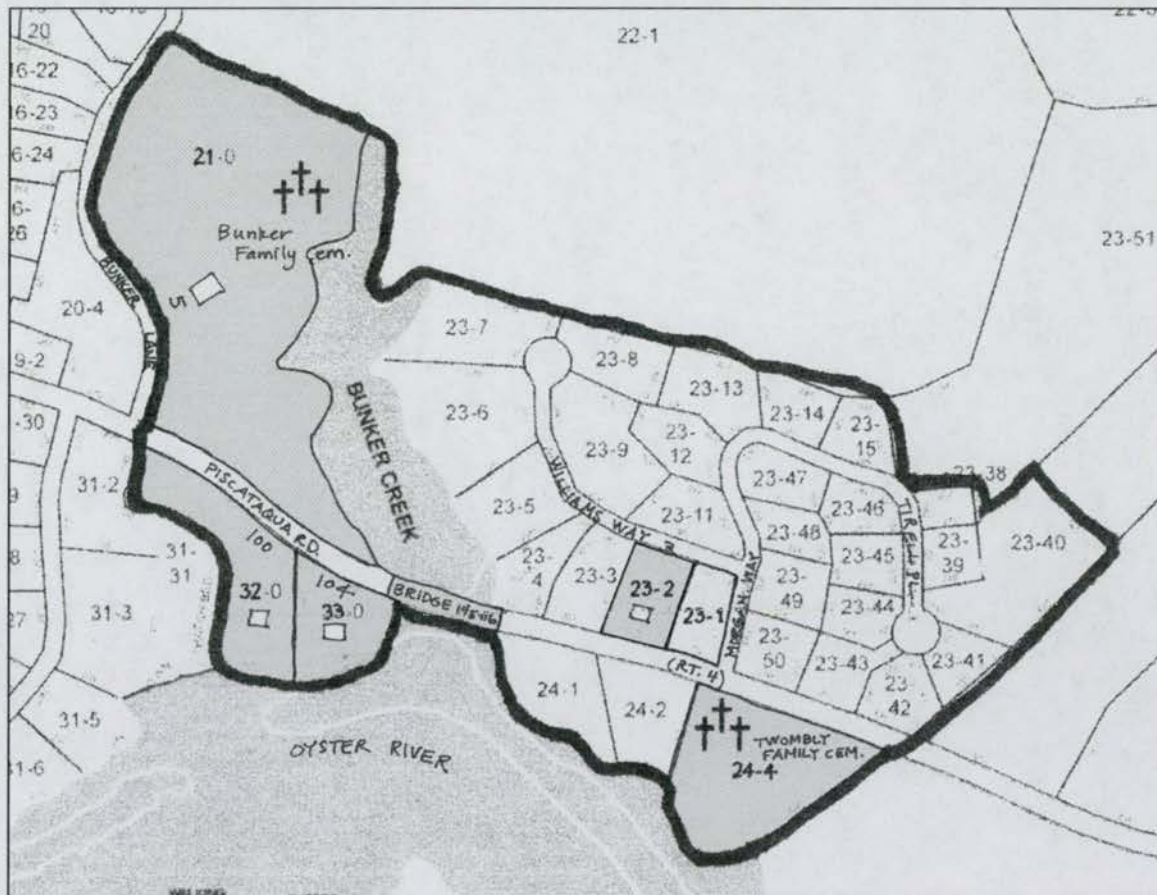
15. Location map



16. Sketch maps



Project Area (APE) on Durham Tax Map 11



Map showing properties addressed: NHDOT Bridge No. 145-116, 5 Bunker Lane, 100 and 104 Piscataqua Road, 3 Williams Way, two burial grounds: Bunker Family Cemetery and Twombly Family Burial Ground

## 17. Methods and Purpose

The Bunker Creek Bridge Project Area Form was prepared by Preservation Company for the New Hampshire Department of Transportation (NHDOT) in connection with a project to alter the bridge crossing Bunker Creek (Durham Bridge 16236) on U.S. Route 4/Piscataqua Road. Besides the work on the bridge, the construction impacts on the frontage of the parcels are minimum, contained within the State of NH Right-of Way.

The form was prepared to address properties in the four quadrants that abut the bridge, as well as the bridge itself, that might be affected by the project and that might have potential for listing on the National Register of Historic Places, either individually or as part of an historic district. The project area (area of potential effect, or APE) is defined by the parcels in the immediate area of the Bunker Creek Bridge. The bridge itself dates to 1933 and was constructed by NHDOT. To the west, the parcels abutting the bridge and its approach include a parcel of land with a barn and cemetery to the northwest owned by the New Hampshire Department of Fish and Game and two residences to the southwest, 100 and 104 Piscataqua Road. To the east, a residential subdivision is included in the project area due to its proximity, though the majority of the buildings in this area are not of sufficient age (at least fifty years) for historic consideration. Only one parcel, 3 Williams Way, dates to before 1964. Three parcels to the southeast are included, although they were also built in the early 2000s and are thus not of sufficient age. A small, early-nineteenth-century family cemetery is located on one of the parcels (118 Piscataqua Road) and is included in this project area form.

Research sources were the New Hampshire Division of Historical Resources Inventory Form already completed on 3 Williams Way (DUR0200), property deeds found at the Strafford County Registry of Deeds, online sources, historic maps, and oral history. The form outlines a brief historical overview followed by a discussion of the historic backgrounds of each of the six properties or sites that would require further survey to determine National Register eligibility.

## 18. Geographical Context

The Project Area is centered on the U.S. Route 4 crossing of a small creek (Bunker Creek) that empties into the north side of the Oyster River, a partially tidal river that flows from Barrington, New Hampshire, and empties into Great Bay at Little Bay. Piscataqua Road (U.S. Route 4) parallels the north bank of the Oyster River and crosses Bunker Creek. The area, once cleared farmland, is now developed into residential subdivisions and is fairly wooded except along the shore. Rolling hills rise to the north of the highway and steeply along the banks of Bunker Creek.

## 19. Historical Background

### US 4 – First New Hampshire Turnpike

The highway that is today U.S. Route 4 originated in the 1790s as part of the First New Hampshire Turnpike. Prior to that, the original route between the center of the town of Durham and this coastal part of the town, headed northeast toward Dover and then turned southeast parallel to today's Back River Road. A ferry operated between Cedar Point and Newington from the 1770s. The first "Piscataqua Bridge," a toll bridge built by a private corporation, was erected ca. 1794 between Cedar Point and Fox Point in Newington via Goat Island.

The toll bridge marked the founding of the First New Hampshire Turnpike between the Seacoast and Concord. The Turnpike was chartered in the 1790s and completed just after 1800. The new turnpike, which was a major transportation and shipping route for many years, bisected the existing

farms, including some of the subject properties, on the north side of the Oyster River, resulting in land holdings on both sides of Route 4. The Piscataqua Bridge was frequently damaged by floods and ice, and in 1855, after suffering extensive damage, was not rebuilt. Consequently, for eighty years until 1934 and 1935, when the State built the General Sullivan and Scammell Bridges and U.S. Route 4 was re-routed onto the old First NH Turnpike, thru traffic in this neighborhood dropped off significantly.

#### Agriculture and Family Farms

Settlement in this area in the seventeenth through the nineteenth centuries focused primarily on family farms. The earliest settlement was the Bunker Garrison, the remains of which stood atop the hill at 4 Bunker Lane (Map/Parcel 11/20-4) until the early twentieth century. A land grant of 236 acres along the north side of the Oyster River was made to James Bunker and William Follett in 1653 and was eventually owned by the Bunker Family. Between 1656 and 1675 James Bunker built a garrison house<sup>1</sup> (see illustrations) on a hilltop just to the west of what then became known as "Bunker Creek" (Stackpole and Thompson 1913).

By the end of seventeenth century, farms and farmhouses dotted the banks of the Oyster River (see illustration of "Oyster River Plantation"). Little changed in this area throughout the eighteenth and nineteenth centuries. Though the town of Durham grew rapidly, the failure and removal of the Piscataqua Bridge in the mid-nineteenth century cut this area of Durham off from the main flow of traffic, and consequently it remained rural. Maps from 1856, 1871, and 1892 show very gradual growth along what was then known as the Piscataqua Bridge Road or Durham Point Road. Families remained here, farming for many generations, such as the Bunkers, the Smiths, the Emersons, and the Chesleys. The Smith family owned the largest farm in the neighborhood just to the east of the Project Area, the remains of which are now Emery Farm (135 Piscataqua Road). The farmsteads at the current addresses of 5 Bunker Lane (the William H. Bunker farmstead) and 3 Williams Way (the James M. Bunker farmstead) are the only properties in the current APE from this time period.

#### Twentieth Century Development

By the early twentieth century, many of the old farms had begun to be sub-divided and sold off. The Bunker Garrison and the neighboring farmstead at 5 Bunker Lane (the William H. Bunker farmstead) were taken down. In the 1930s the building of the General Sullivan (1934) and Scammell (1935) Bridges, reconnecting this road to Portsmouth and the seacoast, reinstated the First N.H. Turnpike as a major highway. In preparation for the renewing of the turnpike the state highway department undertook many repairs and upgrades to roadways and bridges along U.S. Route 4, and the Bunker Creek bridge was rebuilt in 1933. Southwest of the bridge, the parcels for 100 and 104 Piscataqua Road were the first to be subdivided by Forrest S. Emery, the last of the Smith family to own and operate Emery Farm. Just to the west, the Riverview Road development was planned and built in the 1950s-60s. The Morgan Way development, subdivided from land originally part of the James M. Bunker farm, was created and built in the 1970s-80s. Across the highway, the three houses at 108, 112, and 118 Piscataqua Road were constructed in the 1990s and early 2000s. The Shearwater Street development, immediately west of Bunker Lane, was created in the 1990s. Today, though this area is fairly heavily developed into suburban residential neighborhoods off the highway, the lots are generally wooded enough to lessen the sense of density. U.S. Route 4 remains a major thoroughfare and connection between Portsmouth and Concord.

