

(August 1994)

Determination of Eligibility (DOE)

Date received: December 24, 1998

Inventory #: Area Form **DUR-ORT4**

Date of group review: December 30, 1998

Area: Rt 4, btwn Rt 108 and Riverview Rd., R4

DHR staff: Linda

Town/City: Durham

Property name: N/A

County: Strafford

Address: N/A

Reviewed for: R&C PTI NR SR Survey Other
NH DOT 12959

Individual Properties

- | | |
|--------------------------|-------------------------------------------------------------------|
| NR | SR |
| <input type="checkbox"/> | <input type="checkbox"/> Eligible |
| <input type="checkbox"/> | <input type="checkbox"/> Eligible, also in district |
| <input type="checkbox"/> | <input type="checkbox"/> Eligible, in district |
| <input type="checkbox"/> | <input type="checkbox"/> Not eligible |
| <input type="checkbox"/> | <input type="checkbox"/> More information needed |
| <input type="checkbox"/> | <input type="checkbox"/> Not evaluated for individual eligibility |

Districts

- | | |
|-------------------------------------|---------------------------------------------------|
| NR | SR |
| <input type="checkbox"/> | <input type="checkbox"/> Eligible |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> Not eligible |
| <input type="checkbox"/> | <input type="checkbox"/> More information needed |
| <input type="checkbox"/> | <input type="checkbox"/> 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.
Please see page five of the NH DHR Area Form.

This area includes NH DHR Inventory Numbers DUR0002 to DUR 0005.

More information in the form of DPW photographs from the 1930's had been requested. The photographs were received 2/18/99. Please see the Durham file for Bridge 133/120 over Johnson Creek, DOT 12959.

ENTERED INTO DATABASE
ACREAGE: Approximately 2/3 linear mile
PERIOD OF SIGNIFICANCE: N/A
AREA OF SIGNIFICANCE: N/A
BOUNDARY: N/A
SURVEYOR: Elizabeth Durfee Hengen
FOLLOW-UP: Notify NH DOT

Final DOE approved by:

EJH Mungy

NHDHR Area Letter

R4

Code

NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES—AREA FORM

Name of Area Rt 4, between Rt 108 & Riverview Rd.

Project Area Historic District

County Strafford

09C

Town/City Durham

D14

Inventory Form numbers from this area

1, 2, 3 & 4

DUR0002 - DUR0005

Use: Present residential

DSD

Original residential

DSD

Period of Significance n/a

General Condition good

Setting

major artery; semi-rural residential area

Affix photo here.
Use photo continuation sheet
for extra photos.

Roof line should align
with right margin-----

Acreage approx. 2/3 linear mile

UTM ref.

West end: 19/344840/4777600

East end: 19/346000/4777400

USGS Quadrangle Dover West Scale 1:24000

Surveyor Elizabeth Durfee Hengen

Recorded by

Date of field survey October-November 1998

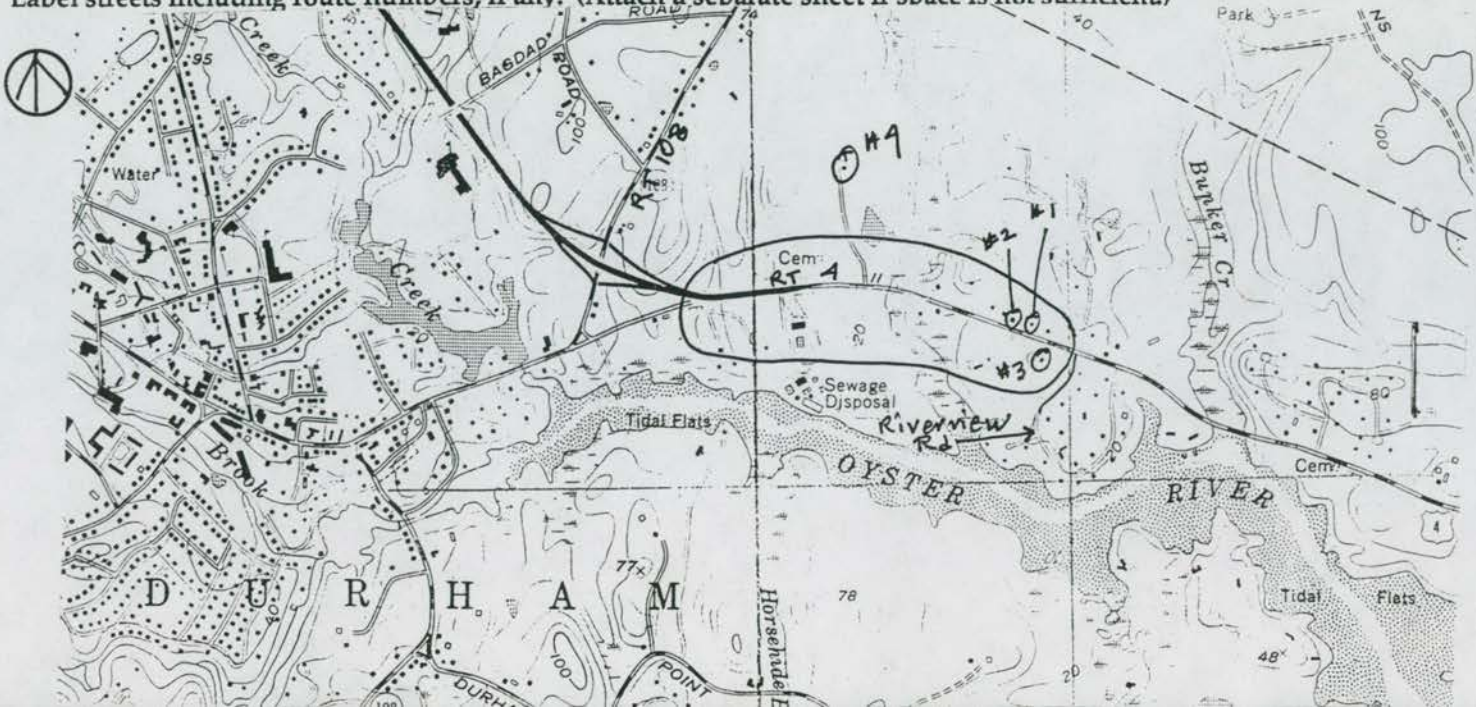
Photographer facing:

