NH Division of Historical Resources
Determination of Eligibility (DOE)

Date received: 9-17-19

Inventory #: NWN-BLPT

Date of group review: 9-25-19

Area: Bloody Point Area

DHR staff: Laura Black

Property Name: Bloody Point Area

Town/City: Newington

Address: Shattuck Way btwn Trickey's Cove and Piscataqua River

County: Rockingham

Reviewed for: [X]R&C [ ]PTI [ ]NR [ ]SR [ ]Survey [ ]Other
Agency, if appropriate: FHWA/DOT

Individual Properties

NR	SR	
[X]	[ ]	Not evaluated for individual eligibility
[ ]	[ ]	Eligible
[ ]	[ ]	Eligible, also in district
[ ]	[ ]	Eligible, in district
[ ]	[ ]	Not eligible
[ ]	[ ]	Incomplete information or evaluation

Districts

NR	SR	
[ ]	[ ]	Not evaluated @ district
[ ]	[ ]	Eligible
[X]	[ ]	Not eligible
[ ]	[ ]	Incomplete information or evaluation

Integrity: [ ] ALL ASPECTS [ ]Location [ ]Design [ ]Setting [ ]Materials
[ ]Workmanship [ ]Feeling [ ]Association

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

Level: [ ]Local [ ]State [ ]National
[ ]IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION IS NEEDED.

STATEMENT OF SIGNIFICANCE:
This area is a local historic district associated with the themes of transportation and economic development in Bloody Point. This form was prepared to assess whether the area meets the criteria to be eligible for listing in the National Register.

The form provides a good historical overview laying out the economic, transportation, residential, etc. trends in the Bloody Point area, linking this local area to broad changes in the Town of Newington and regional connections. The architectural description discusses changes that have happened to the layout, roadways, and landscape of the area as well as noting buildings and above-ground features. The area currently has 7 extant above-ground features on the landscape: 2 commemorative markers (mid-20th c, modern), 2 potential site locations of historic activity/resource (ferry landing and wrecked schooner), 2 transportation features (altered approach to GSB, modern overpass), and the NR-listed Newington Depot.

The consultant recommends that the area is not eligible for listing in the National Register due to loss of integrity. See p.19-20 for detailed discussion of consultant's assessment. The DOE Committee concurred with the determination.

☒ ENTERED INTO DATABASE
ACREAGE: 16.5
PERIOD OF SIGNIFICANCE: N/A
AREA OF SIGNIFICANCE: N/A
BOUNDARY: surveyed area based on local Bloody Point Historic District boundary
SURVEYOR: Nicole Benjamin-Ma and Hannah Beato; VHB

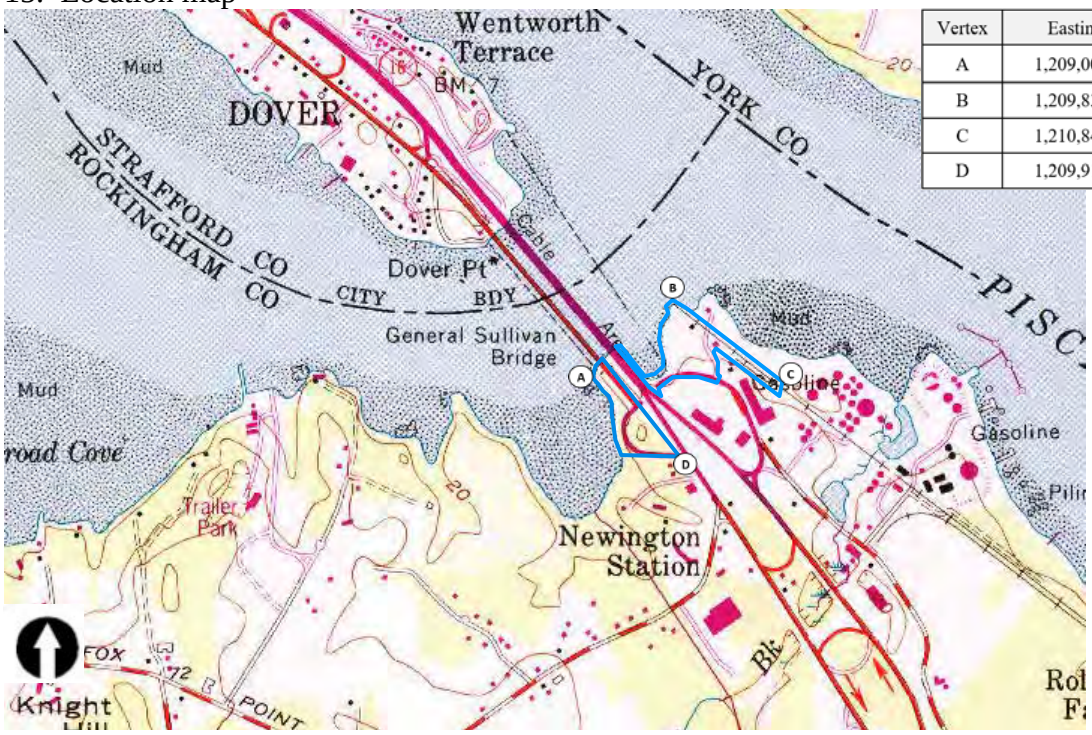
FOLLOW-UP: Notify appropriate parties.