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<sup>1</sup> Remains of the Bunker Garrison were noted in Stackpole and Thompson in 1913. The garrison was used to defend against Indian attacks in late seventeenth and early eighteenth centuries. Photographs show the garrison in the late nineteenth and early twentieth centuries; it seems to have collapsed in the 1910s.

**5 Bunker Lane and Cemetery (Map/Parcel 11/21; Photos 4-6)**

West of Bunker Creek, north of the road, this property was originally part of land granted to James Bunker and William Follett in 1653. The garrison, built between 1656 and 1675, and the surrounding farm stayed in the Bunker family through the eighteenth and nineteenth centuries. At some point before 1856, another house was constructed to the east of the garrison, on the opposite side of Bunker Lane. The 1856 Chase map shows this structure owned by William H. and James M. Bunker, brothers. James M. Bunker eventually then purchased the farm to the east (3 Williams Way) in 1857, and William H. Bunker (1825-1876) continued living and farming here with his family: wife Abbie J., mother Sarah, and children Mary J. and Fred M. Bunker (Federal Censuses, 1860 and 1870). The 1871 Sanford & Everts map indicates the house was owned by William Bunker and the garrison still standing just on the other side of Bunker Lane.

After William Bunker's death in 1876, the farm was possibly rented out but still owned by his son, Fred M. Bunker. The 1892 Hurd map indicates C. Emerson as residing here. In 1899, the farm and its buildings were purchased by Harrison Fowler, then of the neighboring family at 3 Williams Way. After being sold in 1903 to Clarence Fowler, Harrison's brother, then to Levi Rye of Durham in 1908, it was purchased by William A. Maillard and Samuel H. Silcox of Lowell, Massachusetts, in 1911. Though the property was purchased with "the buildings thereon," it is unknown what buildings were still standing. The date that the older house was removed and the age of the large nineteenth-century barn currently on the property are pieces of information that might be found with further research. The 1956 USGS map shows a structure in this location, but that map has 1993 updates showing the secondary structure. Maillard and Silcox did not use this property as a homestead. The Bunker Family burial ground on the property (Photo 6) was excepted from the deed since 1899 (See deeds 319:13, 332:449, 351:164, 361:391).

The farmstead and burial ground were referenced in Stackpole and Thompson:

Crossing Bunker's Creek we see the remains of the old Bunker garrison, on the hill north of the highway. Near by is the house sold by Fred M. Bunker to Clarence Fowler a few years ago, near which are some of the Bunker graves, but the oldest Bunker graves are in the field across the highway and near the river. The field is now owned by Mrs. Joseph Smith. Here were buried James Bunker, the emigrant, Benjamin Bunker who took part in the siege of Louisburg, and others (Stackpole and Thompson 1913: 240).

The Bunker Family Cemetery on this parcel contains approximately thirty-five headstones, many of which are partially buried and/or unreadable or broken. Those that can be read generally date from the mid-late nineteenth century, including William H. and Abbie J. Bunker. The graveyard "across the highway and near the river" is likely gone or obscured, the area having been sold and developed in 1935 (see 100 and 104 Piscataqua Road).

In 1954 the property was sold to Robert S. and Frances M. Palmer of Durham (Deed 627:438). Palmer was head of the Agricultural Engineering department at the University of New Hampshire in the mid-1950s to the mid-1960s and wrote several books pertaining to the weather and agriculture. It is unclear if this property was their home. More research might reveal how the property was used by the Palmers and whether the Fred Bunker house was still standing at the time.

The land was purchased by the Nature Conservancy and transferred to the New Hampshire Fish and Game Department in 2003 (Deeds 2737:152, 2863:344). The barn is currently used for storage by Fish and Game.

**3 Williams Way (DUR0020) (Map/parcel 11/23-2; Photos 7-9)**

The current house on the north side of the road, east of Bunker Creek was likely built ca. 1857 for James M. Bunker, brother of William H. Bunker and descendent of the seventeenth-century settler James Bunker. A newly-married, 26-year-old farmer in April 1857, Bunker purchased about ninety-seven acres "with the buildings thereon" from Daniel Smith (1823-1862) of Dover. Daniel Smith and his brother Joseph (1826-1871) had inherited the property from their father Winthrop Smith (1789-1844). Joseph Smith owned today's Emery Farm (135 Piscataqua Road), just to the east on U.S. Route 4, originally settled by Joseph Smith (1640-1727) in the 1650s.

The farmstead at the site of 3 Williams Way was initially settled by William Williams, Jr., ca. 1700. Ezekiel Twombly (ca. 1760-1837) and his wife Abigail Nute (1762-1847) lived on the farm from the early 1800s. The Twombly Family burial ground still exists across the road at 118 Piscataqua Road (see below). After the Twomblys moved to Greenland in 1834, the property changed hands and was acquired by Winthrop Smith of the neighboring (now Emery) farm to the east.

From Smith's heirs, James M. Bunker (1830-1905) purchased the Williams-Twombly farmstead along with two other parcels for a total of about 100 acres. Previously "J.M. Bunker" lived west of Bunker Creek with his brother, William (1856 Chase map). The existing house was likely built for Bunker on same spot as the previous farmstead not long after he purchased the property. James Bunker and wife Eliza Jane Clark had four children. The Bunker family owned much of the land to the west and likely knew the Twombly and Smith families well. In 1871 James Bunker moved to Rollinsford and sold the property to George Fowler (1832-1912). Fowler was a masonry contractor and left the farm to his sons, Clarence and Harrison, at his death in 1912. Clarence, a landscape architect in New York City, bought his younger brother's share and used the farmstead as summer home. Clarence Fowler died in 1935 leaving a farm reduced in size to Mabel B. Hill of Newton, Massachusetts, who sold it to Loring and Mary Tirrell the same year. Loring was professor of animal husbandry at the University of New Hampshire, and he and Mary had four children (Federal Census, 1940). The Tirrells lived there until 1968 and were the last to use it as a farm. The property was sold to Blackhawk Development Corporation of Rochester, who subdivided the forty acres into twenty-eight lots in a residential neighborhood named "Morgan Way." Streets Williams Way and Tirrell Place were named for former owners of the property, and Morgan Way refers to the Morgan horses that were bred on the farm by the Twomblys in the 1830s (Preservation Company 2010:4).

Since 1968, the house has had a number of owners, and it has recently gone through a substantial renovation. The historical driveway from Piscataqua Road (U.S. Route 4) was discontinued, and the house is now accessed from Williams Way.

**100 Piscataqua Road (Map/parcel 11/32, Photos 10-16)**

The small point of land west of the bridge, extending south from Piscataqua Road between the mouth of Bunker Creek and an inlet where a thatch bed grows, was originally part of the Bunker land bisected by the First New Hampshire Turnpike. Until the late nineteenth century it was part of William H. Bunker's farm (5 Bunker Lane), but by 1908 was owned by Mrs. Joseph Smith of the Smith (now Emery) farm to the east at 135 Piscataqua Road (Stackpole and Thompson 1908:240).

Forrest Smith Emery (1894-1974), a descendant of Joseph Smith, inherited this land and sold it off in the early to mid-twentieth century. This included the sites of 100-104 Piscataqua Road and the Riverview Road development to the west. Forrest S. Emery was born in Boston and worked there at a brokerage office (Federal Censuses, 1930 and 1940). By 1941 Emery took over the Smith farm and split his time between Durham and Boston. The Dover and Boston city directories from 1941 to 1958 list Forrest with first wife Margaret, and then second wife Janette, as president of F. S. Emery & Company and living in Dover and at 239 Commonwealth Avenue in Boston. He was buried

alongside Janette Jardine Emery in Durham Cemetery with the epitaph: "The 8<sup>th</sup> Generation to cultivate the soil in which his remains are deposited" ([www.findagrave.com](http://www.findagrave.com)).

In 1935 the parcel for 100 Piscataqua Road was divided from Emery's property and sold to William Howard Cowell (1889-1940), who built a house shortly thereafter, ca. 1938. Known as "Butch" Cowell, he was the Athletic Director at the University of New Hampshire, as well as coach of football, basketball, and baseball, from 1915-1938 (*Portsmouth Herald*, 29 August 1940). Cowell built the house for his retirement but died suddenly of a heart attack in 1940. The University's football stadium was renamed "Cowell Stadium" in memorial in 1952.

After Cowell's death the house was sold to Norma and Samuel Smith (Deed 507:407), who came from Kensington, New York, with their two sons, Michael and Peter. The Smiths had previously rented the house in the summer of 1940. Samuel was in the shoe manufacturing industry and was refitting the mills in Newmarket, New Hampshire, for production. Norma Bernstein Smith (1906-1984) was a portrait painter from New York who received a fair amount of acclaim, especially for a woman at her time. She studied in New York and Paris in the 1920s and had her first one-woman show in Manhattan in 1930. After moving to Durham and having children, her portrait production slowed, but she continued to show works with the New Hampshire Art Association and take courses from John Hatch at the University of New Hampshire (Smith interview, 7 April 2014; Hatch 2003). The house still contains a large collection of Norma Smith's work as well as her former studio, which was retrofitted in the attic.

Peter S. Smith, formerly a member of the Durham Town Council, inherited the property after the death of his mother in 1984 and now resides there with his wife, Marjorie, a New Hampshire State Representative for Durham (*New York Times*, 11 November 2001).

#### **104 Piscataqua Road (Map/parcel 11/33, Photos 17-22)**

The parcel of land for 104 Piscataqua Road was sold by Forrest S. Emery the same day as 100 Piscataqua Road. In 1935 the lot was purchased by Mary Clark Langley, who built the house with husband Lester L. Langley, a manager at an electric refrigeration company (Federal Census, 1930). After Lester died in 1937, Mary Langley was listed as living here with a lodger, Florence Norton, a stenographer at the University of New Hampshire (Federal Census, 1940).

