

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # NWN0001

RECEIVED  
NOV 03 2015

Name, Location, Ownership

- 1. Historic name Alfred Pickering Farm
- 2. District or area n/a
- 3. Street & number 339 Little Bay Road, Newington NH
- 4. City or town Newington
- 5. County Rockingham
- 6. Current owner Lulu A. Pickering & William A. Gilbert

Function or Use

- 7. Current use(s) Single dwelling, farm
- 8. Historic use(s) same

Architectural Information

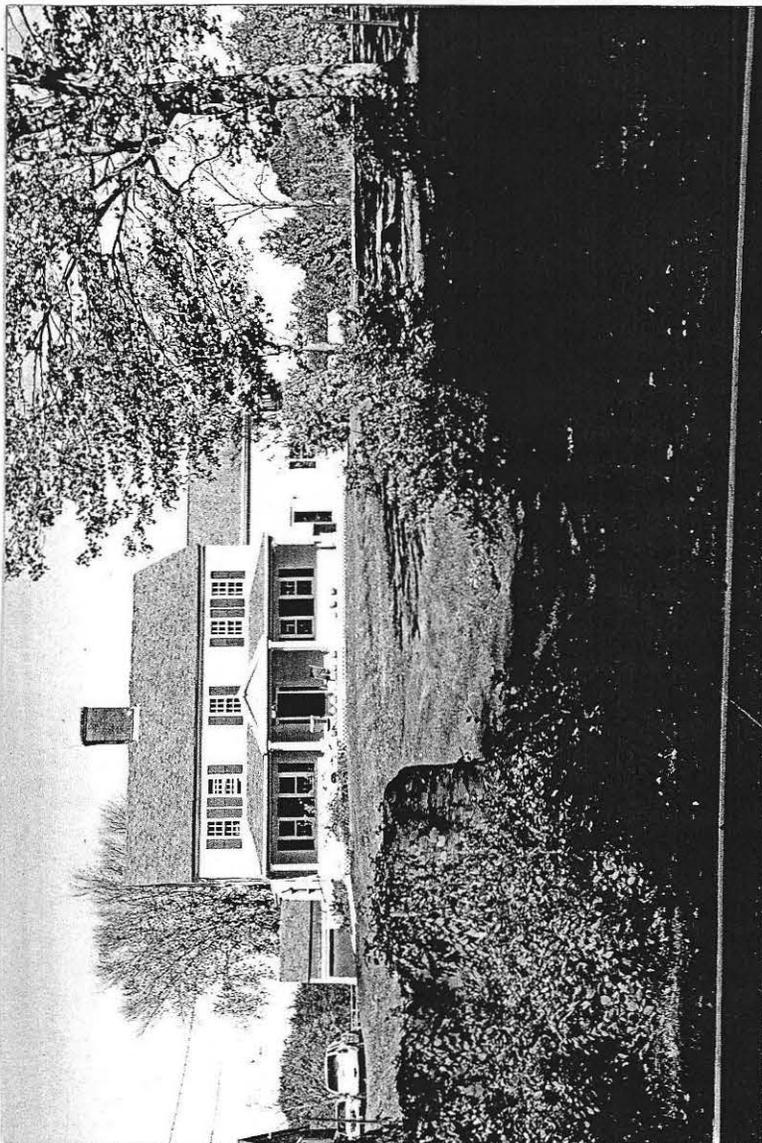
- 9. Style Georgian
- 10. Architect/builder Cyrus Frink
- 11. Source Rowe, Newington, NH, p. 297
- 12. Construction date 1810-1812
- 13. Source Rowe, Newington, NH, p. 297
- 14. Alterations, with dates Porch, south side, bay window west side, (1900-1950); replacement windows (1900-2000); wing addition to house, c.2000. *baseball field 2005*
- 15. Moved? no  yes  date: \_\_\_\_\_

Exterior Features

- 16. Foundation granite
- 17. Cladding clapboard
- 18. Roof material asphalt shingle
- 19. Chimney material brick
- 20. Type of roof gable
- 21. Chimney location ridge center
- 22. Number of stories 2
- 23. Entry location façade center
- 24. Windows double hung 6/6, 2/2
- Replacement? no  yes  date: some replaced, c.2000

Site Features

- 25. Setting Agricultural/farm
- 26. Outbuildings barn, carriage shed, shed
- 27. Landscape features cleared fields, stone walls *baseball field*
- 28. Acreage 37.4



35. Photo # 1 Direction N  
 36. Date 10/16/2015  
 37. Reference (file name or frame #): NWN0001-001

29. Tax map/parcel # 23-23  
 30. State Plane Feet (NAD83): x: 1,205,388.85 y: 219,248.62  
*1,205,353* *219,068*  
 31. USGS quadrangle and scale Portsmouth NH 1993 7.5 min. 1:24000

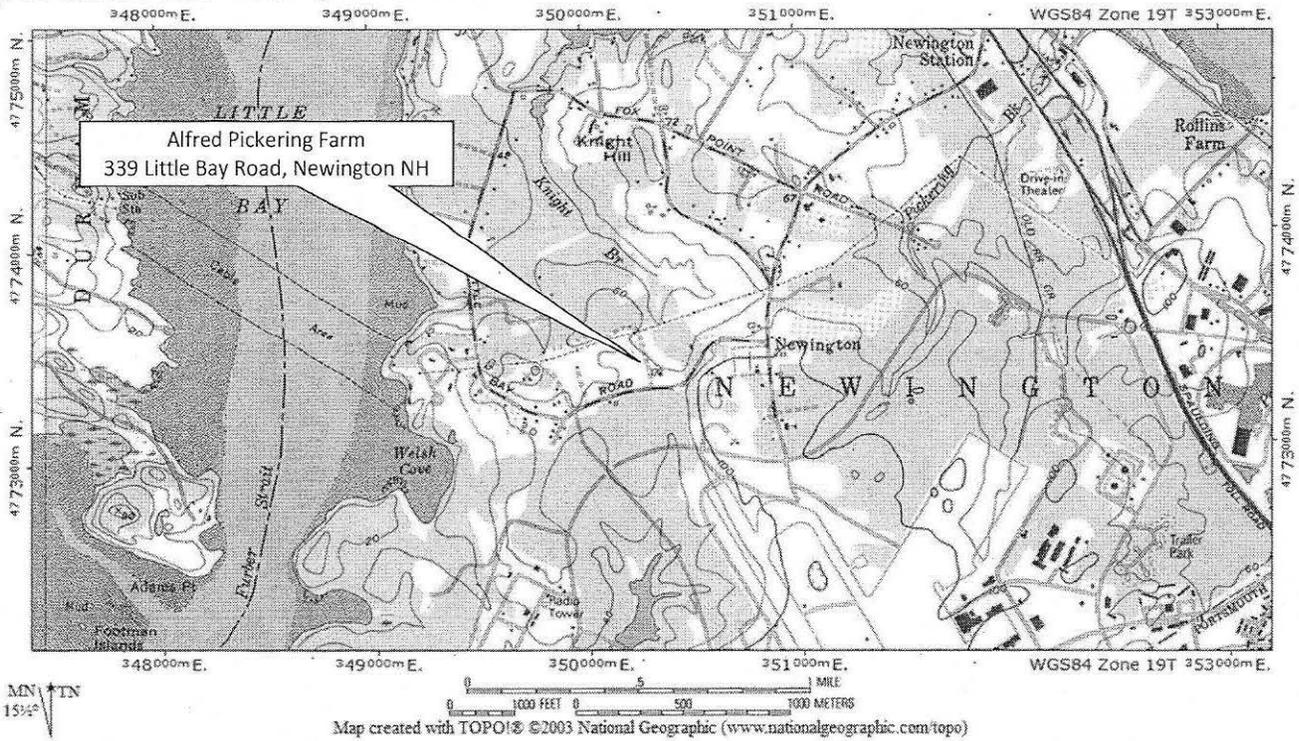
Form prepared by

- 32. Name Richard M. Casella, Helen H. Frink
- 33. Organization Historic Documentation Company, Inc.
- 34. Date of Survey 16 October 2015

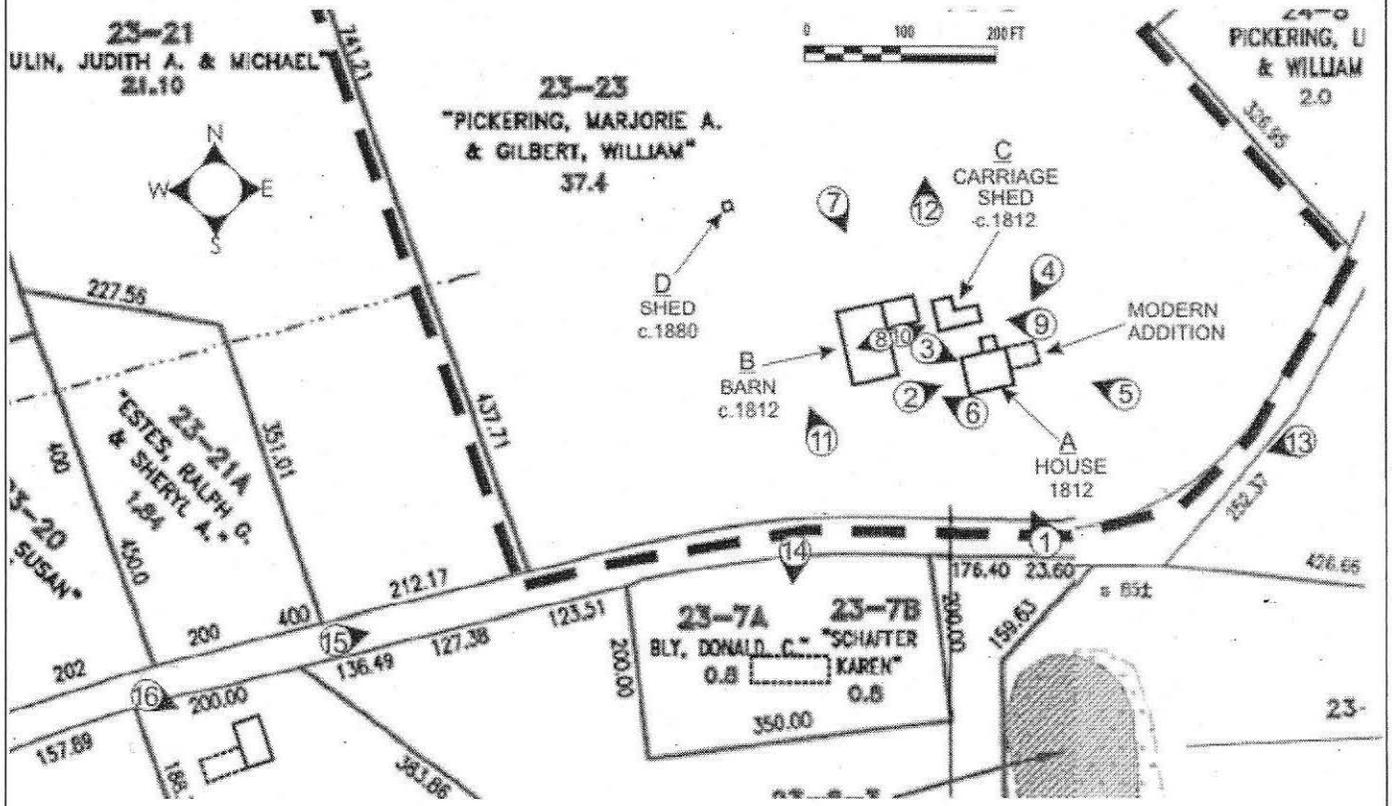
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39. LOCATION MAP: USGS Quad: Portsmouth NH 1993 7.5 min. 1:24000



40. PROPERTY MAP 1 AND KEY TO PHOTOS: (See full property map next page)

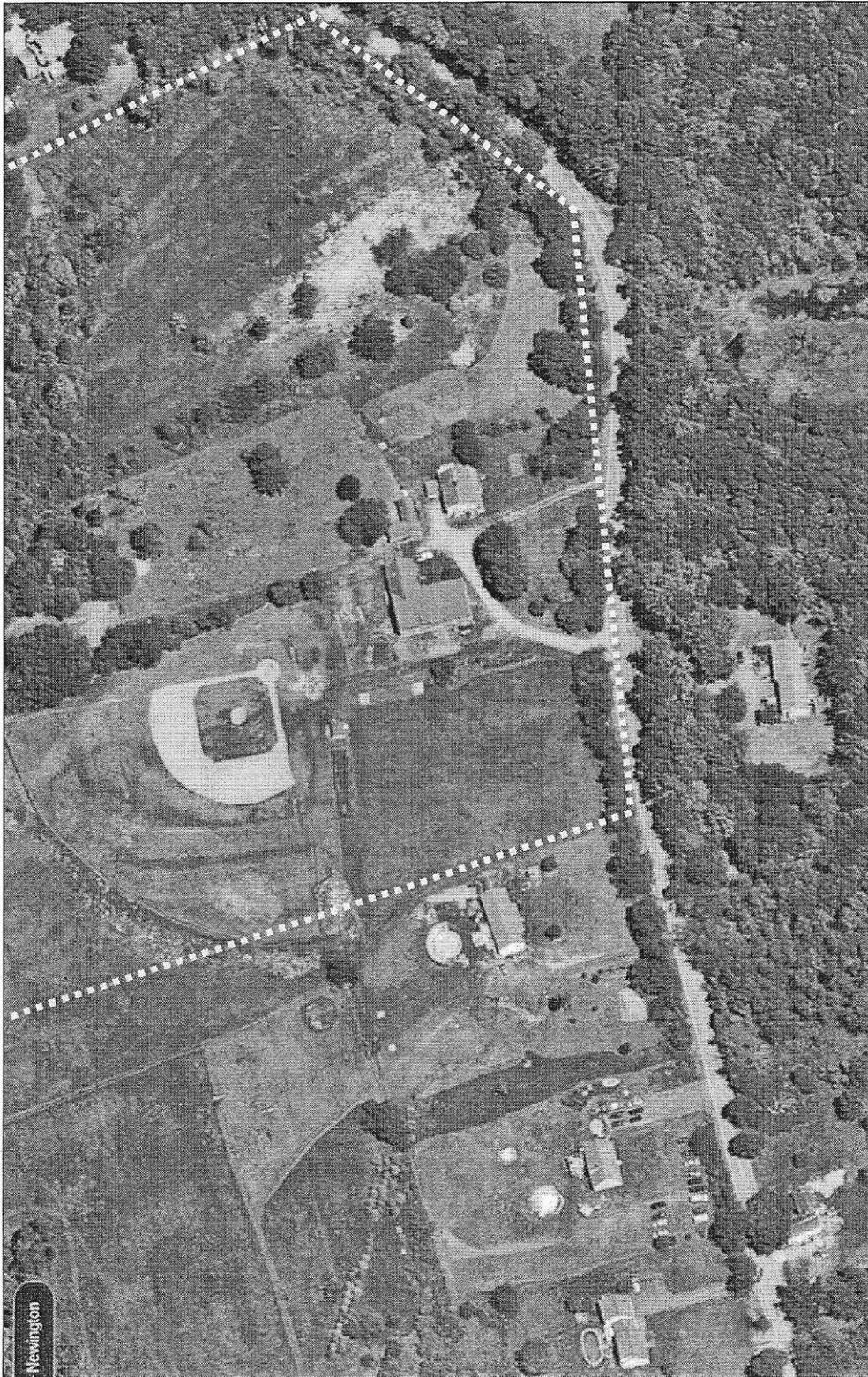




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**40. PROPERTY MAP 3: AERIAL PHOTO SHOWING LAND USE.** Dashed line approximates partial property boundary.



**41. Historical Background and Role in the Town or City's Development:**

The Pickering family is among the most prominent and numerous early settlers of Portsmouth, Newington, and Greenland. John Pickering settled Strawberry Banke, Portsmouth, around 1630, and several of his descendants settled along Great Bay in Newington. By 1800 no fewer than seventeen Pickering households appear on Newington's tax rolls. John Pickering's great-grandson, Nicholas Pickering (1727-1808), bought the Pickering farm on Little Bay Road in Newington from Joseph Hoyt in 1788, and since that year the property has been owned by descendants of the same family. The 60-acre farm had been cultivated by the Hoyts since 1703 and raised grain, corn, cider, flax, and livestock. A barn was likely already standing on the property at the time of its purchase by Pickering due to earlier contracts to people to farm the land and maintain animals. Nicholas Pickering contracted with Cyrus Frink in 1812 to build a house (and probably a barn as well) for \$1000. Nicolas also owned land at Woodman's Point in Newington, and Nanny's Island in Great Bay.

Cyrus Frink of Stonington, CT was recruited in 1794 at the age of 22 to build the first bridge across the Piscataqua River between Cedar Point in Durham and Fox Point in Newington. By 1812 he had established himself as bridge engineer and overseer, as well as builder of bridges in New Castle and Durham. In 1822 he built the first bridge crossing the Piscataqua between Portsmouth and Kittery. In 1828 he built a brick schoolhouse in Newington; barns for his sons Isaac and Darius followed in 1837, and between 1840 and 1842 brick houses for himself at Fox Point and for his son Darius Frink adjacent to the Pickering farm. The Darius Frink house is still standing today, and its barn shows many similarities to that on the Pickering property. The Pickering outbuildings protect the dooryard from winds sweeping in from the west across Little Bay, and from the north wind blowing over the farm's cleared fields. However, these buildings do not appear to have been connected, as became common practice by the time Cyrus Frink constructed his farm at Fox Point or that of his son Darius abutting the Pickering's.

