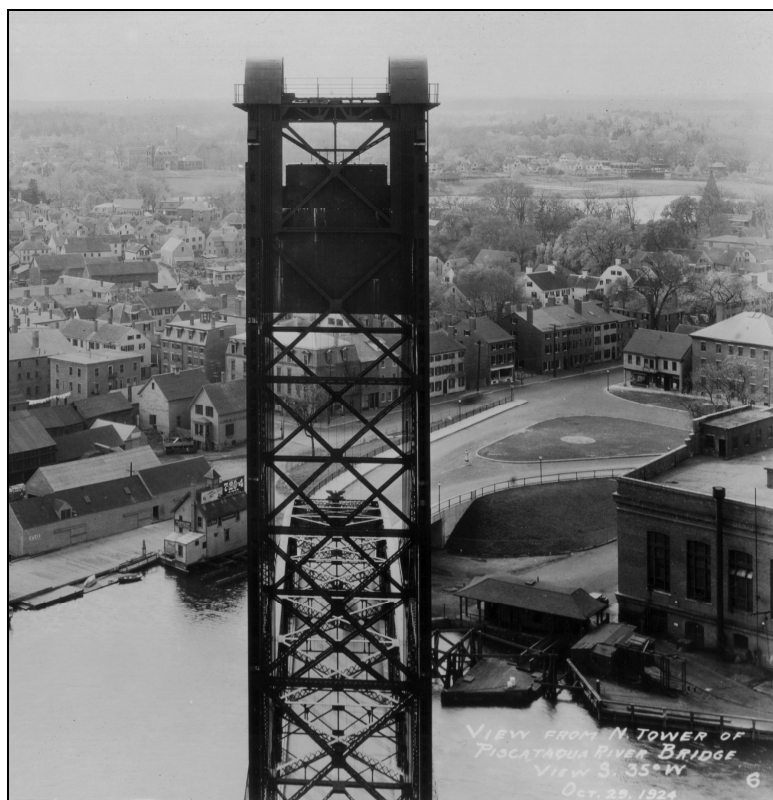


**Tab J. Visual Study of Memorial Park**

**Visual Study of  
Portsmouth Approach to Memorial Bridge, Memorial Park, and  
Surroundings  
Portsmouth, New Hampshire  
June 2004 – edited 2007, 2009**



*October 1924 view (Portsmouth Athenaeum)*

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## **Introduction**

The approach area was part of the original design of Memorial Bridge, but it was built (1922-23) by the City of Portsmouth rather than the Bridge Commission. To create an impressive approach to the new bridge, buildings were demolished and streets enhanced to form a small park. Although the park has since been reduced in size and paved for the parking of cars, the design intent of the area can still be clearly read. This visual study was prepared to assess the impact on the approach and park of the projected work on the Memorial Bridge. It also provides context about the surrounding historic buildings and streets. It includes a description of the area, a historical background discussing the evolution of the area, and a set of historic maps and photographs juxtaposed with contemporary views for visual context.

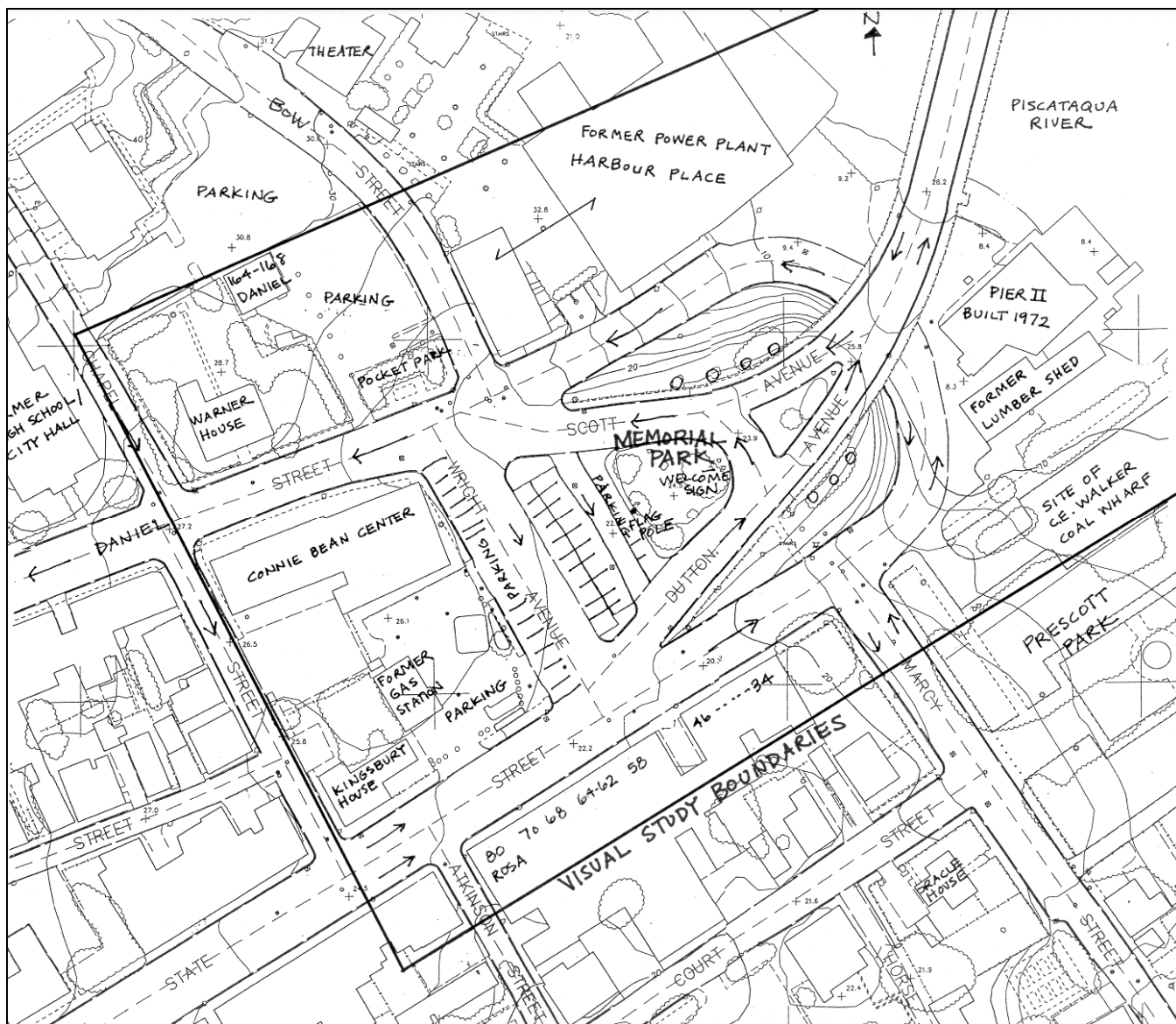
The Portsmouth Approach is located on the northeast edge of downtown Portsmouth, at the waterfront which was a major focus of activity in Portsmouth throughout its history. Now part of U.S. Route 1, State and Daniel Streets were laid out early on as important routes between Market Square and the waterfront, which was the location of wharves and piers, and a ferry landing.

The approach was designed and built by the City of Portsmouth in 1922-23, concurrent with the construction of Memorial Bridge. The approach was created by converging Scott and Dutton Avenues to rise onto an overpass span, which leaves the area beneath it open, connecting the ends of Daniel and State Streets. In the triangle between the approach streets is a small green space, Memorial Park. This area was part of the design concept established in 1922, but the actual park was reduced in size for the creation of parking in 1983. Wright Avenue was also built in 1922-23, crossing between Daniel and State Streets, eliminating an older cross street, Mulberry Street. Construction of the approach and park involved removal of a number of historic structures from the block between State and Daniel Streets extending to the waterfront (see archaeological report for additional information).

The Kittery Approach to the Memorial Bridge in Maine has a similar memorial park with surrounding streets which is addressed separately in the Memorial Bridge Historic Structures Report. (See Tab D: Background and History of the Maine Approach)



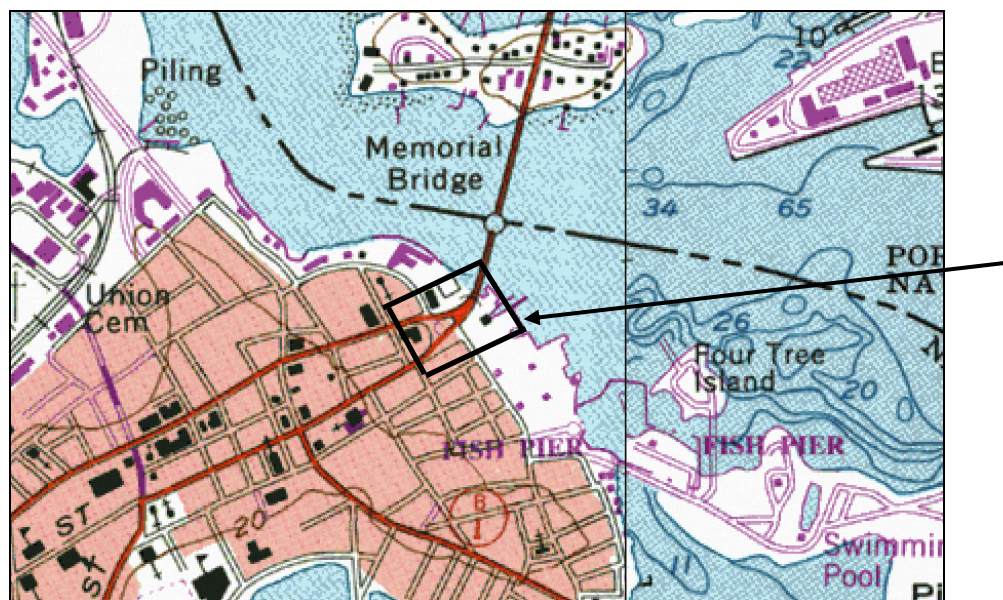
**Base Map**



*Figure J-1. Base map – Detailed view*

### ***Geographical Context***

The Portsmouth Approach to Memorial Bridge is located on the west bank of the Piscataqua River on the edge of the historic core of the city of Portsmouth, which extends west from the waterfront.



*Figure J-2. Current USGS map showing Portsmouth Approach*

The approach streets, adjacent park and parking, form an area of open space, bounded by historic properties on the surrounding streets. These surrounding streets, and the waterfront under the approach bridge form a “square” of open space. Each side of the “square” has a slightly different character reflecting different aspects of Portsmouth’s historic contexts.<sup>1</sup> On the south side of State Street is a row of distinctive Federal period brick buildings from the reconstruction of Portsmouth following the fire of 1813. Wright Avenue forms the southwest side of the square with a former gas station on the corner of State Street. Fronting on Daniel Street is the northwest side of the Connie Bean Community Center, built during World War I by the Army and Navy Association. On the north side of the “square” the former power station, a large brick structure along Daniel Street, has now become Harbour Place condominiums. The fourth side of the “square” is the approach itself and the waterfront over which it passes. Immediately south of the bridge is the Pier II property, now slated for condominium construction, which includes one of few surviving historic wharf warehouses in the city.

The area is also surrounded by historic Portsmouth buildings: to the north, Bow Street curves parallel to the shore, lined by historic commercial buildings; to the west on Daniel Street, and around the corner on Chapel Street, are important early buildings, the MacPheadris-Warner House and St. John’s Church; State and Daniel Streets are lined by Federal period brick buildings extending toward Market Square. To the south, Marcy Street, originally Water Street, has always been the historic path parallel to the riverfront into the South End of Portsmouth; the waterfront along Marcy Street, southeast of Memorial Bridge, is now defined by Prescott Park, created in the 1930s where wharves, industries and tenements were previously; and inland is the large historic neighborhood which is now Strawberry Banke Museum.

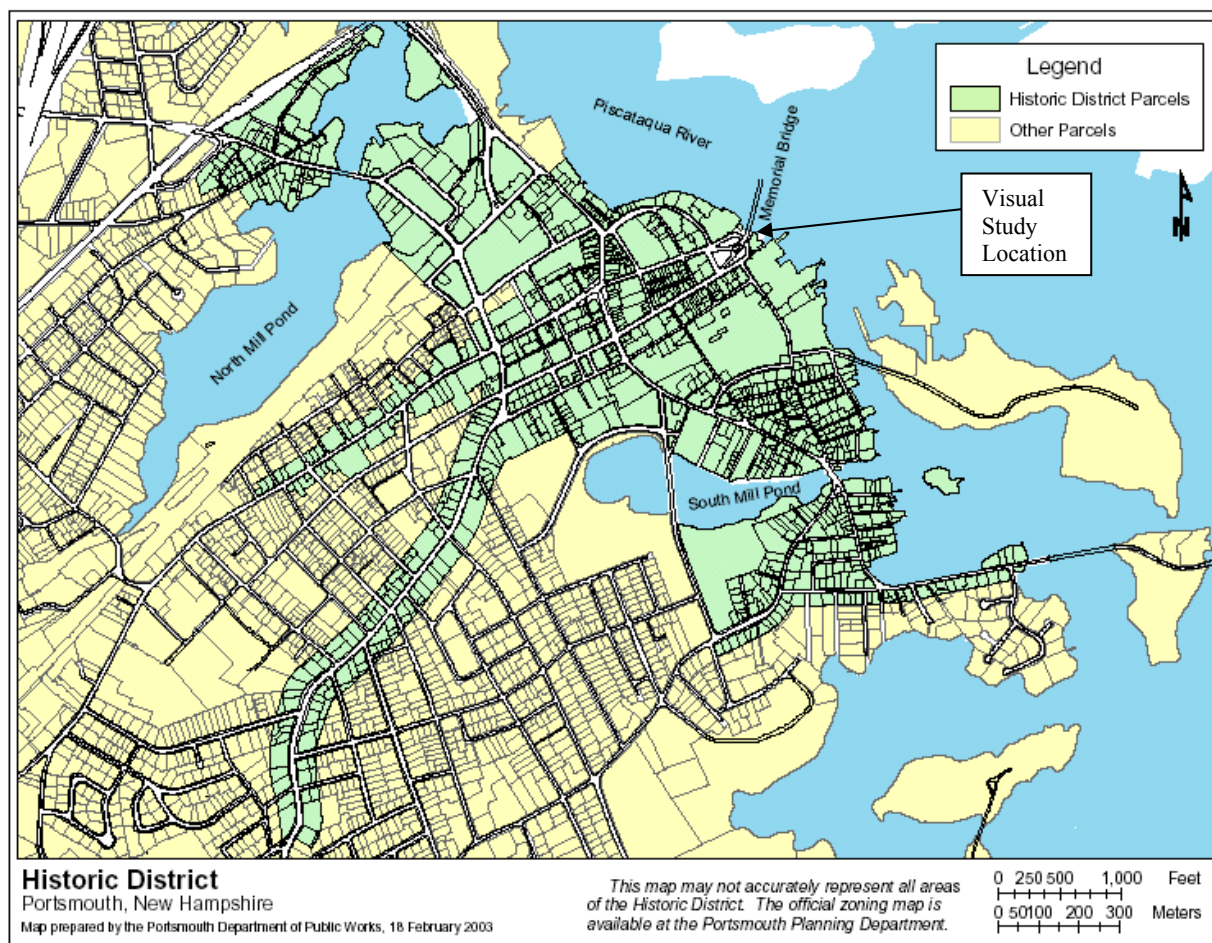
<sup>1</sup> Although research did not find a specific reference to the area as a “square” it seems highly likely that this word must have been applied to it as its design intent is so clear. There are other “squares” in Portsmouth.

## *Visual Study, Portsmouth Approach and Surroundings*

### ***Local Historic District/National Register Eligibility***

Memorial Park and the Portsmouth Approach to Memorial Bridge are located within the boundaries of Portsmouth's Local Historic District, a large district encompassing the entire city center. The District has also been determined eligible for the National Register of Historic Places by the New Hampshire Division of Historic Resources (NHDHR) for the purposes of Section 106 review.

The approach is located solidly in the center of the northeast side of the Historic District, which is bounded like the City by the shore of the Piscataqua River. The Historic District encompasses Portsmouth's downtown around Market Square and the streets between it and the river, including State and Daniel. It extends along the shore including Bow Street, and south, including Prescott Park, Strawberry Banke, and beyond to the South End. The historic buildings on all sides of the "square" of the approach reflect significant periods in Portsmouth's historic and architectural development. The approach itself, including Memorial Park, Scott and Dutton Avenues and the approach bridge, is significant in the construction of U.S. Route 1.