Final DOE approved by: MR

AREA FORM **AREA NAME: BLOODY POINT**

1. Type of Area Form
   a. Town-wide: ☐
   b. Historic District: ☒
   c. Project Area: ☐
2. Name of area: Bloody Point Area
3. Location: Shattuck Way between Trickey's Cove and former railroad right-of-way
4. City or town: Newington
5. County: Rockingham
6. USGS quadrangle name(s): Portsmouth, NH, ME
7. Dataset: SP Feet, NAD83
8. SP Feet: (see #15, Location map, below)
9. Inventory numbers in this area: General Sullivan Bridge (DOV0158); Newington Railroad Depot and Toll House (NWN0168/ NR #10000187), NWN-DOV, ZMT-SPTP
10. Setting: Small peninsula at the northeast corner of Newington that juts into the mouth of the Little Bay, adjacent to the Piscataqua River.
11. Acreage: 16.5 acres
12. Preparer(s): Nicole Benjamin-Ma and Hannah Beato
13. Organization: VHB
14. Date(s) of field survey: August 2019

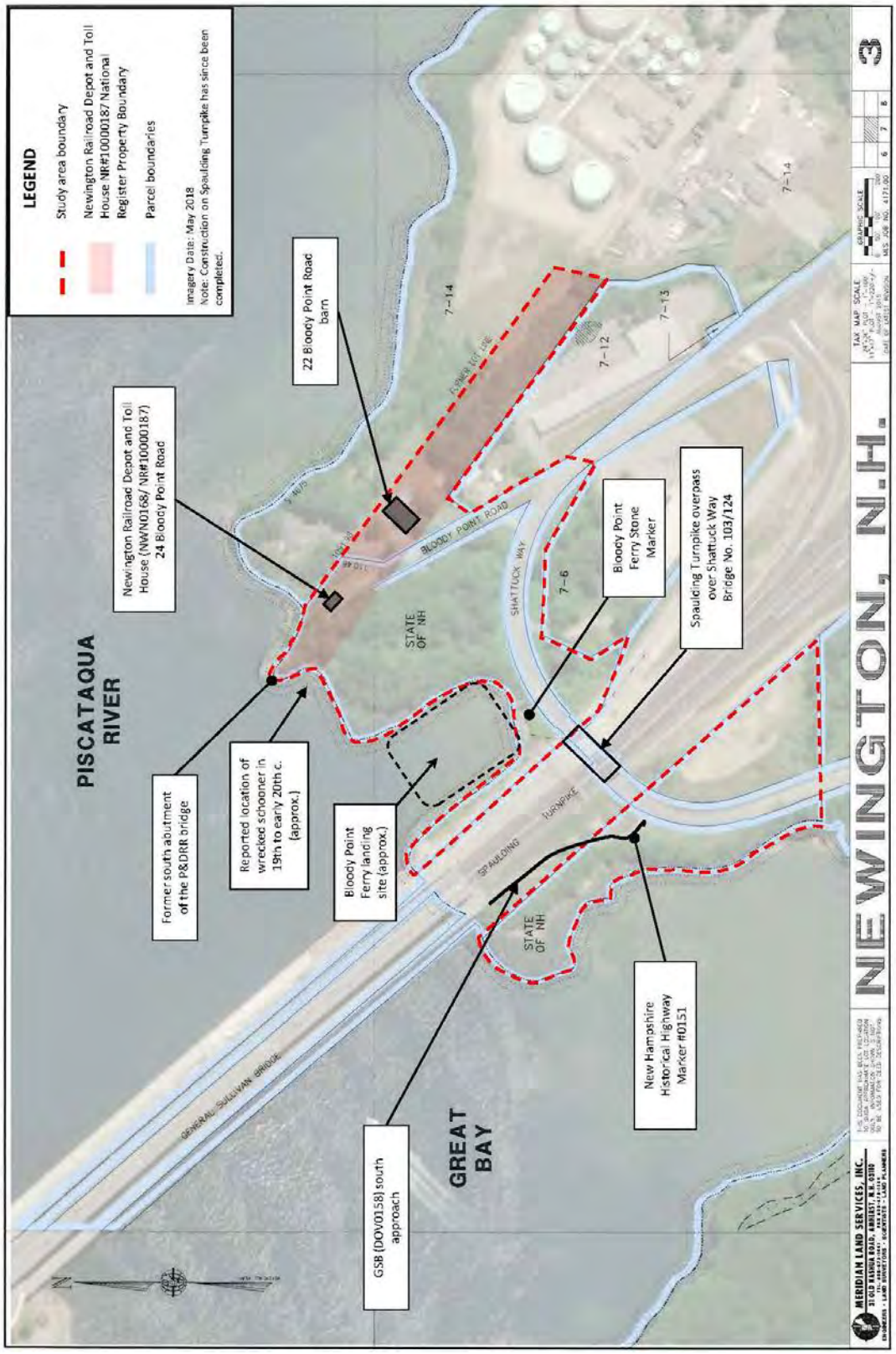
15. Location map



Vertex	Easting (ft)	Northing (ft)
A	1,209,004.26	225,637.67
B	1,209,836.89	226,314.05
C	1,210,845.40	225,459.26
D	1,209,917.22	224,881.77

Bloody Point Area

16. Sketch Map



Methods and Purpose

The survey of the Bloody Point Area resulted from Section 106 consultation for the Spaulding Turnpike Project in Newington and Dover, NH (Newington-Dover 11238). Specifically, the survey relates to the "S Contract" for the project (1123S), which is re-evaluating the original Selected Alternative. The initial project consisted primarily of an expansion of the Little Bay Bridge and improvements along the Spaulding Turnpike, including rehabilitation of the historic 1934 General Sullivan Bridge (GSB) (DOV0158) for emergency vehicles, pedestrians, bicycles, and fishing use. However, inspections of the bridge between 2010 and 2016 resulted in a re-evaluation of the feasibility and costs associated with the rehabilitation of the GSB. The S Contract is evaluating several alternatives to provide recreational access and connectivity between Dover and Newington over the Little Bay.

The re-evaluation of the Selected Alternative for the project requires Section 106 evaluation and review, and the Newington Historic District Commission has been an active participant in the process as a Consulting Party. During discussions of potential effects of the current project on historic properties, the Commission suggested the Bloody Point Historic District as a historic property that had not been identified in the 2005 Project Area Form (PAF) for the project, or the updated PAF completed in 2018. The Bloody Point Historic District is a locally-designated district, the boundaries of which were never firmly established after the Town