Nicholas's son Thomas Pickering (1778-1825), improved his farm, increasing the acreage of orchard, arable land, and mowing. His grave lies northwest of the house in a field beneath a large oak tree. His wife, Martha and their daughter, also Martha, are buried there as well. Thomas's son James Alfred Pickering (1810-1889) continued as a successful farmer and selectman. During the 19<sup>th</sup> century the farm grew to 88 contiguous acres, presumably under the stewardship of James Alfred. He was killed when his buggy overturned, throwing him against a large stone beside one of the granite pillars still marking the handsome entrance to his farm. Ownership then passed to his son (Frederick Pickering (1849-1912) and subsequently to Frederick's sons Alfred T. (1898-1968) and Frederick M. Pickering (1899-1963), a town historian.

A barn was believed to exist before the construction of the house in 1810-12. The original barn likely consisted of 4 bents and 30 by 40 feet and less tall than now. The Pickering barn was considerably expanded between the late 1880s and 1900. Two bents were added on the south side, the barn extended east to add a dairy tie-up area, and the roof raised to give a taller building that was about 40 by 60 feet. Later in the 1800s two more bents were added at the north end to give a 40 by 80 foot structure and the ell was added. By this time shipping butter and cheese by rail to the Boston market made dairying more profitable. Two more haymows on the north, and interior silos in the northeast and northwest corners were also added. The two hoop and stave silos, unusual to find inside a barn, were straightened and their foundations repaired in summer, 2014. Today the barn cellar houses an old "doodlebug" tractor that Alfred and Frederick Pickering built using parts from Model T and Model A Fords. Nearby stand a corn planter, corn harvester, manure spreader, and other remnants of the property's long agricultural heritage. The barn's size, measuring 40 by 80 feet, its rare interior silos, and the elements of agricultural technology it preserves are believed to be rare in New Hampshire.<sup>1</sup> A smaller ell further extending toward the east once housed a tractor shed and a lumber saw, but was later taken down.

A carriage shed, approximately 16 by 19 feet, stands east of the barn and contained a pit where mid-20<sup>th</sup> century owners Alfred and Frederick Pickering worked on their Model A Ford and assembled or repaired their two doodlebugs, known as the poor man's tractor. It contains relics of the town's past, such as original mailboxes from the era when Newington had its own post office, an eel fork, and antique farm implements. A smaller henhouse, ca. 1880, was moved behind and to the

<sup>1</sup> An email inquiry was made to Dr. James Garvin (10/19/2015), former NH State Architectural Historian, regarding the occurrence of interior silos in New Hampshire. Garvin reports having "seen few of them, but one notable one is in the big barn at the New Hampshire Farm Museum in Milton, N. H." Relevant texts consulted on the subject (Nobel & Cleek, 1997; Rawson, 1990, Long, 1972; Sloane, 1967; Visser, 1997) provided scant information on the subject other than the wood stave iron hoop silo was introduced in 1894 (Noble & Cleek, 1997, p. 159).

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west of the barn around 2000 to serve baseball players. A stone-lined, 30-foot deep well beneath the henhouse in its original location, is now covered with a large flat stone.

The original Georgian farmhouse was altered after the death of James Alfred Pickering in 1889 when his widow and his son Frederick (1849-1912) divided the space. The widow was given 2 rooms on the first floor, and the bay window and entrance on the west side were probably added at that time for her accommodation. About 1900-1910, a one story addition was added on the east side of the farmhouse to accommodate an indoor bathroom and small room facing east. It had a tin roof, a rubble foundation and no insulation. This addition was replaced in 2014 by a two story addition with a 4-foot foundation, new bathroom and storage area. The large covered porch on the south side was built between 1900 and 1910. The farmhouse was the first residence in Newington to have electricity, which arrived in 1902 with a transformer located nearby on Little Bay Road. Within the past decade, a large, two-story addition was built on the east side of the house, but maintains its architectural style with its proportions and clapboard exterior.

The Alfred Pickering Farm acreage encompasses three bubbling springs. The “watering spring” near the east boundary of the farm supplied Newington’s town church, parsonage, library, stone school, and town hall by means of a hydraulic ram. In the 1960s this system was replaced by Portsmouth city water, which now supplies those public buildings.

Major changes occurred in the early 1950s with the construction of Pease Air Force Base. The Pickering, like 87 other Newington property owners, saw some of their land seized by eminent domain, losing acreage on Woodman’s Point and Nanny’s Island. Public Service of New Hampshire relocated a distribution line from land taken for Pease to run through the Pickering farmland west to east. The house, standing beneath the Air Force flight path, was constantly shaken by the roar of B-52s and B-47s. To offset some of the impacts, the Air Force funded the replacement of some of the old 6 over 6 double hung windows with newer windows with insulated glass, preserving only the appearance of the originals.

The construction of Pease Air Force Base in the early 1950s obliterated many of the town’s farm buildings, and was accompanied by tree cutting and land clearing in most of Newington’s historic center. The creation of the Newington Center Historic District, listed on the National Register in 1987, encompassed the town cemetery opposite the Pickering farm on Little Bay Road, and the adjacent Darius Frink farm (see Figure 4). The Pickering farm’s owners did not wish to be included at that time. The installation of Pease Air Force Base was soon followed by changes in dairying (the advent of bulk milk tanks and hay baling equipment) that drove small farmers out of business, the Pickering included. As a result, most of the town’s agricultural land was subdivided and sold for houselots. The three surviving children of Alfred T. Pickering held fast to their ancestral lands and divided a portion of the property along Little Bay Road into house lots so that they could live nearby. The Pickering farm, however, retains 37.4 of its former 88 acres, so that its cleared fields and stone wall fronting scenic Little Bay Road maintain the appearance of the property much as it looked two centuries ago.

- 42. Applicable NHDHR Historic Contexts:** 51. Mixed Agriculture and the Family Farm, 1630-present;  
56. Local-scale Dairy Farming, 1800-present

**43. Architectural Description and Comparative Evaluation:**

The Alfred Pickering Farm property consists of a house and three farm outbuildings on 37.4 acres of land of which roughly two-thirds is maintained as open pasture and fields. The buildings are all of wood-frame construction, date from the 19<sup>th</sup> century, and remain in their original or slightly modified functional use. They are depicted and identified with letters A-D on the Property Map 1 (Page 2) and on Property Maps 2 and 3 (Pages 3, 4). The three primary structures, the House (A), the Barn (B) and Carriage Shed (C) are close together and set back about 125 feet from Little Bay Road. The fourth building, Shed (D) has been moved several times according to the owner, to serve the farm in a variety of utilitarian functions; it currently stores equipment for the amateur baseball playing field, built 2003-2005, shown in the aerial photo on Page 4. The original rural setting immediately surrounding the farm property has been altered on all sides. To the east and west are modern residences on smaller lots subdivided from the original Pickering property; to the north of the buildings, running east-west, are electric power lines on wood poles installed in the 1950s; to the south, across the road, is a modern duplex residence on a small lot cut from land of the former S. Hoyt farm, now part of Portsmouth International Airport at Pease. Abutting portions of the Pickering farm to the east is the National Register listed Darius Frink Farm, located within the Newington Center Historic District.

A. Alfred Pickering House, 1812: The house as originally constructed, minus a front porch, wing addition and window alterations, is shown in a circa 1900 photograph in Figure 3; the house in its present state is shown in Photos 1-5.

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The house is a two-story, side-gable, center-chimney frame structure, with the main entrance centered in the five-bay façade. The type is immediately recognizable and representative of the typical vernacular Georgian-style farm house widely found in all of New Hampshire and New England. A small one-story ell of undetermined age extends from the rear; a two-story wing of recent construction extends from the east side, set back from the façade. The house rests on a granite foundation and retains its original clapboard siding and simple flat board trim. All window and door openings are original with the exception of a window opening on the west side that was opened to accommodate a beveled bay with three windows, added in the late 19<sup>th</sup> or early 20<sup>th</sup> century, two windows on the west side removed to accommodate the modern wing addition, and one or two windows and perhaps a door removed from the rear to accommodate the ell. [Investigation of the interior, which was not possible during field inspection, might provide evidence or clues regarding the age of the rear ell and other alterations]. The front entrance door is solid-paneled and surrounded by narrow side and transom lights. Roughly centered on the west side is a narrow solid-paneled entrance door with transom light. Several original 6/6 and later 2/2 window sash remain behind aluminum storm windows, while other windows have been replaced with insulated glass sash with 6/6 grille inserts. A full width front porch with hip roof and front-gable pediment carried on round columns was added in the early 20<sup>th</sup> century according to the owner. The porch is near the ground and lacks railings. The wing addition on the east side, built 2014, has an asymmetric gable roof, modern entrance doors, and 2<sup>nd</sup>-story deck, all of which can be interpreted as products of their time.

B. Barn, c.1812: The Barn is a large two-story timber-frame structure consisting of an early 19<sup>th</sup> century main block and a late 19<sup>th</sup> century addition (Photos 6-8). The main block is an English-plan double-gable-entry bank barn with the gable facing the street. The barn was extended in length to the rear one or more times according to the owner and barn restoration experts who have inspected the framing. The rear of the barn features entry doors at the main and basement levels, the latter offset to the west side. Two interior silos of the wood stave with iron hoop type that date to the late 19<sup>th</sup> century, are located in the middle and at the back wall of the barn. The gable-roofed addition extends west from the main barn, flush with its back wall. According to the owner, the addition was built to accommodate improvements in the science and practice of dairying. The barn retains a high degree of architectural integrity including original clapboard siding, windows and doors. Many antique farming implements, tractors, machinery and other pieces of equipment are located in the barn. Restoration work currently underway and partly visible in the photos, includes in-kind repairs to the foundation, windows and siding.

C. Carriage Shed, c.1812: The Carriage Shed (Photos 9, 10) is a small one-story side-gable, L-shaped building of hewn timber-frame and later sawn post-and-stud construction. The rear ell was apparently an addition, modified in the early 20<sup>th</sup> century with a floor pit for working under early automobiles and other wheeled equipment. This was a general purpose shed for storing carriages, wagons, tools and harnesses, making repairs and probably butchering and other food related activity. Like the Barn, it's a virtual museum of early farm tools, supplies and parts. Doors and windows are of numerous types and represent periods from early 19<sup>th</sup> to early 20<sup>th</sup> century, some of which appear to have been salvaged from the house or elsewhere.

D. Shed, c.1880: The Shed (Photo 11) is a small frame structure roughly 12 x 15 feet with a gable roof, clapboard siding and two double-hung 6/6 windows flanking a wood plank entrance door. The stud framing exhibits circular-saw marks, suggesting mid-to-late 19<sup>th</sup> century construction which coincides with an estimate by the owner of about 1880. This structure reportedly was moved about the farm over the years, serving variously as a spring-house/chicken coop/tool storage shed. Presently the shed serves as a "field-house" and storage for baseball equipment for the adjacent private playing field.

**44. National or State Register Criteria Statement of Significance:**

The Alfred Pickering Farm property is importantly associated with events significant to the development and agricultural history of Newington and the Piscataqua region and is therefore eligible for listing in the National Register under Criterion A. John Pickering first settled in Portsmouth around 1630 and the family became prominent and numerous early settlers of Portsmouth, Newington, and Greenland. In 1800 seventeen Pickering households appear on Newington's tax roll. John Pickering's great-grandson, Nicholas Pickering (1727-1808), bought the Pickering farm from Joseph Hoyt in 1788, and since that year the property has been owned by descendants of the same family. The 60-acre farm (later expanded to 88 acres) had been cultivated by the Hoyts since 1703 and although reduced in acreage, the Pickering family continues farming by maintaining pasture, haying and raising livestock.

The Alfred Pickering Farm buildings individually embody distinctive characteristics of type, period and method of construction and collectively represent an intact functionally-planned typical New England farmstead. The property is



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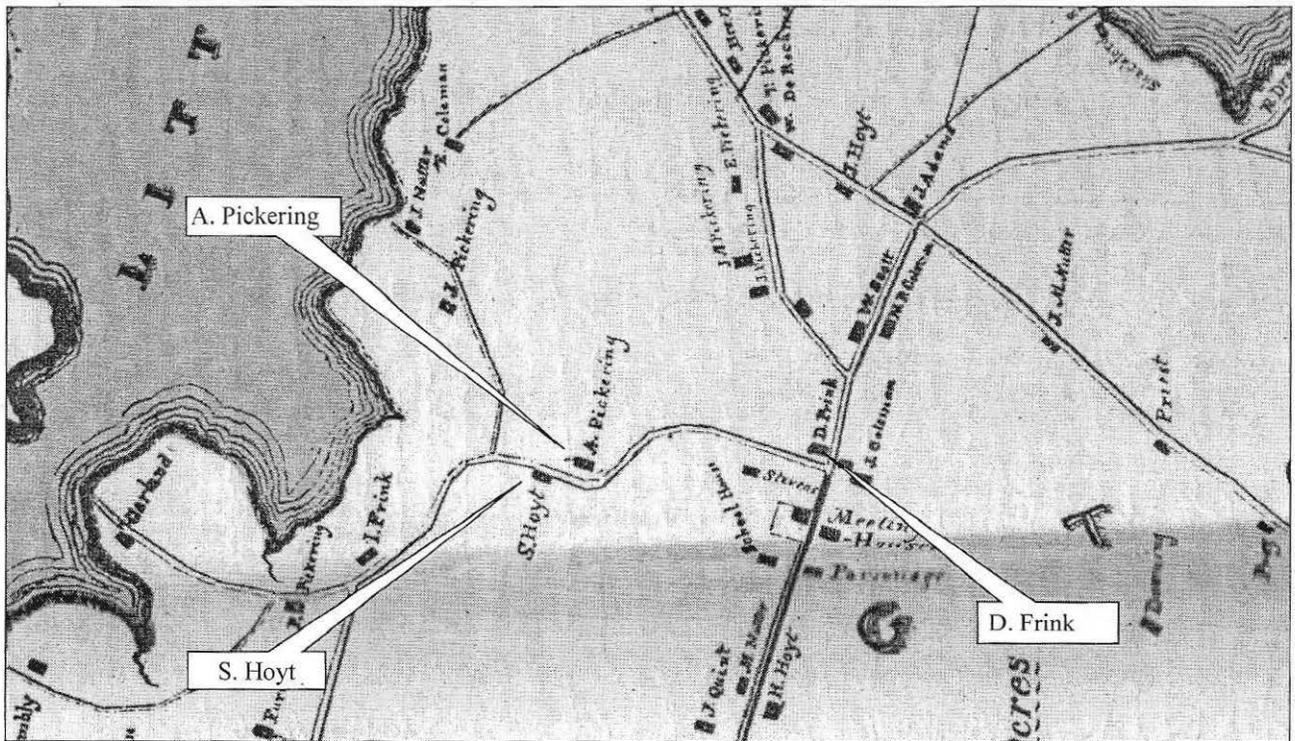


FIGURE 1: Hoyt 1851 Map of Newington, New Hampshire. Original ~60 ac. Pickering farm property sold by Joseph Hoyt to Nicholas Pickering in 1788.

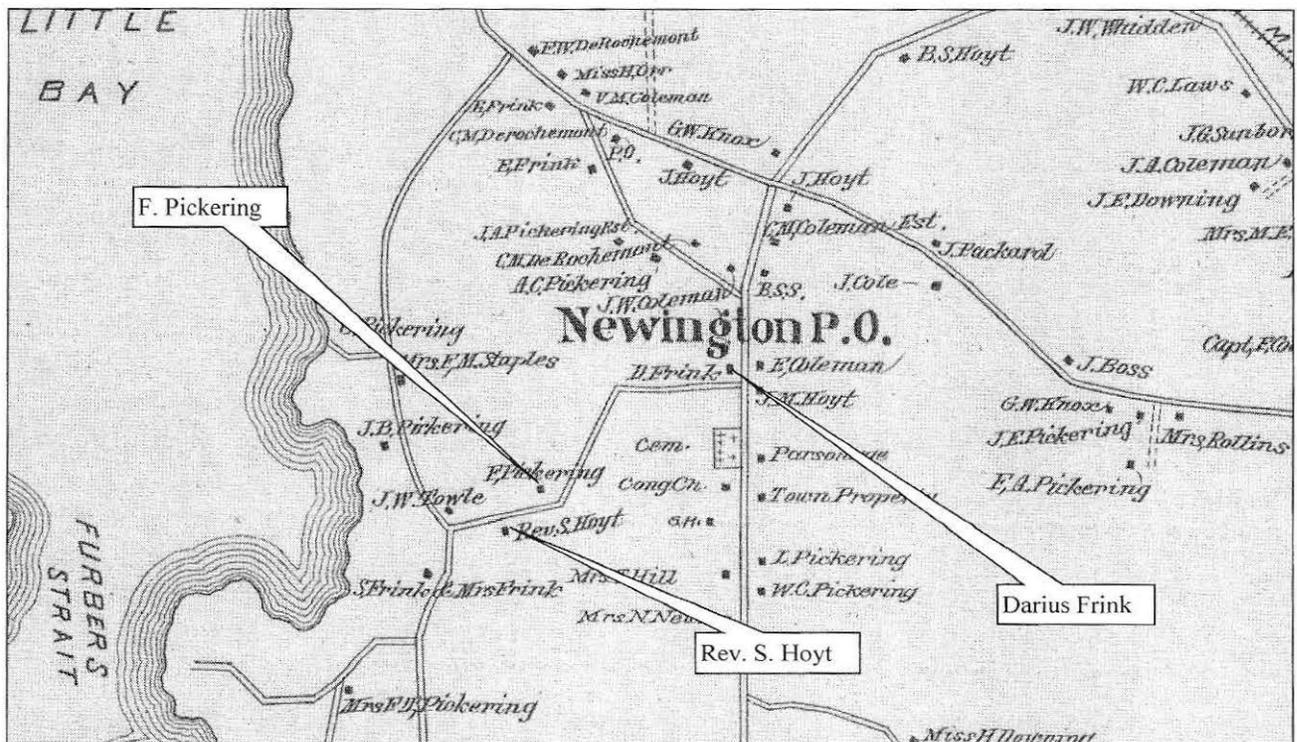
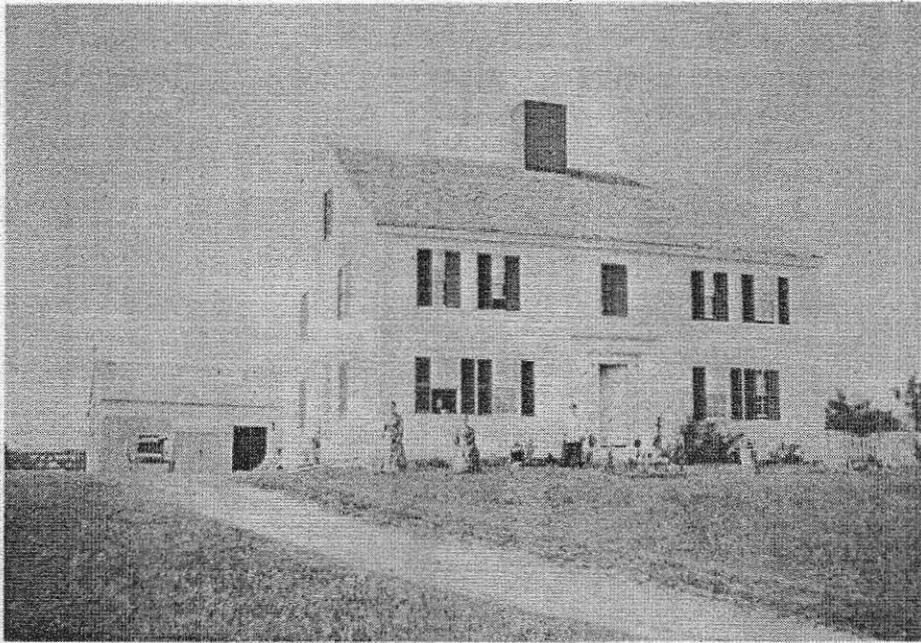


FIGURE 2: Hurd 1892 Map of Newington, New Hampshire.