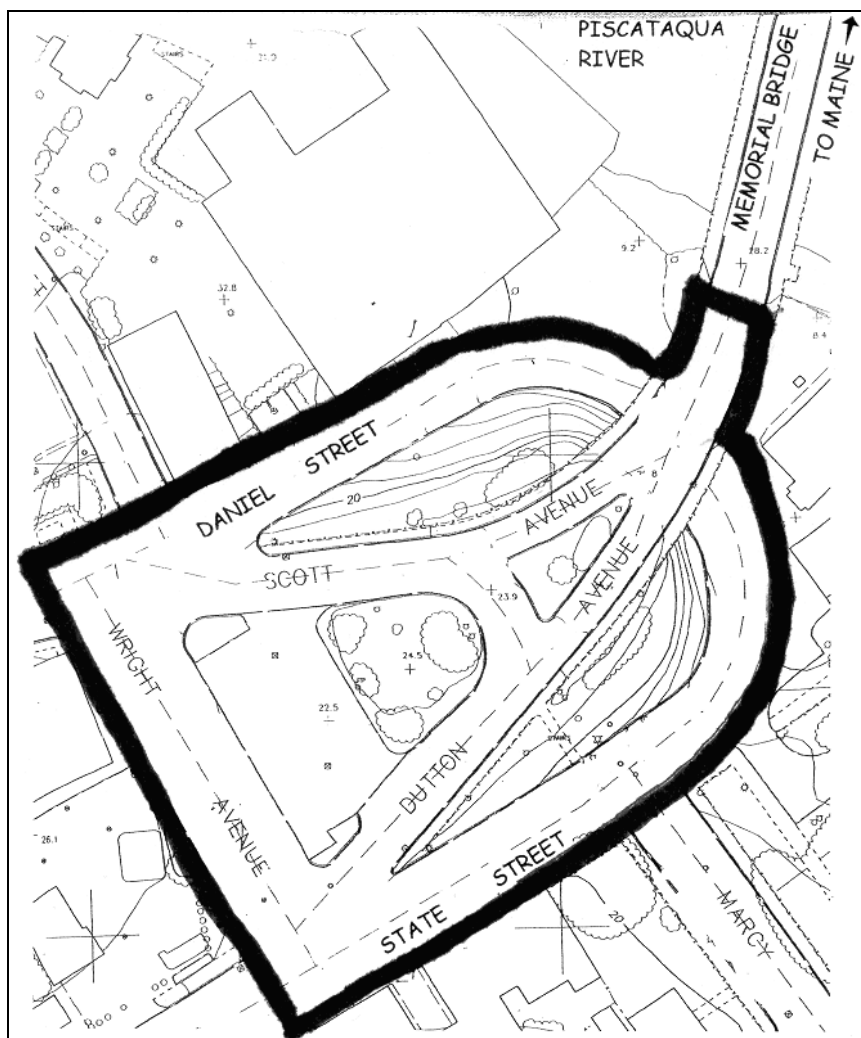


*Figure J-3. Portsmouth Historic District Map*

The Portsmouth Approach to Memorial Bridge was determined eligible for the National Register in April 2004. The approach is eligible under Criterion C for its significance in the area of engineering. The approach span is "one of very few access spans in the state. Compared to other bridges, it is the single longest concrete bridge built before 1925 extant in the state today. It is also the longest extant non-arched concrete bridge constructed in New Hampshire before 1935. It is the earliest identified

## *Visual Study, Portsmouth Approach and Surroundings*

concrete continuous slab bridge in New Hampshire and it appears to be the longest continuous span concrete bridge built before 1935 in the state. Of the over 300 pre-1930 concrete bridges in New Hampshire, it is the only five-span concrete bridge. It is also unique in its skewed [and variable width] design” (Determination of Eligibility, NHDHR, April 2004). Memorial Park and the surrounding streets were part of the plaza design intent of the approach. The boundary of the eligible property encompasses the entire Portsmouth Approach including Memorial Park. The boundary begins at the junction between Memorial Bridge and the Approach span and runs south to include the closed U-shaped area defined by Daniel Street, State Street (and the area under the Approach where they meet) and Wright Avenue.



*Figure J-4. Boundary of the eligible property*



Visual Study, Portsmouth Approach and Surroundings



Plate J-1. Current panoramic view from Daniel Street looking toward State

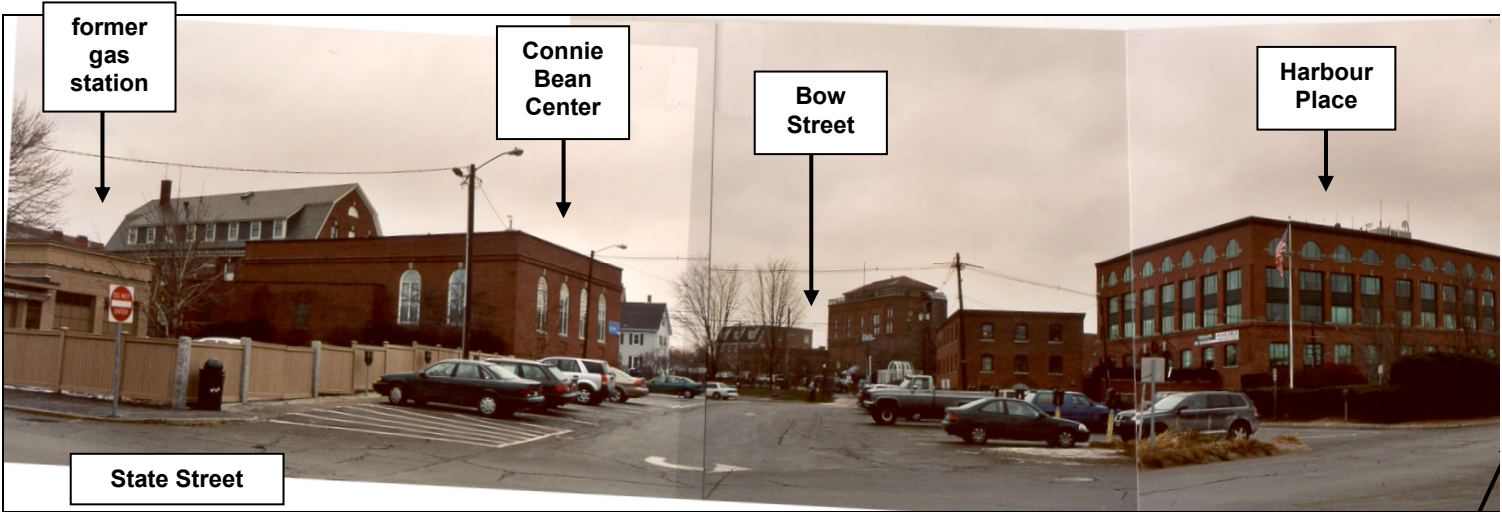


Plate J-2. Current panoramic view from State Street toward Daniel Street (looking northwest), showing Wri



*Visual Study, Portsmouth Approach and Surroundings*



*Plate J-3. Current view of bridge approach from end of State Street (looking west). Marcy*



*Plate J-4. Current view from State Street (at Marcy), looking at bridge approach*

## **Portsmouth Approach and Memorial Park– Description**

The approach streets and bridge, the park and the configuration of the open “square” were created in 1922-23 as the southern, New Hampshire, approach to Memorial Bridge. The current street pattern and topography of this area date from that time with slight modifications. The City of Portsmouth was responsible for construction and maintenance of the approach to the southwestern end of the bridge proper.

The Memorial Bridge rests on concrete piers above the shoreline grade. The shore of the Piscataqua River under Memorial Bridge is oriented southeast-northwest. The bridge runs south-north, diagonally out from the Portsmouth shoreline across to Badger’s Island and Kittery, Maine.

The approach was designed to incorporate the ends of existing Daniel and State Streets, with the approach built up between them, and connecting avenues curving and sloping to meet the main bridge. Construction of the approach involved extensive filling to create embankments on either side of the concrete abutments. To allow access along the waterfront below the bridge, the approach incorporated an overpass and connecting street underneath. Construction of the approach and Memorial Park encompassed a square block between State and Daniel Streets, from the waterfront to Mulberry Street (now Wright Avenue). The nineteenth century houses, offices and industrial warehouses were removed from this block.

Scott and Dutton Avenues form a two-street approach to the bridge. These one-way streets fork on either side of a triangular area. Southbound traffic comes off of Memorial Bridge onto Scott Avenue and merges into Daniel Street, which has a stop sign at the corner of Bow Street. Wright Avenue is one-way, connecting Daniel to State Street. Northbound traffic toward the bridge comes from State Street, up Dutton Avenue. Traffic also passes from the end of State Street, under the approach bridge and curves around onto Daniel Street, which is one-way toward Market Square. This rotary like pattern has been in use at least since the 1950s. This pattern may speed up traffic on and off the bridge, but impedes pedestrians and incoming traffic.



*Plate J-5. Current view of Portsmouth Approach, connection between State and Daniel Streets, looking northwest*



### *Visual Study, Portsmouth Approach and Surroundings*

The approach span, which passes over the ends of State and Daniels Streets, is a reinforced concrete slab structure supported by a concrete abutment, five concrete piers, and the south pier of the main Memorial Bridge. The retaining walls of the concrete abutment extend back under the approach streets, covered by the filled banks that slope down on either side. The reinforced concrete bridge deck is 120' long. The deck is variable in width, 50' wide at the abutment/retaining wall and 28' where it meets Memorial Bridge. The outer sides of Scott and Dutton Avenues are lined by asphalt sidewalks with granite curbing, and wooden guardrails installed in 1983, replacing older metal bridge rails.



*Plate J-6. Current view of end of Daniel Street, looking southwest toward Market Square, Scott Avenue at left, power plant at right*

On either side of the approach span, Daniel and State Streets slope down to the water's edge and join beneath the approach. Between them, the banks of the approach slope up to the approach streets; the top of the banks are grass-covered with granite curbing. Rows of trees (20-30 years old) line Scott and Dutton Avenues at the top of the bank. When the bridge was built, several mature trees were left standing at the bottom of the slopes, on State and Daniel Streets (see historic photographs). They are now gone.

The area is defined by numerous street signs, indicating traffic direction and parking.



*Visual Study, Portsmouth Approach and Surroundings*



*Plate J-7. Current view, detail of stairs from State Street to Dutton Avenue approach*

The area is currently lit by several recent streetlights on tall wooden electrical poles with wires running between them. Electrical and telephone lines on wooden poles run along the outer edges of Daniel and State Streets. Historic photographs indicate that the original lighting scheme included acorn type lights on cast iron poles.



*Plate J-8. Historic 1924 view of approach (Portsmouth Athenaeum P7-62B)*

### *Visual Study, Portsmouth Approach and Surroundings*

Memorial Park consists of two triangular areas of grass between Scott and Dutton Avenues. The configuration was altered in 1953 and again in 1983. As originally constructed, Memorial Park was a smooth, slightly sloping area surrounded by curbing, roughly triangular, with curved corners. It was landscaped with flowers and bushes. (See historic view, Plate J-8)



*Plate J-9. Current view from Memorial Park, looking toward bridge, showing smaller triangle*

Presently, the smaller triangle directly in the junction of Scott and Dutton Avenues consists of grass surrounded by granite curb and a single tree in the center. This configuration dates from 1953 when State Street (Route 1) was improved. The larger triangular area of Memorial Park was originally over twice its present size. Its current configuration dates from 1983 when parking spaces were added along Wright Avenue. The remaining park is grass with granite curbs, and mature evergreen shrubs and hedges, some trimmed and some overgrown. Facing Memorial Bridge is a wooden welcome sign. A flagpole stands in the center of the southwest edge of the triangle. Nearby is a marker that reads "The Approach to this Bridge built in 1922 by the City of Portsmouth." The marker lists the officers Board of Public Works, Thomas B. Ward, Clarence Smart, Harry B. Yeaton, David R. Smith, the Mayor Fernando W. Hartford, and City Council."

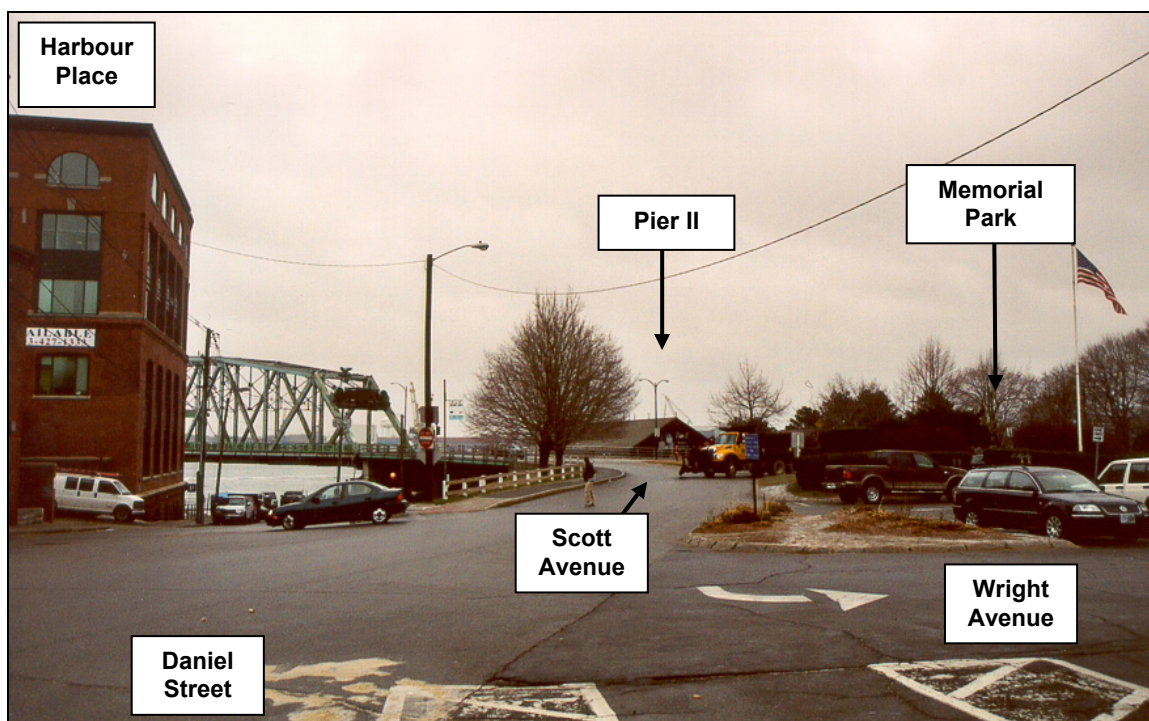


*Plate J-10. Current view of Memorial Park, State Street at left, Daniel Street at right (looking southwest)*

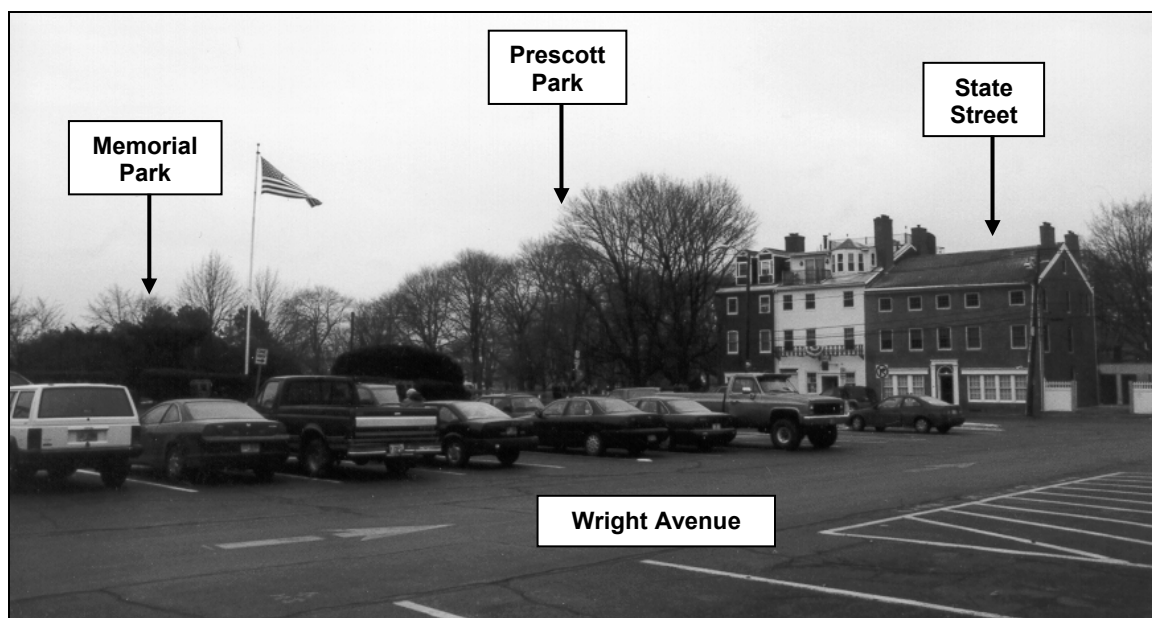
Wright Avenue runs northwest-southeast, carrying one-way traffic between Daniel and State Streets, and the ends of Scott and Dutton Avenues. Wright Avenue has rows of parking spaces on each side. The southwest side of Wright is lined by head-in parking facing the Connie Bean Center. The parking spaces and narrow sidewalk directly abut the end wall of the Connie Bean Center gymnasium. When the “square” was created, this southwest side of Wright Avenue was defined by an area of grass with curving curb. Along the northeast side of Wright, on what used to be part of Memorial Park, are two rows of head-in parking spaces. Small islands with remnants of grass and granite curbs define the ends of the lot at Daniel and State Streets. Islands in these locations date from 1953 and were reconfigured in 1983. A second cross street between Scott and Dutton Avenues runs parallel to and northeast of Wright. Along the edge of the remaining Memorial Park is a row of parallel parking spaces. The parking spaces created in 1983 typically measured 18' deep, 8.5' wide (Portsmouth Public Works plan #2031).