of Newington's lease on the State of New Hampshire-owned property at the Newington Depot on Bloody Point expired. The Commission is re-examining the local historic district and has identified a set of features, sites, and parcels to be considered as the extent of the current locally-designated district, reflecting resources associated with the transportation and economic development of Bloody Point. The Commission requested consideration of the local historic district as a National Register-eligible district. This area form is intended to evaluate the eligibility of Bloody Point for the National Register, specifically the boundary currently used by the Commission to define the local historic district.

Bloody Point and the surrounding area have been subjects of a large body of research and writing during the planning and evaluation of the Spaulding Turnpike project. The historical development and contexts of the area have been written up extensively, from both architectural and archaeological perspectives, which consulted a variety of primary and secondary sources. The most comprehensive of these documents include the 2007 Final Environmental Impact Statement (FEIS) for the project (VHB 2007), the 2005 PAF for the project (NWN-DOV), the 2018 update to the PAF (ZMT-SPTP), and the 2004 Phase I-A Preliminary Archaeological Reconnaissance report (Bunker et al., 2004). Some of the contexts have been further developed through intensive-level evaluations and documentation of nearly 100 specific properties in the region of the turnpike improvement project. The Historical Background of this document (Section #19) largely draws from previously-developed contexts detailed in these four reports. The information has been refined and rewritten to specifically address the historic development of Bloody Point, with a limited amount of new research as deemed necessary to fill gaps or provide updated information. Appropriate citations to these comprehensive reports are provided in the discussion. New information was usually gleaned from NHDHR forms and reports, and National Register nomination forms for properties and surveys within the area.

Fieldwork consisted of photography of each resource within the area, as well as streetscapes and overview photographs to convey development patterns. Notes regarding materials, notable features, and condition were compiled during the survey. Photograph numbers are keyed to a sketch map, and a property table with photo numbers is included with this form. Construction dates for the resources are

based on historic maps and aerial photographs, supplemented by documentary research and a visual assessment.