The Alfred Pickering House, built in 1810 for \$1,000. An appraisal of its contents in 1826 after the death of Thomas Pickering is listed in the text. He left his widow, Martha, with five sons and one daughter. Thomas, his wife and daughter are buried in a picturesque graveyard on the family farm.

FIGURE 3: Photo of Alfred Pickering Farmhouse in the late 19<sup>th</sup> century (Rowe, 1987, p. 143).

NPS Form 10-900-6  
(8-00)

OMIT Approval No. 1024-0018

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 10 Page 3

Newington Center Historic District

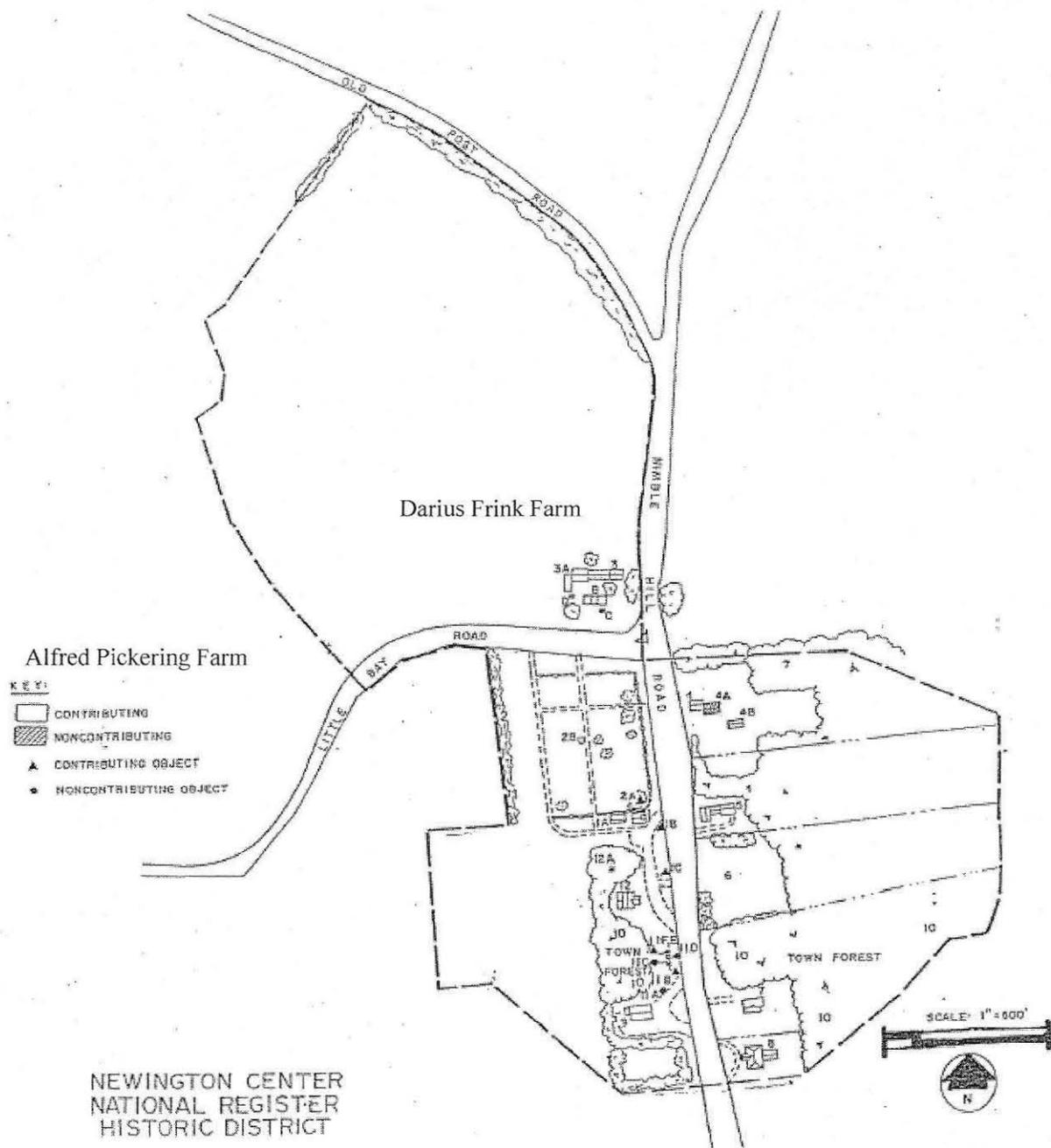


FIGURE 4: Newington Center Historic District boundary map (Mausolf, 1987), showing Pickering farm outside of historic district boundary.

**AREA FORM**

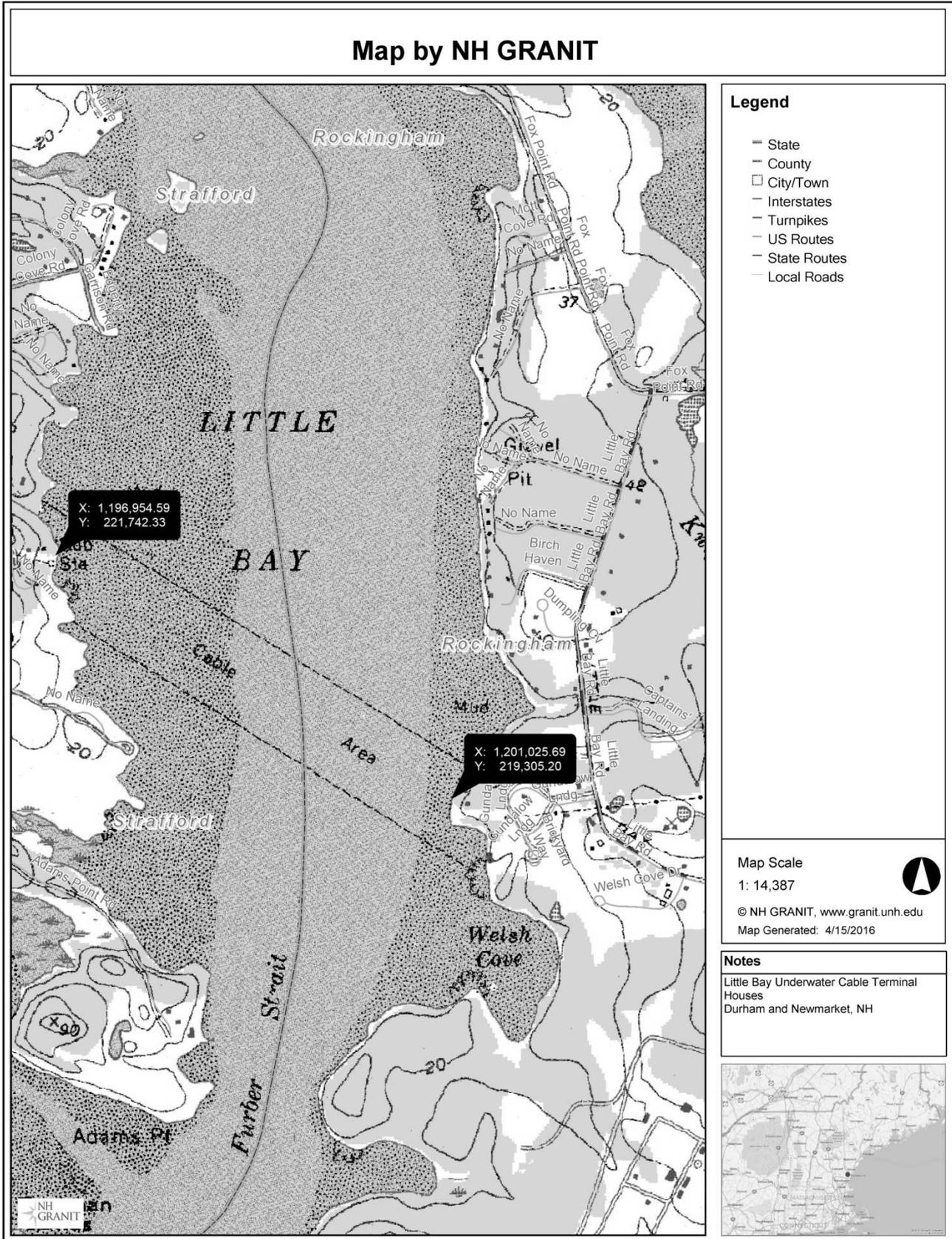
## LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

1. Type of Area Form  
Town-wide:   
Historic District:   
Project Area:
2. Name of area: Little Bay Underwater Cable Terminal Houses Historic District
3. Location: Near 295 Durham Point Road, Durham, near 44 Gundalow Landing, Newington, and adjacent underwater areas of Little Bay
4. City or town: Durham and Newington
5. County: Stratford and Rockingham
6. USGS quadrangle name(s): Dover, NH
7. Dataset: SP Feet, NAD83
8. SP Feet: see map
9. Inventory numbers in this area  
N/A
10. Setting: Shorelines of Little Bay
11. Acreage: approximately 11 acres
12. Preparer(s): Carol Hooper, Kari Laprey, Lynne Monroe
13. Organization: Preservation Company, Kensington, NH
14. Date(s) of field survey: March 2016

AREA FORM

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

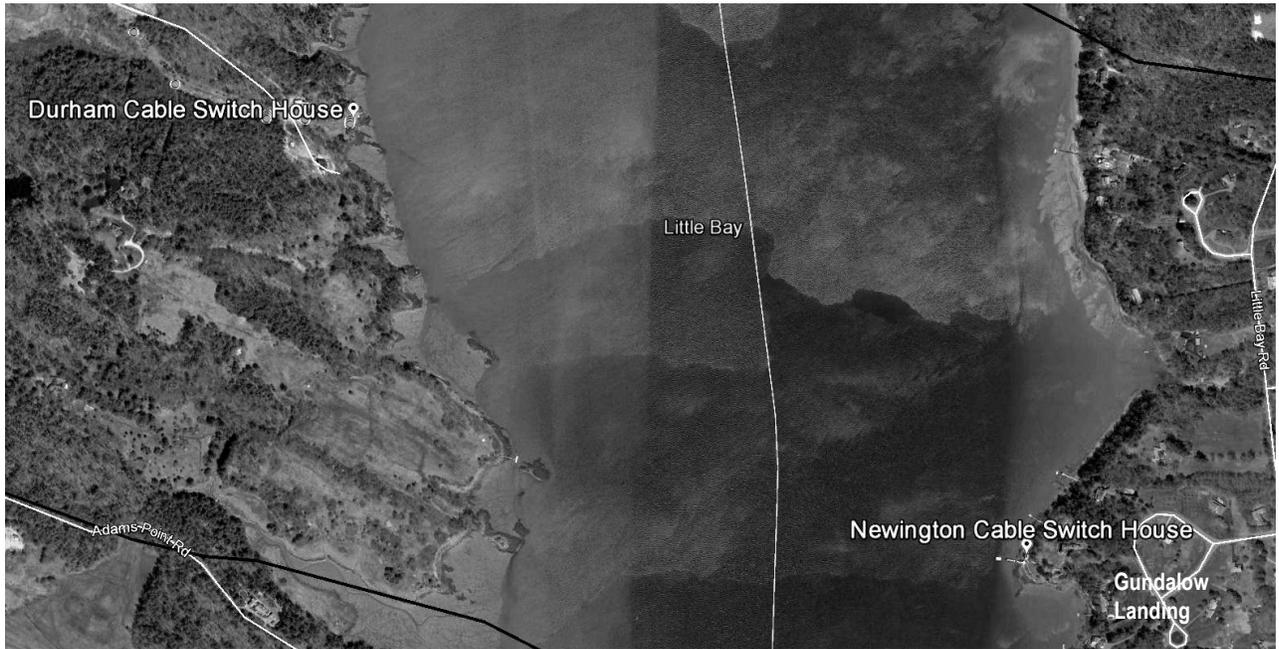
15. Location map



**AREA FORM**

**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**

**16. Sketch maps**



from PSNH – F107 Cable Survey Final Report (Caldwell Marine 2014)

**AREA FORM****LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES****17. Methods and Purpose**

This form is being prepared in connection with the proposed Seacoast Reliability Project, a portion of which would follow the same underwater corridor as that included in this district. Historical information about the resources is based primarily on two contemporary (1902, 1903) trade journals, as well as on historic maps, deeds, an underwater inspection and some minor (post-1960) deed research. Research resources utilized for this form include the Newington Historical Society; the New Hampshire Historical Society; the New Hampshire State Library, the New Hampshire State Archives and various Internet sites.

**18. Geographical Context**

The Little Bay Underwater Cable Terminal Houses District consists of three components: a cable terminal house in Newington on the east side of Little Bay, a cable terminal house in Durham on the west side of Little Bay, and an underwater cable laid in 1902 in Little Bay between the two terminal houses.

Little Bay is the narrower northern section of the Great Bay estuary into which the Oyster River and Bellamy River flow, before joining the Piscataqua River. The lightly developed shoreline of Little Bay is irregular with many coves and shallow inlets separated by points of land. The underwater cable travels southwest/northeast roughly 0.9 mile from just north of Welsh Cove (and south of Fox Point) in Newington to north of Adams Point (south of the Oyster River) in Durham. The terminal houses, located on the shore of Little Bay, are accessed from Gundalow Landing in Newington and Durham Point Road in Durham.

**19. Historical Background**

The Little Bay Underway Cable Terminal Houses District was a component of what was by far New Hampshire's earliest and largest integrated electric street railway and power production/transmission system. The transmission system, which largely (although not exclusively) provided power to the street car system, extended from Pelham in the south to Rochester in the north, some eighty miles. The street railway system went from Lowell, Massachusetts, and Nashua, New Hampshire, northeast to the New Hampshire seacoast and north to Rochester and Somersworth (Great Falls). The railway system also provided access to beach areas including Hampton Beach and recreational venues such as Canobie Lake. (See historical map.) By the time most of the transmission system was constructed, it was controlled by a single holding company, the New Hampshire Traction Company.

**Formation of the New Hampshire Traction Company and the "Lovell System"**

The seacoast and southeast corner of New Hampshire was the site of a number of early electric street railways. Dating from the 1890s or early 1900s (but preceded by many horse-drawn systems) most were eventually taken over and consolidated, or constructed by, trolley promotor and investor Wallace D. Lovell (1854-1906). These transit systems evolved into the unified electrical transmission and streetcar system responsible for the construction of the cable terminal houses.<sup>1</sup>

Around the turn of the century, Lovell combined a number of existing operating systems in the seacoast area as well as systems near Rochester, under the common control of the Exeter, Hampton

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<sup>1</sup> Information on Lovell and his street cars comes from a series of 1951 newspaper articles by James L. Tuck which have been put online by the Hampton library:  
<http://www.hampton.lib.nh.us/hampton/history/ourtown/trolleys1.htm>

**AREA FORM****LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**

and Amesbury Street Railway.<sup>2</sup> At the same time Lovell constructed a number of new lines including the Portsmouth and Exeter, the Seabrook and Hampton Beach, the Haverhill, Plaistow and Newton, and the Rochester Street Railway. Most of the lines were leased to the Exeter, Hampton and Amesbury Street Railway.

In November 1901, anxious over Lovell's tremendous outstanding debt, their own heavy investment in his companies, Lovell's New York investors (apparently chiefly the New York Security & Trust Company) forced a restructuring of the Lovell companies. Using a series of transactions through intermediaries, New Hampshire Traction Company was formed by Lovell and four others in New Hampshire as a holding corporation for the assets of all of Lovell's companies.