*Visual Study, Portsmouth Approach and Surroundings*



*Plate J-11. Current view from Wright Avenue looking up Scott Avenue approach*



*Plate J-12. Current view of Wright Avenue and parking, looking toward State Street*

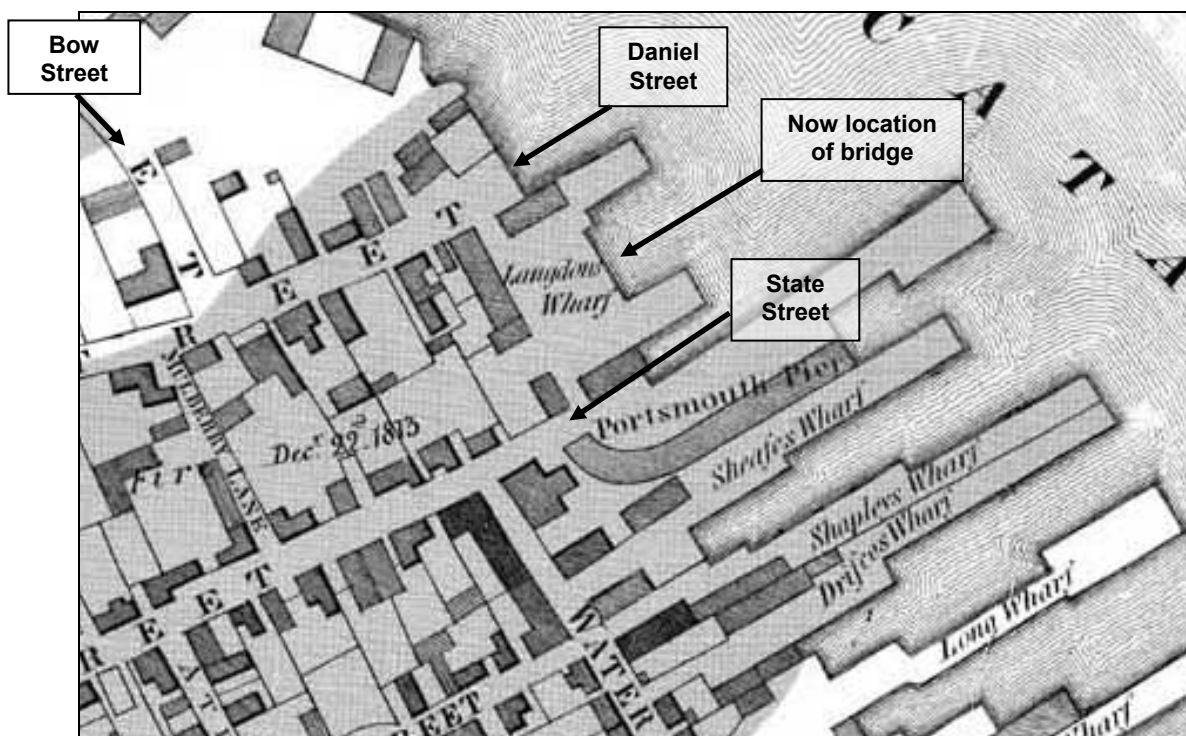
## **Historical Background**

### ***Development of Area to 1920***

Portsmouth's riverfront was the focus of original settlement. Just south of the Memorial Bridge approach area, the "Great House" built by the first settlers stood near the end of Court Street. Portsmouth's street pattern, a grid of roughly parallel streets, was established by the late 1600s (Durel 1984). State and Daniel Streets were always important main streets leading through the city center to the Piscataqua waterfront. Daniel Street was laid out ca. 1700 when Bridget Graffort gave the town a strip of land for a highway from what is now Market Square to the river. Originally known as Graffort's Lane, it came (by 1726) to be called Daniel, which was her first husband's last name (Portsmouth Athenaeum vertical files). Water Street was laid out by the late 1600s to provide access to individual house lots in the newly subdivided neighborhood, but it did not provide an unbroken connection to points south, including the early meetinghouse until Swing Bridge was built in 1731. Just inland from the waterfront were the homes of Portsmouth's earliest merchants and businessmen. The MacPhaedris-Warner House on Daniel Street was built ca. 1716 (Plate J-32). Judge John Sherburne built a house next-door (not extant) ca. 1760 (Plate J-33). By the end of the eighteenth century the streets in this area were lined by closely spaced buildings on small lots. State Street (formerly Broad Street) and Daniel were not exactly parallel but converged slightly. At the end of Daniel Street was a public landing. One of several in Portsmouth, it was available to anyone arriving by water (Grant 1774; Hales 1813).

Waterfront activity focused on the West Indies trade, and during the Revolutionary War, privateering. A series of parallel wharves extended into the river beyond the ends of Daniel and State Streets and to the south, where Prescott Park is now. These long piers and wharves took advantage of channel depths of up to 69'. Storehouses were built on the wharves or parallel to the shore. These structures had gable or sometimes shed roofs, were sheathed in clapboards, shingles or vertical boards, and had few windows. The longer buildings were divided into sections and men of other trades sometimes occupied them. Bulk cargo was unloaded into storehouses on the piers, to be sold in shops or directly from the warehouse. The offices and counting rooms of Portsmouth merchants were often located on the wharves or nearby. (DeChard 2000:23, 26, 45). The corner of State and Water (Marcy) was site of the New Hampshire Hotel. Off the end of Daniel Street were the wharves of the Langdon family. In 1798, the Portsmouth Pier Company was established and built a massive pier off State Street, including a three-story building, over 300 feet long, containing fourteen stores (Image J-5) (DeChard 2000:49).

## *Visual Study, Portsmouth Approach and Surroundings*

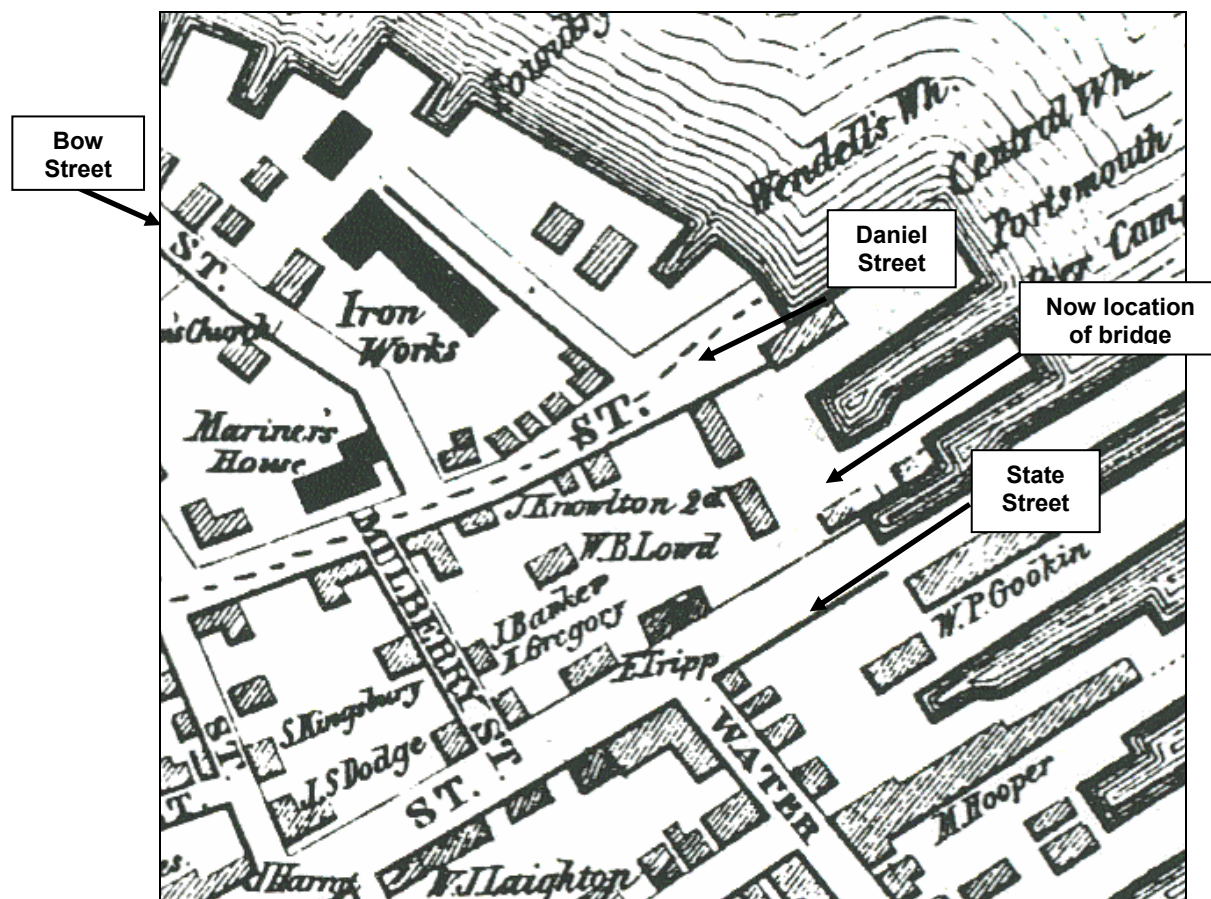


*Figure J-5. 1813 Map (Hales 1813)*

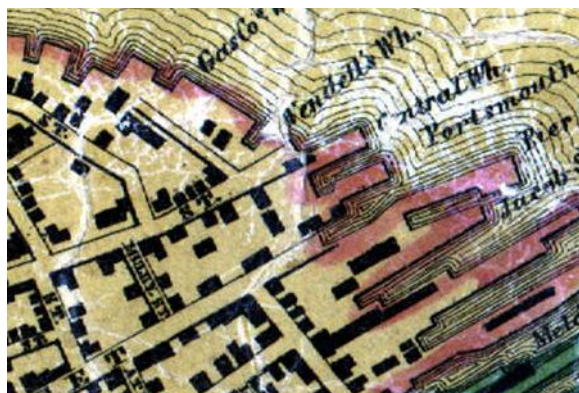
Much of this area burned in the fire of December 22, 1813. It destroyed the waterfront, everything along State Street, the south side of Daniel Street, and north of Daniel beyond Bow Street, where the power plant was later built (Hales 1813). These properties were replaced by new mostly brick buildings during the 1810s. Every building over twelve feet high was required to be of brick by Portsmouth's Brick Act of 1814. Permission to build in wood was granted in some cases for utilitarian buildings.

The Portsmouth Pier Company erected a series of two-story, wooden warehouses on its pier which projected from the upstream side of State Street (DeChard 2000:49). In the 1820s the Central Wharf Company briefly owned the former Langdon wharf off the end of Daniel Street. In 1828, this was purchased by the Portsmouth Pier Company and became its Pier No. 1, though still also known as Central Wharf. The Portsmouth Pier Company's Pier 2 was located off the north side of the end of State Street (later site of Pier II restaurant). Pier No. 3 projected far into the river just south of State Street, now the edge of Prescott Park. Throughout the first half of the nineteenth century, an iron works or foundry operated above the waterfront between Bow and Daniel (Walling 1850).





*Figure J-6. 1850 Map (Walling 1850)*

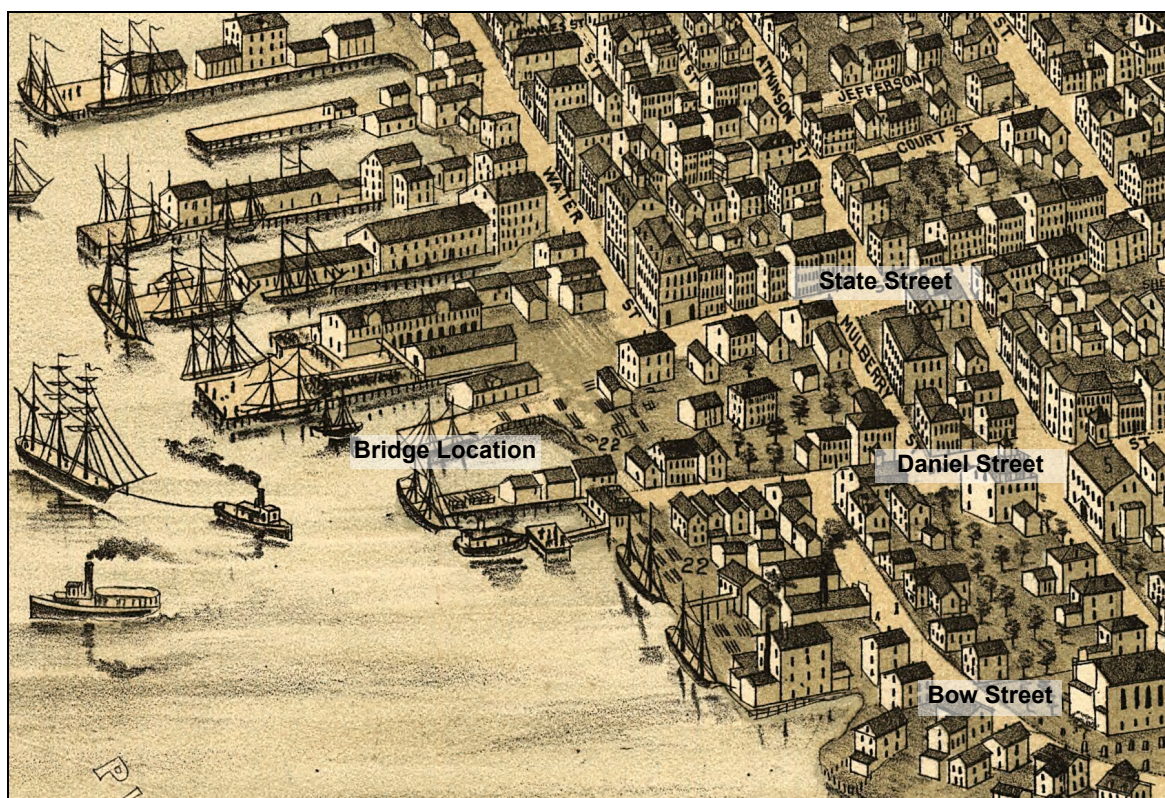


*Figure J-7. 1857 Map (Chace 1857)*

### *Visual Study, Portsmouth Approach and Surroundings*

During the mid-nineteenth century, coal became a major waterfront commodity, needed as fuel for the steam-powered factories. In the 1850s, a gasworks was built off of Bow Street where the foundry had been (Walling 1850; Chace 1857). As of the 1860s, the Navy Yard operated a ferry from the former municipal landing at the end of Daniel Street. A waiting house was built in 1872 (Fentress 1876:76).

In 1879, the remaining owners of the Portsmouth Pier Company divided their property. C.E. and J.A. Walker who operated a large coal business on Pier 3 received the southern part. The former Central Wharf (Pier 1) and adjacent property along the shore north and south of Daniel Street was occupied by the Adams & Broughton lumberyard for many years. Walker Coal Company occupied the long pier opposite the south side of State Street into the 1960s. Just downstream, the Sheafe Wharf, now in Prescott Park, was the site of Silas Philbrick's stoneworks.