After Mary's death in 1962, the property was bequeathed to her nephew, Jere L. Lundholm. Lundholm and his wife, Harriet B. Forkey, both attended the University of New Hampshire where Jere's father, Carl Lundholm, was a coach after he graduated from the university in 1921 and the athletic director from 1940-1967, after William Cowell. There was an obvious tie between the Cowell and Lundholm families, as they worked together in the Athletic Department during the early twentieth century.<sup>2</sup> The Field House was rededicated the "Carl J. Lundholm Gymnasium" after his death in 1968 (*Portsmouth Herald*, 3 December 1968). Recently the couple has established the "Harriet B. Forkey '54, '67G and Jere L. Lundholm '53 Athletic Scholarship Fund" (<http://www.foundation.unh.edu/legacy-athletics>). Jere Lundholm and Harriet Forkey currently reside at the subject property.

#### **NHDOT Bridge No. 145-116 (Photos 1-3, 23, 24)**

There has been a bridge at this crossing at least since the creation of the First N.H. Turnpike ca. 1800. The current U.S. Route 4 bridge over Bunker Creek was designed by engineer John W. Childs and built by the NH Highway Department in 1933. It is a reinforced concrete slab design. Concrete

<sup>2</sup> A photograph from 1928 of Carl Lundholm with William Cowell is at the University of New Hampshire Library (<http://www.library.unh.edu/digital/object/moran:0713>).



slab bridges appeared throughout the country beginning in the first two decades of the twentieth century (Lichtenstein 2000:189). The design was popular because it was simple to build and design, economical, and it increased overhead clearances as compared to girder construction (McCullough 2005:214). It was a particularly common bridge type for use over relatively small (5'-20') crossings such as this. Solid concrete rails with recessed panels, like those originally used on the bridge, were typical (McCullough 2005:214). In New Hampshire there are currently 416 concrete slab bridges. These are listed in the NHDOT bridge inventory as having construction dates ranging from 1900 to 2012. The inventory shows that the type was particularly common in the 1920s, 1930s and 1940s.

John W. Childs graduated from Dartmouth College in 1909 and started working with the N.H. Highway Department in 1916. In 1925 he was appointed as the state bridge engineer, after which he designed and built hundreds of steel, concrete and stone bridges throughout the state, as well as overseeing the construction of all but two bridges in New Hampshire between 1925 and his death in 1942 (*Concord Monitor*, 24 September 1942).

**Twombly Family Burial Ground (on Map/parcel 11/24-4, Photos 25, 26)**

"On the farm owned by Clarence Fowler, across the road from his house, are the graves of some of the Twombly family, once resident on this farm" (Stackpole and Thompson 1913:240). This small area east of Bunker Creek immediately off the southern shoulder of Piscataqua Road was used by Ezekiel Twombly's family, who lived in the farmstead across the street from ca. 1800-1834. Only three headstones remain standing, though more might be buried here. The cemetery was part of the subdivision of land sold off by Tirrells in 1968 (Deed 841:198) and is currently on land of 118 Piscataqua Road.

**20. Applicable NHDHR Historic Context(s)**

51. Mixed agriculture and the family farm, 1630-present.

73. Summer and vacation home tourism, 1880-present.

**21. Architectural Description and Comparative Evaluation**

Piscataqua Road (U.S. Route 4) winds along the north side of the Oyster River and dips in elevation slightly at the bridge over Bunker Creek. On the bank of the river south of the road, the lots are only one property deep, and there was historically little to no construction on this strip of land around the creek outlet. North of the highway, lightly wooded, rolling hills rise on either side of Bunker Creek. Though originally only two older farmsteads stood in this area, one on either side of the creek, scattered residential developments have been built on the farmland.

Only the James M. Bunker House at 3 Williams Way remains of the farmsteads in this immediate area. A 2½-story, wood-framed, side-gable house built in the vernacular Greek Revival style, it is somewhat typical of New England farmsteads of the mid-nineteenth century. The house originally had its entrance and driveway leading from Piscataqua Road, but it was reconfigured to connect to Williams Way, on the rear of the house, in the late twentieth century (see historic photos and Photo 7). The gable end is to the road and the five-bay façade faces east. The dooryard was originally sheltered by a large, gable-front barn (now gone) that was offset from the rear ell. The lightly landscaped east dooryard is currently fenced with modern wood fencing, and the house has been slightly modified, with a garage to the rear of the ell and modern replacement windows (Photos 8, 9).

West of the bridge, the site of the former William H. Bunker house, now 5 Bunker Lane, only has a gable front barn remaining (Photos 4, 5), surrounded by trees along the banks of the creek and some

cleared land to the north. The barn sits on large, granite foundation blocks and is sheathed in unpainted vertical pine boards with vertical battens. Double sliding barn doors hang on the façade, which faces southwest. Two side windows, two second-floor windows and a loft opening under the gable have been boarded up. The barn is otherwise unadorned; it is in good condition. A few stone walls remain nearby, as well as the small Bunker family cemetery northeast of the barn (Photo 6). The age of the barn is unknown, and it is also unknown when the William H. Bunker house was demolished. A mid-twentieth century house was constructed on the site of the Bunker Garrison at 4 Bunker Lane, just to the west.

The construction of the General Sullivan and Scammell Bridges in the mid-1930s reinstated Piscataqua Road as a major thoroughfare, as U.S. Route 4 once again connected Concord and Portsmouth. Along with the development of the suburb in the early to mid-twentieth century, this area of Durham, with its ample farmland and easy access to Portsmouth and the seacoast, suddenly became an attractive area for residential speculative growth. The subdivision and sale of the lots for 100 and 104 Piscataqua Road in 1935 marked the beginning of the development of the old farm land. Although 1941 USGS map depicts only one of the two houses, both had been constructed by that date. Both houses are set back from the road and are situated parallel to the shoreline. Built at the same time, they originally shared a well which still exists on the property line between the two parcels.

The façade of 100 Piscataqua Road is covered by trees and landscaping close to the house to act as a sound barrier against the busy road (Photos 10, 11, 14). Recent additions ca. 1995 were constructed on the east and south with many windows to take advantage of the water view and the southern sunlight (Photo 13). The original character of the house was more Cape-like in nature, with no clear front entry except through the garage, but the later changes have obscured the earlier design. A 1½-story core with 2-story additions, the house is clad in green painted wood shingles. The driveway, entering through stone walls, leads to an attached garage. A small entry door was added along with a mudroom next to the garage, but the house is now oriented towards the south instead of the north. Stone benches and tables beside a stone fireplace and oven original to the construction of the house were placed along the shore to the southwest of the house, and a screen house was built in the 1960s on the shore directly to the south (Photos 15, 16).

104 Piscataqua Road is a typical twentieth-century Cape with an attached garage recently rebuilt and expanded (Photos 17, 18). The 5-bay, 1½-story house has small, one-room wings on the east and rear elevations, and the two-car garage has a shed dormer above, where a master bedroom has been added. It is clad in white painted wood shingles with a dentil frieze under the cornice and has replacement windows throughout. The front yard has been extensively landscaped (Photo 20), and the driveway entrance is also flanked by stone walls built as part of the twentieth century landscaping. A large berm was constructed to the east to protect the house from flooding along the mouth of Bunker Creek as well as to add a sound barrier from the road (Photos 21, 22).

East of Bunker Creek, the farmland surrounding the former James M. Bunker house has been subdivided, and the land on the north side of Piscataqua Road was developed in the late 1960s through the 1990s. The houses (and one church) are a mixture of styles including Ranches, Raised and Split-level Ranches, and twentieth-century Capes and Colonials. On the south side of Piscataqua Road three lots were created, and houses were constructed in the late 1990s and early 2000s.

West of the Project Area, also on the south side of Piscataqua Road, the Riverview Road development (containing approximately twenty-six lots) was begun in the 1950s, though the majority of Ranch and Split-level style homes were constructed in the 1960s. North of Piscataqua

## AREA FORM

## BUNKER CREEK BRIDGE PROJECT AREA

Road, the Shearwater Street development (containing approximately twenty-five lots) was built in the 1990s on the farmland that was formerly associated with the Bunker Garrison, last farmed by Fred Bunker. Old stone walls still run through these developments, sometimes defining current property lines and sometimes bisecting them. To the east of the Project Area, many acres of land owned by Emery Farm (135 Piscataqua Road) have remained undeveloped.

The bridge over Bunker Creek was changed over time and most recently updated ca. 1970 (Photos 1-3, 23, 24). The single-span Bunker Creek Bridge (1933) (NHDOT Bridge No. 145/116) is a simple reinforced concrete slab bridge. The bridge has stone-faced concrete abutments on wood piles (63 on east abutment, 57 on west abutment). The current (replacement) bridge rails are steel. The bridge is 18' in length with a clear span of 15'. The width between curbs is 30'. The concrete slab is 1'-3 $\frac{3}{4}$ " thick with a 1 $\frac{1}{2}$ " concrete wearing course. The bridge is 12'-10" above low water line. Prior to 1971, the bridge was widened by 6' and the original reinforced concrete parapet bridge rail was replaced.<sup>3</sup> The older rails were 2'-6" high and had three inset rectangular panels on all elevations (see historic photographs and drawings).

Along most of U.S. Route 4, twentieth century residential developments and the decline of farming changed the landscape quite dramatically. The reconnection of the road to Dover and Portsmouth in the 1930s and the advent of automobile travel created much more traffic than had been seen in the previous century. The demand for residential and commercial construction, along with filling stations, increased rapidly. What was once farmland is now wooded, and the older farmhouses, if still standing, are often surrounded by new housing and/or commercial developments.

## 22. Statement of Significance

The James M. Bunker House at 3 Williams Way has already been surveyed as an historic property with the New Hampshire Division of Historic Resources (Individual Inventory Form DUR0020) but was found not to be eligible for the National Register of Historic Places; an addendum to that form accompanies this project area form. Its neighbor to the west, the former William H. Bunker House at 5 Bunker Lane no longer stands, and only its barn remains at the rear of a much-reduced parcel owned by NH F&G. As residential development grew in the twentieth century, the farmland was subdivided and single-family homes were constructed on lots approximately one acre in size. The properties at 100 and 104 Piscataqua Road would require further research to determine their National Register eligibility. 100 Piscataqua Road retains only some architectural integrity, and 104 Piscataqua Road has been expanded and changed recently, but maintains integrity for the portion of the core of house that is connected to a highly accomplished female portrait artist of the early twentieth century and is thus likely to have significance under Criterion B for that portion only. Both properties are also connected to notable figures from the Athletic Department of the University of New Hampshire. The Bunker Creek Bridge has lost considerable integrity and the Twombly Cemetery appears unlikely to meet the Criteria Consideration necessary to qualify for the National Register.