Photograph date:

roll# frame#

Negative stored at:

SKETCH MAP: Draw a general map of the Area indicating all properties (old and new) within it. Each property should be identified with an open box, and every property documented on an individual inventory form should be numbered with its corresponding NHDHR Inventory #. In the case of a "Historic District" Area Form, all contributing properties should be identified with shaded boxes while the boxes for non-contributing properties should remain unshaded. Label streets including route numbers, if any. (Attach a separate sheet if space is not sufficient.)



DEC 24 1998

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION:

The Project Area is defined by a proposed NHDOT road improvement project known as Durham 12959 and includes approximately 2/3 mile along Route 4 in the town of Durham, between the northeast ramp for Route 108 on the west end and Riverview Road on the east end. Crossing Route 4 within the Project Area is Johnson Creek. Stone walls bound portions of the roadbed, particularly where the frontage is wooded. At the west end of the Project Area the land is more open. The deeply set-back Jones Farm on the north side of the road (Inv. #4) is surrounded by 120 acres of hay fields and woods. On the south side of Route 4 is another hay field, still open, but slated for a business park. West of it is the Durham Wastewater Treatment Plant.

The Project Area is entirely residential and includes four buildings constructed prior to 1950 and nine after 1950; of those nine, most appear to have been constructed sometime after 1970. The four pre-1950 buildings include a 2-1/2 story Federal/Greek Revival house built ca. 1815 (Inv. #4), a 1-1/2 story sidehall house built ca. 1860 (Inv. #2), a 2-1/2 Colonial Revival house built ca. 1932 (Inv. #3), and a cape built in 1941 (Inv. #1). (See inventory forms for more complete descriptions.)

HISTORICAL BACKGROUND and role in Town's/City's development:

Within the Project Area, Route 4 follows the same path as the First New Hampshire Turnpike. Chartered in 1796 and built between 1800 and 1803, the turnpike was the first of several dozen toll roads constructed in the initial decades of the nineteenth century to facilitate transportation and moving of goods from inland sections of the state to the coastal ports.¹ This first turnpike was designed to link Concord with Portsmouth and, by following a straight route, dramatically shorten the distance between the two towns. Like all turnpikes, it was a privately funded venture that relied on tolls to recoup the enormous investment incurred. Its route followed that of the Canterbury Road and a state road planned in the early 1790s but which never came to fruition. The turnpike's eastern point was the Piscataqua Bridge, approximately two miles east of the Project Area. It was a 2,362' engineering wonder, built in 1794, that crossed the treacherous Piscataqua River in three sections, connecting Fox Point in Newington with Cedar Point in Durham, and

¹ Monroe, 1991. The Concord-Spaulling Area Form on file at NHDHR mentions two earlier roads through Durham, the Province Road, laid out in 1722 between Portsmouth and Gilmanton, and the Canterbury Road between Durham and Canterbury (1733-44). According to the form, the latter roughly followed Route 4, but additional research would be needed to determine whether it ran east of Durham and along Route 4 within the Project Area. North of the Project Area, leading east from Route 108 and crossing the north edge of Inv. #4, was a stage route between Dover and Durham.

passing over Rock and Goat Islands.²

Thrice the Piscataqua Bridge gave way, once in 1830 and again in 1854. After the third time, in 1855, when a 600' section was carried away by ice, it was not rebuilt. Instead, travelers from Concord had to travel into Dover (probably following the Durham-Dover stage route) and then take the road which went the length of Dover Point, crossing on the combined railroad/highway bridge over the Newington.³