*Figure J-8. 1877 Bird's Eye map looking south (Ruger 1877)*



# Visual Study, Portsmouth Approach and Surroundings

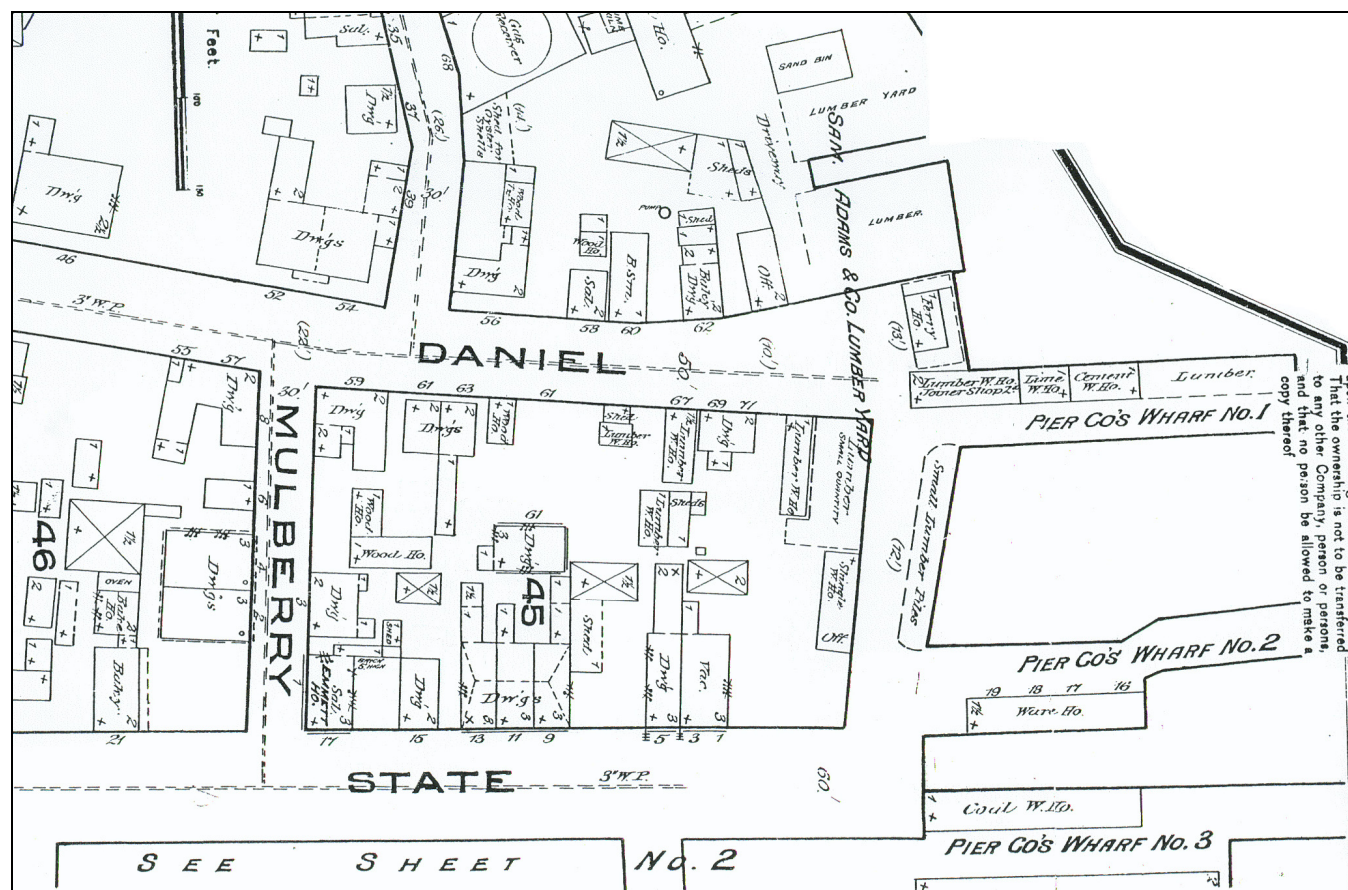


Figure J-9. 1878 Map (Sanborn 1878)

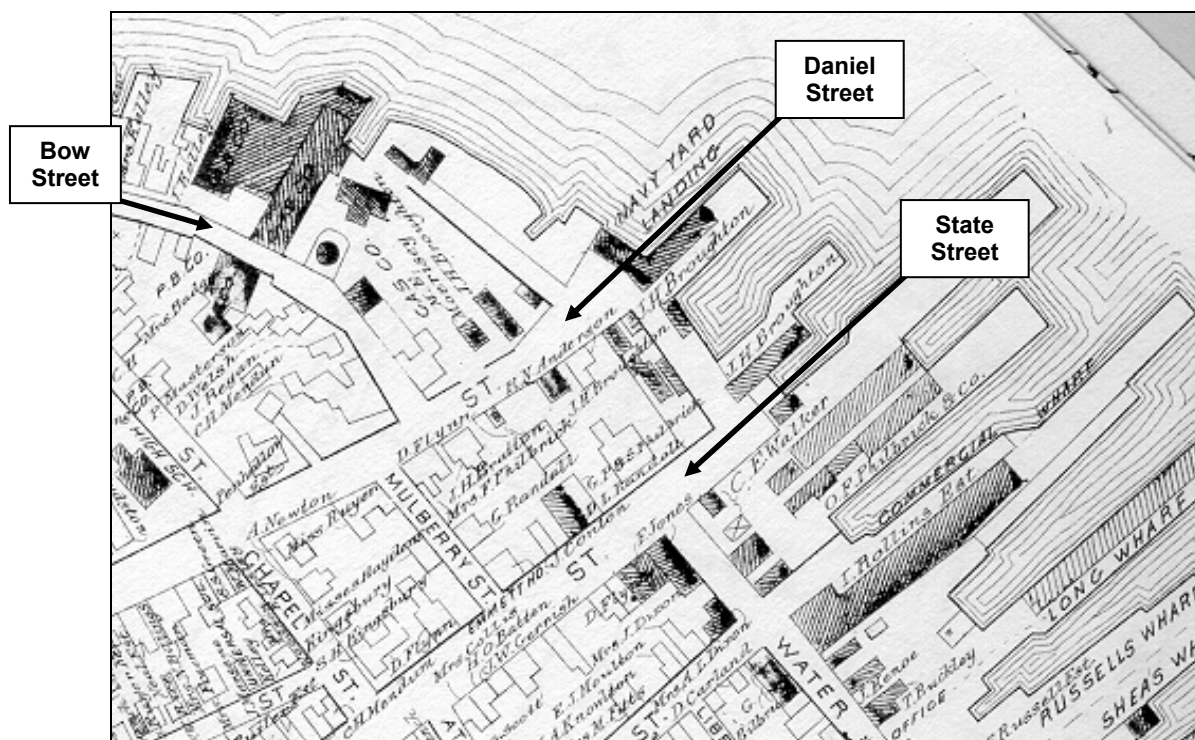
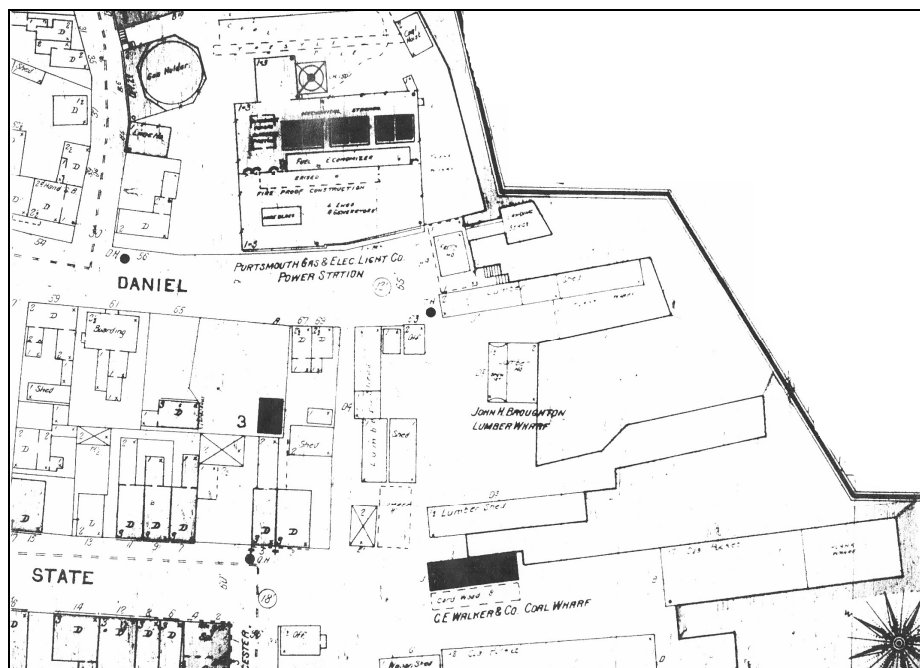


Figure J-10. 1892 Map (Hurd 1892)

## *Visual Study, Portsmouth Approach and Surroundings*

During the nineteenth century, this section of the city along the waterfront contained primarily working class housing, multi-family tenements and boardinghouses. Water (Marcy) Street and the adjacent ends of Daniel and State Streets fell within Portsmouth's infamous "red light district." At this time, Daniel Street was lined by primarily two story dwellings, while buildings on State Street were three-stories, and included boardinghouses, a saloon and restaurant. In an effort to clean up the area, the brothels were shut down in 1912, and at the same time Water Street was give a more refined name, Marcy Street.

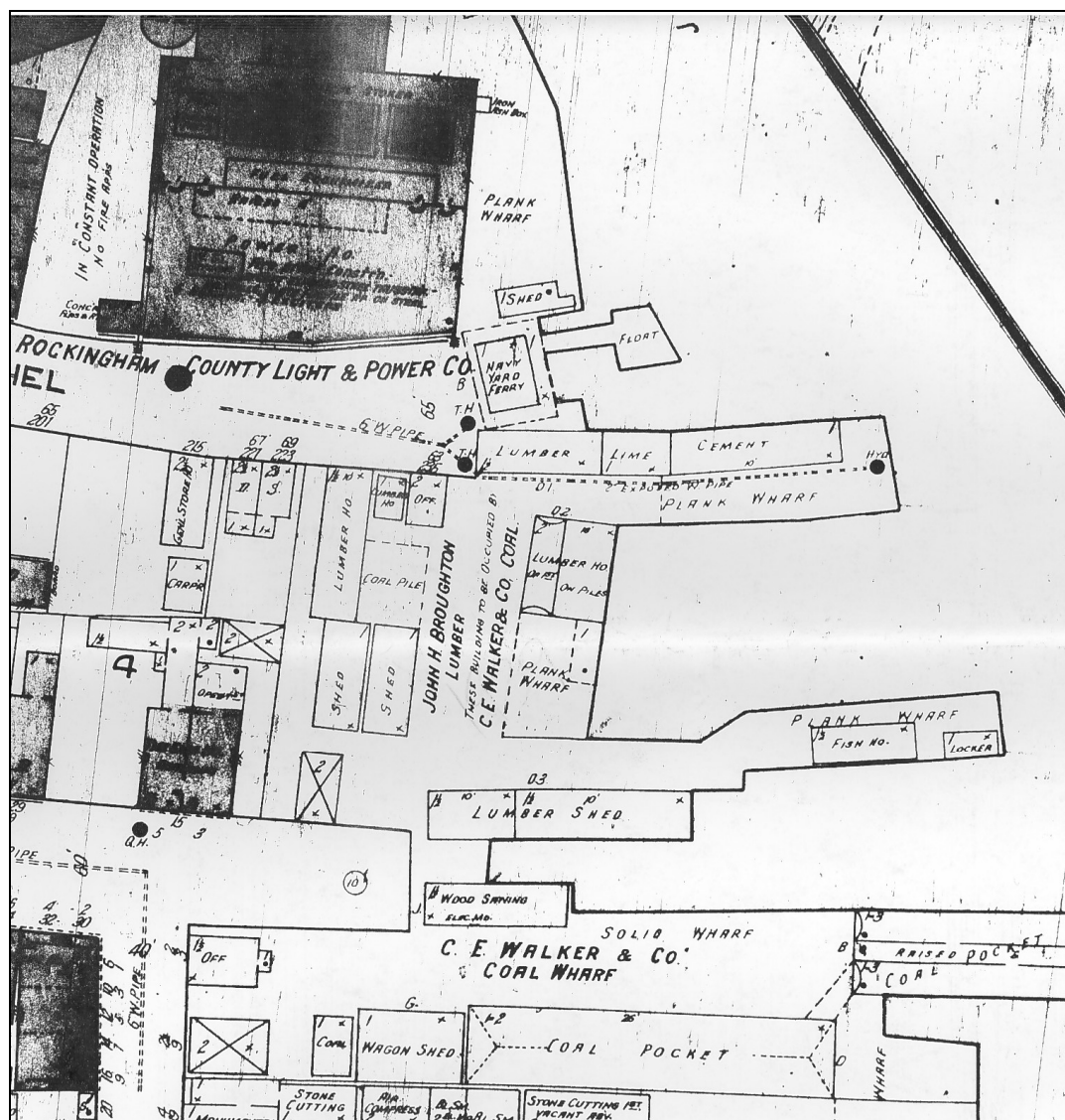
The gas works became the Portsmouth Gas and Electric Light Works in the 1890s (Hurd 1892) and in 1901-02 an electric power plant was built on the riverfront north of Daniel Street. The Rockingham Light and Power Company and later Public Service Company operated the power plant through most of the twentieth century.



*Figure J-11. 1904 Map (Sanborn 1904)*

***Memorial Bridge Portsmouth Approach Construction, 1920-1923***

Planning for Memorial Bridge began in 1919. Late in 1920, the City purchased the former Broughton Wharf and buildings at the foot of Daniel Street. Most of the old sheds were demolished, some saved for use during construction (Portsmouth Public Library vertical files). Memorial Bridge's southern piers would be built where Broughton's wharf had stood. The design of the approach would involve land from Mulberry Street to the waterfront. From early on, plans called for passageways between Daniel and State Streets along the waterfront.



*Figure J-12. 1920 Map (Sanborn 1920)*

Similarly, planning for the Maine approach was underway in January 1921. From the northern end of Memorial Bridge proper on Badger's Island, the Maine State Highway Commission was responsible for design of a bridge from the island to mainland and a new road to connect with the old Post Road, which was then the State Road (*Herald* 1/10/21). The new route ran cross-country in a straight line to the corner of Roger Road and Post Road (now Kittery Traffic Circle).

In September of 1921, Portsmouth's Mayor and council authorized a bond issue for \$150,000. Plans were discussed for a two-way approach, with the ends of State and Daniel Streets curving up to the

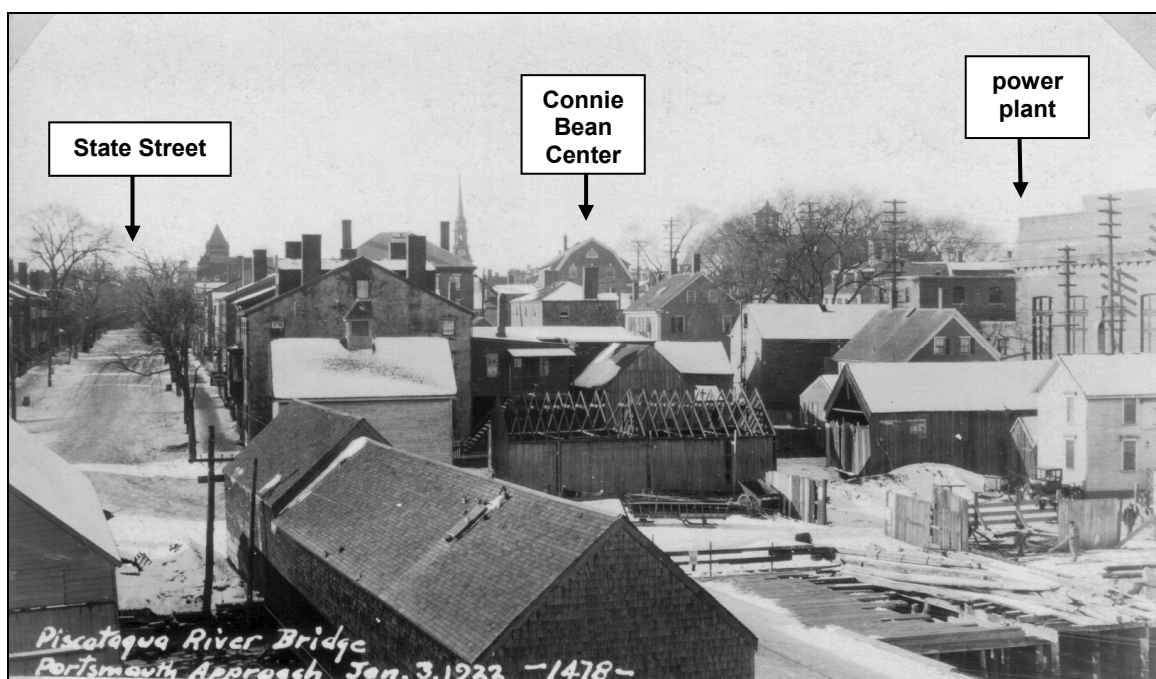


### *Visual Study, Portsmouth Approach and Surroundings*

bridge. The slope up to the bridge would be long and gradual and have retaining walls on either side. Plans were prepared by engineer W. A. McFarland under the direction of the Committee on City Land and Buildings. At the same time, the first legal steps for taking of property were made. Owners of properties to be acquired included Horace Pearson, estate of Susan Flynn, Rozasky, Sarah Philbrick, Frank H. Miller, Benjamin Blake and Coleman Andler (Portsmouth Athenaeum vertical files, *Herald* 9/2/21, 9/10/21).

In December, 1921, the Bridge Commission engineers submitted plans and an estimate for the bridge approach. The Mayor and council approved plans for a two street approach from Mulberry Street to the bridge with a park in the central triangle. Part of Mulberry was to become a grass plot. The embankment on either side of the approach would have grass and stairs. Land was purchased on Greenland Road as source for fill, about 50,000 yards of which would be needed (Portsmouth Athenaeum vertical files, *Herald* 12/28/21).

By December, the City had completed awards for land damages to Horace Pearson on Mulberry (\$4,000), Sarah Philbrick double house corner of Mulberry and Daniel (\$4,500), Frank Miller house on Daniel, and a building used by the Rockingham Light and Power company (Portsmouth Athenaeum vertical files, *Herald* 12/21/21). Gabriel Rozaski accepted the award for his property, leaving four more properties to be acquired (Portsmouth Athenaeum vertical files, *Herald* 12/30/21).