## 23. Periods(s) of Significance

N/A

<sup>3</sup> A photo dated 1971 in NHDOT Bridge Design files shows the current metal railing.

#### 24. Statement of Integrity

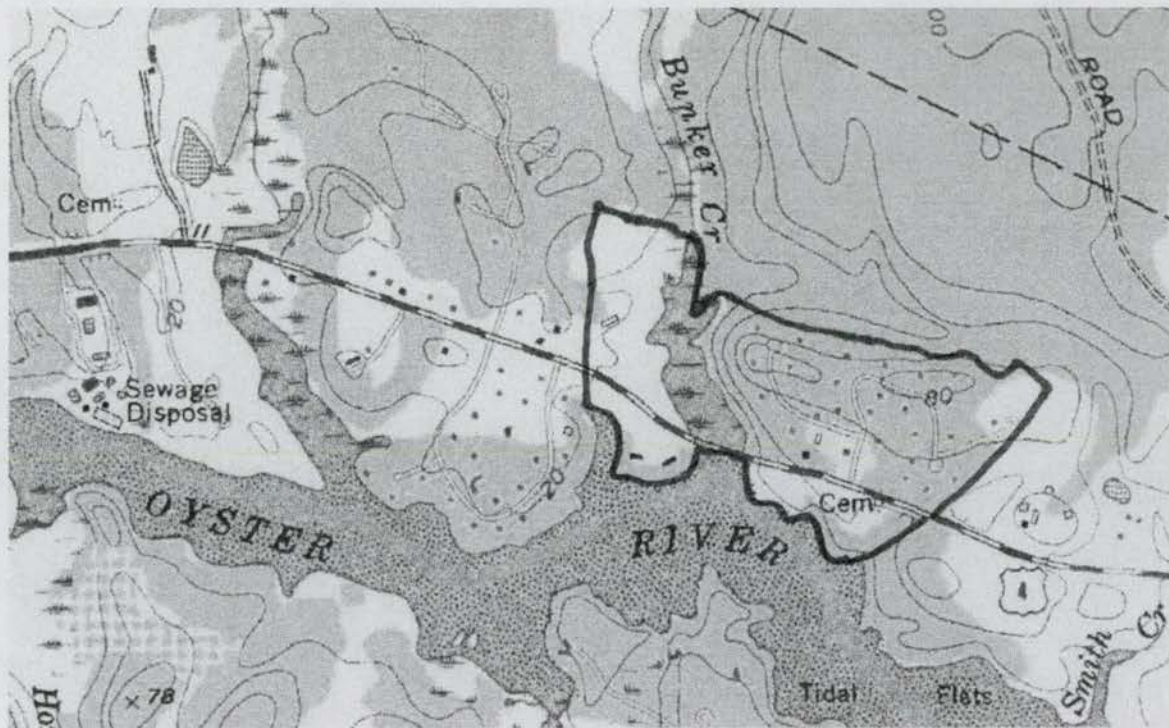
Recent residential growth and development has had a dramatic impact on the integrity of this area. The pre-twentieth century historic resources are either no longer extant, surrounded by new construction, or have been altered significantly. The historic residence at 5 Bunker Lane no longer exists, and thus the barn and cemetery have lost their context and association. 3 Williams Way has had some alterations of materials, such as replacement windows, and has had its driveway re-routed from Piscataqua Road to the rear of the property at Williams Way. It is now closely surrounded by late twentieth century homes, which were built on its former farmland and woodlots. The Twombly Cemetery now belongs to a parcel unrelated to its original homestead across the street and is in disrepair. The late 1930s homes at 100 and 104 Piscataqua Road retain more of their integrity of feeling and context, since they are somewhat isolated on a small peninsula, but additions have altered the original design of these buildings. The Bunker Creek Bridge was altered significantly pre-1971, when it was widened by six feet and the original decorative concrete side rails were removed. In addition, the decorative stone facing on the abutments have been encased in concrete. These changes to the bridge significantly altered its original appearance and design.

#### 25. Boundary Justification

N/A

#### 26. Boundary Description

The area surveyed (APE) is indicated below on a USGS map of the area.



**27. Bibliography and/or References***Concord Monitor*

1942 "John Childs, Bridge Expert, Dies Suddenly." September 24, 1942. Available at the New Hampshire State Library, Concord, NH.

## Hatch, Maryanna

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## Lichtenstein Consulting Engineers, Inc.

2000 *Delaware's Historic Bridges*. Delaware DOT.

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2005 *Crossings A History of Vermont Bridges*. Barre VT: Vermont Historical Society.

## NHDOT

2013 "NHDOT Bridge Summary." Available online at:  
[http://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/nhdot\\_bridge\\_summary\\_2013-04-01.pdf](http://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/nhdot_bridge_summary_2013-04-01.pdf)

*New York Times*

2011 "Weddings: Elizabeth Sears, Douglas Smith." Available online at:  
<http://www.nytimes.com/2001/11/11/style/weddings-elizabeth-sears-douglas-smith.html>

## Preservation Company

2010 "Individual Inventory Form #DUR0020." Available at New Hampshire Department of Historical Resources, Concord, NH.

## Ross, William E. and Thomas M. House

1996 *Images of America – Durham: A Century in Photographs*. Dover, NH: Arcadia Publishing.

## Stackpole, Everett S. and Winthrop S. Meserve

1913 *History of the Town of Durham, New Hampshire, Vol. II* [Geneological Notes] Durham, NH.

## Stackpole, Everett S. and Lucien Thompson

1913 *History of the Town of Durham, New Hampshire, Vol. I* [Narrative] Durham, NH.

## University of New Hampshire Library

2014 "Digital Collections." Available on-line at: [www.library.unh.edu/digital](http://www.library.unh.edu/digital) [accessed 14 April 2014]

Ancestry.com

*1870 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch.

*1880 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2010.

## AREA FORM

## BUNKER CREEK BRIDGE PROJECT AREA

- 1900 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2004.
- 1910 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2006.
- 1920 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2010. Images reproduced by FamilySearch.
- 1930 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2002.
- 1940 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.
- New Hampshire, Death and Burial Records Index, 1654-1949* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.
- New Hampshire, Marriage and Divorce Records, 1659-1947*[database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2013.
- Portsmouth Herald (Portsmouth, New Hampshire)* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2006.
- U.S. City Directories, 1821-1989* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011. Dover, New Hampshire, City Directories 1940-1958; Boston, Massachusetts, City Directories 1941-1950.
- U.S. School Yearbooks* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2010.
- Web: New Hampshire, Find A Grave Index, 1665-2012* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

Strafford County Registry of Deeds

- |  |                                     |
|--|-------------------------------------|
| Book 3389, page 312, 19 June 2006      | Book 503, page 254, 14 May 1941     |
| Book 2863, page 344, 25 September 2003 | Book 471, page 121, 18 August 1936  |
| Book 2737, page 152, 29 April 2003     | Book 463, page 379, 1 June 1935     |
| Book 2679, page 441, 2 March 2003      | Book 463, page 373, 1 June 1935     |
| Book 1747, page 601, 24 May 1994       | Book 361, page 391, 29 July 1911    |
| Book 1689, page 143, 26 July 1993      | Book 351, page 164, 18 August 1908  |
| Book 1433, page 101, 30 January 1989   | Book 332, page 449, 21 April 1903   |
| Book 1205, page 415, 9 January 1986    | Book 319, page 13, 1 March 1899     |
| Book 1195, page 462, 17 June 1985      | Book 250, page 535, 26 October 1871 |
| Book 1171, page 319, 15 May 1985       | Book 221, page 481, 22 April 1857   |
| Book 1085, page 673, 9 September 1982  | Book 168, page 387, 13 March 1836   |
| Book 949, page 91, 9 July 1974         | Book 153, page 99, 16 February 1832 |
| Book 847, page 473, 4 September 1968   | Probate A21160                      |
| Book 627, page 438, 12 March 1954      | Probate A10558                      |
| Book 507, page 407, 19 December 1941   |                                     |

Interviews

Peter and Marjorie Smith (personal interview), 7 April 2014

Maps

Chase, Jr., J.

1856 *Map of Strafford Co., New Hampshire from Actual Surveys by J. Chase Junr.*  
Philadelphia & Boston: Smith & Bartlett.

Hurd, D.H.

1892 *Town and City Atlas of the State of New Hampshire.* "Durham." Boston: D.H. Hurd.

Sanford, E.F. and W.P. Everts

1871 *Atlas of Strafford County, New Hampshire.* "Durham." Philadelphia: Sanford & Everts.