18. Geographical Context

Bloody Point is a small peninsula at the northeast corner of Newington that juts into the mouth of the Little Bay, which is within the Great Bay watershed. Five tributaries flow together to create Great Bay, Little Bay and the Piscataqua River, which flows through Portsmouth Harbor to the Atlantic Ocean. Little Bay is a tidal waterway, approximately three square miles in size, located at the confluence of the Piscataqua River, Bellamy River, Oyster River, and Great Bay. The waterways that make up this network reach up to 25 miles inland, creating nearly 100 miles of tidal shoreland. The boundary between the Town of Newington (Rockingham County) and the City of Dover (Strafford County) lies in the Little Bay, while the boundary between New Hampshire and Maine occurs at the Piscataqua River, north and east of Bloody Point.

The mouth of the Little Bay is marked by two peninsulas, Bloody Point on the south, and Dover Point on the north. While Dover Point is a long, narrow peninsula running between the Piscataqua River and the Bellamy River, Bloody Point is the easternmost of a series of smaller points and coves that form Newington's irregular north shoreline. West of Bloody Point is Trickey's Cove, a sheltered inlet. Further west is land historically referred to as "Beane's Point," Great Cove, and Fox Point, a relatively long peninsula across the bay from the Town of Durham. From Fox Point, the shoreline of Newington turns south toward the Great Bay. On the east side of Newington, the shoreline continues southwest from Bloody Point to follow the Piscataqua River, becoming more regular and even due to centuries of adaptation and dredging for industrial and shipping use. Despite the convenience of Little Bay and its neighboring waterways as transportation routes, strong currents and clusters of underwater rocks could make navigation a challenge. Areas proximate to Bloody Point known as the "Horse Races" and "Langstaffe Rocks" (sometimes spelled "Langstaff") were known to early mariners (Scales 1923: 220; Scales 1906: 318, Figure 5).

Newington generally exhibits a topography of rolling hills, but large portions of its land area have been heavily modified and developed. The east portion of the town, along the Piscataqua River, is nearly completely industrial and commercial, characterized more by paving and building complexes than vegetation. The comparatively small-scale use of Bloody Point by primarily event and recreational visitors has resulted in a more heavily-vegetated landscape, which is more in character with the built-up rural landscape of the town's west side. In contrast, the area to the south and west of Bloody Point is extensively development, leaving a generally narrow buffer of vegetation along the shoreline until Trickey's Cove.

19. Historical Background

Located at a crucial junction where the seacoast transitions to inland waterways, Bloody Point has been defined geographically and socially by the water that surrounds it. The Piscataqua River, Little Bay, and Great Bay are credited for the early settlement of the area, but simultaneously considered to be obstacles to be overcome as development of the area progressed. Bloody Point itself witnessed the full spectrum of waterfront transitions over time, from ferries to automobiles and small-scale local commercial enterprises to large, regional industrial complexes. Over time, this evolution of Bloody Point and its waterfront has resulted in the progressive physical and logistical isolation of the area from the rest of Newington.

European Settlement and Early Transportation (1623-1793)

Newington and the area of Bloody Point were part of one of the first European settlements in New Hampshire in the early seventeenth century, which consisted of Dover, Portsmouth, Exeter, and Hampton. The settlement of Dover was initially much larger than the current city boundaries, and included all or parts of what is now Newington, Durham, Madbury, Lee, and Somersworth when it was established in the 1620s (VHB 2005: 23).

Dover's extensive land area incorporated some of the most important tidal waterways along the coast, but these waterways also created connectivity issues. Europeans began to settle Bloody Point in the 1640s, and the origin for the geographical name is reported differently across sources. One story has the evocative moniker resulting from an early conflict between the Native Americans and the newly-arrived European settlers; alternatively, the name may have been assigned to the location of a near-duel between the king's agents for Dover and Portsmouth over rightful ownership of the small peninsula (VHB 2005: 23). Since the early settlement of the state was concentrated along the coast, Little Bay and its junction at the Piscataqua River became an important crossing point for commerce purposes and for those traveling between settlement populations. The sheer size of Little Bay, Great Bay, and the Piscataqua River precluded the use of bridges to connect the surrounding land masses, due to the technological limitations of timber pile bridges. Thus, ferries provided the earliest methods of transport across the waterways (VHB 2005: 24).