*Plate J-13. Historic view, January 1922 from waterfront looking toward buildings to be demolished (Portsmouth Athenaeum P1-1388)*

In the spring of 1922, building demolition was underway. The City acquired the land and re-sold the buildings themselves for removal. Some of the wooden houses were to be moved, the brick ones torn down for the brick and timber. In March, the old Broughton office building was moved, a brick block demolished, the Rozaski building on State Street and Vinciguera property on Daniel were razed. Up for sale were the Flynn property on State Street, Phillips at the foot of State, Handler brick and wooden block on State, a wooden house on Mulberry formerly Horace Pearson, the Philbrick wooden house on the corner of Daniel and Mulberry, the Flynn brick house on Daniel Street, and a barn used by the power

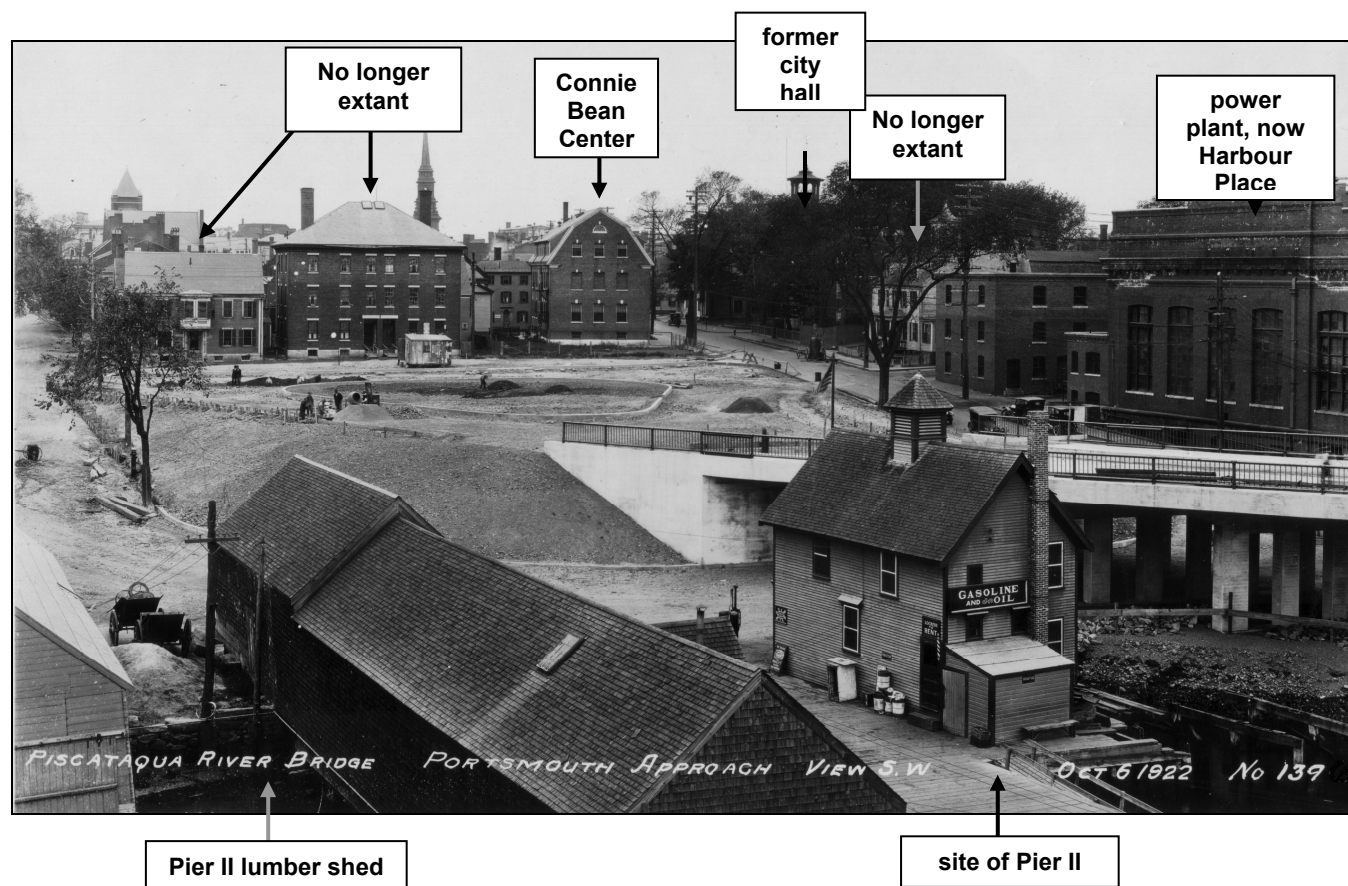
## *Visual Study, Portsmouth Approach and Surroundings*

company as a storehouse. The Miller house, a wooden structure, was moved from Daniel to the corner of State and Wright (later demolished) (Portsmouth Athenaeum vertical files, *Herald* 3/1/22)

By May 1922, the last of the houses was being cleared from the area. Work was underway filling to carry an even grade from the street level at Mulberry Street to the top of the concrete work of the approach bridge. The fill would then be packed and the roadways built (Portsmouth Public Library vertical files, *Herald* 5/10/22).

The new roadwork for the approach encompassed Mulberry Street. Wright Avenue was built parallel to Mulberry, but shifted over slightly toward the river, leaving a strip of open space where the old street had been. Originally this area was grass in front of the houses that faced Wright Avenue and the bridge. It was later encompassed by sidewalks and parking along Wright.

May and June of 1922, the concrete work for the approach bridge was completed and the forms removed (Portsmouth Athenaeum vertical files, *Herald* 6/1/22). In July the sidewalks were done and iron railing placed along them. Work continued on fill and grading of embankments on either side of the approach and the passage between Daniel and State Streets. At first a dozen or more two-horse teams with carts and one or two auto trucks were used to haul fill from the Greenland Road pit. The horses proved too slow and more trucks were brought in instead (Portsmouth Athenaeum vertical files, *Herald* 7/11/22).



*Plate J-14. Historic view (October 6, 1922), looking west from waterfront, State Street at left, Daniel Street at right (Portsmouth Athenaeum P1-1438)*

### *Visual Study, Portsmouth Approach and Surroundings*

As the Portsmouth approach was being constructed, the Mayor and council voted that the park would be known as Memorial Park. The approach streets would be named for Captain J. Francis Scott and Corporal H.H. Dutton who were killed in action in France, and Lieut. J. Brandon Wright who died while in the aviation service. The council sought to bring agreement between the different veterans' organizations over the nature of a memorial monument. The American Legion wanted a monument to soldiers in the World War. The Grand Army and Spanish War veterans wanted a joint monument (*Herald* 12/20/22, 12/30/22). Perhaps due to lack of agreement, no monument was actually erected in the park. A similar memorial park was planned for the Maine approach, though its construction lagged behind Portsmouth.



*Plate J-15. Historic view, April 1923, of newly-completed approach (Portsmouth Athenaeum P1-1484)*

In April 1923, the concrete sidewalks were laid on the approach by contractor E.W. Trefethen. At the end of May, the top surfacing of the approach was begun by Warren Brothers. The Bitulithic surface was to be the same as that already on Daniel Street, "which has proved so satisfactory." State Street was to be paved with sheet asphalt or Bitulithic on a concrete base (*Herald* 4/25/23, 5/31/23). (Bitulithic was a trade name for a patented Warren Bros. Company product – an asphalt-macadam paving mixture.)

Memorial Bridge opened in August 1923 (*Herald* 8/18/23). The City changed the name Daniel Street to Daniels to honor Secretary of the Navy Joseph Daniels who had been instrumental in getting a federal appropriation for the Bridge. It was Daniels Street for over forty years, then the City re-adopted the original spelling Daniel (Portsmouth Athenaeum vertical files).

## History of Area Since 1923

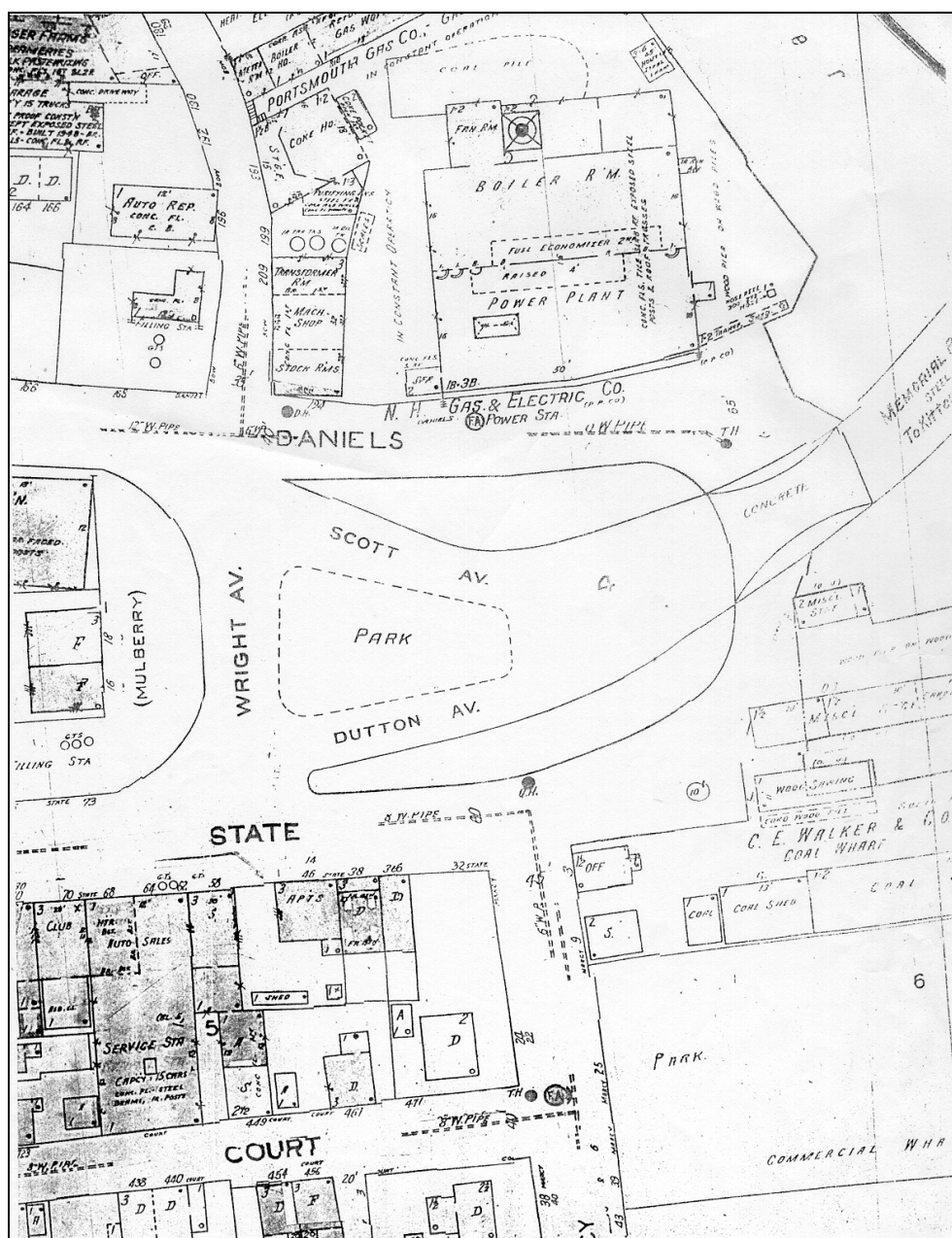


Figure J-13. 1948 Map (Sanborn 1920 corrected to 1948)

The nature of this area of Portsmouth changed in 1923 with the establishment of through traffic on Route 1 down State Street and over Memorial Bridge. Property owners along the highway took advantage of new automobile related business opportunities. Several filling stations opened near the approach on State and Daniel Streets. Initially pumps were located on the curb in front of older buildings. About 1924, the Sherburne house on the corner of Daniel and Bow was demolished to become a gas station site. Another gas station was established on the corner of State and Wright in the 1930s and the building moved there in 1922 demolished. The adjacent brick tenement came down for gas station expansion in the 1950s. On the south side of State Street buildings contained automotive garages and salesrooms, and the Rosa restaurant which originally opened in 1927.

### *Visual Study, Portsmouth Approach and Surroundings*

In the 1930s, concern for historic preservation fuelled the founding of the Warner House Association which opened an early historic house museum, near the bridge and Route 1. At the same time, efforts were made to remove older buildings from the waterfront area. The Prescott sisters provided funds to acquire property along Marcy Street. Older wharves, industries and tenements were demolished, land filled and graded to become Prescott Park.

The former Army and Navy Building became Portsmouth's Community Center ca. 1950. In 1958, Strawberry Banke Museum was incorporated to substitute preservation for site clearance in an Urban Renewal Project in the South End. The Walker coal company remained in business on Macy Street into the 1960s.<sup>2</sup> It was then sold to the City of Portsmouth and the site was incorporated into Prescott Park. Fisherman's Pier Restaurant became a prominent tourist destination. After a fire in 1972, the present Pier II restaurant was built. The power plant was closed in the 1980s. The site is now Harbour Place Condominiums. The former brewery building off of Bow Street became Theater by the Sea, and then Seacoast Repertory Theatre. Portsmouth's waterfront property is now highly sought after for residential and office condominium development.

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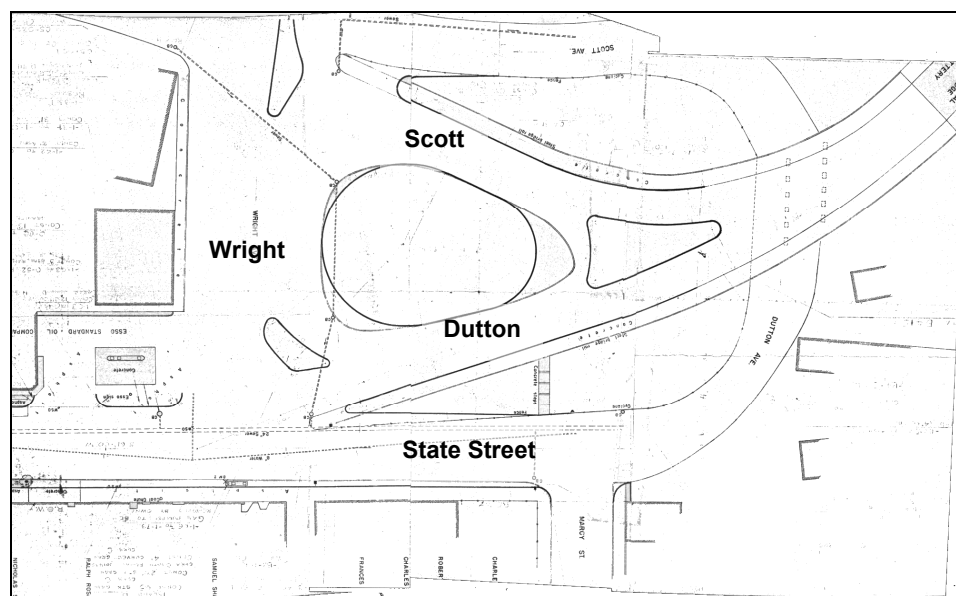
<sup>2</sup> After Walker sold its Marcy Street property, it moved its office to Pleasant Street and continued in business as a fuel company for a few more years.



## *Visual Study, Portsmouth Approach and Surroundings*

### *Changes/Repairs to Memorial Park and Approach since 1923*

The earliest plans for repairs/improvements to the Memorial Bridge southwest approach date from 1950, designed by local engineers Burnham and Gilbert Associates. Work included new concrete sidewalks, curb and steel pipe railings were installed along the outer sides of Scott and Dutton Avenues (Portsmouth Public Works plan #2849).



*Figure J-14. 1953 Plan (Portsmouth Public Works Department)*

In 1953, State Street (U.S. Route 1) was paved from Middle Street to Memorial Bridge under a Federal Aid Urban project. At that time State Street had asphalt sidewalks on both sides (Portsmouth Public Works plan #907). The southwest side of Wright Avenue was straight, with concrete sidewalk close to the walls of the adjacent buildings.

The 1953 work involved a slight reconfiguring of the Memorial Park area. The intersections of Scott with Daniel Streets and State with Dutton were widened by removing the southwest tip of the grass areas between them. The Memorial Park “triangle” was reshaped slightly. The second, smaller triangle was added in what had originally been open paved space, in the junction of Scott and Dutton. Small islands of grass with curbing were added at either end of Wright Avenue. This created more of a rotary around Memorial Park. At this time, State Street was a two-way street, while Daniel Street was one way toward Market Square. Route 1 southbound traffic came off of Scott Avenue, then turned onto Wright Avenue and then turned right onto State Street (Portsmouth Public Works plan #907).

Repairs to the approach were undertaken in 1977. The contractor was Lyon Iron Works of Manchester. The asphalt sidewalks leading up to the approach bridge were replaced. The lower (southwest) ends of the sidewalks along Scott and Dutton received new 4" concrete, reinforced sidewalks. The existing curbs were retained. New barrier railings were erected (Portsmouth Public Works plan #1415).