At its peak in 1902, the Lovell's unified network of electric railroads covered 132 miles and serviced the following towns going roughly from north to south: Rochester, Gonic, Great Falls (Somersworth), Dover, Portsmouth, Greenland, Statham, Newmarket, Exeter, North Hampton, Hampton Beach, Seabrook, Amesbury, Massachusetts, Newton, Haverhill, Massachusetts, Plaistow, Salem (including Canobie Lake), Lawrence, Massachusetts, Pelham, Nashua and Lowell, Massachusetts (Anonymous 1902:571).<sup>3</sup>

#### Design and Construction of the Unified Electrical Transmission System

Before the Lovell properties were transferred to New Hampshire Traction, Lovell apparently had already begun work on building an electric transmission system to supply power to his trolley lines. In 1900, he organized the Rockingham County Light and Power Company which took over the Portsmouth Gas and Electric Power and Light Company (Tuck 1951).<sup>4</sup> Likely at roughly the same time, work began on the electrical production and transmission system. The New York engineering firm of Sanderson & Porters were hired as consulting engineers for the entire project (Anonymous 1902:575). They were also the general contractors for what was the heart of the system, the Daniel Street generating plant in Portsmouth (now Harbour Place condominiums) which produced power for the entire eighty-mile system. The Portsmouth steam generating station was a key component of the system since it was located at one of few locations where coal could be brought in by boat, thereby avoiding the high cost of transporting coal on the railroad. Because of the distance between the generating system and its ends (forty-two miles away on one end) a relatively high (13,200 volt) voltage for the transmission was required. At the time it was completed in 1902, it was the longest electrical transmission line at high voltage in New England (Anonymous 1902:569).

The transmission line was sited to take the shortest route between the system's eight substations rather than following the rail line. The transmission line generally ran to the west of the ocean/shoreline and the Massachusetts border (only two miles of it was in Massachusetts) (Anonymous 1902:570).<sup>5</sup>

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<sup>2</sup> Lovell "acquired or produced" the Exeter, Hampton & Amesbury; the Amesbury & Hampton; the Haverhill, Plaistow & Newton; the Haverhill & Plaistow; the Seabrook & Hampton Beach; the Dover, Somersworth & Rochester; the Portsmouth & Exeter; the Hudson, Pelham & Salem; the Lawrence & Methuen; the Haverhill & Southern New Hampshire, the Lowell & Pelham Street Railway companies (Webster 1922: 285).

<sup>3</sup> Lovell had other economic interests, for instance in the casino in Hampton, and Canobie Lake Park. The system operated to maximize customers to these entities.

<sup>4</sup> Rockingham County Light and Power Company also later became part of NH Traction.

<sup>5</sup> The New York engineering firm of Sheaff & Jaastad designed the eight substations which were co-located with trolley barns. One of the combined car barn/substations, the Plaistow Carhouse, at 27 Elm Street in Plaistow, is listed on the National Register. Other standing examples in New Hampshire include: the Salem car barn (179 Main Street) and the Rochester car barn (1 Old Dover Road).

**AREA FORM****LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**

Given the location of the power station in Portsmouth, a key question in designing the system would have been how to cross or avoid the vast Great Bay/Little Bay estuary on the Portsmouth to Dover portion of the system. Avoiding the estuary would have involved an extensive detour and because of the width of the water bodies involved, overhead lines were not practical. The innovative solution was the laying of a 0.9-mile-long segment of cable going under Little Bay and construction of fire-proof terminal houses on either end to house the connection between the underwater and overhead lines.<sup>6</sup>

The use of submarine cables for telegraphs goes back to the mid-19th century. (A cable was laid under the English Channel as early as 1850.) However, their use for power cables at the turn of the century, particularly at this voltage, appears to have been relatively unique. A description in *Electric Review Magazine* in 1903 describes the Little Bay cable crossing: “It was decided to avoid the use of either a great span or of raising and lowering transformers at this crossing and to complete this line through a submarine cable operating at the full voltage of transmission.” The article goes on to state, “On submarine cables, the voltage of 13,500 in the Portsmouth and Dover transmission, above mentioned is perhaps as great as any in use.”

The necessary rights of ways to accommodate the underwater crossing of Little Bay were secured in 1902. On the Newington side the Rockingham County Light and Power Company acquired a right of way from Joshua Pickering in May 1902 giving it the power to establish, set and forever maintain, “a line of poles upon which to stretch and forever maintain wires for transmission of electric energy and power and current” (Rockingham County Deeds Book 590 Page 441). Construction of the cable houses and the laying of the submarine cable likely took place in the summer of 1902.<sup>7</sup>

Electricity began flowing from the Portsmouth plant to the Hampton substation August 9, 1902, and the rest of the system was apparently operational by September (Anonymous 1902:573). The basic route of the New Hampshire Traction Company transmission lines and the underwater cable system influenced the electrical transmission systems in this part of the state well into the twentieth century.

#### Subsequent History

Around 1949, a new 34.5 kV transmission line (New Hampshire Gas & Electric Company’s “North Line” or “Portsmouth to Epping power line” also known as Line 3161) was installed. A new underwater cable was added at the same crossing, and much of the overhead line and overall path of the 1902 transmission line was replaced. On the west side of Little Bay, instead of cutting north and crossing the Oyster River, the new line headed to the west towards Epping. Based on historic aerial maps, the original path of the 1902 right of way (greatly widened) extends roughly 1.3 miles west into Durham after crossing Little Bay. On the east side of Little Bay, as part of the same 1949 project, the route was changed beginning roughly 1,000' east of Little Bay Road. On both sides, however the entire transmission line and all of the supporting structures were replaced.

Finally, in the mid-1990s the submarine crossing was abandoned (Sperry 2016). Thereafter, on the Newington side, the right-of-way was shifted and the cable house transferred to the adjacent land owner. The route of the Durham right of way adjacent to the cable terminal house remains unchanged.

---

<sup>6</sup> Aside from the underwater cable and the system’s overall length and voltage, the transmission system had a number of other innovative characteristics which were noted in the 1902 article. Among these were the use of standard leases prepared for the purchase of the right-of-ways, the Hampton River Bridge – one of the longest built for trolleys on which the transmission line ran – and portable substations.

<sup>7</sup> As of March 1902, the line was in the process of being laid out in Dover, and the “submarine cable” had yet to be laid (*Portsmouth Herald* 3/20/1902).

**AREA FORM**

## LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

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

93. Electricity generation and distribution in New Hampshire.

**21. Architectural Description and Comparative Evaluation**Newington Cable Terminal House

The Newington Cable Terminal House is reached via Gundalow Landing, a circular drive off of Little Bay Road that provides access to a handful of ca. 1980-90s era houses (Little Bay Estates subdivision). As mentioned above, after the ROW was shifted, the original path of the 1902 right-of-way was transferred to the adjacent property owner (with the terminal house) by PSNH in 1997. The terminal house is now incorporated into the dock of the property owner.

The brick cable terminal house is roughly 8' by 20' and 17' high. It has concrete and mortared stone foundations. Apparently to prevent deterioration of the foundations, a concrete collar was built around the foundations at an unknown (but not recent) date. On its long (water side) elevation the house has two segmental arched window openings with concrete sills located roughly 3' above the foundation. One opening has metal shutter dogs to one side. The roof is largely flat but is slightly higher on the landside, so it inclines toward the water.

The altered cable terminal house has a wood two-flight covered stair structure which has been added onto the landside of the cable house. It leads to a platform extending out over the roof of the cable house. The south side of the cable terminal house has been connected by a walkway to the dock structure. An additional entrance has been added to the side of the cable house and window openings have 1/1 windows of recent vintage. Doors also are of recent vintage. Recent work has been done to stabilize the cable house foundation.

Underwater Cable

According to an underwater survey done in 2014, there are four cables extant in the corridor between the two cable terminal houses. Three cables are 1" in diameter and the other one is 3" in diameter. The narrower cables likely are early or original and the wider cable likely was laid in 1949 when the new 34.5kV North Line was put in. The early underwater cables are lead covered with substantial coverings around the conductors. The cables were laid on the substrate surface although today in a number of locations they have worked their way down into the silt. The cables have also drifted with the current in a number of locations and they are no longer cross the channel in a straight line between the two houses. All of the cables are out-of-service; none are longer connected to the cable houses or to the electrical transmission grid. At least some of the cables appear to be continuous across the bay (Caldwell Marine 2014:10).

Durham Cable Terminal House

The Durham Cable Terminal House is located on the east side of Durham Point Road on an existing, 1949 PSNH right-of-way. It is on the bank of Little Bay, roughly a half mile southeast of where the ROW crosses Durham Point Road south of Colony Cove Road. Newer houses are located on either side of the ROW, which is slightly inland and roughly 300' north and south of the Cable Terminal House. The current right-of-way dates from 1949, and only partially overlaps with the 1902 right-of-way.

The brick cable terminal house is roughly 20' by 8' and 17' high. It has concrete and mortared stone foundations. On its long (water side) elevation the house has two segmental arched window openings with concrete sills located roughly 3' above the foundation. The southern opening has metal shutter dogs to one side. The roof is largely flat but is slightly higher on the landside, so it

**AREA FORM**

## LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

inclines toward the waterside. There is a single entrance located on the north side of the building. It too is segmentally arched. The door has been boarded up and is not visible. Only one of the two window openings still has any fenestration. It retains half of what was originally a four-pane fixed wood window. The interior was not assessable.

Historic Alterations to the Cable Houses and Cable

Aside from the recent alterations to the Newington cable house mentioned above, the cable houses as they presently exist differ in a number of respects from their description in the contemporary publications. Most significantly the buildings appear to have been enlarged. The historic description gives the size of the houses as 6' x 8', roughly one third of the houses' current length. Their height is described as 12'-9" (roughly 4' shorter than currently). In addition, the 1902 drawing shows a gabled roof which is stepped on one side. The written description indicates a concrete foundation and tile or slate roof.

No written documentation has been located to explain the differences between the 1902 drawings/description and the cable houses current dimensions and roof configuration. However, based on a close examination of the building fabric it appears that the buildings were roughly doubled in size. Both buildings appear to have a seam line roughly in the center of the building which can be seen both in the brick in the body of the buildings and in their foundations. Judging from the landward elevation of the Durham cable house (where small squares that have been infilled show where overhead lines connected to the building), it would seem likely that the buildings were added on to when the electrical service was changed and additional lines were added. It was likely at the time the buildings were expanded that the roof structure was changed and the buildings' height increased. Although no date has been identified for this expansion, a property plan from 1948 indicates that at that time the cable houses were their current dimensions (Moulton 1948). Given the condition and appearance of the building materials and the design, it seems likely that the change was made considerably before the 1948 plan.

In terms of the underwater cables, according to the 1903 article, "A single lead-covered cable containing three conductors makes connection between these two terminal Houses" (Adams 1903:1895). As mentioned above, four transmission cables (3-1" and 1-3") are presently in the corridor. Likely one of the 1" cables dates to 1902, with the other smaller cables somewhat later. (They could correspond to the date of the expansion of the cable terminal houses.) The larger cable reliably dates to ca. 1948 when it replaced the earlier cables. Since at least 1990 (and likely earlier) none of the underwater cables have entered either of the cable houses and there is no longer any connection at all with the electrical transmission system. According to the contemporary articles, originally the submarine cable entered the foundation of the buildings, and climbed the opposite wall roughly 11' to a connection with the ends of the overhead lines. The 1903 account describes the submarine cable connection and the lightning arrestors. According to the description, the submarine cable:

Extends up the side, having an outlet at a point 8'-9" above the floor, where the three conductors separate and pass to the porcelain supports at the outlet which are spaced two feet apart. Just back of each of these supports a tap passes from the line conductor to a knife switch and series of lightning arresters mounted on a frame of 4" x 4" white pine. The three series of lightning arresters are joined to a common ground plate, and between the series are placed slabs of slate, each 1" x 24" x 7'-10" (Adams 1903:1895).

**AREA FORM****LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES****Comparative Properties**

No other cable terminal houses are known to survive in New Hampshire. The 1902 article described four similar “cable switch houses” built as part of the same project. These were used where the transmission line went under the railroad (specifically the line going from Portsmouth to Hampton crossed the B&M Railroad) and where transmission lines intersected (in Greenland and Seabrook) (see map) (Anonymous 1902:570). According to Eversource engineers, these are not extant and they know of no other examples of underwater crossings (of this era) or cable terminal houses of any era in New Hampshire (Jiottis, Sperry 2016).<sup>8</sup>

**Table of Resources**

Town	Street Address	Name	Tax Map/Parcel
Newington	Near 44 Gundalow Landing,	Newington Cable Terminal House	22/5
Newington/Durham	On floor of Little Bay	Little Bay underwater cable	N/A
Durham	Near 295 Durham Point Road	Durham Cable Terminal House	20/12-1

**22. Statement of Significance**

The Little Bay Underwater Cable Terminal Houses Historic District is eligible for the National Register under Criterion A for its significance as an early underwater electrical transmission cable system. At the time it was constructed, it was noted in trade publications as being one of the highest voltage underwater cables in the U.S. It also has significance as a component of what was by far New Hampshire’s earliest and largest integrated electric street railway and power production/transmission system and the longest electrical transmission line at high voltage in New England (Anonymous 1902:569). The NH Traction Company’s transmission system and its route influenced the design of the electrical transmission system in the seacoast area of New Hampshire well into the twentieth century.

**23. Periods(s) of Significance**

1902-1966 (50-year National Register age-eligibility criterion)

<sup>8</sup> According to Eversource engineers, there are no specific underwater *transmission* cable crossings in New Hampshire. There are some *distribution* crossings, the most significant being a 34.5 kV line crossing Lake Winnisquam installed in approximately 2002. There are smaller underwater distribution cables which feed some of the islands on various lakes around the state (Jiottis 2016). Because of its size, a comprehensive survey of what might remain of the 1902 transmission system was outside the scope of this form. As noted above, substations/car barns from the system do survive, as does the building that housed the Portsmouth Generation Station. Near the cable terminal houses, it is clear that the sections of transmission line do not retain integrity. On both the Newington and Durham sides, the transmission line and structures were entirely replaced in 1949.

## 24. Statement of Integrity

The cable terminal houses appear to retain sufficient integrity to demonstrate their significance under National Register Criterion A relating to the history of “Electricity generation and distribution in New Hampshire.” They retain integrity of location, setting, feeling and association. And, although potentially enlarged in the historic period, they retain integrity of materials and design. Alterations to the Newington cable house, namely the exterior stair and platform are completely reversible and the building still retains its historic appearance on the water and side elevations.

The underwater cables although likely (more or less) *in situ*, are of unknown integrity. They no longer enter the cable terminal houses and are no longer connected to the electrical transmission system. They lay on the floor of Little Bay, some in multiple pieces.

## 25. Boundary Justification

The original 1902 deeds, although not specifying a right-of-way width, gave the Portsmouth Gas and Electric Power and Light Company the right to cut trees located within 1 rod (16.5') on either side of the electrical line. By 1916 a standard 66' right-of-way had been established (Stafford County Deeds Book 575 page 425). In 1948 the right-of-way was expanded to 100', the width it remains today. The width of the right-of-way has been used as the width of the district under Little Bay. This represents an area likely to include the original 1902 cable. (Cable locations could be affected by tidal drift, for instance.)

## 26. Boundary Description

The district is roughly 100' in width (50' from the centerline of each cable terminal house) and travels roughly 0.9 mile across Little Bay in a northeast/southwest direction. The north and south ends of the district incorporate the far (landward) wall of the cable terminal houses, as indicated below.



**27. Bibliography and/or References**

Anonymous

1902 "Long Transmission from a Steam Station for Electric Traction" *Electrical World and Engineer*, Vol. XL. No. 15 (Oct. 1902) NY p. 569-576.

Adams, Alton

1903 "Electrical Transmission Under Land & Water" *Electrical Review*, Vol. 42 No. 25 (June 1903) P. 894-895.

Bennett, Lance et al. (for Stratford-Rockingham Counties Regional Council)

1980 National Register Nomination for the Plaistow Carhouse.

Caldwell Marine International

2014 PSNH – F107 Cable Survey Final Report.

New Hampshire Public Utilities Commission

1923 Annual & Statistical Report of the PUC for the Year Ending 12/31/1922.

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1956 PSNH Statistical Review and Annual Report.

Jiottis, James, [Eversource Transmission Siting]

2016 Electronic Communication with Carol Hooper.

Sackett, Everett

1976 *Fifty Years of Service: A History of Public Service Company of New Hampshire*. Manchester: Capital Offset Co. Inc. (Available at NH State Library).

Tucker, James W.

1951 "Colorful Era of Electric Railways," Hampton Union September 27, 1951 to November 8, 1951. Available online at: <http://www.hampton.lib.nh.us/hampton/history/ourtown/trolleys1.htm>

Street Railway Journal

1906 [Death notice for Wallace D. Lovell] April 7, 1906 p. 583.

Sperry, Joseph, Engineer, Eversource

2016 Electronic Communication

Tucker, James

1951 "Our Town" Hampton Union October 18, 1951. Available online at: <http://www.hampton.lib.nh.us/hampton/history/ourtown/trolleys4.htm>

Webster, Fredrick E.

1922 "A History of Street Railways and Power Development in New Hampshire" *Granite State Monthly* Vol LIV No. 8 (August 1922) p. 281-88.

**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

**Drawings and Maps**

Moulton, Albert.

1948/9 "New Hampshire Gas & Electric Co... 'North Line' Portsmouth to Epping Power Line Right-of-way." Stratford County Deeds Pocket 2; folder 16; Plan 20. ( Surveyed Nov. 1948.)