Despite its location on the turnpike, there were no early taverns or other service-type facilities catering to travelers within the Project Area. Much of its nineteenth century history was tied to local agriculture and to the Jones, Chesley, Smith, Bunker and Emerson families. In 1665 or 1666 Stephen Jones became an inhabitant of Oyster River, as Durham was originally known. A few years later, he was given a portion of Thomas Johnson's estate (from which Johnson's Creek received its name) and was residing there (on the land associated with Inv. #4) by 1680.⁴ Shortly after receiving the land, Jones constructed a garrison on the property. It stood on the flat area south of the existing family cemetery and about twelve rods from the west property line. Though it burned prior to 1732, as recently as 1937, the spot was still marked by a depression in the ground where broken bricks and pieces of pottery and flint could be found. The garrison was one of about fourteen erected in Oyster River, forming a line of defense along the river.⁵

The farm remained in the Jones family until at least the mid-twentieth century, and over the years, members married into the Chesley family, whose farm abutted that of the Jones, to the west (just beyond the Project Area).⁶ The existing house (Inv. #4), built ca. 1815, replaced an earlier house about which nothing is known.

The Smith family also settled in the region in the 1660s. Joseph Smith's farmhouse, now known as Emery Farm, is located east of the Project Area, but some of the land

² Stackpole, 1913: 236-38; Monroe, 1991. According to W. Dennis Chesley's thesis on the Piscataqua Bridge, the river was a particularly treacherous one and it was not until 1794 that advances in bridge technology made construction of a bridge possible. Well into the 20th century, Route 4 was known as Piscataqua Bridge Road.

³ Stackpole: 237; 1871 map of Strafford County; 1892 map of Newington.

⁴ Stackpole, 1913: 64, 231. Thomas Johnson had had a 100-acre grant, but died intestate with no children. The land was re-granted to Jones. Thereafter, the lower portion of the creek was known as Jones' Creek.

⁵ *The Colonial Garrisons of New Hampshire*, 1937: 26. A map of Oyster River Plantation garrisons at the Durham Historical Association suggests the Jones Garrisons was the only one located within the Project Area, though there were several others just beyond the Area, as well as on the opposite side of the river.

⁶ Later members of the Chesley family owned what is now known as Wagon Hill Farm, just east of the Project Area.

historically extended into the Project Area.

In 1856 the Project Area was still sparsely developed. Two houses, one on either side of Route 4, stood between present-day Route 108 and Johnson Creek. The northerly one was the Jones Farmhouse, then owned by William P. Jones. Across the street was a house owned by John T. Emerson (still standing in 1913, but now gone). East of the creek was a house owned by N. Yeaton (no longer extant), beyond which were two houses in the Bunker family, the westernmost one of which may be Inv. #2. On the east side of Bunker Creek, beyond the Project Area, was the Smith Farm.⁷

The 1871 and 1892 maps of Durham show little change to the area. In 1933 the Project Area still consisted of scattered farms, many still belonging to the nineteenth century owners. The Jones Farm (Inv. #4), then owned by descendant Alice Chesley, a doctor in Exeter, was managed by a tenant farmer. That property extended east to abut with William Kerr's farm (Inv. #2) which, in turn, had frontage as least as far as present-day Shearwater Street. Across from the Jones Farm was a hay field belonging to James Sawyer. Angela Garvey, a daughter or daughter-in-law of the Emerson family (prior owners of Inv. #2), owned the land between Johnson Creek and the Palmer House (Inv. #3). East of the Palmer House (Inv. #3; built ca. 1932) was Forrest S. Emery's land, formerly owned by Forrest Starr Smith; both were descendants of Joseph Smith, the original settler of the late seventeenth century Emery Farm just east of the Project Area.⁸

1933 marked the year that Piscataqua Road, between Route 108 and the Bellamy River (and including the entire route through the Project Area), was upgraded, with funds received through the National Recovery Project. With the construction of the General John Sullivan Bridge over Little Bay at Dover Point, the project restored the old turnpike's direct route from the seacoast to Concord, passing through the center of Durham.⁹ It was also among the state's first highway projects that used local labor for engineering and construction; included in the local labor force was F. Lear Mundy, owner of Inv. #2. The road went from an unimproved dirt road to part of a major state highway (Route 4). Within the Project Area, no change was made to the alignment of the turnpike route, with the exception of straightening a minor curve just east of Johnson's Creek.¹⁰

⁷ 1856 map of Durham; Stackpole: Vol. I, p. 240. The Durham history lists two John Taylor Emersons, neither of whom was directly related to George P. Emerson who was residing in Inv. #2 in the late 19th century.

⁸ 1931 property map; 1933 NHDOT plan.

⁹ Monroe: 13.