In 1983 parking was added along Wright Avenue, changing the configuration of Memorial Park. The park triangle was significantly reduced in size and shrubs were removed. The new parking encompassed part of Wright Avenue which was previously a broader street. The small grass islands at the ends were reconfigured (Portsmouth Public Works plan #2031).

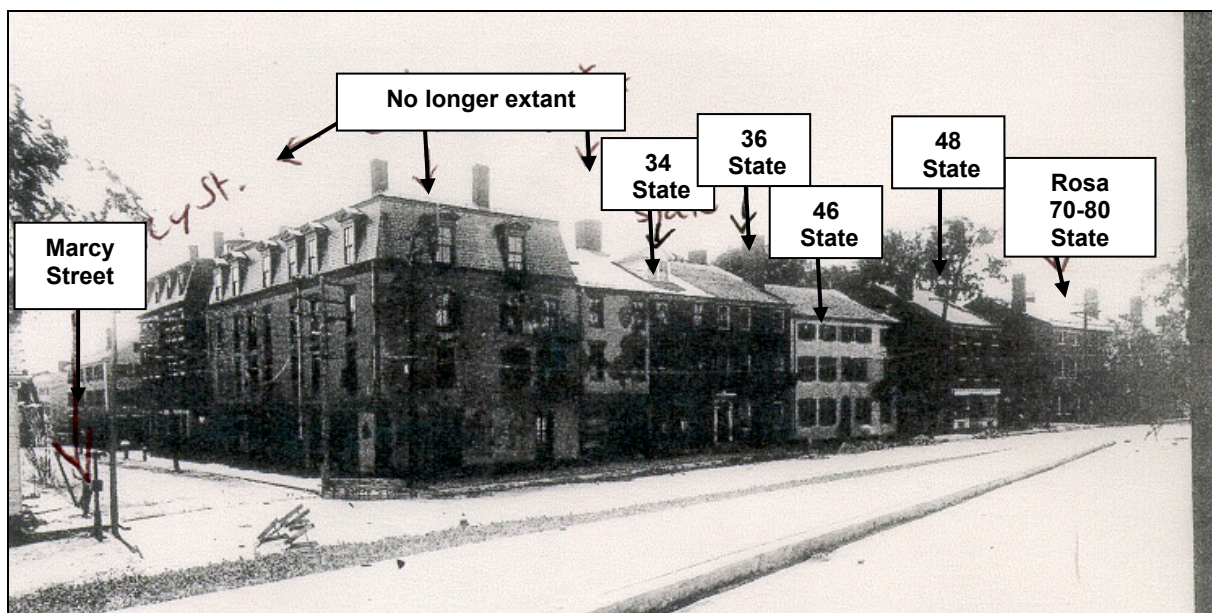
## Visual Study – Historic Resources Surrounding the Memorial Park “Square”

### *State Street*

State Street is the route by which traffic approaches Memorial Bridge from downtown and points south, and is prominently visible when exiting the bridge (southbound) on Scott Avenue.



*Plate J-16. Current view exiting Memorial Bridge southbound, looking toward State Street (looking southwest)*

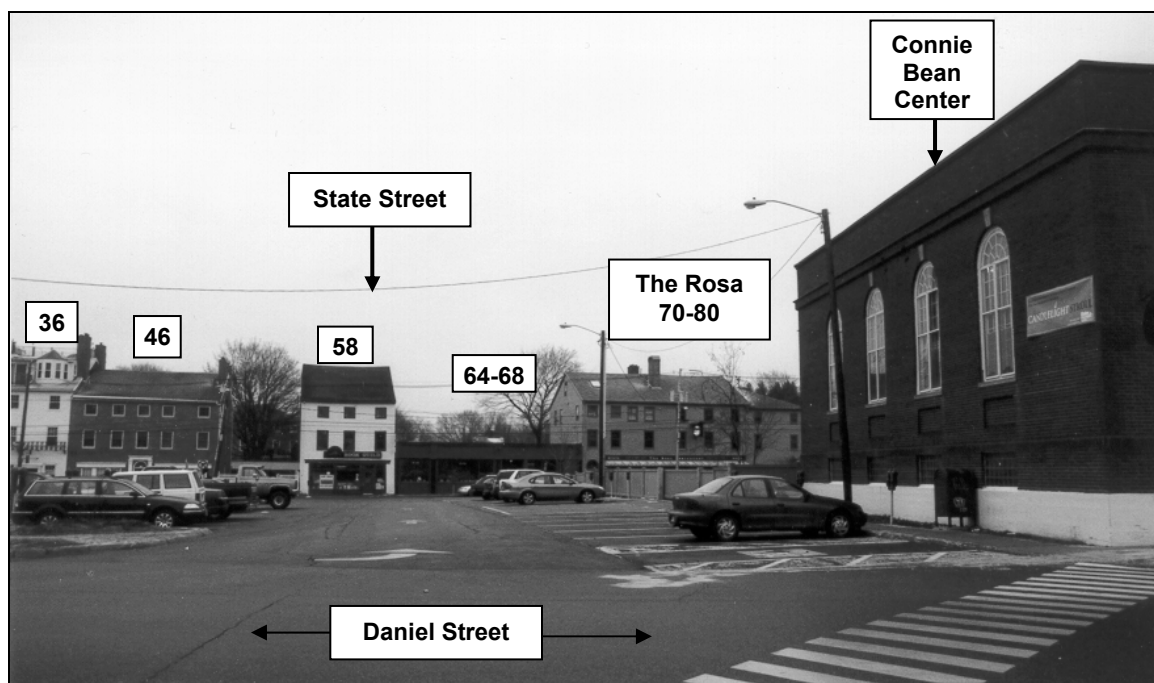


*Plate J-17. Historic view (1920s) of State Street, corner of Marcy, from Dutton Avenue, buildings at left not extant (Strawbery Banke)*

### *Visual Study, Portsmouth Approach and Surroundings*

State Street forms an important visual element of the “square.” The southeast side of State Street, facing the “square” is lined by Federal period, brick row houses. The brick facades rise directly from the edge of the sidewalk. These brick buildings, almost 200 years old, are a potentially fragile resource, susceptible to damage by nearby construction. This area of Portsmouth dates from the early 1800s, just after the fire of 1813. The buildings are all of brick construction and similar in scale, massing and form.

State Street facing the “square” is lined by a row of three-story brick buildings, most with low-pitched gable roofs. All date from the 1810s and reflect the Federal style in their shorter third story windows and some surviving semi-circular arched entries. Several buildings have later storefronts at ground level. They vary in width; closest to Marcy Street two bays, then three bays, then 5 x 2 bays, gap, three bays, then a large new three-and-a half-story story building, then the long Rosa block.



*Plate J-18. View looking down Wright Avenue toward State Street from Daniel Street (looking southeast)*

The Rosa restaurant building, 70-80 State Street, defined the southwest corner of the “square”. This 3½-story brick structure consists of three sections, all built in the early 1800s. It is nine bays long overall, mostly under a gable roof, the two bays closest to Atkinson Street being, a slightly lower structure with hip roof. The Rosa restaurant was originally opened in 1927 by Ralph (Raffaello) Rosa; the Rosa family occupied the building as early as 1920 (Anonymous 1920; Anonymous 1931; Portsmouth Athenaeum vertical files).

Across State Street, on the corner of Chapel, 93 State Street is the Kingsbury House, formerly owned by the Guild of Strawberry Banke. Built ca. 1815, the brick, Federal style house is 2½ stories, 5 x 2 bays with a two story wooden wing parallel to State. Beyond, toward the downtown, brick, early nineteenth century rows stand along both sides of State.

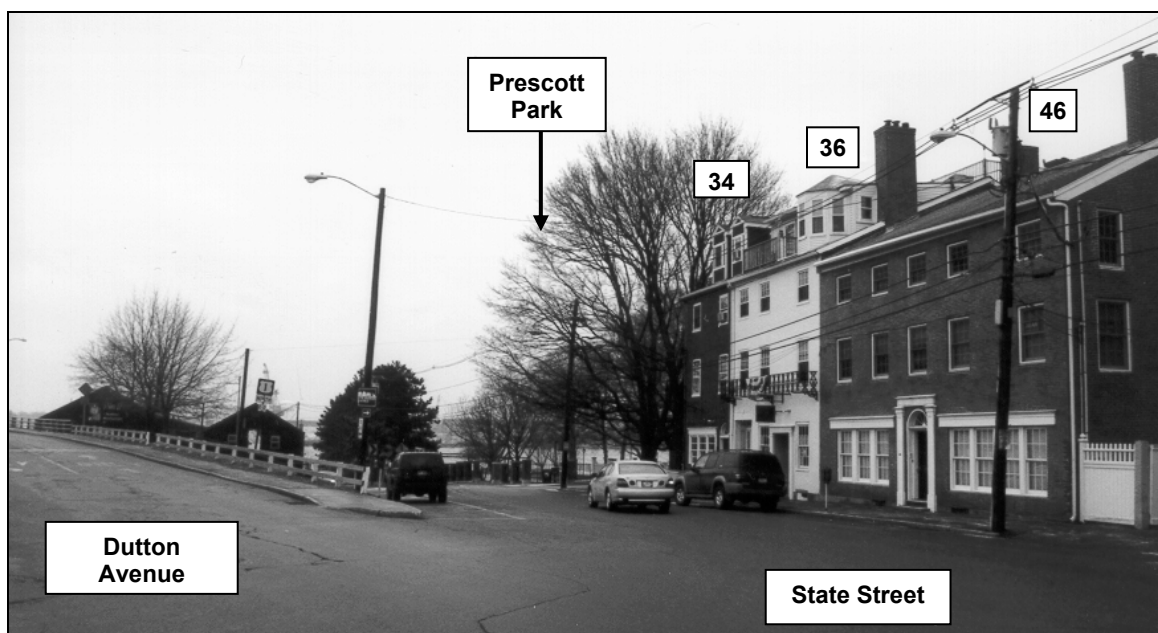
Adjacent to The Rosa, a large new building (similar in height and scale to those adjacent) was erected on the lot of 64-68 State extending back to Court Street. Previously, a lower one-story building stood on the site. The one-story building was built (on former open space) as an automotive garage in the 1920s on newly established U.S. Route 1. Originally, Grace’s Auto Service and then Hobbs Motor Company,

### *Visual Study, Portsmouth Approach and Surroundings*

gas pumps in front of the building were removed when State Street was improved in 1953. The front of the building was automobile sales room, the rear service garage (Anonymous 1931; Sanborn 1949; Portsmouth Public Works plan 1953). During the late 20<sup>th</sup> century, the building contained the curatorial center of Strawberry Banke Museum. The storefront was rented for many years to the Framing Alternatives business. The site was recently redeveloped after the curatorial department moved to a new facility.

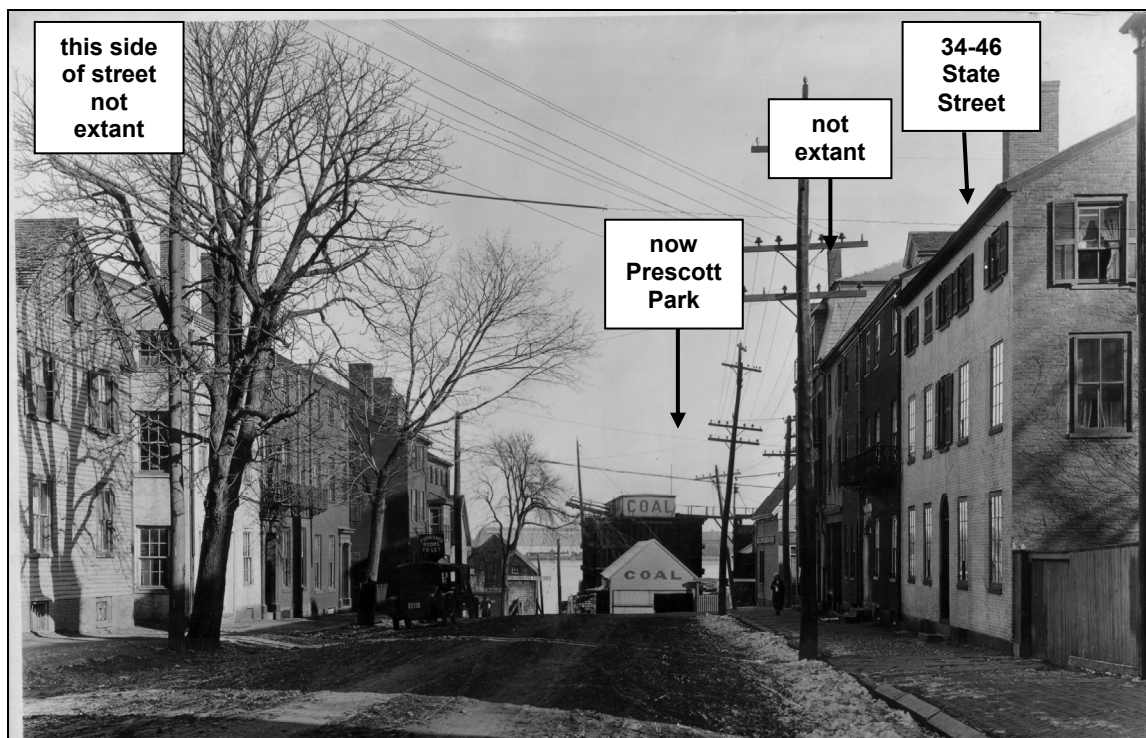
On State Street directly opposite Wright Avenue, and visible while traveling Wright from Daniel to State, is 58 State, a tall, 3½-story, Federal style, brick building with gable roof and three-bay façade. Originally a residence, the building has contained commercial space since the early twentieth century. As of 1931, the ground floor of the building housed Chick's motor company (Anonymous 1931). For some years the store housed the Portsmouth Book Guild. There has always been an open space between 58 and 46 State Street.

Across the street, before bridge construction, the block of State Street (northwest side) now under Memorial Park was the site of Federal period brick buildings similar to those around it. Near the waterfront, 15-17 State was the Elm House, a three-story brick building which contained a brothel run by Eva White in the early 1900s (Anonymous 1920; Brighton 1979). A row of brick houses, 29, 35 and 39 State Street were three story multi-family dwellings, with hip roofs. As of 1887 two had a saloon and restaurant in them. A wooden, 2½-story, multi-family house stood at 43 State. On the corner of Mulberry, 49 State was a three-story brick building, the "Emmett House" a saloon in the late nineteenth century (Sanborn 1878, 1887).