U. S. Coast and Geodetic Survey

1914 U. S. Coast Survey Chart "Portsmouth to Dover and Exeter"

United States Geological Survey (USGS)

1918, 1956

Dover, N.H.-Maine quadrangle, scale 1:62 500 [U.S. Geological Survey, www.usgs.gov, accessed April 2015]

**Deeds**

Rockingham County Deeds

1900 Book 577, Page 1

1902 Book 590, Page 441

1950 Book 1191, Page 205

1951 Book 1200, Page 159

1984 Plan D-12730

1997 Book 3231, Page 2794

Stratford County Deeds

1949 Book 577, Page 466

1950 Plan 01667

1949 Plan Pocket 2; folder 16; Plan 20.

**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: 3\*

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

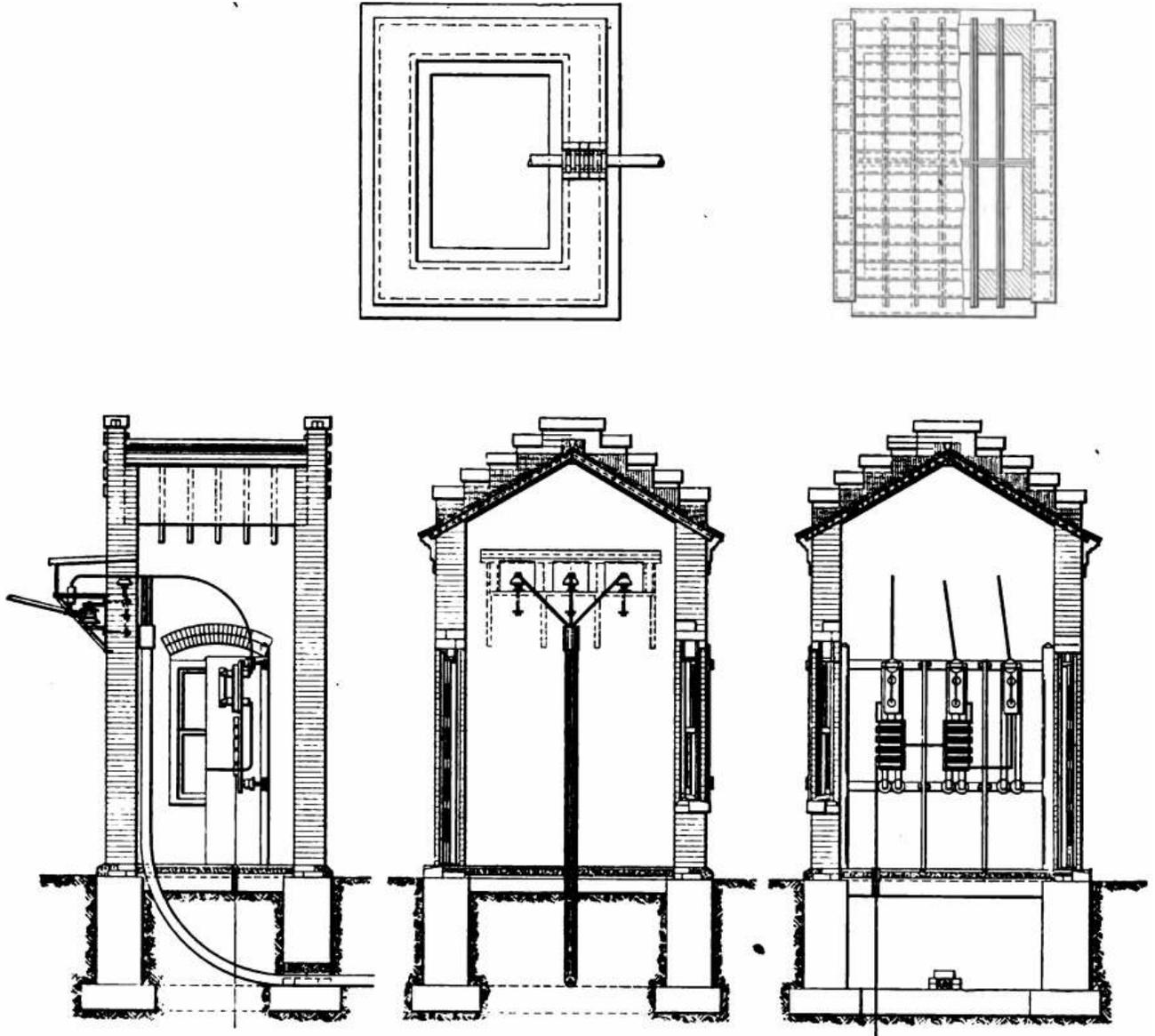
\*Note that the underwater cable between the two Cable Terminal Houses may be in multiple pieces but is counted as a single resource.

**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

**Historical Maps, Plans and Photos**

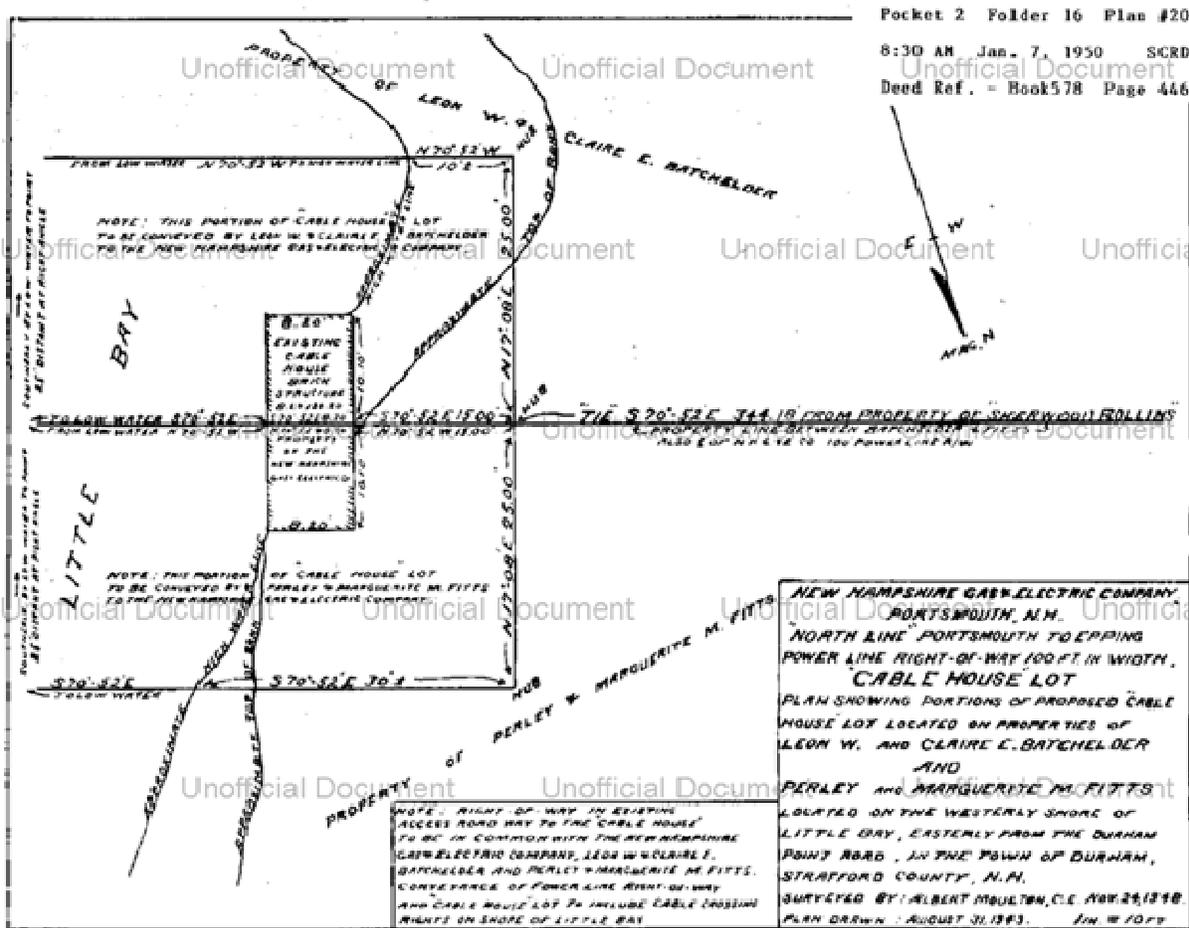
Drawings/Plans of Cable Houses



“Plans and Sections, Cable Terminal and Lightning Arrester House, Piscataqua River Crossing”  
(Anonymous 1902:574, Fig. 11)

AREA FORM

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

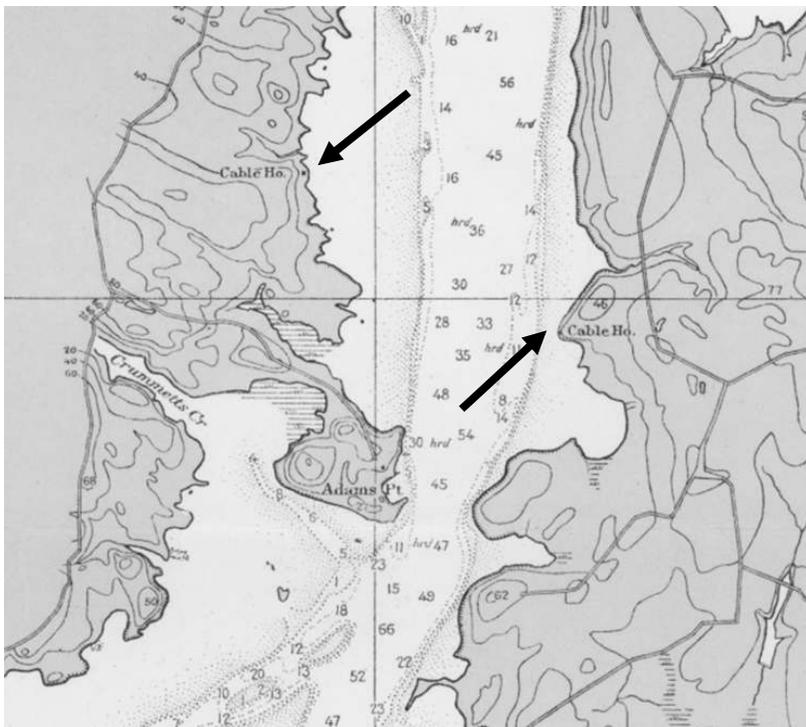
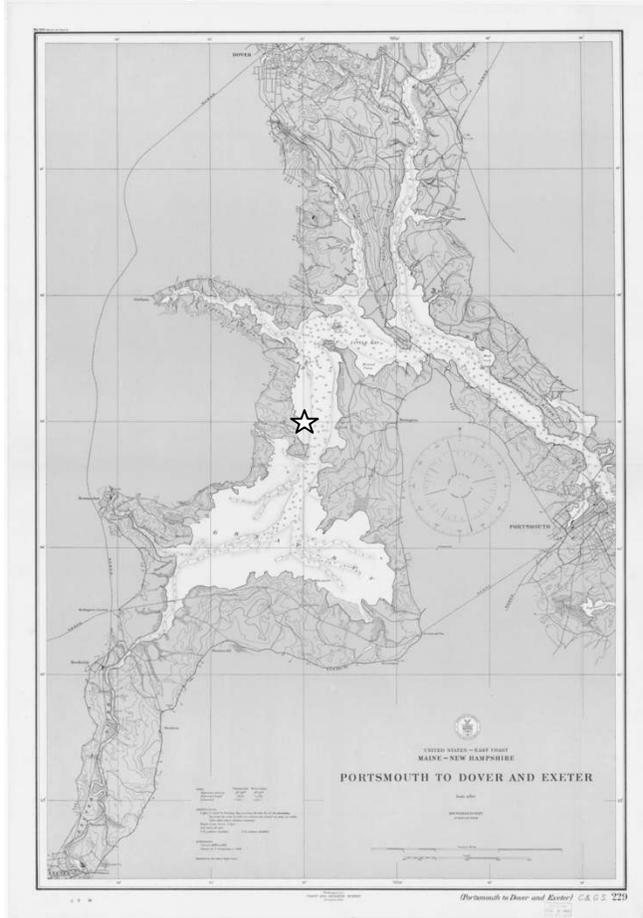


1948 Property Survey showing footprint of Durham Cable Terminal House (Moulton 1948/9)

**AREA FORM**

**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**

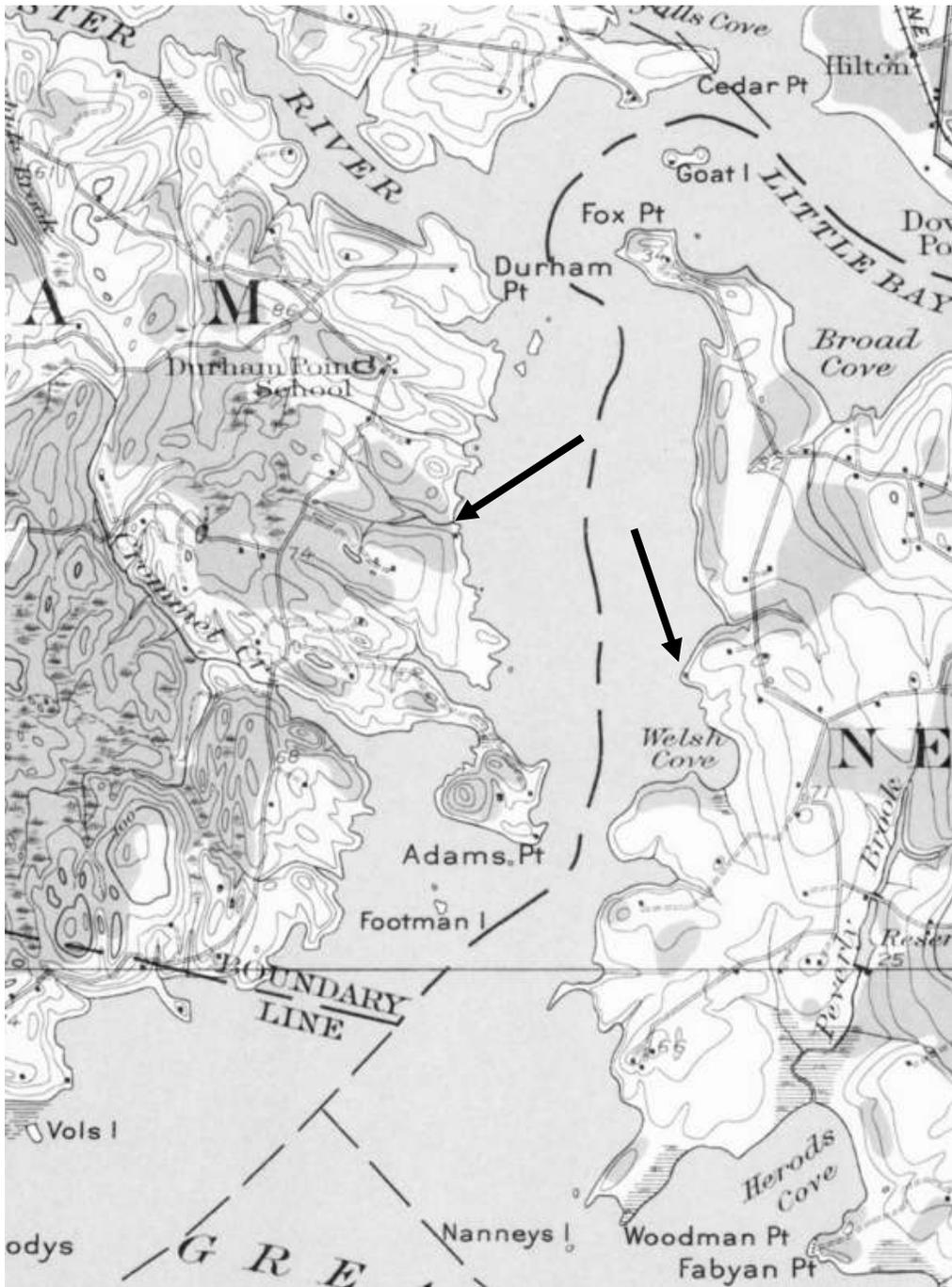
Locational Maps



1914 U. S. Coast Survey Chart and Detail, (Star/Arrows show location of Cable/Cable Houses)

**AREA FORM**

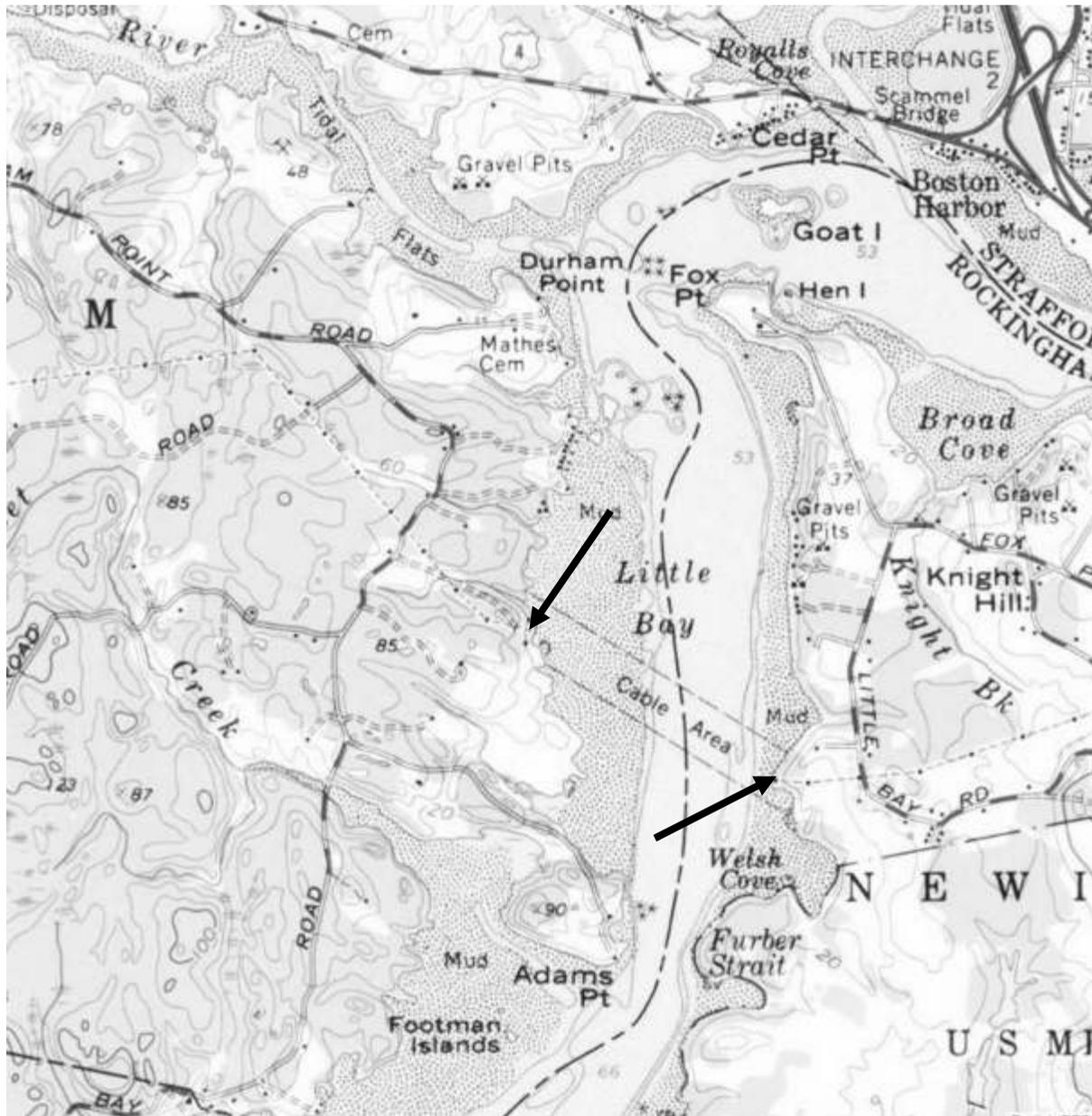
**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**



1916 USGS Map (Dover Quad); arrows show location of Cable Terminal Houses

**AREA FORM**

**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**



1956 USGS (Dover Quad) showing location of the ca. 1950 “North Line;” arrows indicate location of Cable Terminal Houses

Transmission System Maps



FIG. 3.—MAP OF THE RAILWAY SYSTEM.