The primary purpose of the New England colonies was to procure and ship natural resources back to Europe, and the early economy of the first settlements revolved around fishing outposts and timber contracts. Fishing was used to support the local settlements, and salted fish was exported to Europe (Bunker et al., 2004: 8-11. The first lumber mill in the area was established in the 1620s, and Dover started producing frigates in the mid-seventeenth century. Ship masts were produced for the British Army, supplanting some of the early, commercial-scale fisheries (Bunker et al., 2004: 8-6, 8-7). Boats used for transport during this time included schooners, shallops, and fishing boats. For local travel, the use of gundalows was highly favored, which were shallow vessels designed to navigate the strong current of the tidal waters (Bunker et al., 2004: 8-12).

The numerous projecting points of land that characterized the shoreline of the future Town of Newington were naturally favored for ferry wharves and landings, and several operated from Newington by the late seventeenth century. On the west side, a ferry connected Fox Point with Langley's Point in Durham, and a second ferry traveled between Furber's Point across the mouth of the Great Bay to Adams Point, also in Durham. Multiple ferries also operated from Bloody Point, including one crossing the Piscataqua River east to Eliot, Maine, and north to Dover Point, across the mouth of the Little Bay (Bunker et al., 2004: 8-12).

Thomas Trickey established the ferry between Bloody Point and Dover Point in the 1640s, and his family operated the service until the early eighteenth century. In 1705, the family sold their land, ferry, and a tavern to John Knight (originally Chevalier), who ran Knight's Ferry for 20 years (Scales 1923: 53). Later, the ferry's base of operation moved north to Dover Point, where multiple generations of Captain Howard Henderson's family kept the service running. To complete the route, multiple roads connected nearby villages to the Bloody Point ferry crossing. Dover Point Road traveled south to the crossing at an early date, and the approximate route of what is now Nimble Hill Road connected the center of Newington to Bloody Point by 1660. In 1681, a road was built between Portsmouth and the

Bloody Point ferry crossing, which was followed by a post road originating in Hampton in 1899 (ZMT-SCRP: 18).

The convenience of the multiple ferry services had its limitations, however. Currents across the Little Bay could be dangerous, hampering ferry operations, and operations were suspended entirely during the winter months. The shortest overland detour was fully 10 miles out of the way, traveling southwest and around Great Bay back up to Durham and central Dover (NWN-DOV: 24). This affected the transport of goods and materials, and thus the economy, but also became a burden for residents. Dover's meetinghouse was north of the Little Bay, which meant that residents of Bloody Point and what became Newington were reliant on the ferries to attend church. As a result, Bloody Point successfully petitioned to become a separate parish in 1712, erecting a meetinghouse in central Newington (extant), and the Town of Newington was incorporated the following year (Bunker et al., 2004: 8-9). However the transportation challenges of the area, exacerbated by the growing population expanding inland from the coast, continued to create some measure of physical and psychological isolation for inland communities.

Piscataqua Bridge, Turnpikes, and the Growing Economy (1794-1873)

Newington and Dover continued to grow into the nineteenth century, with an economy fueled by lumber mills, brickyards, and agriculture, and efforts to improve the connections between them and trade centers were elevated. The American Revolutionary War (1775-1783) marked a change in the local economy as people focused on the local supply chain rather than primarily exporting to England. While residents had practiced subsistence farming since early European settlement, access to urban markets opened the door for coastal communities to begin commercial farming, and cash crops began to become an important economic factor. Dairy products, poultry, livestock, and apples could be sent to regional markets and traded for imports such as molasses, coffee, salt, tea, and ceramics (Bunker et al., 2004: 8-16). Small-scale shipbuilding transitioned into larger shipyards in the nineteenth century, requiring the deeper waters of coastal rivers to support the larger hulls of the newest ships. Thus, shipyards became more centralized, and were concentrated in Portsmouth, Eliot, and Kittery (Bunker et al., 2004: 8-20).

Fishing and farming were largely seasonal, which supported the growth of the area's other major industry, brickmaking (VHB 2005: 25). The latter was also a seasonal occupation, and required a combination of several favorable conditions that all co-existed on Dover Point.

> The brickyards within and near the project study area were formed because a reliable source of high quality clay from marine deposits was available. In addition, there was sufficient open acreage for extracting and processing the clay, for forming and drying the brick, and for firing. This clay was extracted by horse and hand, and shaped into bricks that were dried and fired on site during warm and dry seasons of the year. Firewood was cut from adjacent woodlots during the winter to provide the wood needed to fuel the kiln. Gundalows were loaded with finished brick that was then transported downstream. The bricks made here were in demand for construction of buildings in Portsmouth and Boston. Bricks were shipped to Portsmouth following a massive fire in 1813 and also to the Boston market (Bunker et al., 2004: 8-20, 8-21).