United States Geological Survey (USGS)

1916, 1941, 1956, 1993

Dover, N.H.-M.E. quadrangle [U.S. Geological Survey, www.usgs.gov, accessed 31 July 2013]

**28. Surveyor's Evaluation**

NR listed: district   
 individuals   
 within district   
 Integrity: yes   
 no

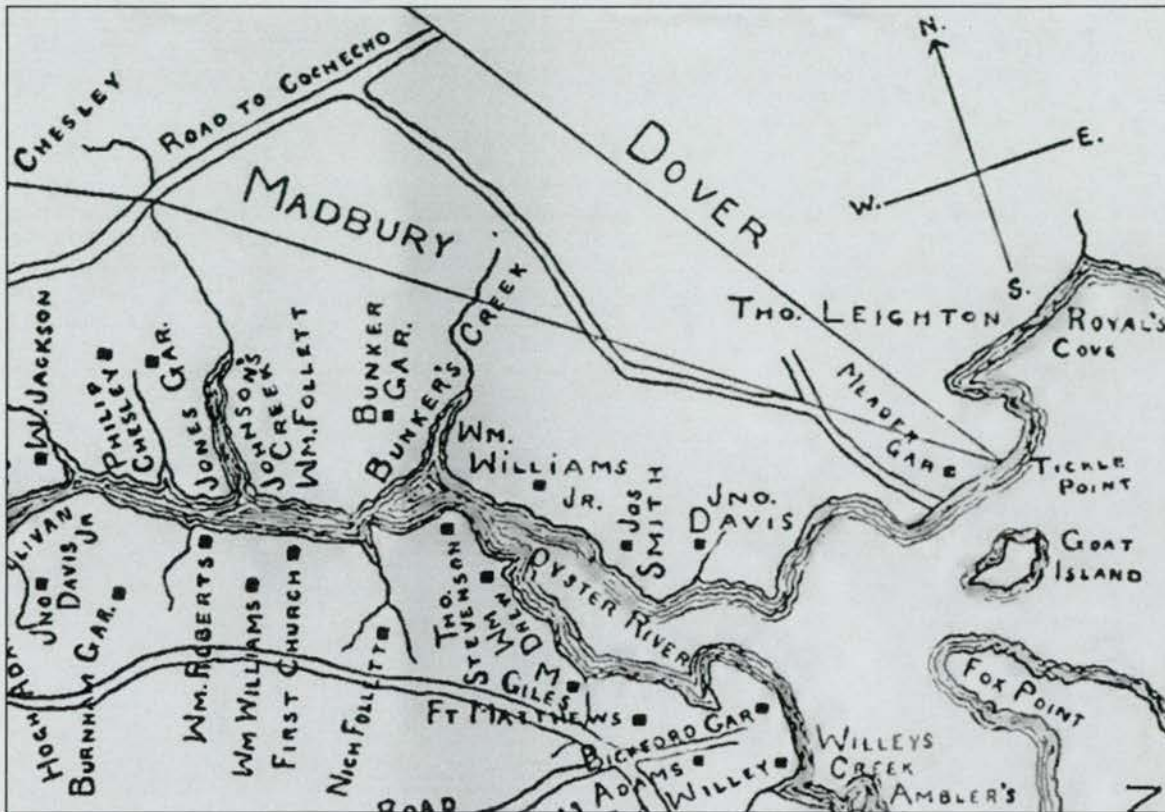
NR eligible: district   
 not eligible   
 more info needed

NR Criteria: A   
 B   
 C   
 D   
 E

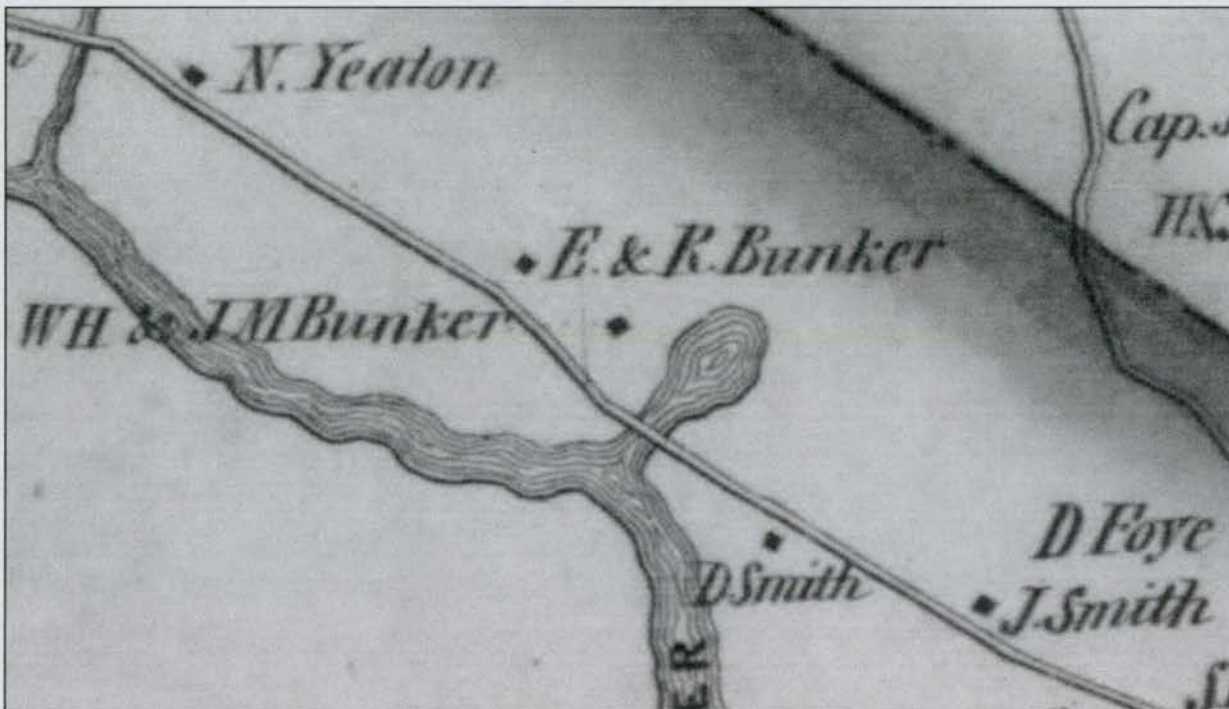
If this Area Form is for a Historic District: # of contributing resources: \_\_\_\_\_

# of noncontributing resources: \_\_\_\_\_

Historic Maps

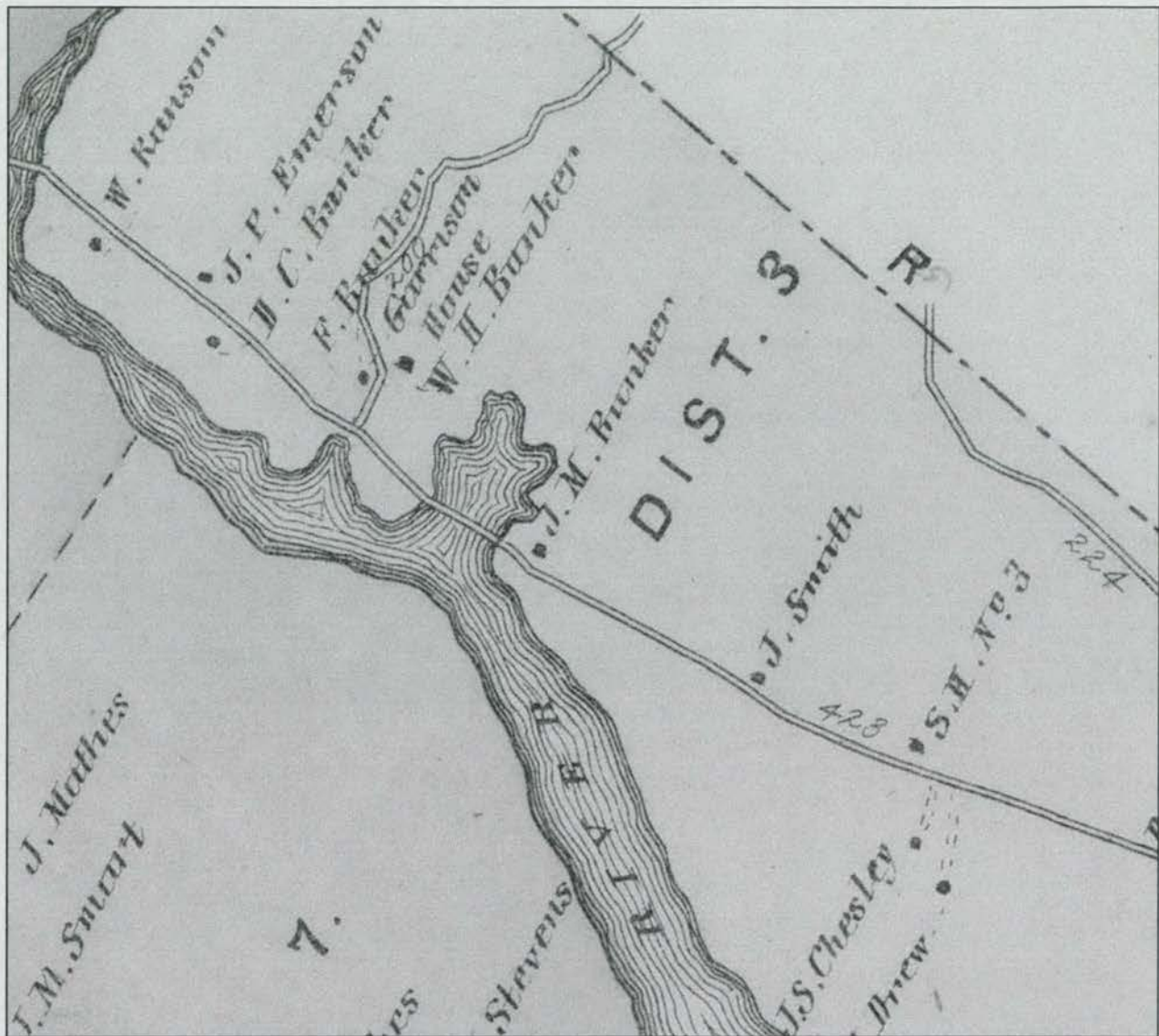


Detail of the illustration titled "Oyster River Plantation," undated, from Stackpole and Thompson's *History of the Town of Durham, New Hampshire, Vol. I, 1913*. Showing location Bunker's Creek, site of current bridge.



Detail of 1856 Strafford County map by J. Chase.