*Plate J-19. Current view of State Street (right) and Dutton Avenue (left), looking toward waterfront*



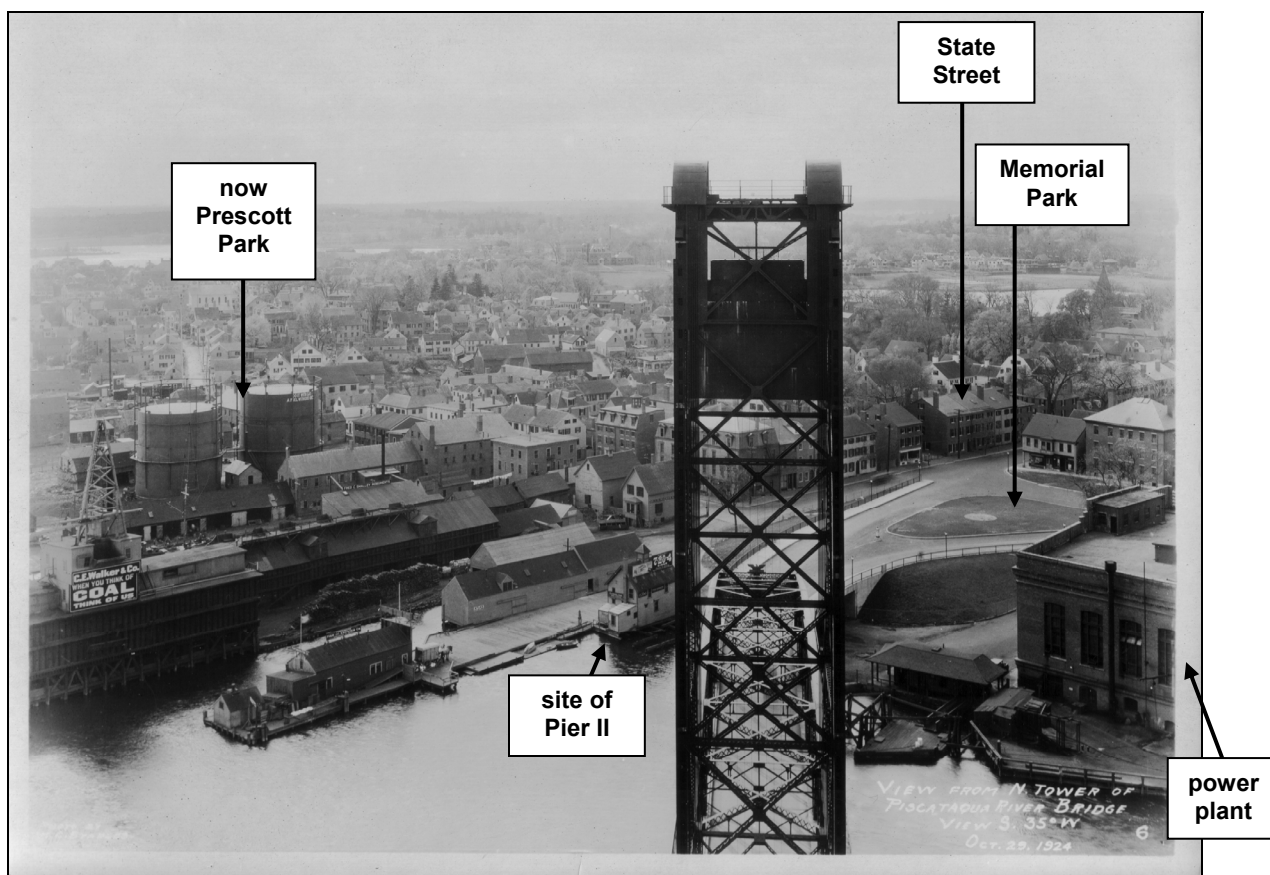


*Plate J-20. Historic January 1921 view of State Street looking toward water (Portsmouth Athenaeum P1-1364)*

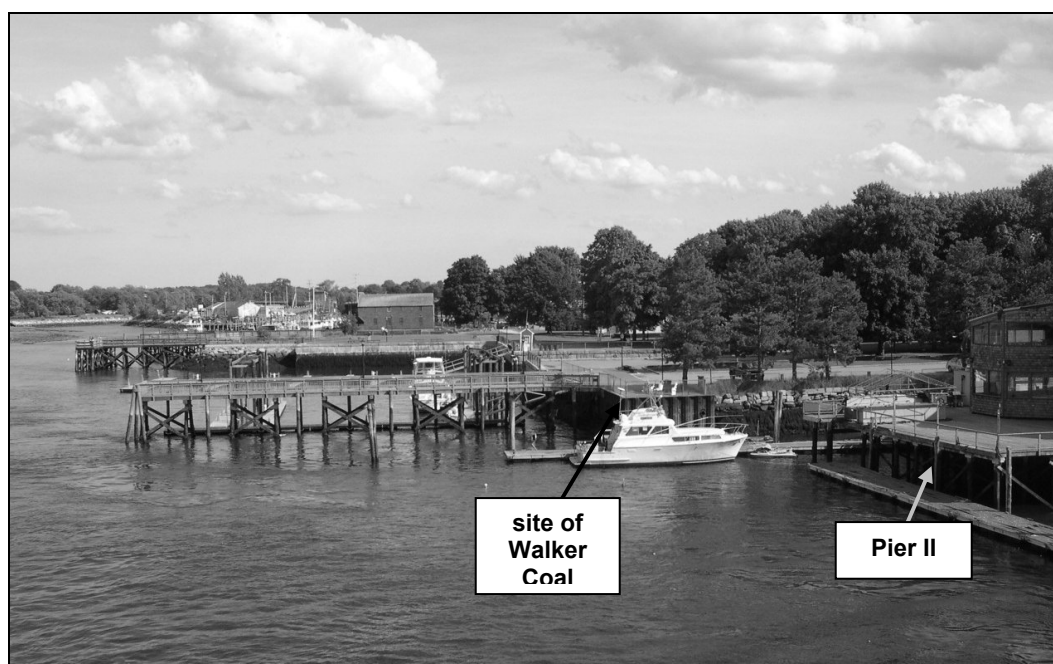
Toward the waterfront end of State Street, 36, 38 and 46 State form an attached row, 3½ stories under a low-pitched gable roof. These were historically multi-family dwellings and apartments. By the 1940s, many of the buildings were in mixed use with storefronts added to their ground floors (Sanborn 1920, 1949). Overall the group is ten bays long; two, three, and five bays with center entry. Brick chimneys are located in the end walls of each section. The semi-circular fanlights over the front doors were characteristic of the Federal period. Closest to the waterfront, 36 and 38 State have dormers on their front roof slopes; the former had one dormer in place as of the 1920s (see historic view).

The corner of Marcy and State Streets is now part of the yard associated with the Captain Thomas Shaw House. The property is surrounded by a wooden fence and shaded by mature trees. Historically, this corner and southeast on Marcy was occupied by two large brick buildings, both four stories with Mansard roofs (not extant). On the corner, the Gloucester House housed the brothel run by Mary Baker at the turn-of-the-century. These structures and others nearby were torn down during the creation of Prescott Park in the 1930s. The Shaw house was moved in from the corner of Marcy and Hancock Streets in 1937. Court Street, which parallels State on the southeast, is the edge of Strawberry Banke Museum.

*Waterfront*



*Plate J-21. Historic view, Oct 1924 (Portsmouth Athenaeum P1-1501)*



*Plate J-22. Current view downstream from bridge showing Prescott Park*

## *Visual Study, Portsmouth Approach and Surroundings*

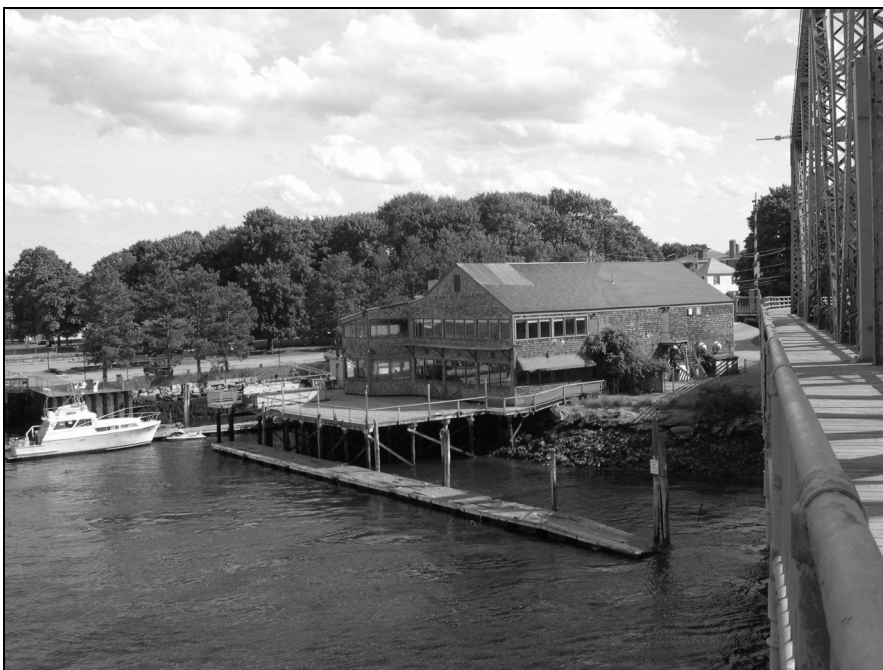
Extending southeast from Memorial Bridge along the waterfront is Prescott Park. This large public park was established in the 1930s. Historically, the northeast side of Marcy Street was lined by offices with wharves projecting into the river behind them (Sanborn 1920). The northern edge of the park, closest to Memorial Bridge, in the corner of State Street and Marcy, remained in commercial use through the 1950s and has been part of the park since the 1960s. Wrought iron fence now defines the corner of the park and the parking lot associated with it. From the late nineteenth through the mid-twentieth century this was the location of the C.E. Walker Coal Company. The office stood on the corner, while extending toward the water, along what is now the northern edge of the park, were the sheds and coal pocket. Originally Pier 3 of the Portsmouth Pier Company, this pier was rebuilt in the 1880s by Walker, who was previously an owner of the Portsmouth Piers (Brighton 1982:88). Walker's coal wharf and coal pockets were still in place in 1951 when the wharf burned and was re-decked. The property was sold to the City by Charles H. Walker in 1964 (Brighton 1982:67).

The connecting of the ends of State and Daniel Streets under the Memorial Bridge approach dates from the bridge's construction. Prior to that, although Mulberry Street was the closest public street to the water, there had always been a passageway between State and Daniel Streets, parallel to the shore between the adjacent warehouses and lumber sheds (Sanborn 1878, 1892). Traffic now passes (in about the same location as the historic passageway) under the concrete slab approach bridge between rows of concrete piers. Traffic from State to Daniel passes through the central opening between the piers while that from Daniel to State passes between piers and abutment.

At the bend in State Street, on the shore immediately adjacent to and below Memorial Bridge is the Pier II property (10 State Street). This is the site of the Portsmouth Pier Company's Pier No. 2, part of Broughton's lumberyard in the late nineteenth and early twentieth centuries. Throughout the twentieth century the property was owned by the Portsmouth Fish and Lobster Company. Fisherman's Pier Restaurant burned in 1972 and was replaced by the current (now vacant) Pier II restaurant. A mid-nineteenth-century lumber shed (part of Broughton lumberyard in the 1870s) stands parallel to and southeast of the main restaurant. This may be the last surviving one-story wooden warehouse in Portsmouth. It is stud framed with sawn sheathing and scarf jointed sills, resting directly on the wharf (DeChard 2000:46). The one-story front section of the Pier II gift shop was added in the 1980s, where an older structure had been. The property is currently vacant and the site slated for condominium development.



*Plate J-23. Current view, front of Pier II*



*Plate J-24. Current view, shoreline southeast of bridge, showing waterfront side of Pier II*

The approach bridge crosses directly over the site of Broughton's lumber wharf, which was taken down when the bridge was built. The original wharves here were owned by the Langdon family. This became Central Wharf and then Pier 1 of the Portsmouth Pier Company. It was owned by Broughton from the 1870s. The lumberyard occupied the area above the waterfront between State and Daniel. The property was sold to C. H. Walker in the early twentieth century, and then to the City for bridge construction.

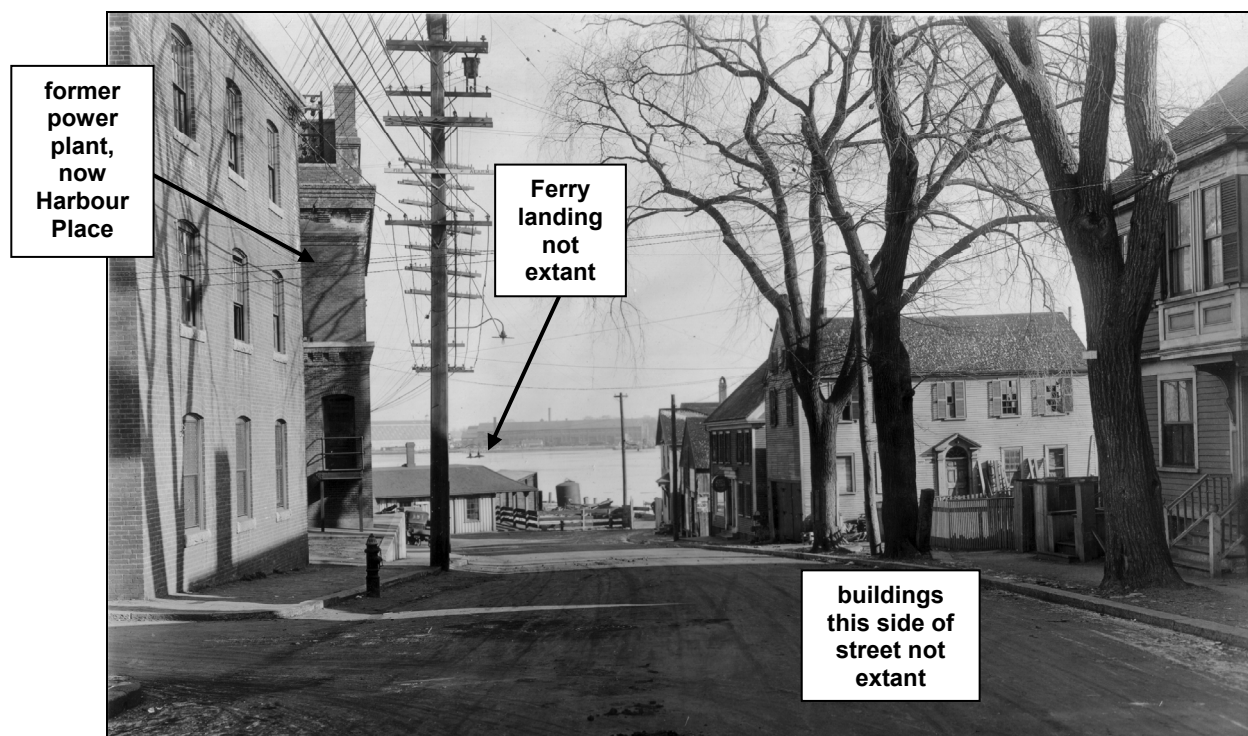
### ***Daniel Street***

Historically, the terminus of Daniel Street was a public landing. A small separate parcel remains at the end of the street, now used for parking by the bridge operators. Ferry service from this point known as "city landing" resumed in the 1870s; a ferry house was erected on the shore, with a gangplank down to a wooden float (Beers 1876; Sanborn 1904). The ferry house was a small railroad station type building, vertically sided, one story with an overhanging, flat-topped hip roof, surrounded by a balustrade. The Navy Ferry operated until the bridge opened (DeChard 2000:74). It was demolished soon after.

There was always a slight widening of the end of Daniel Street over to the location of the ferry landing. This bend in the street determined the footprint of the power plant when it was built, and of the current Harbour Place building. Along the water's edge, below Harbour Place is a new wharf. As of the early twentieth century this was a plank wharf on wood piers (Sanborn 1910). Earlier this was the location of lumber piles of the Adams/Broughton lumberyard (Sanborn 1878).



*Visual Study, Portsmouth Approach and Surroundings*



*Plate J-25. Historic January 1921 view of Daniel Street, looking toward water (Athenaeum P1-1363)*

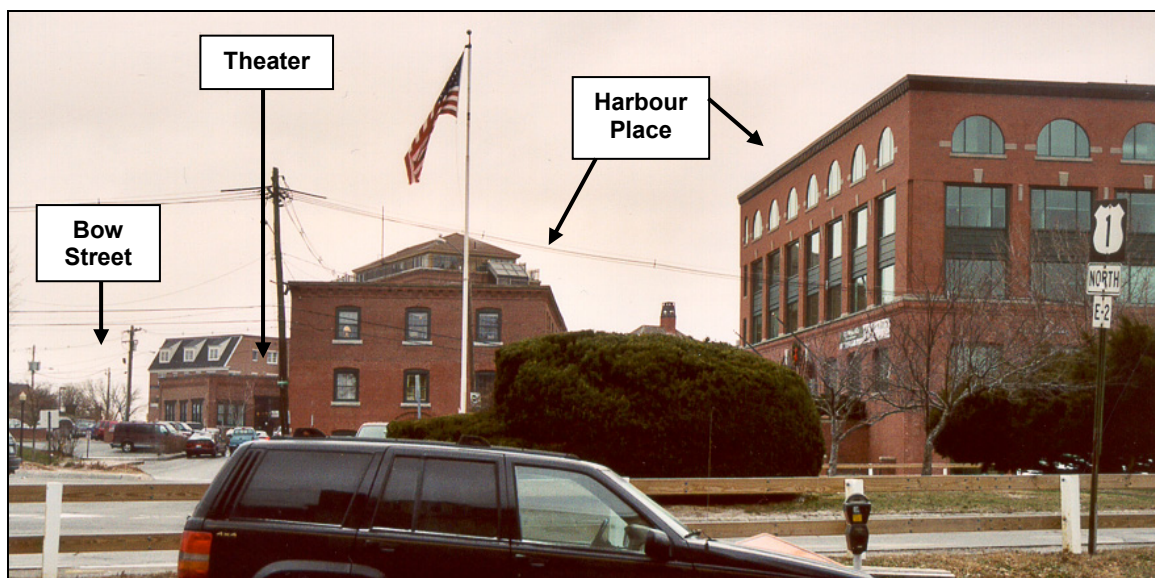


*Plate J-26. Historic view of Daniel Street, December 20, 1922, looking toward bridge (Portsmouth Athenaeum P1449)*

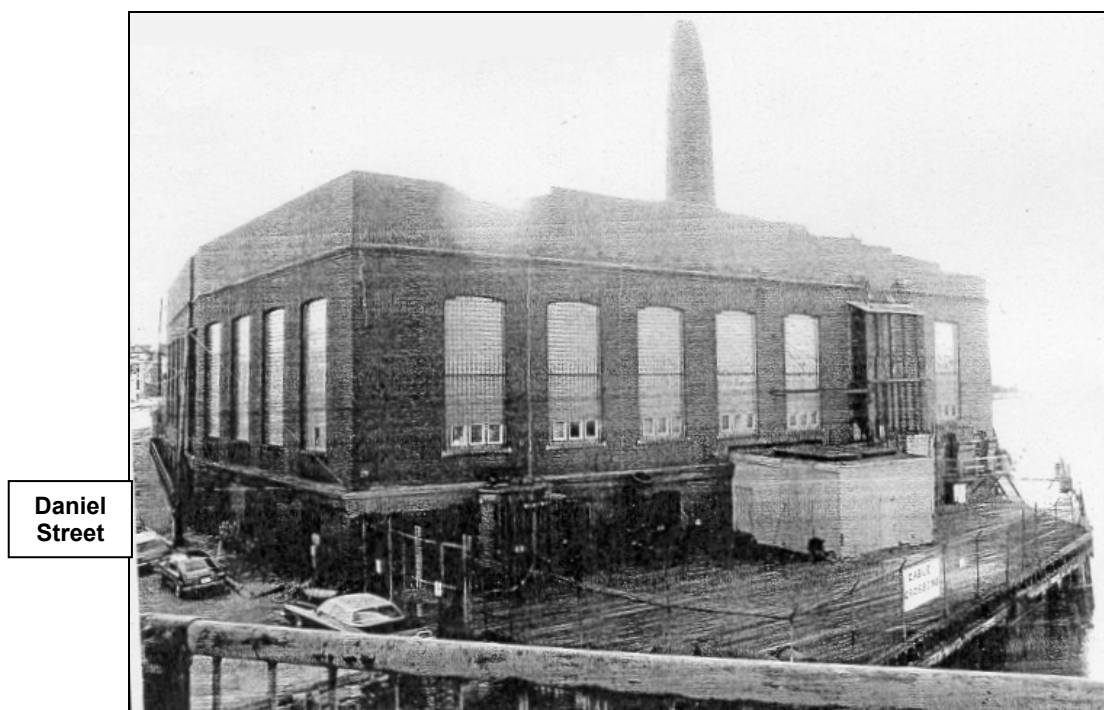
In the nineteenth century, the northwest side of Daniel where Harbour Place is now, was lined by several wooden buildings including a saloon, a blacksmith shop and a bakery. These were removed for construction of the power plant (Sanborn 1892, 1898, 1904).