¹⁰ Durham Historic Association, 1985: 71

Circa 1940 F. Lear and Helen Mundy purchased Inv. #2. They carved out a small parcel that fronted on Route 4 just east of the house for their friend Arthur Rollins in 1948. In 1962 Rollins moved a cape onto that parcel (Inv. #1). The cape had formerly stood at the west end of the Project Area and was moved as a result of the construction of the Durham Bypass in 1964 which entailed new ramps at the Route 4/108 intersection. The Mundys passed their 70-acre property (Inv. #2) on the north side of Route 4 to their son in 1967. Raymond Mundy subsequently developed the land into houselots. A decade earlier, Forrest S. Emery had filed plans for a major residential development just east of Inv. #3 (and including Riverview Drive).¹¹

NATIONAL REGISTER CRITERIA STATEMENT OF SIGNIFICANCE:

The Project Area is not eligible for the National Register. Though the road itself follows the route of the First New Hampshire Turnpike, it bears little resemblance to its appearance in the early 19th century. Whether the turnpike is eligible as a linear district has never been evaluated, and the scope of this study does not extend to that point. The degree of post-1960 construction within the Project Area, coupled with the loss of integrity of three of the four pre-1950 buildings, precludes its eligibility as a district under any criteria.

PERIOD OF SIGNIFICANCE:

n/a

STATEMENT OF INTEGRITY:

The Project Area lacks integrity. Increased automobile traffic and post-1960 residential development in the form of individual houses and, at the east end of the Project Area, subdivisions, has had a major impact on the historically agricultural character of the area.

BIBLIOGRAPHY and/or REFERENCES:

Chesley, W. Dennis, "A History of the Piscataqua Bridge, 1793-1855." MA thesis, University of New Hampshire, 1984.

The Colonial Garrisons of New Hampshire. Published by New Hampshire Society of Colonial Dames of America. Exeter: News Letter Press, 1937.

¹¹ Strafford County plan files. At about the same period, the Durham Bypass was constructed, routing Route 4 north of the town center, from Route 108 west to the Lee line.

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"Durham Garrisons." Unpublished manuscript in collection of Durham Historical Society, undated.

Durham Historic Association, *Durham, New Hampshire, A History, 1900-1985*.
Canaan: Phoenix Publishing, 1985.

Durham Historical Society photograph files.

Garvin, Donna-Belle and James L., *On the Road North of Boston: New Hampshire Taverns and Turnpikes, 1700-1900*. Concord, NH: New Hampshire Historical Society, 1988.

Manning's Dover, etc. Directory, 1924-41.

Monroe, Lynne Emerson and Beth Hostutler, "Concord-Spaulling Route 4 Upgrade Area Form," 1991. On file at the New Hampshire Division of Historical Resources.

New Hampshire Historical Society photograph files.

Stackpole, Everett S. et. al., *History of the Town of Durham, New Hampshire (Oyster River Plantation)*. Concord: Rumford Press, 1913, two volumes. Reprinted by New Hampshire Publishing Company, Somersworth, 1973.

Strafford County Plan files.

Strafford County Registry of Deeds and Probate.

Tebbetts, Diane, "A Bibliography of Durham Source Materials in the UNH Library," 1976.

White, Melvin Johnson, "A Historical Study of Old Durham." Unpublished manuscript at State Library, ca. 1900.

Maps, Atlases & Plans

[undated] Map of Durham, drawn between 1804 and 1855. Collection of New Hampshire Historical Society.

1856 Map of Durham. From J. Chace Jr.'s *Map of Strafford County*. Philadelphia: Smith & Bartlett.

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1871 Map of Durham. From Sanford & Evert's *Atlas of Strafford County*.

1871 *Map of Strafford County*. Published by Sanford & Evert.

1892 Map of Durham. From D.H. Hurd & Co.'s *Town and City Atlas of the State of New Hampshire*.

1931 Property Map of Durham. Collection of New Hampshire Historical Society.

1933 Route 4 Plan. NHDOT Project # NRS 249 (Roll #189).

1964 Route 4 Plan. NHDOT Project # F-012-2(4) (Roll #9-H).

APPLICABLE HISTORIC CONTEXT(S) with code:

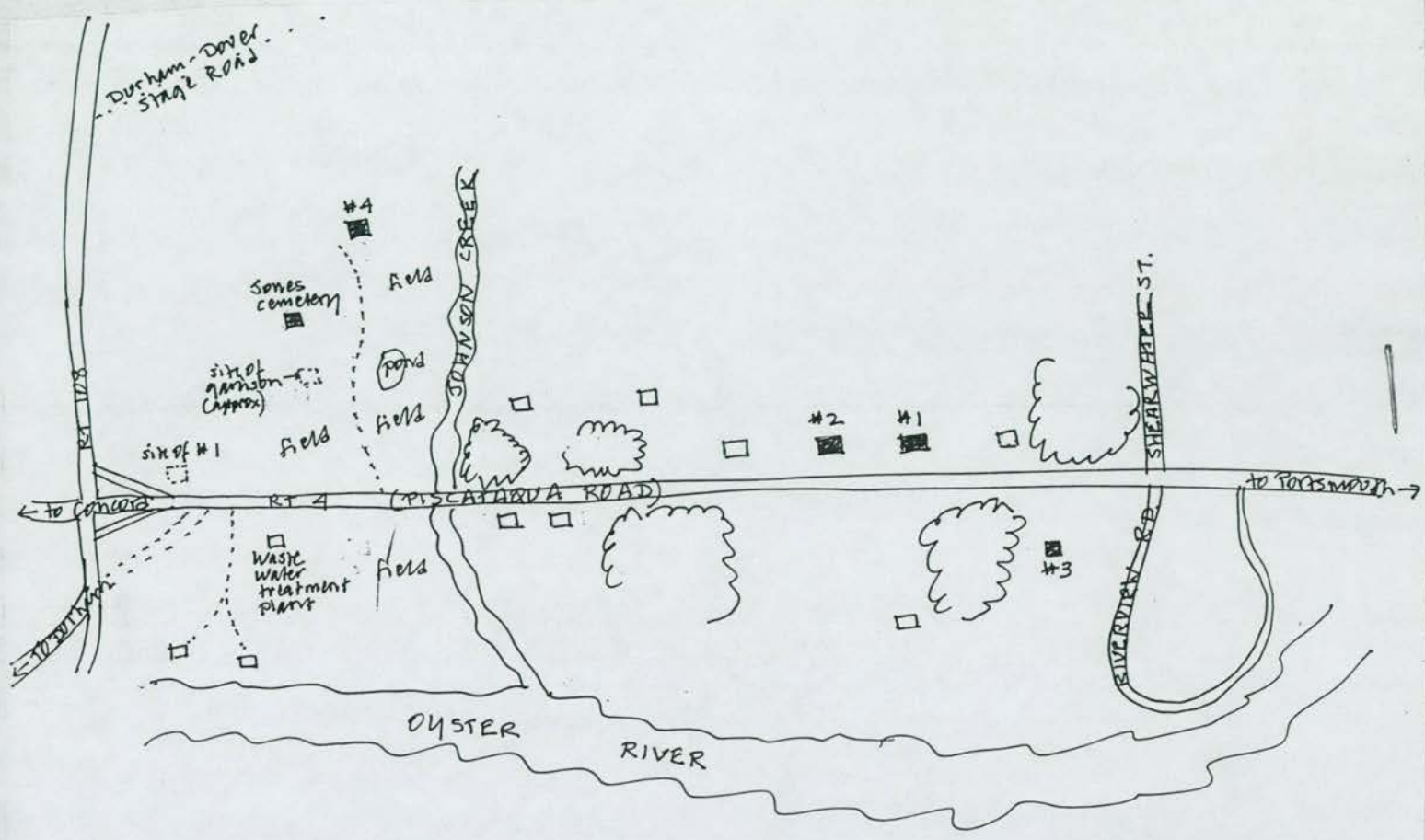
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- 45. Mixed agriculture and the family farm, 1630-present.
- 53. Pre-automobile land travel, 1630-1920.
- 54. Automobile culture, 1920-present.

Surveyor's Evaluation:

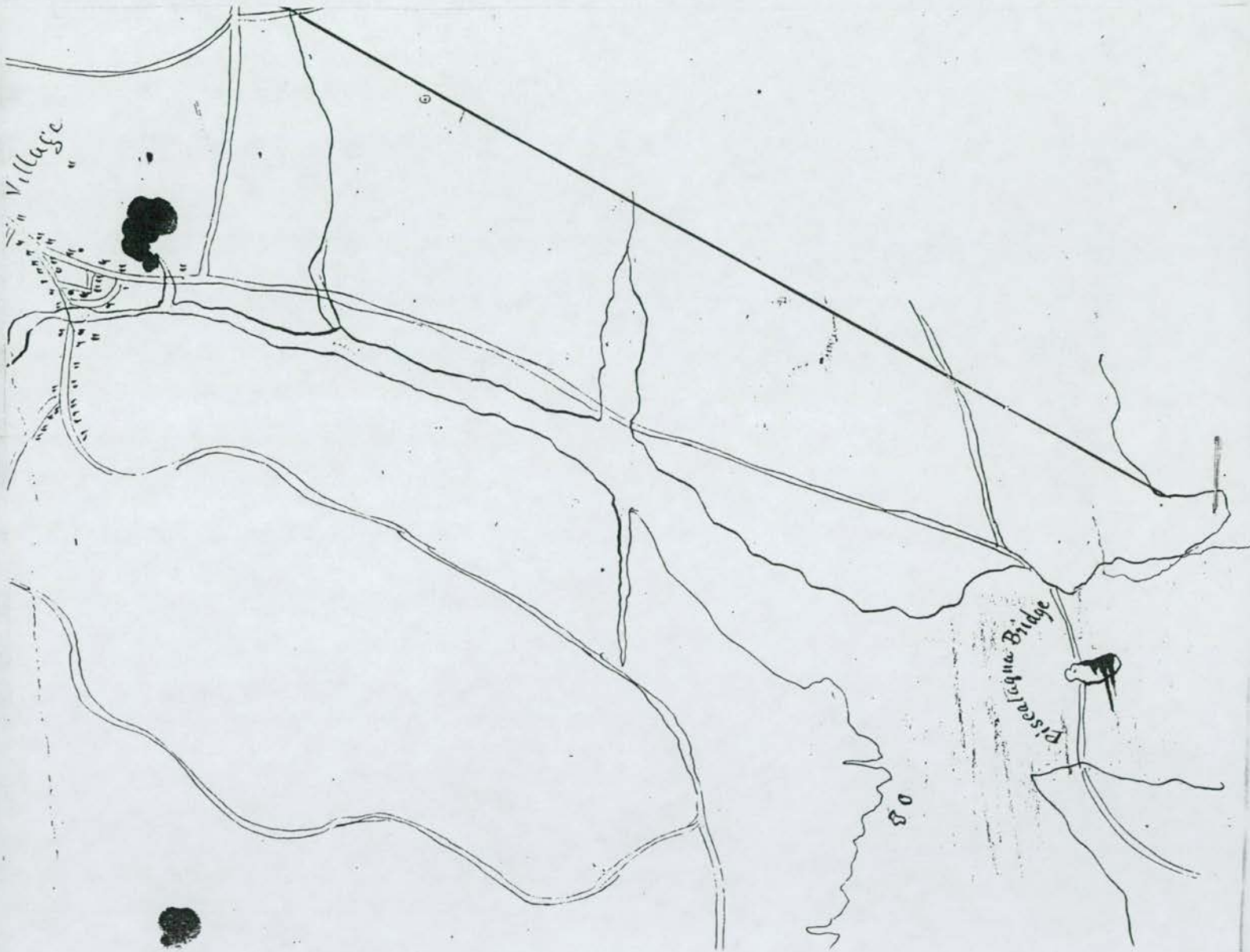
NR listed: individual NR criteria: A NR eligible: individual
 within district B within district
 C not eligible
Integrity: yes D more info needed
 no

SHPO office - Reviewed for Determination of Eligibility (date): _____

PROJECT AREA SKETCH MAP



undated Map of Durham (detail)
drawn between 1804 and 1855
Collection of New Hampshire Historical Society