Many of the area's families kept riverfront brickyards in conjunction with other enterprises such as farming; in fact, the 1850 United States census still included brickmaking as part of farming operations rather than as a distinct occupation, and the Dover business directory did not contain a section for brickyards until the 1890s. The Henderson family, which operated the ferry between Bloody Point and

Dover Point over multiple generations, also maintained a brickyard on their property at the north terminus (VHB 2007: 3-180).

Economic growth was accompanied by settlement further inland, where navigable waterways could not be relied on for transportation. In addition, the need to connect towns along the Connecticut River, Merrimack River, and the Seacoast grew increasingly important. The First New Hampshire Turnpike was chartered in 1796 and completed in 1801, connecting Concord to Durham, the latter of which could be accessed by stagecoach from Portsmouth and Boston (NWN-DOV: 24; VHB 2007: 3-179). The south terminus of the turnpike was established at the Piscataqua Bridge, the first bridge to successfully span the Little Bay. By the 1790s, bridge technology was far enough advanced to allow the crossing; even so, the Piscataqua Bridge utilized an island to help break up the route, and was placed further inland to avoid the particularly dangerous currents at Bloody Point. The bridge was constructed between Fox Point in western Newington to Cedar Point in Durham, via Goat Island within the channel. Following examples set in Stratham, Claremont, and Portsmouth, where fundraising alone failed to provide the necessary resources to construct much-needed bridges, the 1794 Piscataqua Bridge was funded by a public lottery (Garvin and Garvin 1988: 50; VHB 2007: 3-240). It was more than 2,300 feet long and incorporated a drawbridge span to allow passing watercraft. Although the ferry between Bloody Point and Eliot continued to operate, service on the ferry connecting Bloody Point and Dover Point was reduced.

The destruction of the Piscataqua Bridge in 1855 by ice floes caused transportation over the Little Bay to revert to eighteenth-century methods when the bridge was not rebuilt (NWN-DOV: 26). Once again, the economy was dependent on ferries and there was no direct route between Portsmouth and the First New Hampshire Turnpike up to Concord. As inconvenient as this setback was, the growing brickmaking industry at Dover Point was unaffected, as it utilized waterborne gundalows for transporting its heavy cargo (NWN-DOV: 27). An 1857 map showing Bloody Point (Figure 4) indicates two properties' owners along the road leading up to the Bloody Point ferry crossing, N. Drew and W. Berry. Nancy Drew was reported to have run a tavern near the ferry crossing, and for a time, the point which marked the south terminus for the ferry was known as "Nancy Drew's Point" (Thompson 1892: 154). Neither property is extant.

The Railroad and Renewed Connections (1873-c. 1910)

It wasn't until 1873 that a bridge once again spanned the Little Bay, which this time carried rail service as well as highway traffic between Bloody Point and Dover Point and finally supplanted the ferry. The railroad came late to Newington; Portsmouth and Dover center had rail service by 1840. The Portsmouth & Dover Railroad (P&DRR) finally established a direct rail connection between the two cities, and was chartered with the financial support of investor Frank Jones, a Portsmouth brewer interested in a more efficient way to transport grain from inland farms for his business. The line opened under lease to the Boston & Maine Railroad's (B&M) Eastern Railroad, in which Jones also invested (NWN-DOV: 28; VHB 2007: 3-240).

The route of the P&DRR generally paralleled the Piscataqua River from Nobles Island in Portsmouth up along Dover Point. It crossed the Little Bay at Bloody Point, downstream of the earlier ferry crossing, and a railroad depot was established at Bloody Point. The Newington Depot (extant, 24 Bloody Point Road, NWN0168, NR# 10000187) included a residence for the station agent and toll taker, who in addition to his railroad duties operated the drawbridge span via a hand-operated windlass that allowed river traffic to pass the bridge. While the highway portion of the bridge was a wood trestle, the railroad

side was a steel Howe truss that was pre-fabricated and transported from Chicago (NWN-DOV: 28). It was 1,700 feet long and cost $100,000 to complete. In 1874, the bridge toll was three cents for pedestrians, ten cents for a horse and rider, 15 cents for a carriage, and one cent for each head of sheep or pigs. The depot contained a waiting room, ticket office, and platform along the east side of the building. While those serving the role of station agent and toll taker changed rather frequently, James Drew was one of the first and longest in the job, employed from 1880 to 1905. During his tenure the bridge was temporarily closed for repairs in 1888, the first of several such instances in the next few decades (Mausolf 2009: Section 8). However, the bridge did a brisk business, opening nearly two dozen times during December 1892 – a time period of just one month, during one of the most treacherous times of the year due to the weather. Nearby, the 1892 atlas map indicates the residences of C. A. Dame, F. I. Whidden, and J. W. Whidden located along the short road leading up to the new bridge (Figure 6), but the houses are not extant; Dame's house was removed when the GSB was constructed.