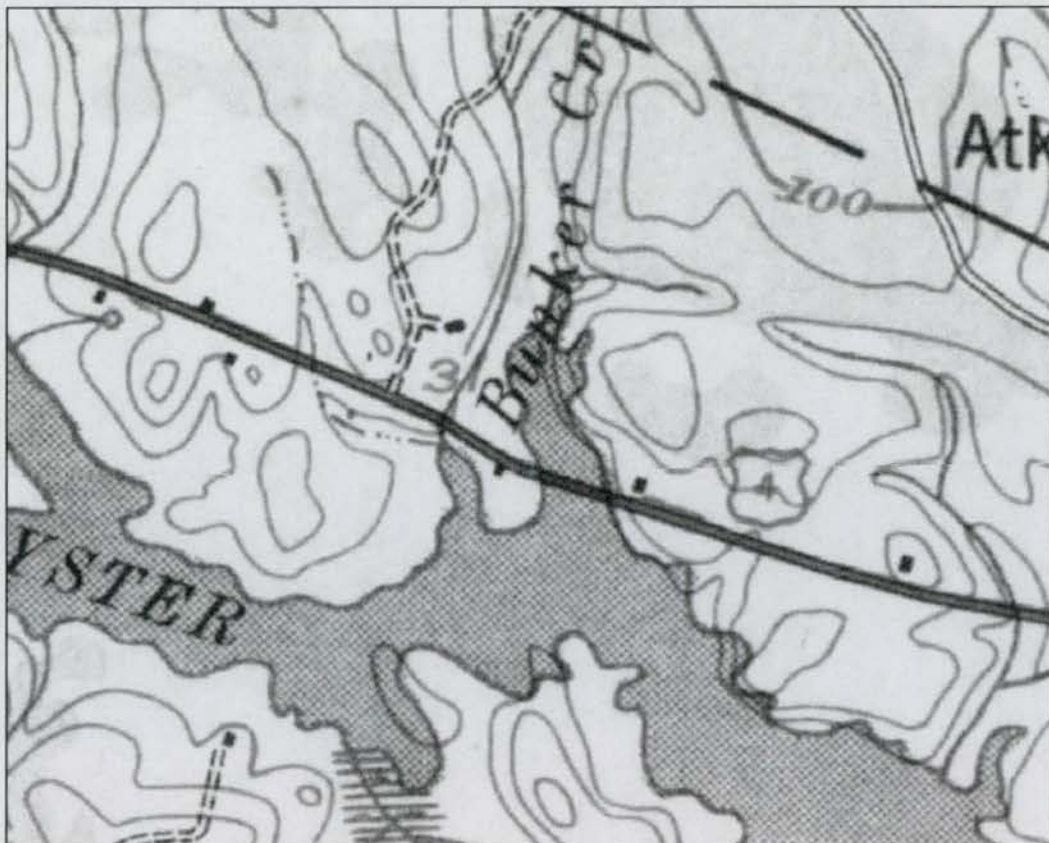
Detail of 1871 Durham atlas by Sanford & Everts.



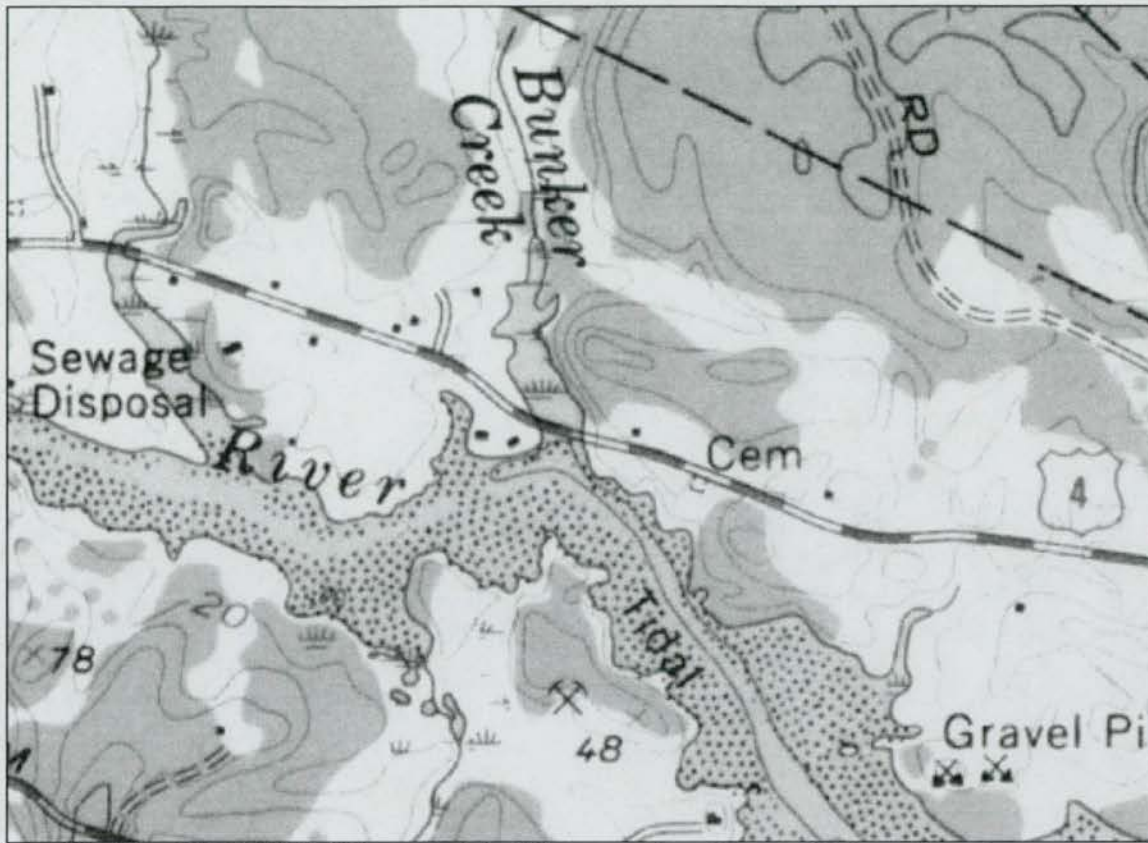
Detail of 1892 Atlas by D.H. Hurd



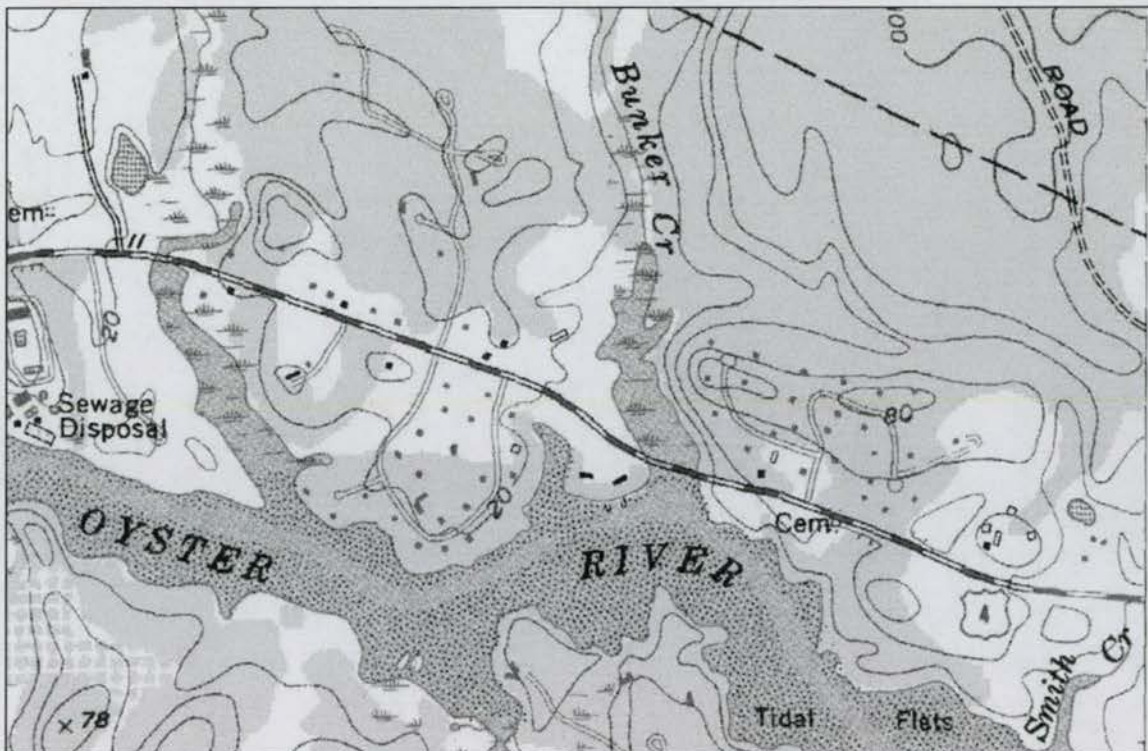
Detail of the 1916 USGS Topographical Survey Map, Dover, NH quadrangle.



Detail of the 1941 USGS Topographical Survey Map, Dover, NH quadrangle.

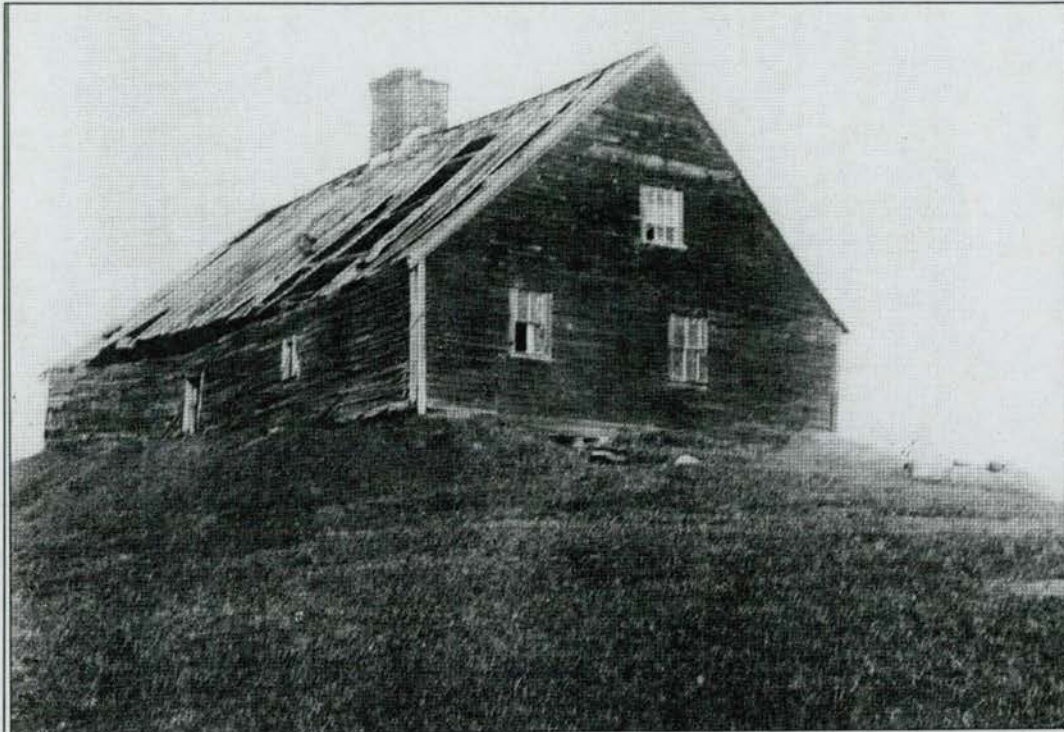


Detail of the 1956 USGS Topographical Survey Map, Dover, NH quadrangle.