Map of New Hampshire Traction (“Lowell”) System. Arrow shows location of underwater cable (Anonymous 1902:570)

AREA FORM

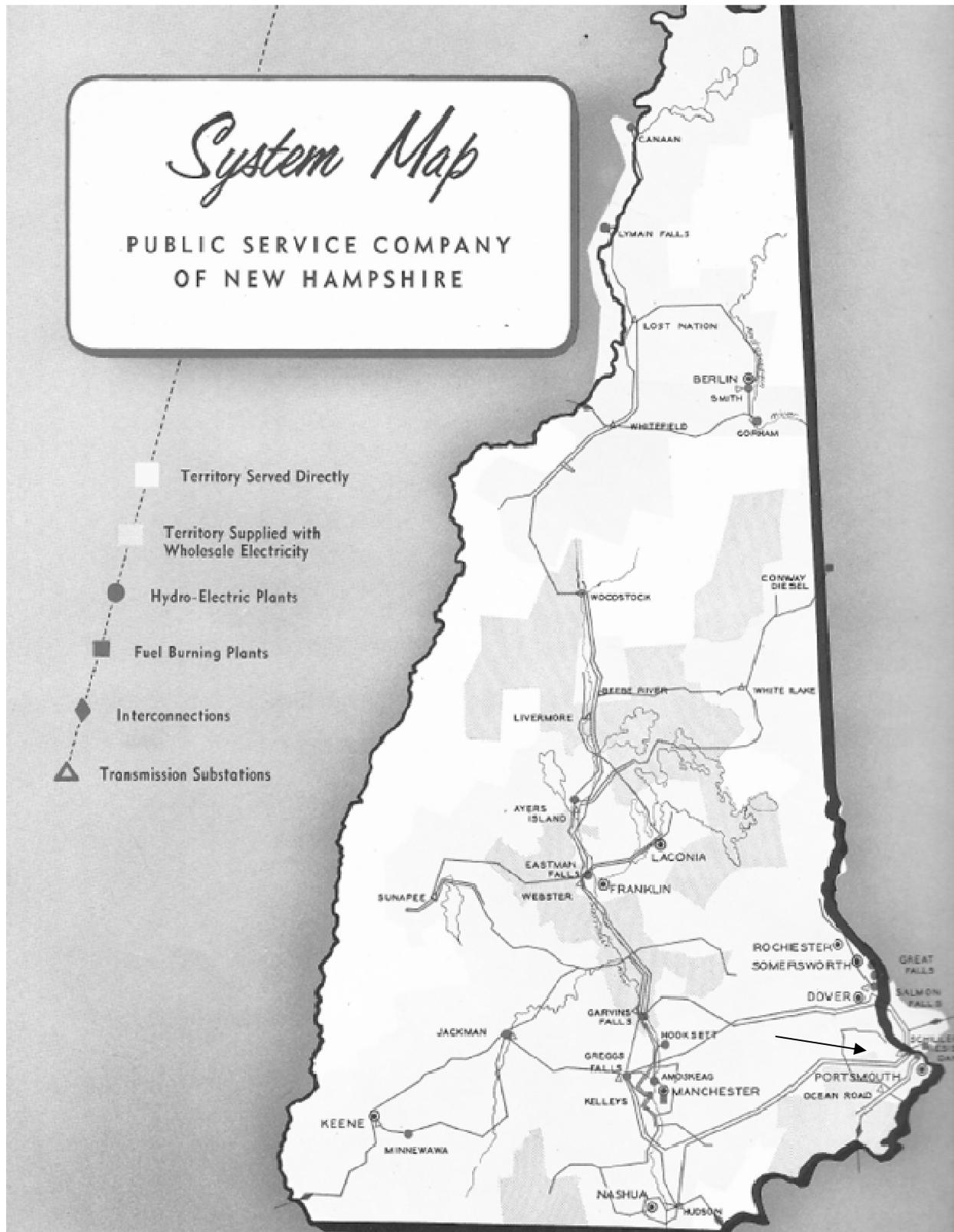
LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES



1919 Map showing Transmission Lines in NH and VT.(Arrow shows approximate location of underwater cable (Electrical World October 18,1919 p. 834 )

AREA FORM

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

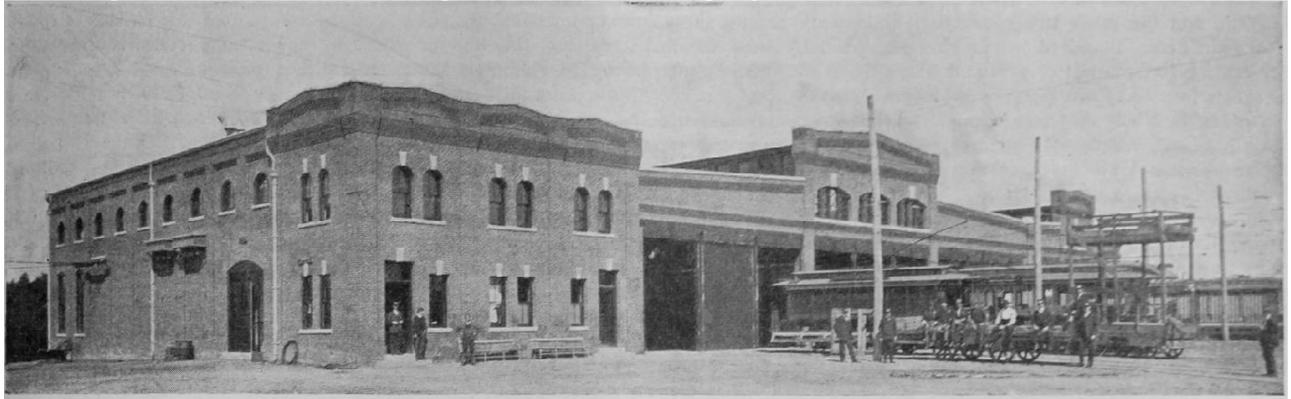


1956 Map of Public Service Company Territory (PSNH Statistical Review and Annual Report) Showing location of the "North Line" or "Portsmouth to Epping power line"

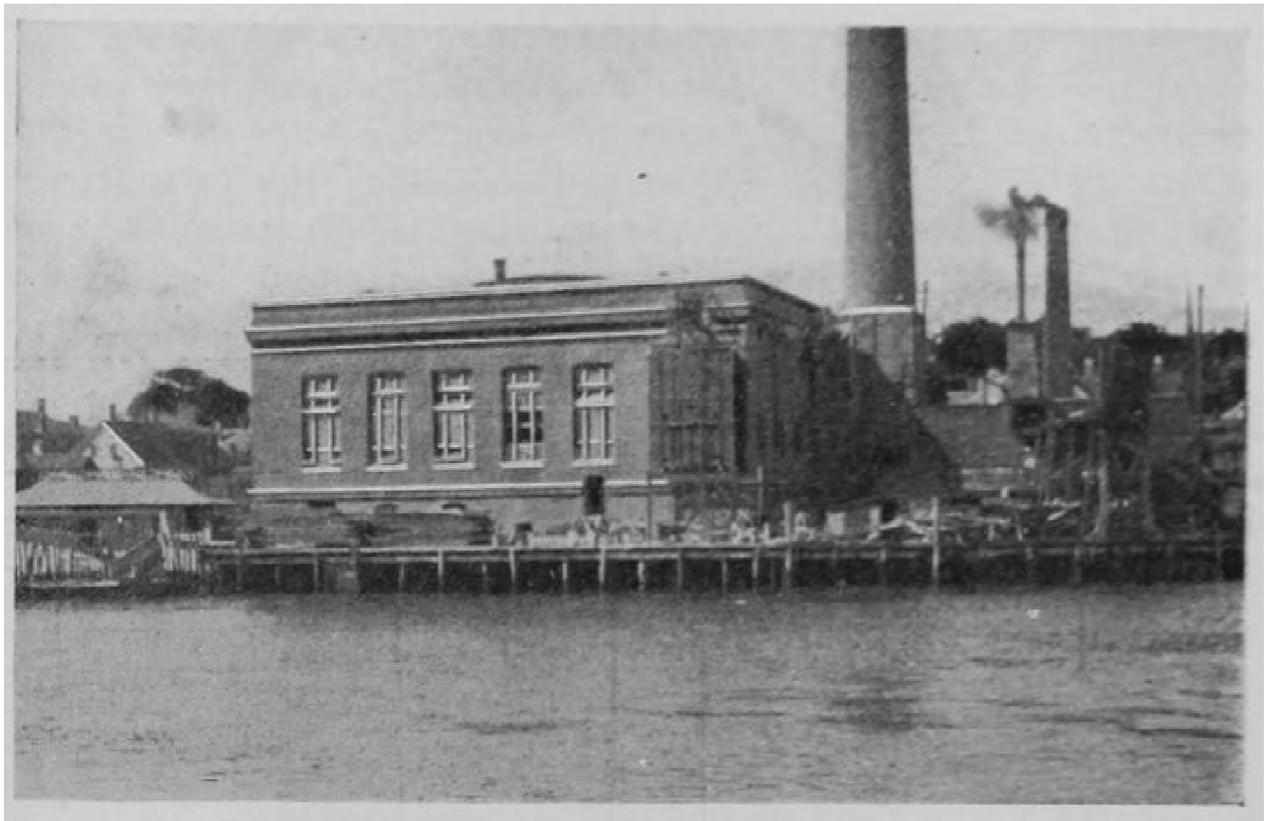
**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

Historic photos of other New Hampshire Traction Company Resources



Salem NH Substation/Car Barn (Anonymous 1902:569)



Portsmouth Generation Station (now Harbour Place condominiums) (Anonymous 1902:573)

**AREA FORM**

**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**

**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 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: Epson SureColor P600 photo printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.



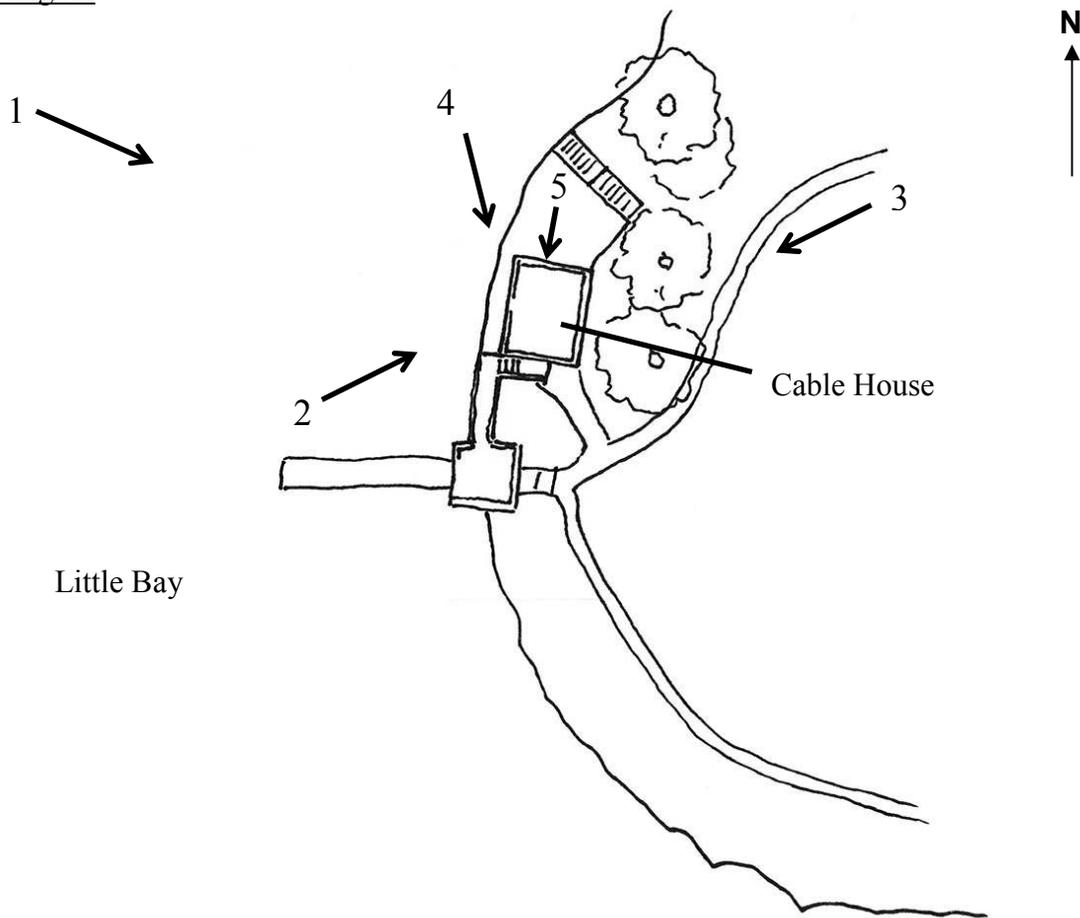
Lynne Emerson Monroe, Preservation Company

**Digital Photo Log**

The photos for this project are named: Cable\_1 through Cable\_9 where the last digit is the photo number.

**Photo Keys**

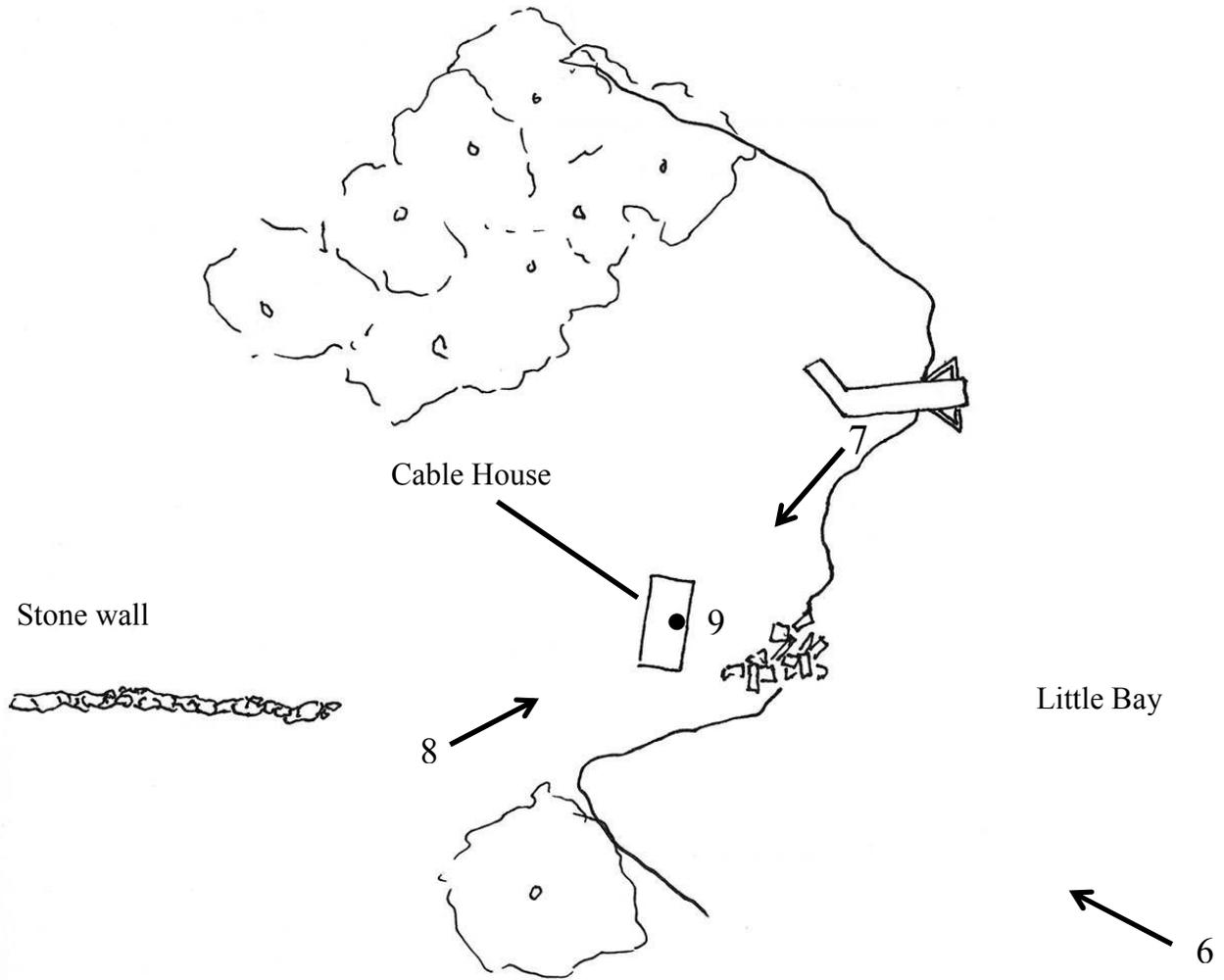
Newington



**AREA FORM**

**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**

Durham



**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES

**Current Photographs**

Date taken: March 2016

Newington Cable Terminal House



Photo 1) Newington Cable House, from Durham shore of Little Bay

Direction: SE

**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES



Photo 2) Newington Cable House, from Little Bay shore

Direction: NE

**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES



Photo 3) New stairs and deck on cable house from grounds of 44 Gundalow Landing      Direction: SW