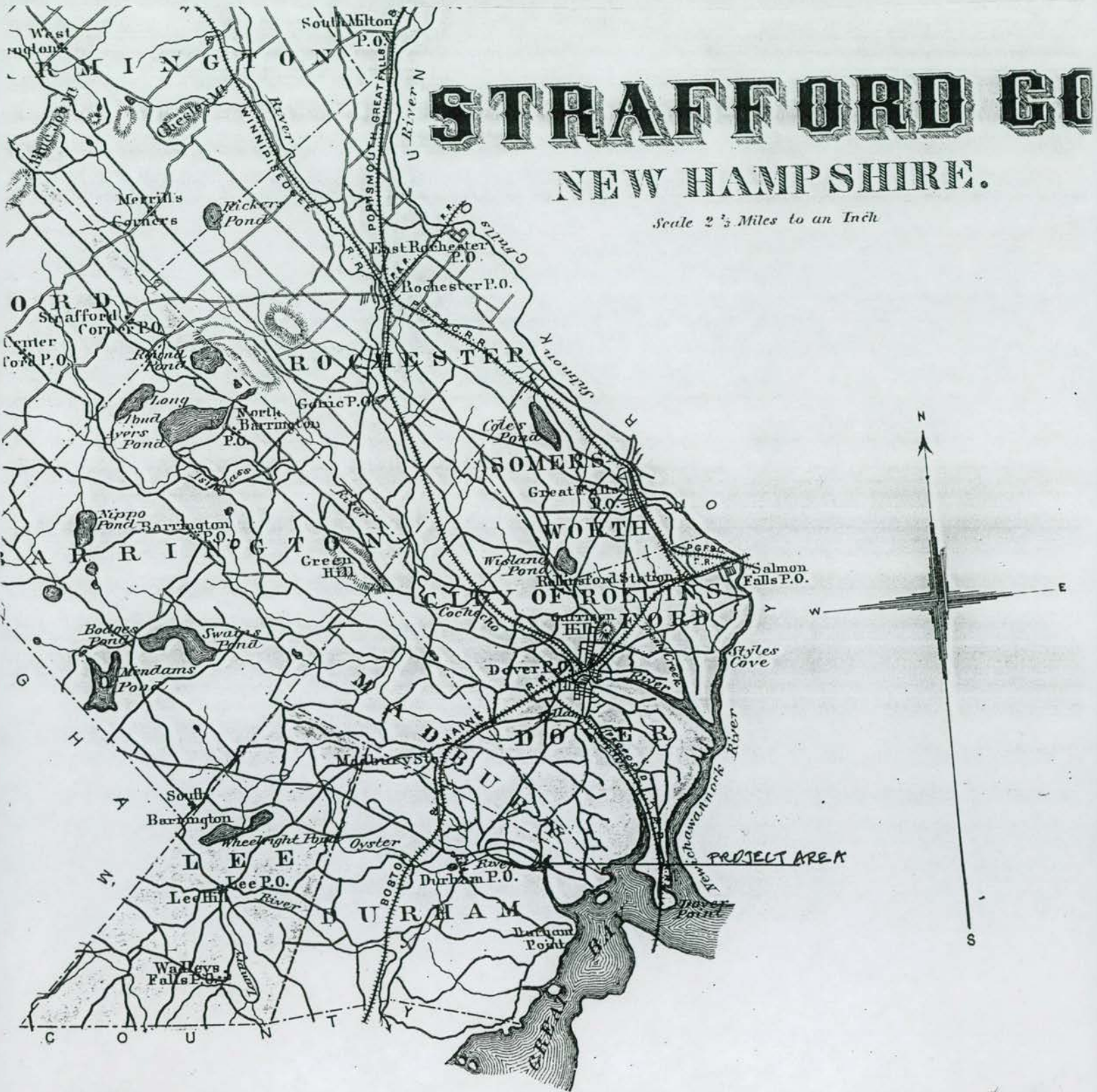


1871 Map of Strafford County (detail)
Published by Sanford & Evert.

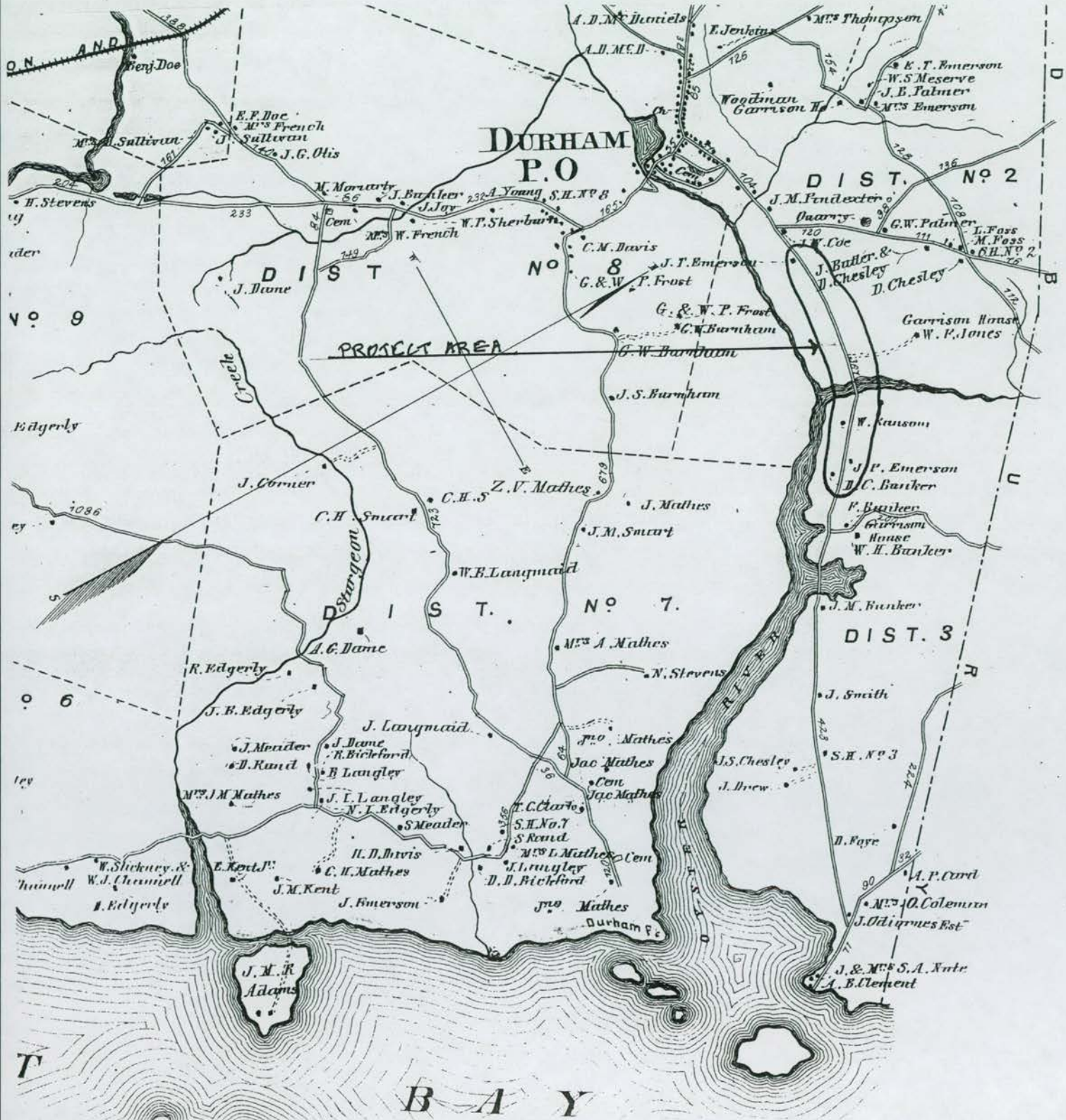
STRAFFORD CO

NEW HAMPSHIRE.