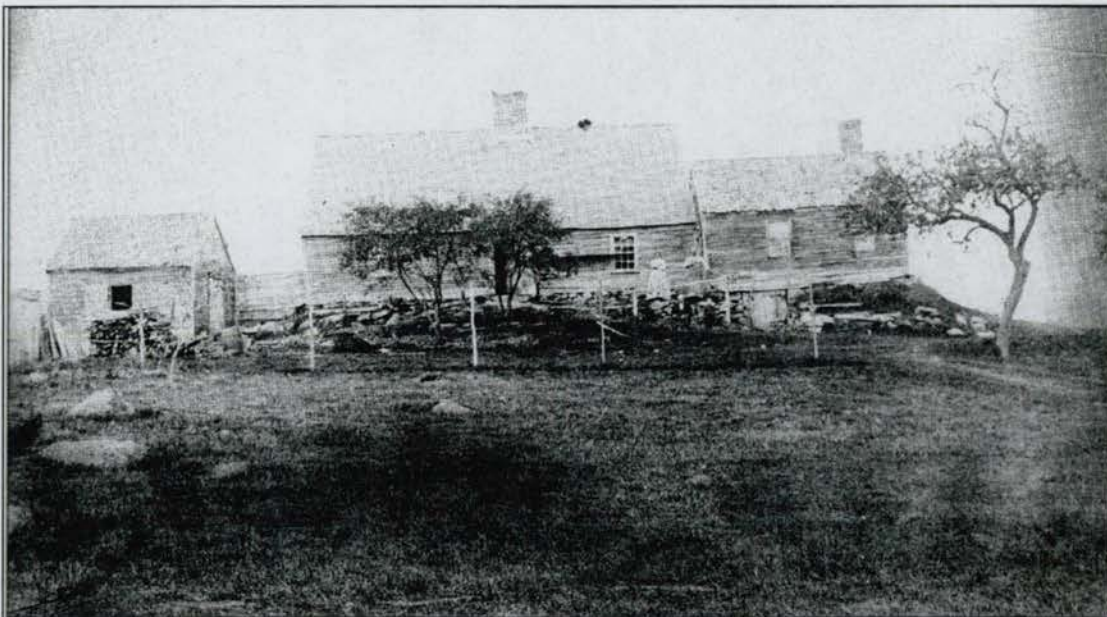
Detail of the 1956 (with 1993 updates) USGS Topographical Survey Map, Dover, NH quadrangle.

Historic Photographs and Drawings



The Bunker Garrison, c. 1890. Many early settlers built fortified houses, called garrisons. These rough-hewn structures generally had loopholes for defense and were positioned for maximum surveillance of the surrounding terrain. One of the earliest was the Bunker Garrison, built by James Bunker shortly after 1652.

Historic photograph of the Bunker Garrison (Ross and House 1996:34)



Additions to the original structure of the Bunker Garrison, from a c. 1875 albumen print. (Durham Historic Association.)

Historic photograph of the Bunker Garrison (Ross and House 1996:35)



The remains of the Bunker Garrison, 1910, from a W.S. Appleton photograph. Mary P. Thompson identified at least fourteen garrisons in Oyster River prior to the catastrophic Indian attack of 1694. Five were destroyed in that engagement. The Bunker Garrison was the last to be attacked. Although it withstood attack, it had fallen into disrepair by the late 1800s. A few years later, it collapsed altogether.

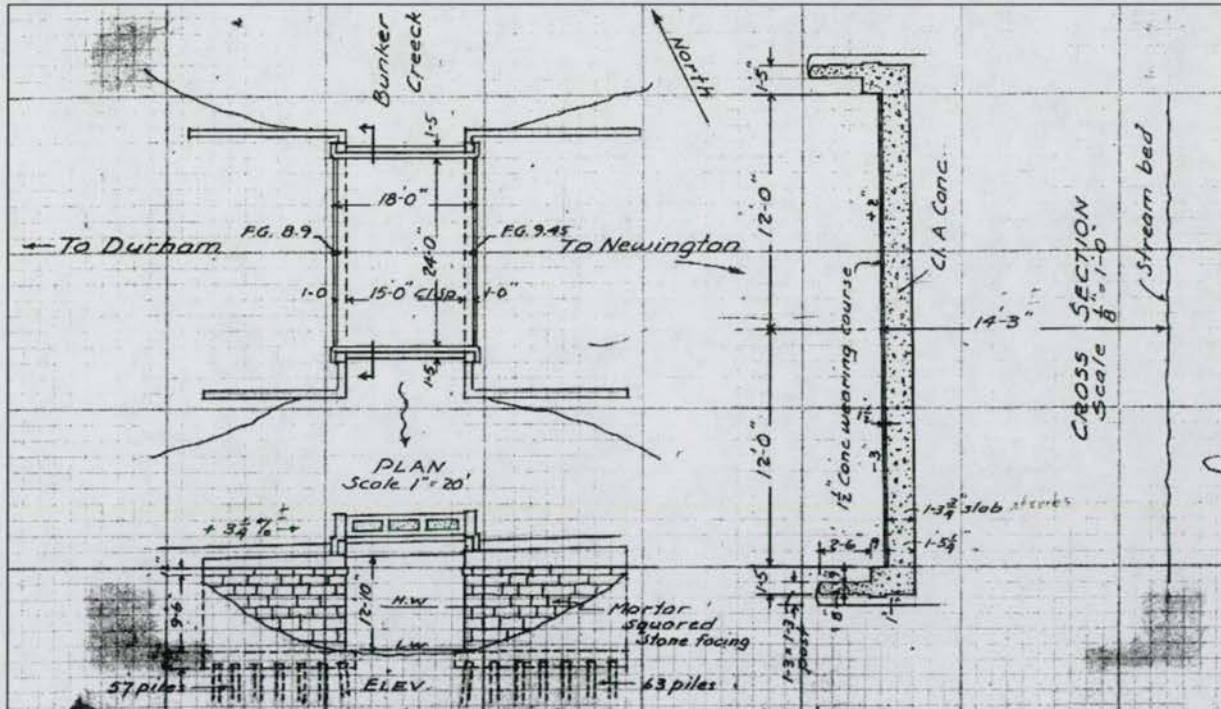
Historic photograph of the Bunker Garrison (Ross and House 1996:35)



RESIDENCE OF CLARENCE FOWLER

On land first owned by William Williams, Jr. This house was built by James M. Bunker since 1855. Mr. Fowler is a landscape gardener of New York, and this is his summer home.

Historic photograph of the James M. Bunker house (3 Williams Way) (Stackpole and Thompson 1913:208)



Sketch of the Bunker Creek Bridge dated 7/13/40, from NHDOT files.

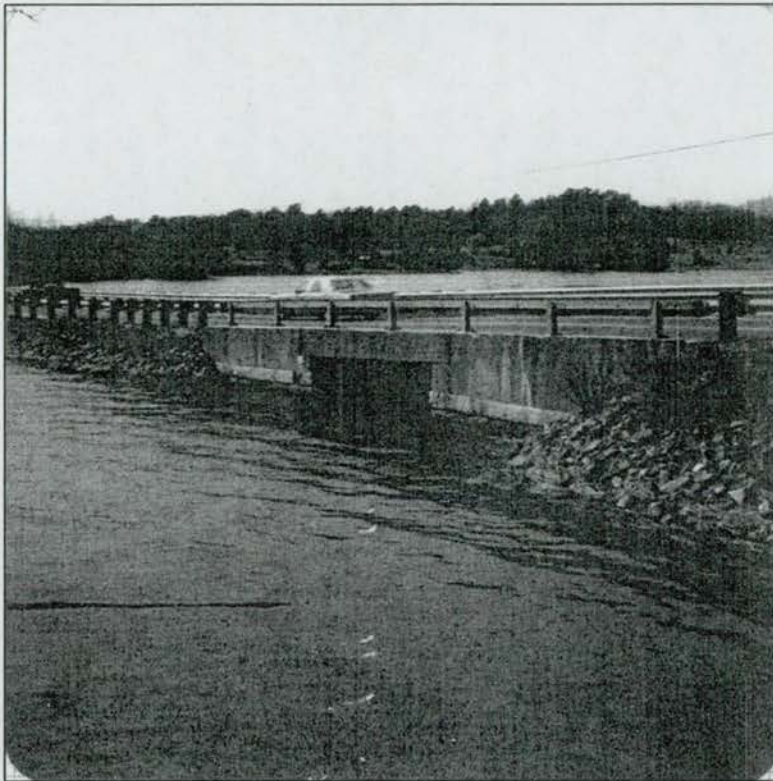


"Downstream side, tide going out," ca. 1940 photograph of the original appearance of the 1933 Bunker Creek Bridge, from NHDOT bridge files.