**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES



Photo 4) Newington Cable House from the shore of Little Bay

Direction: S

**AREA FORM**

**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**



Photo 5) Partition wall (former exterior wall) interior Newington Cable House

Direction: S

**AREA FORM**

**LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES**

**Durham Cable Terminal House**



Photo 6) Durham Cable House, from Newington shore of Little Bay

Direction: NW



Photo 7) Durham Cable House, from shore of Little Bay

Direction: SW

**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES



Photo 8) Durham Cable House

Direction: NE

**AREA FORM**

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES



Photo 9) Durham Cable House, interior walls and ceiling

Direction: W

**INDIVIDUAL INVENTORY FORM****NHDHR INVENTORY NWN0003****Name, Location, Ownership**

1. Historic name: Pickering-Rowe House
2. District or area: N/A
3. Street and number: 50 Old Post Road
4. City or town: Newington
5. County: Rockingham
6. Current owner: Margaret W. Ripley Revocable Trust

**Function or Use**

7. Current use(s): Single Dwelling
8. Historic use(s): Single Dwelling

**Architectural Information**

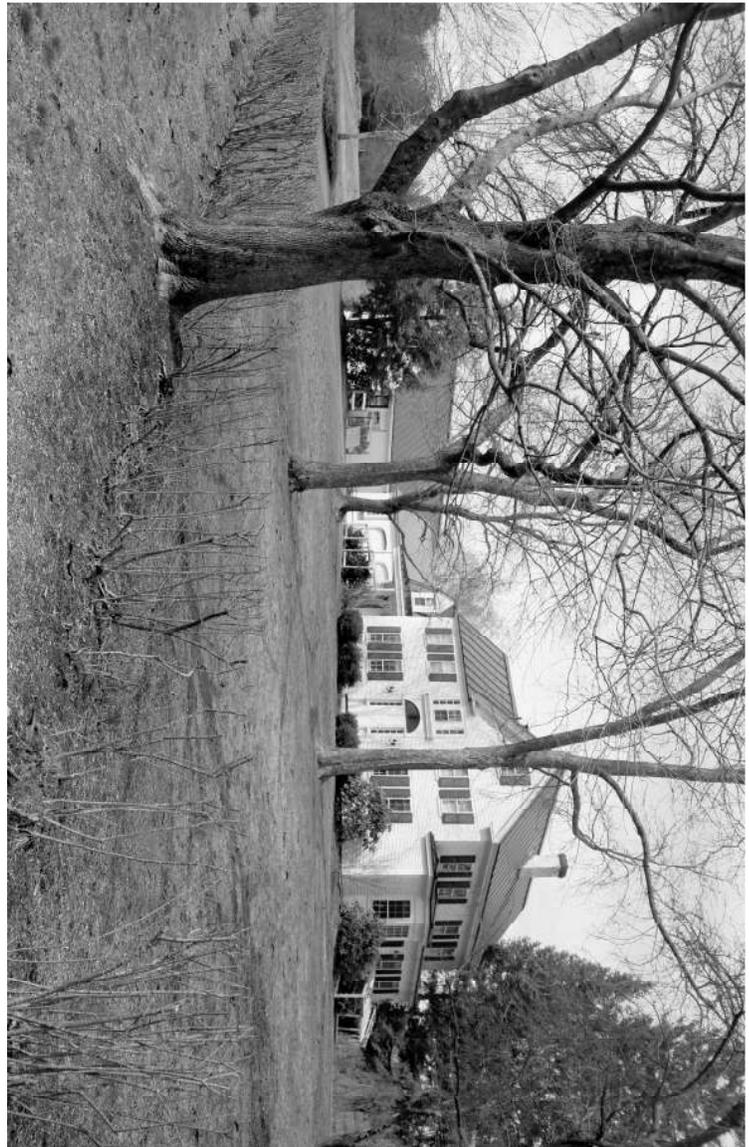
9. Style: Greek Revival/Colonial Revival
10. Architect/builder: Unknown
11. Source: Research
12. Construction date: ca. 1710
13. Source: Research, Inspection
14. Alterations, with dates:  
Additions/alterations ca. 1840;  
alterations 1920s-1950s (see text)
15. Moved? no  yes  date: N/A

**Exterior Features**

16. Foundation: Brick
17. Cladding: Clapboard
18. Roof material: Metal, standing seam
19. Chimney material: Brick
20. Type of roof: Gable
21. Chimney location: Other (see text)
22. Number of stories: 2½
23. Entry location: Facade, center
24. Windows: Double-hung, 9/6, 6/6; Oriel  
Replacement? no  yes  date: N/A

**Site Features**

25. Setting: Rural local road
26. Outbuildings: Garage, attached; Other, office, gable front
27. Landscape features: Cleared/open fields;  
Garden, flower; Hedges or hedge rows;  
Mature trees; stream
28. Acreage: 12.98 acres

35. Photo 1 Direction: W36. Date: March 201637. Reference (file name): NWN0003\_0129. Tax map/parcel: 17/1530. State Plane Feet (NAD83): X: 1,205,420.21, Y: 221,648.3731. USGS quadrangle and scale: Portsmouth, NH, 1:24000**Form prepared by**32. Name: Laura B. Driemeyer, Reagan Ruedig, Teresa Hill33. Organization: Preservation Company, Kensington, NH34. Date of survey: December 2015, March 2016

**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY NWN0003**

**39. Location Maps**

### Map by NH GRANIT



**Rockingham**

**Legend**

- State
- County
- City/Town
- Interstates
- Turnpikes
- US Routes
- State Routes
- Local Roads

**Map Scale**  
1: 1,798

© NH GRANIT, [www.granit.unh.edu](http://www.granit.unh.edu)  
Map Generated: 4/19/2016



**Notes**

50 Old Post Road  
Newington, NH

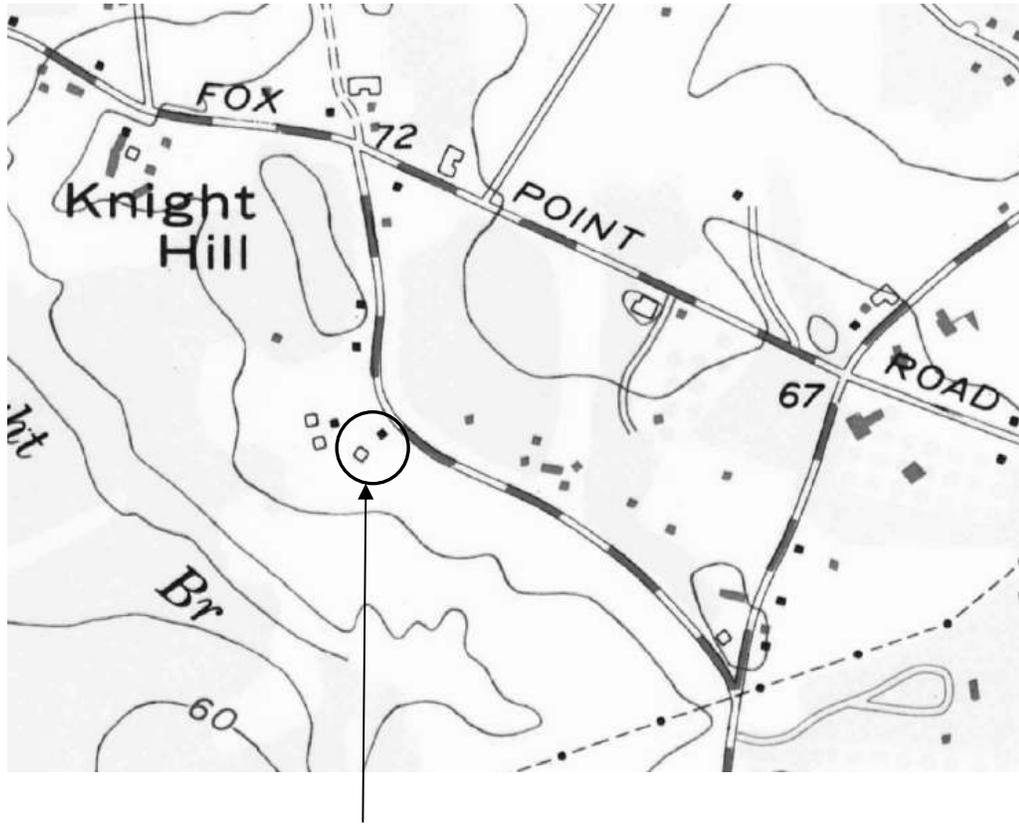


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**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY NWN0003**



40. Property Map



## INDIVIDUAL INVENTORY FORM

## NHDHR INVENTORY NWN0003

**41. Historical Background and Role in the Town or City's Development**

The Pickering-Rowe House was the home of John Frink Rowe (1909-1986), marine artist, navy captain, and historian from the 1930s until his death in 1986.<sup>1</sup> The house had been in his family for multiple generations dating back to the early eighteenth century (SRRC 1979-1981). According to Rowe the earliest part of the house dated to the early eighteenth century, making it one of the older houses in Newington but that early building is no longer readily apparent (SRRC 1979-1981). The house underwent at least one substantial expansion (ca. 1840).<sup>2</sup> Rowe, during his ownership, made a number of changes to the house. The most significant one was to relocate the front door to the south elevation from the road side (east) elevation (Ripley 2016). This reorientation captured the scenic view towards the south, across mowed fields with a view of the Newington Town Center and Meetinghouse in the distance. At the same time he enclosed the porch on the road side elevation, further reinforcing the reorientation away from the road and towards the scenic view to the south. In addition, he located his studio in a space on the north side of the house, to capture the best light (Ripley 2016).<sup>3</sup> Other changes include adding a story with dormers on the wing, some new windows especially on the north elevation, and a distinctive Colonial Revival styled frontispiece on the new primary entry.

Up through the early twentieth century, the property was a farm and included a connected New England barn that collapsed during Rowe's ownership (see Rowe painting). After he inherited the property it was predominantly residential (and apparently seasonal during the War Period), though the open fields on the then 36-acre parcel may have been mowed or hayed by local farmers into the 1980s. Beginning in the 1930s Rowe's mother Florence V. Pease (1882-1955) lived in the house while Rowe was living elsewhere. By the late 1940s, however, Rowe and his wife Virginia (Moses) had moved into the house, where they would live for the remainder of their lives. Rowe was active locally and in the state in government affairs and was an ardent opponent of the Pease Air Force base.

John Frink Rowe, Ownership and Occupancy, 1923-1986

John Frink Rowe inherited the family homestead through his father's family. His father, John F. Rowe was the grandson of a Pickering and would have inherited the property but he died in the 1910s and so the property passed to his son in the early 1920s after the last Pickering occupant died.<sup>4</sup> Until Rowe reached his majority his mother oversaw the property; it is not known who was living in the house in the 1920s. Rowe did not begin to live in the house until the 1930s and then only intermittently. His mother Florence V. Pease appears to have been the primary occupant beginning in the 1930s, remaining so at least through the 1940s.<sup>5</sup> During the war she appears to have resided in

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<sup>1</sup> Rowe inherited the property in 1923 while still a child but did not begin to live in the house until the 1930s. The house had been occupied by siblings Albert C. and Harriet A. Pickering from the late 1870s until their deaths in 1919 and 1923, respectively (Albert C. Pickering (1919), Probate No. 19458; Harriet A. Pickering (1923), Probate No. 21067). They were two youngest children of Joseph Pickering, Jr. (1808-1848) and his wife Mary Jane (Goss) (1814-1877) and inherited the property after their mother's death (New Hampshire Wills and Probate Records 1877).

<sup>2</sup> An 1836 deed between Joseph Pickering, a joiner, and his son Joseph Pickering, Jr., makes reference to "the addition of the dwelling house" (RCD 291/327).

<sup>3</sup> Based on the photo of Rowe in his studio, it appears the studio was a space in the north side of the wing.

<sup>4</sup> The last Pickering to live in the house was Harriet A. Pickering (1840-1923). According to Newington resident and editor of the local publication Lulu Pickering, the earliest Pickerings in Newington were located in the southern part of the town (Pickering 2002, 20). The Newington Pickerings appear to descend from John Pickering of Portsmouth (d. 1669) whose estate included 500 acres on Great Bay in Newington (Eddy 1884, 5). Properties associated with members of the Pickering Family are today dispersed throughout Newington.

<sup>5</sup> The property was regularly mortgaged in the 1920s and 1930s, raising the possibility that it was during those years that some work was done to the house (RCD 811/176, 812/458, 823/116, 876/340, 897/236).

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Portsmouth, living in the house only in the summer (*Portsmouth Herald* 11 April 1945, 2 March 1946). In the late 1940s Rowe and his wife Virginia M. moved to Newington, taking up full-time residence in the house, initially sharing it with Rowe's mother until her death in 1955.

John Frink Rowe, the son of John F. Rowe and Florence (Springer), grew up in Haverhill, Massachusetts, and after high school attended the Vesper George School of Commercial Design (*Portsmouth Herald* 11 July 1944). Frink was married twice. His first marriage in the mid-1930s lasted briefly (NH Marriage Records Index 1935). By the fall of 1940 he had remarried. His new wife Virginia Moses was a native of Maine. After the couple settled in Newington, they were both active in the community, with Virginia following in her mother-in-law's footsteps serving as tax collector. She also served as corresponding secretary of the Guild of Strawberry Banke. John Rowe was a member of the town Planning Board from 1954 to 1986, serving as Chair from 1979 to 1986. He also served as the first Commissioner of New Hampshire's Department of Resources and Economic Development (DRED) (Morgan 2016; Anonymous 1985). At the time of his death he had just completed the Newington Town History that would be published posthumously.

In the pre-war years Rowe was an artist in the advertising business and for a time he worked as a cartoonist for Al Capp, creator of the well-known "*Li'l Abner*" comic strip (Morgan 2016; 1936-37 Directory). He joined the naval reserve in 1937 and in 1941 volunteered for active duty. He would serve in the Middle and North Atlantic during the Second World War and in the Pacific during the Korean War (*Portsmouth Herald* 11 July 1944; Morgan 2016). He resigned his naval commission in 1953 to help the local fight against the Pease Air Force Base being placed in Newington (Morgan 2016). In the post-war years he continued to pursue his artistic interests, with a focus on historic marine subjects. His paintings can be found in private collections and in numerous institutions including the New Hampshire State House, the Navy Department, the Museum of the Coast Guard Academy, the Newington Public Library, Strawberry Bank, and banks and businesses around the country (Anonymous 1985, 21). The paintings typically depicted well-known vessels that had an important place in history. For instance, the painting *S.S. Black Point* "depicts the sinking of the last American merchant ship in World War II" and was to hang in the Sprague Energy Group headquarters (who owned the ship) after its unveiling in May 1985 (see historic photo) (Anonymous 1985, 21). One exception to the marine theme is a winter scene of his house painted in 1952 that has been returned to the house (see photo of painting).

Virginia Rowe, who was in poor health, sold the property in 1987, which totaled roughly twenty acres, a year after her husband's death.<sup>6</sup> Before selling the property, however, she placed a conservation easement on the property to limit its development, indicative of the importance of the open space around the house and its setting (RCD 2687/274; 2695/2120).<sup>7</sup> That same year the new owner promptly subdivided a seven-plus acre lot along the south part of the property (for development with a house), reducing the Pickering-Rowe House lot to its current size, and resold the remaining land and house to the current owners (RCD 2710/1146).<sup>8</sup>

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<sup>6</sup> Though the property included a barn during Rowe's ownership, it had collapsed by the time his wife sold the property.

<sup>7</sup> The covenants restricted subdivision of the property to just three lots, one of which included the land around the existing house. The document noted the aesthetic quality of the property (RCD 2687/274). At that time the property totaled just over twenty acres. There would have been no need to preserve property as long as it remained in the ownership of the Rowes.

<sup>8</sup> A new house was constructed on the subdivided parcel though it is somewhat screened in views from the old house by mature trees.

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**42. Applicable NHDHR Historic Contexts**

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

**43. Architectural Description and Comparative Evaluation**

The Pickering-Rowe House is said to date to the early eighteenth century though much of its footprint dates to the 1840s and later. The main block of the south-facing house is five bays wide, two piles deep, and rises two stories to a gable roof (**Photo 1**). A full-depth cross gable, added ca. 1840, on the east half of the building is flush with the front and rear elevations; the west half has a steeply pitched front roof slope and an elongated shallower rear roof slope, punctuated by skylights, added by the current owners (Ripley 2016) (**Photo 3**). The east elevation is further augmented by an enclosed one-story porch that has a polygonal bay in the front pile (**Photo 2**). Brick chimneys appear to be located between the front and rear piles in each half.