Newington's agricultural economy continued to shift toward commercial farming. Its farmers were collectively a major supplier of dairy products, which were transported to Portsmouth and beyond. The railroad spurred this expansion, not only speeding up the amount of time it took to transport the products, but also introducing access to iced railroad cars, required to stabilize dairy products and keep them fresh. Milk became particularly important, which was sold in bulk by local farmers to commercial creameries (VHB 2007: 3-186). Other products of these farms, which ranged between 50 and 100 acres in size, included corn, hay, and grain. The opportunity to access national and international markets encouraged the development of non-perishable crops, and several apple orchards were established on Newington farms. As of 1900, the United States census showed that agriculture remained the primary occupation for Newington residents (NWN-DOV: 26; VHB 2007: 3-186). On Dover Point, the turn of the twentieth century brought a decline in the brickyards, resulting from the depletion of the valuable clay resources and the increased automation of the brickmaking process (NWN-DOV: 30). However the railroad brought new opportunities, including a fledgling tourism industry for people looking to escape the bustle of nearby cities like Portsmouth.

The Automobile Era (c. 1910-1952)

In the early twentieth century, the area that was shaped by the sequential developments of shipping, turnpikes, and railroads was transformed once again by the rise of the automobile. This transformation has proven to be the most extensive, permanently changing the landscape of Bloody Point. The combination of a shifting economy and a shifting transportation network resulted in the physical and functional disconnection of the east side of Newington, especially at the north end at Bloody Point.

The turn of the twentieth century witnessed the accelerated consolidation of several regional rail lines under the B&M, including the P&DRR in 1900. However, even then it was clear that automobile travel was on the rise, making the extensive railroad network unviable within a few decades. New Hampshire started planning for the increased use of automobile transportation early in the twentieth century with a series of roadway improvement plans. The idea of "trunk lines" running north/south through the state was advocated by Frank West Rollins, champion of the Good Roads Movement and future governor of New Hampshire (Garvin 2004 Part I: 25). The creation of well-laid out and maintained roads between the Massachusetts border and the White Mountains would encourage more visitors to the state's best known natural features. In 1903, the New Hampshire state legislature passed two bills that paved the way for the execution of the trunk line concept, including such provisions as hiring a highway engineer, conducting a survey of current highway conditions, and outlining the logistics of a joint state and municipal partnership to pay for the road's construction and upkeep (Garvin 2004 Part I: 26). In 1909,

the legislature approved the plans for three north/south highways, including the East Side Trunk Line (White Mountain Highway, Route 16), the Daniel Webster Highway (Route 3), and the West Side Road (Dartmouth College Highway, Route 10), improving automobile access to destinations in the east, central, and west portions of the state respectively. The East Side Trunk Line was carried over the Little Bay by the dual-purpose 1873 P&DRR bridge at Bloody Point, confirming the point's continued importance in the regional transportation network.

The automobile heralded an economic shift for the area as well. As the brickyards on Dover Point closed due to diminished resources and automation of the brickmaking process, and commercial farming in Newington decreased, attention turned to the recreational activities of the extensive waterfront along the Piscataqua River, Bellamy River, and their hallmark bays and coves. Both Newington and Dover Point offered the scenery of a summer getaway without sacrificing proximity to Portsmouth and other urban centers. Clusters of seasonal cabins were built along the waterfront – an easy drive that was accessible for most city commuters (NWN-DOV: 33; VHB 2007: 3-188). These included several summer cottages along the approximate alignment of Shattuck Way in Bloody Point, which are generally not extant (Figures 9 and 11). Commerce on Bloody Point and Dover Point began to cater more to the automobile travelers and tourists. The Curtis and Batchelder Filling Station near the corner of Bloody Point Road and Shattuck Way (NWN0172, extant) is one such example, though now thoroughly altered into a residence.