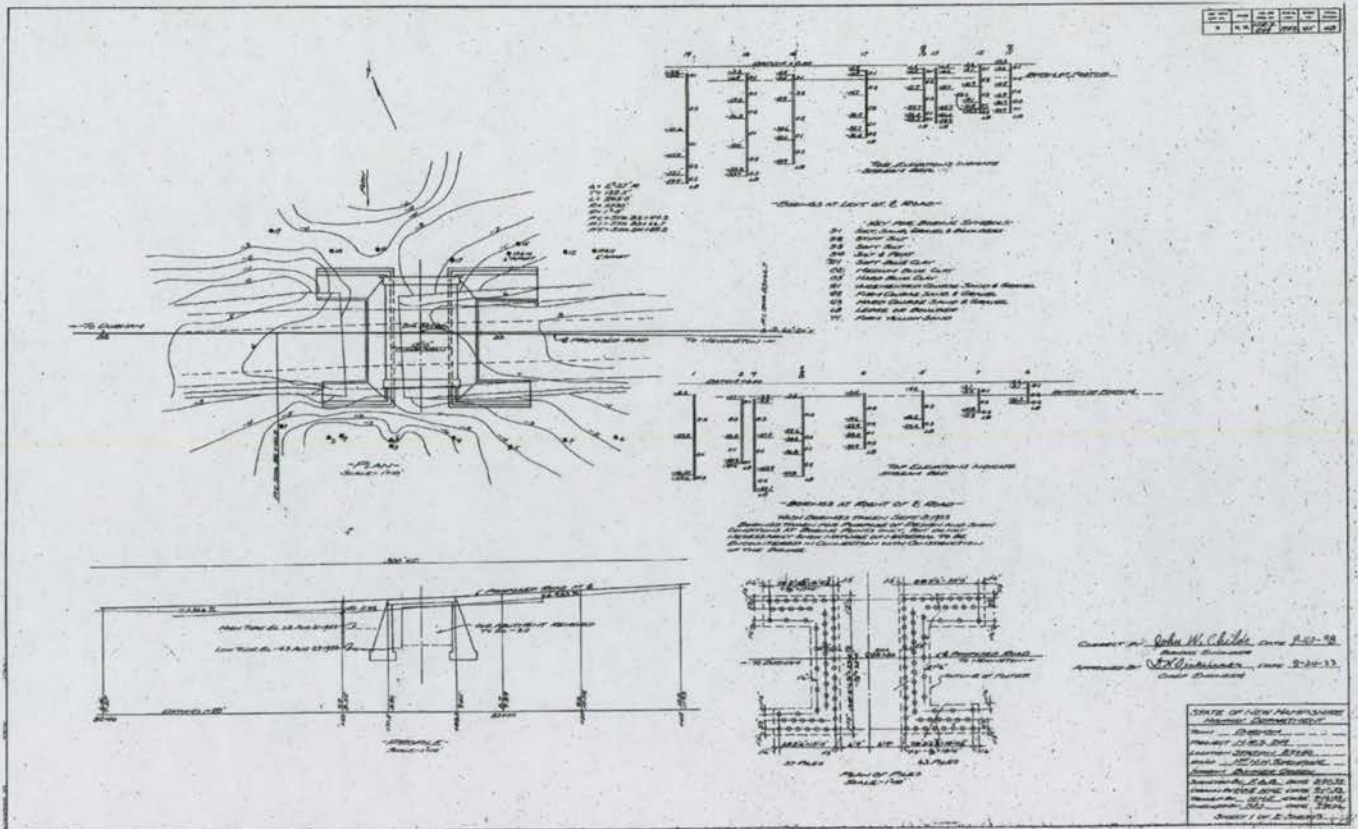


"East approach, looking towards Durham," ca. 1940 photograph of the original appearance of the roadbed of the 1933 Bunker Creek Bridge, from NHDOT bridge files.





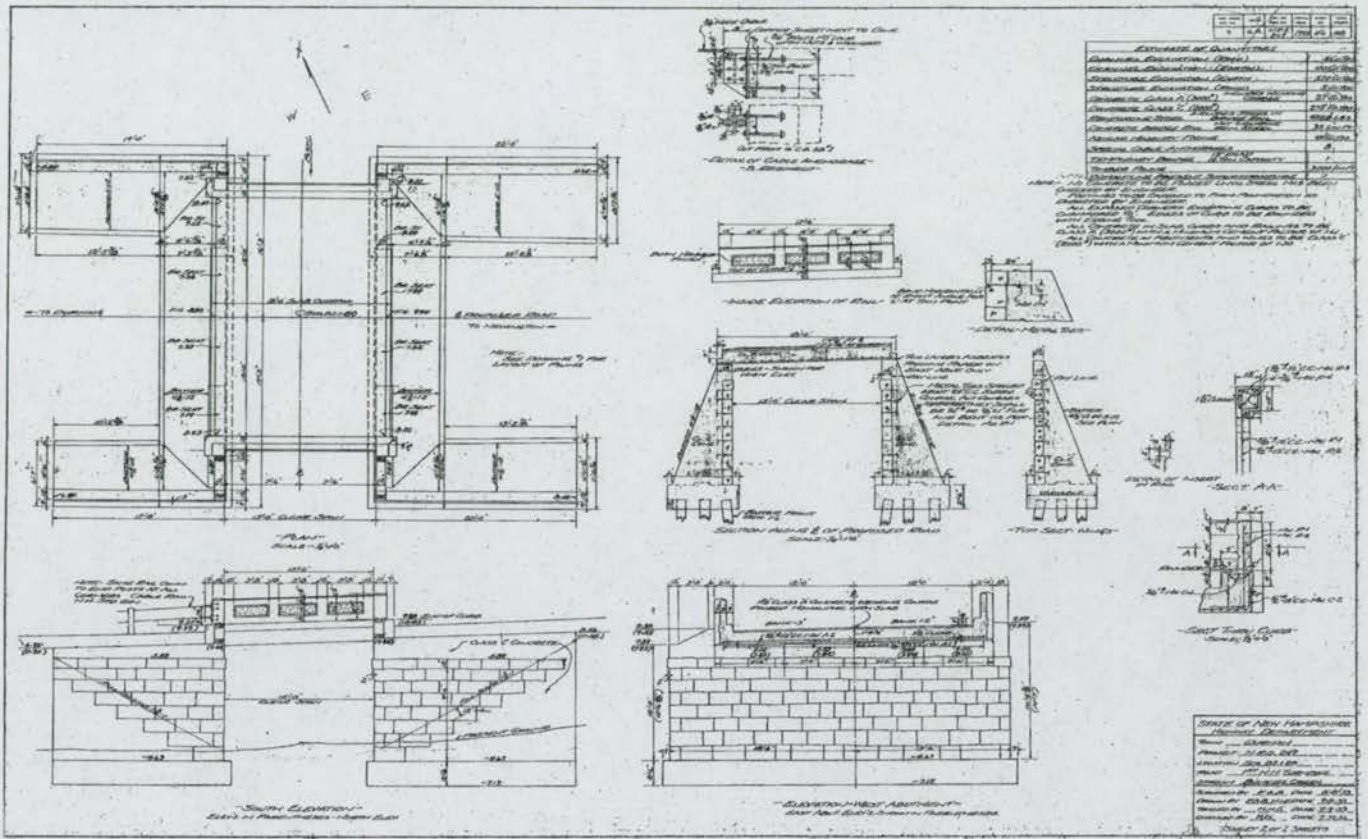
1971 photograph of the Bunker Creek Bridge after the road and bridge were widened, from NHDOT bridge files.



Original, 1933 drawings for the Bunker Creek Bridge, page 1, by John W. Childs, from NHDOT files.

AREA FORM

BUNKER CREEK BRIDGE PROJECT AREA



Original, 1933 drawings for the Bunker Creek Bridge, page 2, by John W. Childs, from NHDOT files.

**Digital Photo Log**

The photos for this project are named:

Bunker\_Creek\_Bridge PA 01 through Bunker\_Creek\_Bridge PA 26

**Digital Photography Statement**

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Draft Digital Photo Policy. My camera was set to the following specifications: "fine" image quality (compression ratio 1:4) and "large" image size (3008 x 2000 pixels). These photos were printed using the following: HP Photosmart Pro B9280 printer using HP Vivera pigment inks on HP Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.



Lynne Emerson Monroe, Preservation Company



**Current Photographs**

Address: Durham Bridge at Bunker Creek Date taken: April 2014 Image file stored at: Preservation Company



Photo 1: Bunker Creek Bridge at mouth of Great Bay

Direction: E



Photo 2: Bunker Creek Bridge overpass

Direction: WNW



Photo 3: Bunker Creek, looking upstream

Direction: NNW



Photo 4: 5 Bunker Lane, barn façade

Direction: E



Photo 5: 5 Bunker Lane, rear of barn

Direction: W



Photo 6: Bunker Graveyard

Direction: SE



Photo 7: 3 Williams Way, façade from Piscataqua Road

Direction: N





Photo 8: 3 Williams Way, façade and ell from driveway

Direction: SW



Photo 9: 3 Williams Way, rear of ell and house

Direction: S



Photo 10: 100 Piscataqua Road, façade

Direction: SE



Photo 11: 100 Piscataqua Road, façade and garage

Direction: SSE



Photo 12: 100 Piscataqua Road, rear (garage and main block)

Direction: NE



Photo 13: 100 Piscataqua Road, rear (main block and addition)

Direction: NW



Photo 14: 100 Piscataqua Road, addition

Direction: SW



Photo 15: 100 Piscataqua Road, backyard and screen house

Direction: SW



Photo 16: 100 Piscataqua Road, stone fireplace and benches in backyard

Direction: SW



Photo 17: 104 Piscataqua Road, façade and garage

Direction: SE



Photo 18: 104 Piscataqua Road, façade

Direction: SW



Photo 19: 104 Piscataqua Road, rear

Direction: NW



Photo 20: 104 Piscataqua Road, front landscaping

Direction: N



Photo 21: 104 Piscataqua Road, masonry wall and berm along Bunker Creek

Direction: E



Photo 22: 104 Piscataqua Road, berm along Bunker Creek

Direction: W



Photo 23: Bunker Creek Bridge, south abutments

Direction: NW





Photo 24: Bunker Creek Bridge, north abutments

Direction: SE



Photo 25: Twombly Family Burial Ground

Direction: WNW



Photo 26: Twombly Family Burial Ground

Direction: ESE