### *Visual Study, Portsmouth Approach and Surroundings*

Harbour Place is a large condominium building encompassing the walls of the former electric power station. Built for the Rockingham Light and Power Company, it came on line in 1902 generating electricity for the streetcars, hospital and brewery. The building's steel frame was erected by the American Bridge Company. Large numbers of masons were employed building the walls. The original chimney was 150' high (Portsmouth Athenaeum vertical files). The plant was modified in 1924 and 1949 (Thoresen 1983:9). Public Service Company discontinued the Daniel Street Station in 1982-83. Plans for Harbour Place were discussed as early as 1986.



*Plate J-27. Current view from State Street, looking toward Daniel and Bow Streets, Harbour Place at right*



*Plate J-28. ca. 1985 view from bridge of Daniel Street power station, now Harbour Place (Portsmouth Athenaeum)*



### *Visual Study, Portsmouth Approach and Surroundings*

The current five-story brick building, 9 x 7 bays with plate glass windows, bears little resemblance to the historic power plant. The footprint is similar and the exterior brick walls remain. Historically the building had rows of tall windows with segmental arched tops which are incorporated in the current design. Originally the building was topped by a stepped brick parapet around the roof. Three stories were added in the renovation with arched windows on the top floor. The basement is exposed along the waterfront. The site incorporates the open passageway up from Daniel Street which has long been in place.

On the corner of Daniel and Bow Street, across from Memorial Park, a smaller three-story brick building on the Harbour Place property retains more of its historic appearance. This 3 x 6 bay building was erected ca. 1910, containing stock rooms and machine shop of the power plant (Sanborn 1910). The building retains its brick walls, rising directly above the sidewalk, corbelled cornice and windows with granite sills and segmental arch tops.



*Plate J-29. ca. 1985 view, corner of Daniel and Bow Streets, former Daniel Street power station, now Harbour Place (Portsmouth Athenaeum)*



*Plate J-30. Current view of Bow Street, corner of Daniel Street (facing northeast)*

### *Visual Study, Portsmouth Approach and Surroundings*

Off Bow Street, the courtyard area was historically part of the foundry and later the gasworks. It was the site of the gasometer and later the coke house for the power plant (see Figures J-6 and J-7) (Sanborn 1878; Sanborn 1936).

Immediately northwest of Memorial Park on Bow Street is Seacoast Repertory's Bow Street Theater. The building was originally built ca. 1892 as storage for beer and grain for the adjacent Portsmouth Brewery Company. It was renovated for Theater-by-the-Sea in 1979, and a glass lobby area added. Seacoast Repertory Theatre was established in 1987. Parking lots on the opposite side of Bow Street from the theater were formerly the site of two nineteenth century wood frame residences (Sanborn 1878; Sanborn 1910).



*Plate J-31. Current view of park and parking lots, corner Daniel and Bow Streets (facing north)*

The corner of Bow and Daniel is now a small “pocket park” with brick paving and benches, recently created in memory of Jay Smith, local businessman and philanthropist (Portsmouth Athenaeum vertical files). This north side of Daniel, west of Bow Street escaped the 1813 fire. The site was occupied by a large eighteenth century house into the early twentieth century. The Judge John Sherburne House, built ca. 1760 and updated ca. 1800, was a large 2½-story house with gambrel roof topped by a cupola (thought to be original) (Ruger 1877). Judge John Sherburne was a judge of Probate under the Crown. His son John Samuel Sherburne was a U.S. District court judge. In the mid-nineteenth century the building was a sailor’s boardinghouse, known as Mariner’s House (Walling 1850). Later it was divided into a multi-family dwelling (Sanborn 1878). The house was demolished in the 1920s and by 1931 there was Gulf gas station on the site (Anonymous 1931; Sanborn 1939). The lot was vacant for many years before the park was created. Beyond the park, set back from the street, 164-166 Daniel Street is a 2½-story, 5 x 2 bay duplex built ca. 1880 (Sanborn 1878; Hurd 1892). The area west of this park, occupied



### *Visual Study, Portsmouth Approach and Surroundings*

in the nineteenth century by a cluster of dwellings along Bow Street, became the site of the Portsmouth Creamery, later Badger Farms Creameries, by 1920 (Sanborn 1920, 1949, 1956).



*Plate J-32. Current view of Daniel Street from Bow Street, Warner House and park (looking southwest)*



*Plate J-33. Historic view of Judge John Sherburne House (not extant), corner of Daniel and Bow Street (Garvin and Griggs 1995:70)*

One of Portsmouth's important historic house museums, the MacPheadris-Warner House stands on the corner of Daniel and Chapel Streets. Built 1716-18, it is the finest early eighteenth century urban brick residence in the region. In the early 1930s, the house was preserved by the formation of the Warner

### *Visual Study, Portsmouth Approach and Surroundings*

House Association, preventing its demolition for a gas station (Candee 1992:43). Chapel Street runs from Bow Street, across Daniel to State, rising over Chapel Hill past St. John's Church. Beyond, is the former Portsmouth City Hall, built as the high school in the 1850s and used as City Hall (no photo) from ca. 1910 into the 1980s.

Daniel Street is lined on both sides by parallel parking spaces. The sidewalks are brick with granite curb.



*Plate J-34. Current view of Connie Bean Center and Daniel Street, looking toward Market Square (southwest)*



*Plate J-35. Historic 1917 view of newly-built Army and Navy Building, now Connie Bean Center (Strawbery Banke)*

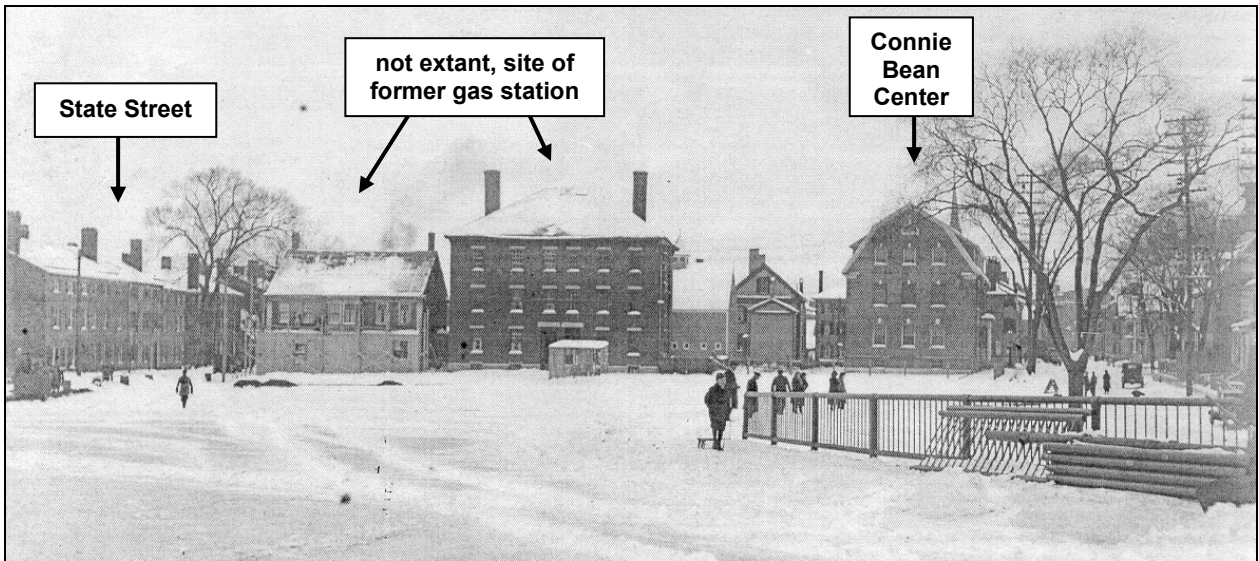
### ***Visual Study, Portsmouth Approach and Surroundings***

The southeast side of Daniel Street is dominated by the Connie Bean Center, Portsmouth's community center, which fills the block between Chapel Street and Wright Avenue. Previously in the nineteenth century, this block was occupied by two 2½-story center entry houses. In 1916-17 the Army and Navy Building was erected by the Army and Navy Association, to provide recreational facilities and lodging for enlisted men in Portsmouth. The Association was formed in 1911 by local businessmen and politicians. The site was acquired in 1915. Funding was a combination of Federal and City money and considerable local fundraising. Plans were by a Navy Department architect. The large brick building reflects the Colonial Revival style. The three-plus-story building has an eight bay façade, and a high gambrel roof lined with dormers. Shortly after Memorial Park was created, a gymnasium was added to the east side of the building, extending to Wright Avenue. This tall one-story brick structure with high basement is 5 x 4 bays with tall arched windows. The architect was J.E. Richardson of Dover. Two residences and outbuildings in the rear on Chapel Street remained standing at this time, but were later removed for parking. During WWII the building was the U.S.O. Club. Dances were held in the gym, ping-pong and pool tables located in the basement, and tables and a snack bar on the first floor. Upstairs were rooms for visiting service men and women, or their families. After the War the building housed the Salvation Army. It was turned over to the City and became the community center ca. 1950 (Portsmouth Public Library vertical files).

## *Visual Study, Portsmouth Approach and Surroundings*

### **Wright Avenue**

Wright Avenue is lined on both sides by parking spaces. The southwest side of the “square” is defined by the end wall of the Connie Bean Center and by a former Esso gas station on the corner of State Street.



*Plate J-36. Historic view December 20, 1922, from Scott Avenue looking (southwest) toward Wright Avenue; State Street on left, Daniel Street on right (Portsmouth Athenaeum P1-1445)*

The latter property, now used as a parking lot in conjunction with the Rosa restaurant across the street, consists of two historic parcels. When Memorial Park was created, Wright Avenue was laid out in place of existing Mulberry Street. At that time, the southwest side of the “square” was dominated by a large, three-story brick tenement (not extant), Federal style with a hip roof, twin end chimneys, and granite sills and lintels. It had previously faced a narrow side street. The building contained six units, with double entries on the six bay façade. On the corner of Wright and State Street was a 2½-story, 5 x 2 bay Greek Revival style house with center entry, which had been moved from the diagonally opposite corner of Wright and Daniel when the approach was built. It stood only a short time and was demolished in the 1930s. The original Esso (Standard Oil) gas station was located directly on State Street. In 1953, Esso enlarged the property, acquiring the adjacent lot to the north on Wright Avenue. The large brick tenement that stood on the site was demolished (removed to six inches below grade) (Portsmouth Public Works plan 1953). The existing gas station building was erected ca. 1960 and was an Exxon station into the late twentieth century. The property is now surrounded by tall wooden board fence, painted beige to match the restaurant opposite.

### **Impact/Visual Effects**

The effects of the project on Memorial Square will be assessed at an interagency meeting during preliminary design and included in this section.



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Preservation Company

2001 Court Street Reconstruction.

The Thoresen Group

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### **Maps**

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## ***Visual Study, Portsmouth Approach and Surroundings***

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### **Plans - Portsmouth Department of Public Works**

#329	1953	Esso Standard Oil.
#907	1953	NHDPW Federal Aid Urban Project – State Street.
#1415	1977	Memorial Bridge Approach Repairs.
#2031	1983	Wright Avenue Lot.
#2849	1950	Memorial Bridge South and West Approaches.

### **Historic Photographs**

Portsmouth Athenaeum

Thayer Cumings Library, Strawberry Banke Museum, Portsmouth.

# Visual Study, Portsmouth Approach and Surroundings

## Photo Key

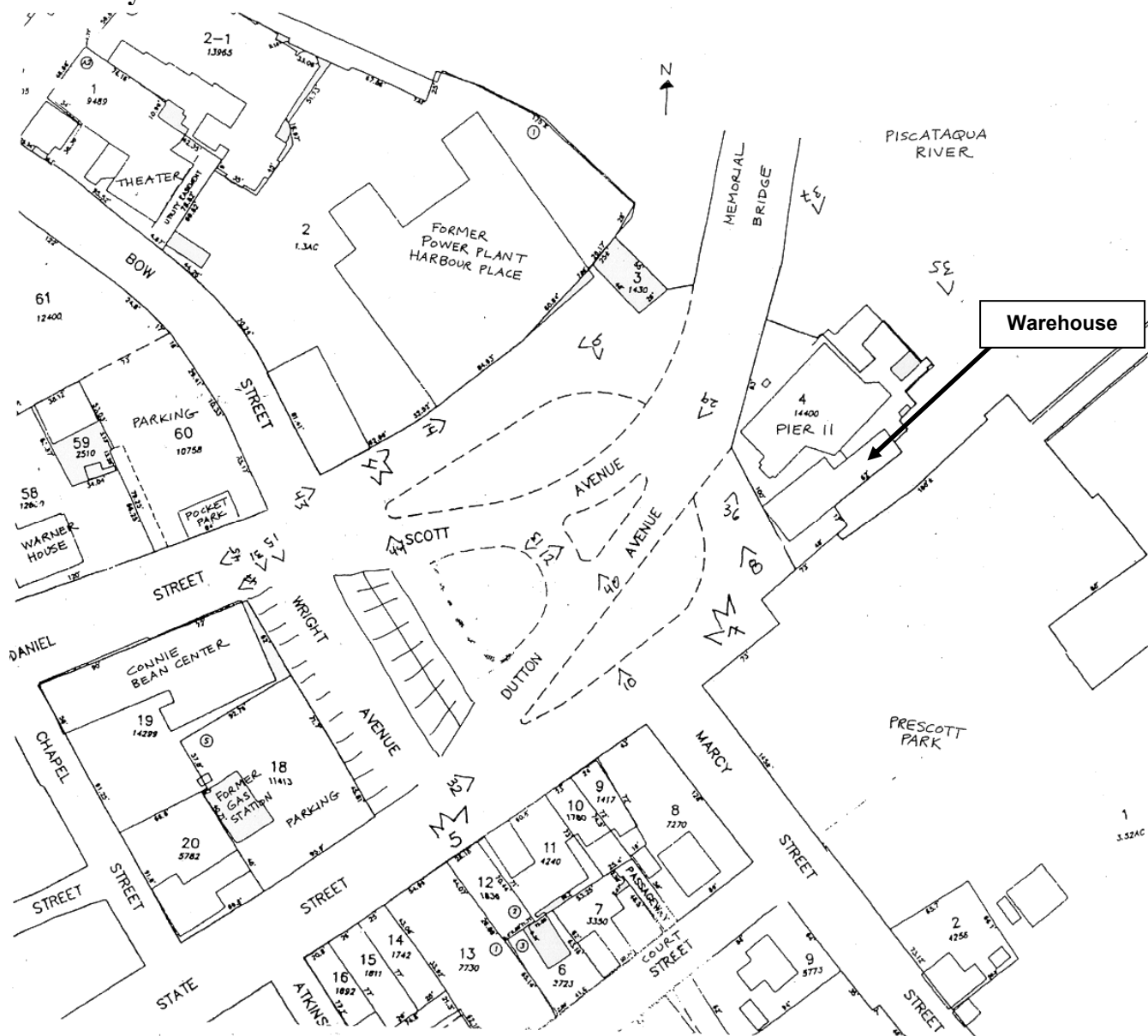


Photo Key