The main block has a rectangular footprint but the irregular roofing is an indication of the house's evolution over time from its ca. 1710 origins as a saltbox (SRRC 1979-1981). A one-and-a-half story wing with an attached garage extends to the west of the main block. The wing has a two-pitch front (south) roof and a single pitch back roof. A pair of wall dormers augments the south elevation, above a full-width porch. The deep garage is set back from the wing and has two arched garage bays and a multi-light oriel. West of that, at a lower level is a large new gable-front building used as an office (built 1990).

The symmetrical fenestration of the main block consists of 9/6 sash in the taller first-story window openings with shorter 6/6 sash in the second-story window openings (**Photo 5**). In the center bay at the second story is a three-part window comprised of a 6/6 sash flanked by narrow four-light fixed sash. On the rear (north) elevation of the east half of the main block and wing are a square oriel and three-part windows comprised of 2/2 sash in the outer bays, flanking a 6/6 sash.

The façade is dominated by the central bay which contains the primary entry (**Photo 5**). An elongated frontispiece abuts the distinctive three-part window above (a 6/6 sash window flanked by fixed four-light windows). The frontispiece surrounds the side lights and door and consists of a louvered fan above the door and pilasters supporting a denticular cornice. Other historic decorative detailing includes thin corner boards and cornice returns on the gable ends.

The 1952 scenic painting by Rowe of the house illustrates it after the front door has been reoriented but before later changes to the wing and shed (now a one-and-a-half story wing and expanded garage, though the shed's arched doorways have been retained). It also illustrates the now demolished nineteenth-century connected New England barn and how the driveway has been modified, to provide direct access to the garage and to the new building (see photo of painting).

The current owners have made comparatively few alterations in their twenty-seven years occupancy, such that the house, grounds, setting, and scenic view generally resembles its appearance during the Rowe's occupancy (Ripley 2016). The asphalt shingle roof sheathing has been replaced with a standing seam metal roof on all sections of the house. The one skylight on the rear roof slope was replaced with multiple ones. A large new detached building (built 1990), used as an office, is located just west of the house, in the general location of the former barn though oriented differently. The foundation of the former barn was still extant by the time the current owners acquired the property but the barn had been removed (Ripley 2016).

The house is sited on the highest part of the nearly thirteen-acre parcel, oriented to the south towards the town center. Large areas near the house remain mown, which also include some raised beds for

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vegetables and flowers on the south side of the driveway. An asphalt driveway leads to the garage and also to the new building (**Photos 4, 6**). Large stands of mature evergreens are located in various parts of the property including the west corner, the northeast corner, and to the southwest. Knight's Brook flows through the very south corner of the property. Mature plants and trees are in scattered locations close to the house but they do not block the historic scenic view. A new house is on the adjoining lot to the southeast, though largely obscured by the mature evergreens. A mid-nineteenth century house is located just northwest of the house on the adjoining property. Some twentieth-century residential development is present on the opposite side of the road.

**44. National or State Register Criteria Statement of Significance**

The Pickering-Rowe House is eligible for listing in the National Register of Historic Places under Criterion B for its association with the locally well-known artist John Frink Rowe, a New Hampshire painter of marine scenes, whose studio was in the house, and who in the mid-twentieth century made alterations to the house in order to capture the scenic view to the south in the direction of the Newington town center, most notably its eighteenth-century meetinghouse.

Criterion A: The Pickering-Rowe House is not eligible for listing in the National Register of Historic Places under Criterion A. The property no longer is able to convey trends in local and state history in the area of agriculture. Though the property was an eighteenth- and nineteenth-century farm owned by multiple generations of the Pickering family it has not been farmed since the early twentieth century and the original farmstead acreage is no longer intact, having been reduced over the course of the nineteenth- and twentieth centuries, including most recently in 1987 to its present twelve-plus acre size.

Criterion B: The Pickering-Rowe House is eligible for listing in the National Register of Historic Places under Criterion B. The property was the home of the locally recognized artist John Frink Rowe (1909-1986), especially during his active years as a painter, in the thirty years after World War II. His studio during his most productive years as a marine painter was in the house. During his ownership and occupancy Rowe made substantial changes to the family homestead reorienting it to face south by relocating the front door and enclosing the porch on the street side (east) elevation, to capture a scenic view towards the Newington Meetinghouse and the town center. In addition, he added a porch across the wing to further capture that view. Though some trees on adjoining parcels have begun to grow up within that view, the property otherwise retains integrity to convey its associations with Rowe and where he produced much of his artwork.

Criterion C: The Pickering-Rowe House is not eligible for listing in the National Register of Historic Places under Criterion C. Though the house has an eighteenth-century component it no longer retains integrity for that period. And though it retains many historic features such as 9/6, 6/6, and three-part windows from the ca. 1840 and twentieth-century Colonial Revival alterations and distinctive Colonial Revival frontispiece, they do not embody distinctive characteristics of a type, period, or method of construction. Due to several additions and alterations over time to the footprint, fenestration patterns, and massing the house no longer conveys the historic characteristics of a predominantly eighteenth- and nineteenth-century farmhouse. Neither the form nor any of the historic stylistic detailing is emblematic of a particular

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form or style. The form and massing of the house is equally uncharacteristic, with varied roof lines and unusual location of chimneys.

**45. Period of Significance:**

1923-1966 (fifty-year cut-off)

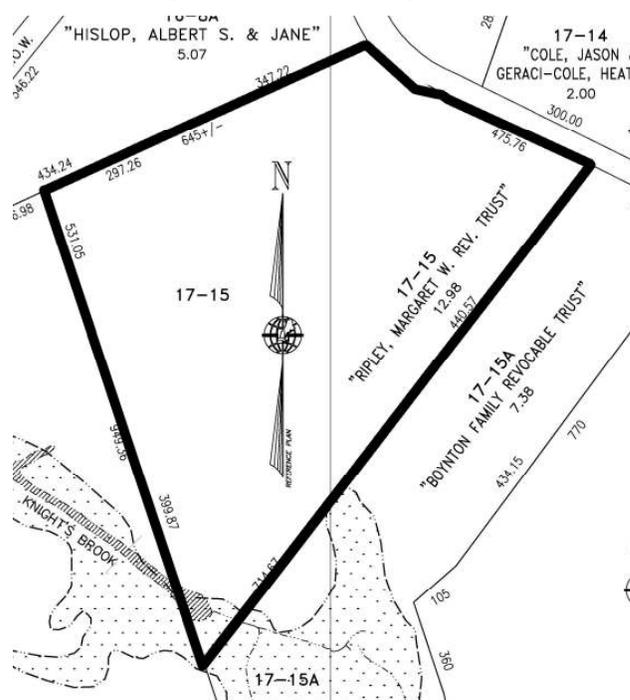
**46. Statement of Integrity:**

The Pickering-Rowe House retains integrity of location and setting. The house, sited on the highest part of the property, remains oriented to the south, with views of the Newington Meetinghouse and town center. Some trees are beginning to grow up within the historic view to the south but the parcel retains expanses of mown fields to the south and west of the house. The new house on a lot subdivided from the historic farm property to the south is largely screened by mature evergreens. The house retains integrity of design, materials, and workmanship. The historic finishes and decorative detailing such as 9/6 and 6/6 window sash, oriels, and a distinctive and elongated Colonial Revival frontispiece with a large semi-circular fan flanked by pilasters supporting the entablature and enclosed east porch are representative of the changes made by John Frink Rowe. The application of a standing seam metal roof and insertion of skylights across the rear roof slope only partially diminishes the integrity of design, materials, and workmanship. The Pickering-Rowe House retains integrity of feeling and association as an early New England house that has evolved over time including with mid-twentieth-century alterations in the Colonial Revival style to become the home and studio of an artist, maintained for its scenic views to the south towards the town center.

**47. Boundary Discussion:**

Part A

The boundary of the area surveyed for this form was the tax parcel, Map 17, Parcel 15.



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The property's eligible boundary would include the entire tax parcel (Map 17, lot 15) as it contributes to the property's significance as the home of a twentieth-century artist located in an aesthetic setting with open fields and intended to capture the scenic view across open fields to the south in the direction of the town center.

**48. Bibliography and/or References:**

Anonymous

1985 "Oil Painting Commemorates Historic Sinking." *Newington Neighbor* (Summertime): 21.

Pickering, Lulu

2002 "A Homestead Heritage." *Newington Neighbor* (Fall): 20.**Maps**

Chace, J.

1857 *Map of Rockingham Co., New Hampshire*. Philadelphia: Smith and Coffin. [Library of Congress Geography and Map Division].

Hurd, D. H. &amp; Co.

1892 *Town and City Atlas of the State of New Hampshire*. Boston: D.H. Hurd. [David Rumsey Historical Map Collection, <http://www.davidrumsey.com/>]

Strafford Rockingham Regional Council (SRRC)

1979-81 *Newington, NH Cultural Resources Survey*. Copy on file at the New Hampshire Division of Historical Resources.**Rockingham County Registry of Deeds**

2007 Book 4877, Page 1282

1987 Book 2710, Page 1146

1987 Book 2695, Page 2120

1987 Book 2687, Page 274

1934 Book 897, Page 236

1931 Book 876, Page 340

1926 Book 823, Page 116

1926 Book 812, Page 458

1925 Book 811, Page 176

1836 Book 291, Page 327

**Rockingham County Probate**

Albert C. Pickering (1919), Docket No. 19458

Harriet A. Pickering (1923), Docket No. 21067

**Historical Collections**Newington Historical Society (*Newington Neighbor*)Newington Public Library (*Newington Neighbor*)

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**Email Correspondence**

David Hislop, neighbor, 12 April 2016

Gail Pare, Newington Historical Society, various, March and April 2016

**Phone Interviews**

John Lamson, Newington resident, by Laura B. Driemeyer, 8 April 2016

Tom Morgan, former Newington Town Planner, by Laura B. Driemeyer, 8 April 2016

Margaret Ripley, homeowner, 18 April 2016

**Online sources**

1877 New Hampshire Wills and Probate Records, 1643-1982 (Mary Jane Pickering, Letters & Wills, v. 154, p. 521) (Ancestry.com)

1935 New Hampshire Marriage Records Index, 1637-1947 (Ancestry.com)

1936-37 Newington Dover NH Suburban Directory (Ancestry.com)

**Surveyor's Evaluation**

NR listed: individual   
 within district

NR eligible: individual   
 within district   
 not eligible   
 more info needed

NR Criteria: A   
 B   
 C   
 D   
 E

Integrity: yes   
 no

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**Historic and Other Images**



Painting of 50 Old Post Road by John Frink Rowe, dated 1952 and signed by Rowe (Photo courtesy of Margaret Ripley)

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John Frink Rowe in his studio with his painting of the S.S. Black Point (*Newington Neighbor*, Summertime 1985, 21)



Bird's Eye, Bing Maps (2015)

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Panoramic view of mowed fields west and south of the house (Preservation Company 2016)

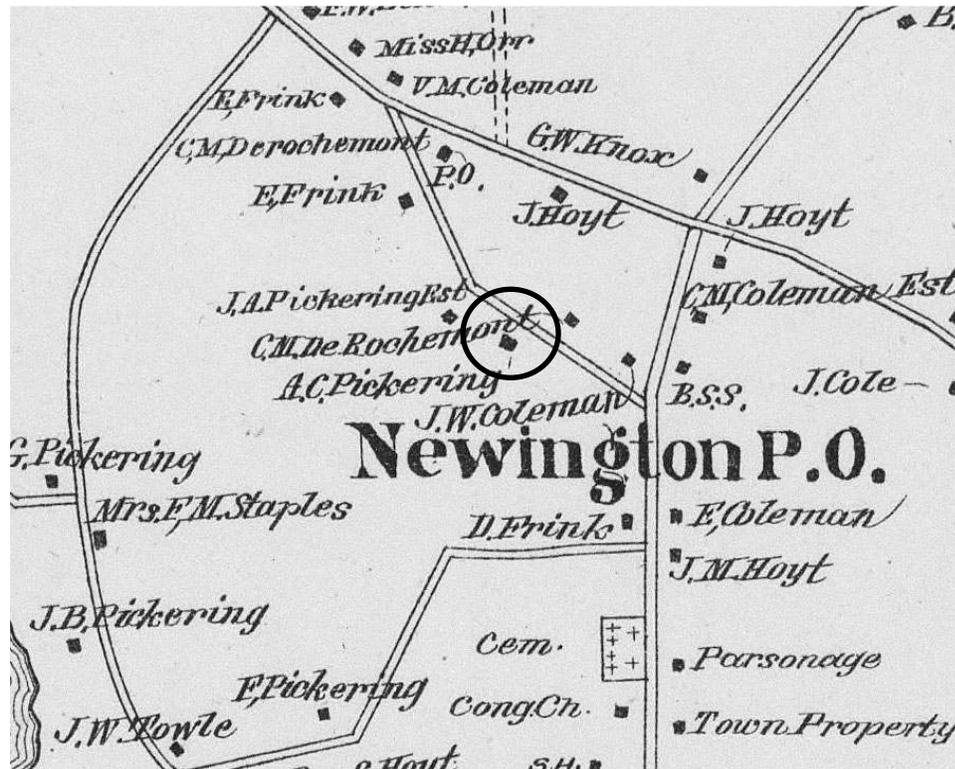
**Historic Maps**



Detail, Chace 1857, Rockingham County

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Detail, Newington, Hurd 1892, *Town and City Atlas of the State of New Hampshire*

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**Digital Photo Log**

The photo references (file names) for this project are named:

NWN0003\_01 through NWN0003\_06

where the first 7 digits are the survey number of the individual property and the last two digits are the photo number.

**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 Photo Policy. These photos were printed using the following: Epsom SureColor P600 printer on Epsom Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.

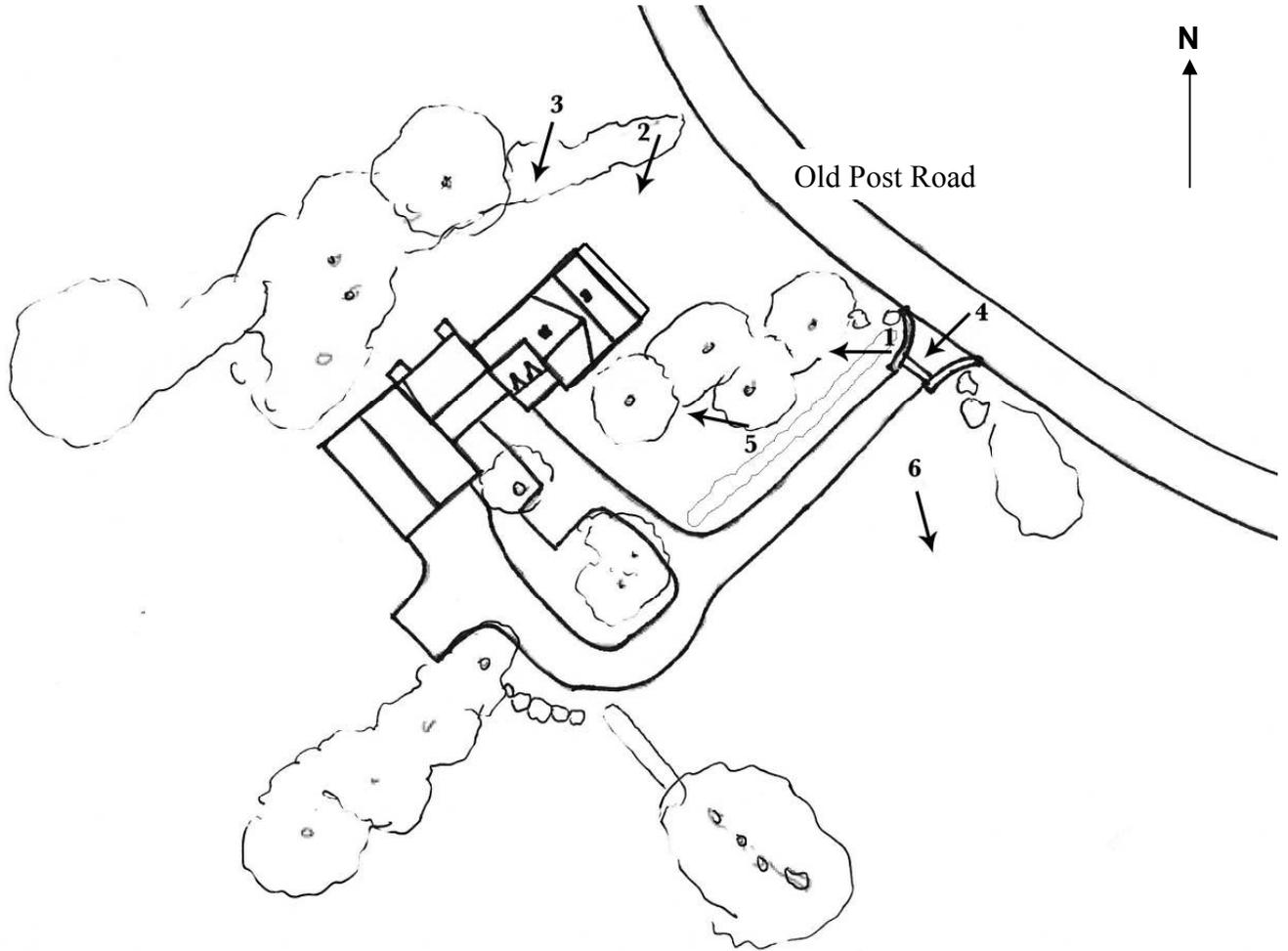


Lynne Emerson Monroe, Preservation Company

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**Photo Key**



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**Current Photographs**

Address: 50 Old Post Road Date photos taken: March 2016



Photo 2: House, east (street) elevation

Direction: W



Photo 3: North elevation of house

Direction: S

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Photo 4: View down driveway from street

Direction: SW

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Photo 5: Detail of distinctive frontispiece and 9/9, 6/6, and three-part windows

Direction: W

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Photo 6: View of open fields in front of house

Direction: S