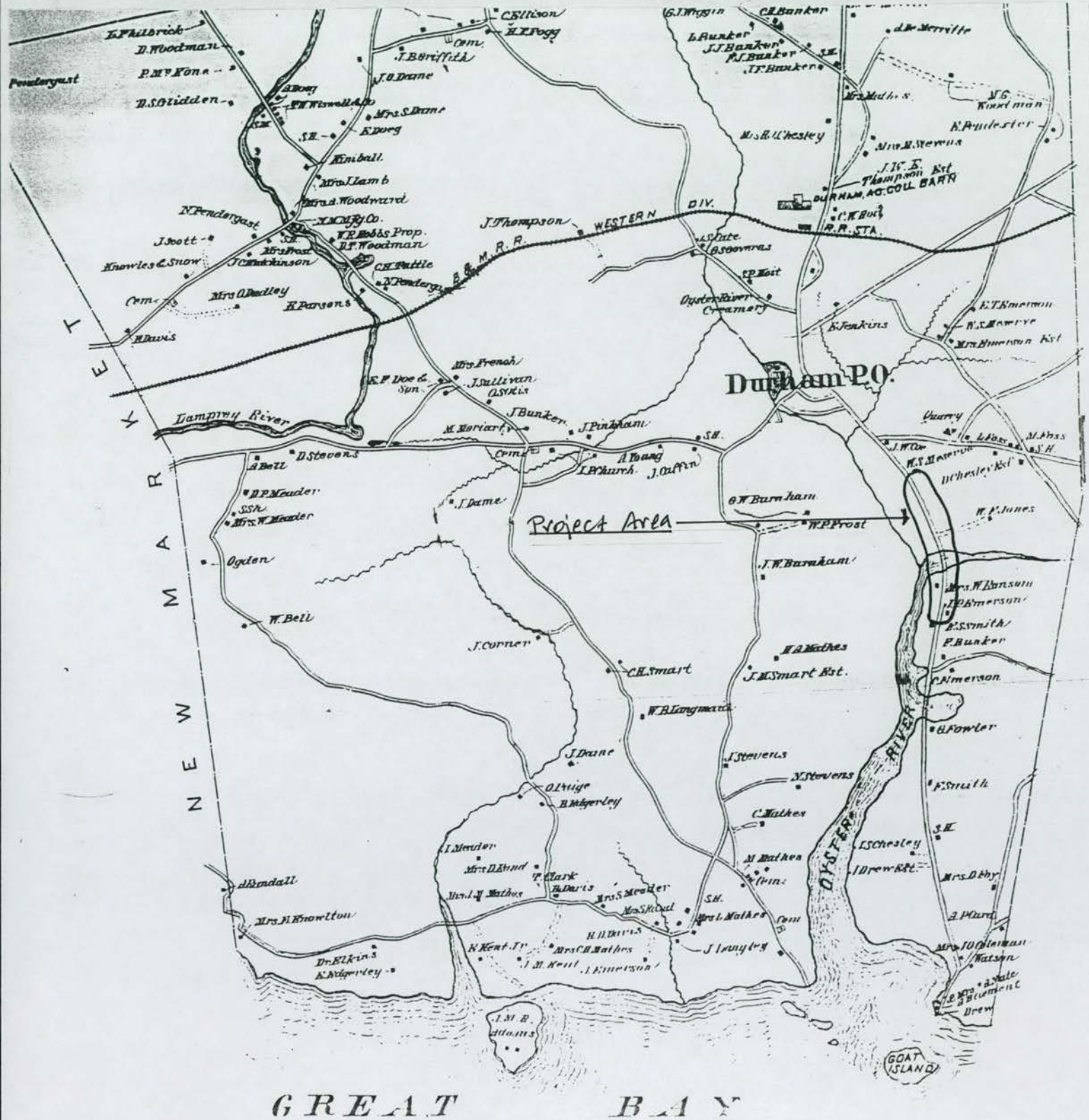
Scale 2 1/2 Miles to an Inch



1871 Map of Durham (detail).
From Sanford & Evert's Atlas of Strafford County.



1892 Map of Durham (detail)
From D.H. Hurd & Co.'s Town and City Atlas of the State of New Hampshire



1931 Property Map of Durham
Collection of New Hampshire Historical Society