On the east side of Newington, the relative depth of the Piscataqua River attracted more industry than tourism in the early twentieth century. The industrial complex currently known as Sprague (NWN-0SEA) got its start in the early years of WWI (1914-1918), when L.H. Shattuck Inc. of Manchester established the Shattuck Shipyard at the south end of Bloody Point, contracting with the U.S. Navy to build cargo steamships (NWN-DOV: 31; VHB 2007: 3-189). While steel ship frames were generally preferred at this point, wood hulls were still faster and cheaper to produce; Shattuck produced these frames, which were sent elsewhere to be fitted out with engines and other mechanicals. This large operation could handle four vessels under construction concurrently, with supporting warehouse, office, shops, and drafting facilities in addition to a restaurant, hospital, and fire department on-site. Other amenities included a hotel, a store/restaurant ("Mary's Place"), and a bus that carried workers from Portsmouth to the Shattuck Shipyard (NWN-DOV: 31; VHB 2007: 3-189, NWN-0SEA: 6). Fifteen ships were produced in 1918 and 1919, and after the war the location continued to attract industrial uses such as the Atlantic Dyestuff Company and the Portsmouth Dye Company (on the site 1919-1925 and 1926-1931, respectively). Later, the complex was purchased by the Atlantic Terminal Sales Corporation for use as an oil storage facility; while it was sold to Sprague Energy in 1959, several oil tanks in the complex are still used for this purpose. John Holden, the owner of Atlantic Terminal Sales, lived on-site, building a house and barn that was later moved to the northeast corner of Bloody Point in the 1970s (22 Bloody Point Road) (NWN-DOV: 32).

The P&DRR bridge at Bloody Point was beset by the same difficulties that hampered use of the Piscataqua Bridge in the nineteenth century. Strong currents and ice jams caused repeated problems, including a major failure of the bridge in 1918 at the crux of WWI (NWN-DOV: 30). In the 1920s, the deck was reconstructed, and new traffic signals were installed (Lindsell 2000: 134-135). The problems with the bridge, coupled with the increasing amount of automobile traffic along the East Site Trunk Line, led regulators to start considering a replacement bridge.

The differences between the industrial east side of Newington and the more rural and less-developed west portion of the town were exacerbated with the completion of the GSB in 1934. The eight-year

windup to breaking ground for the General Sullivan Bridge saw three different studies and three different recommended locations for the bridge, with multiple proposed funding mechanisms consisting of different recipes of bonds, tolls, and highway funds. In the end, a continuous steel truss bridge, located approximately 500 feet west of the P&DRR bridge and one mile east of the site of the Piscataqua Bridge at Fox Point, was chosen (DOV0158: 12-14). By the time work started in 1933, it was welcome employment for hundreds of workers during the Great Depression (1929-1939), and partial funding was provided through the U.S. Public Works Administration (PWA), a New Deal-era construction agency. More than $200,000 of the $1.1 million project came from the PWA, which may have been largely dedicated to improving the south highway leading to the new bridge (DOV0158: 14).

The bridge and accompanying road improvements not only represented one of the largest project outlays to date in New Hampshire, but also influenced transportation routes throughout the region to the present day. With highway traffic shifted west and railroad traffic halted, the Interstate Commercial Commission gave the B&M permission to abandon the former P&DRR line. The depot became a full-time residence, the bridge was removed, and the tracks removed in 1940 (Mausolf 2009: Section 8). The State of New Hampshire acquired the former railroad land on Bloody Point in 1937, as part of an initiative to create parkland at both ends of the GSB. While Hilton Park developed at the north end of the bridge in Dover over the next few decades, similar efforts at the Newington end were never completed.

Spaulding Turnpike, the Little Bay Bridges, and Modern Development (1952-present)

In the mid-twentieth century, the division between the east and west sides of Newington was reinforced with the construction of the Spaulding Turnpike and the concurrent establishment of Pease Air Force Base. The improved highway gained a “buffer” of large-scale commercial development through much of Newington, and much of the town’s southwest portion was acquired for the base, further compressing the rural residential character of Newington center.

Following WWII (1939-1945), the New Hampshire Highway Department improved the state’s existing highway network and began construction of the interstate highway system. The Spaulding Turnpike was constructed in 1954-1955 and took advantage of previously-established routes between Portsmouth and Milton, such as the former railroad bed in Newington, the newly-improved roadway approaching the GSB from the south, and the GSB itself. The limited-access toll road was just over 33 miles in length and served as a bypass, keeping through-traffic out of local communities. While existing properties with direct access to the highway were allowed to retain that access, new businesses and construction were directed onto local roads instead (NWN-DOV: 34-35). Utilizing established roadways and rights-of-way limited takings necessary to create the turnpike (though it did not eliminate the need), and some businesses were re-oriented toward the turnpike, such as two gas stations located along Shattuck Way and in the median of the new turnpike (NWN-DOV: 35). New businesses were established expressly for turnpike travelers, including a motel constructed just west of the turnpike in 1960. None of these businesses are extant.

Land use within Newington continued to evolve into the late twentieth century. Although the establishment of Pease Air Force Based in 1952 was not near Bloody Point, the wholesale acquisition of such a large portion of the town, and the subsequent restriction of that property for military use during the Cold War era (c.1947-1991) had impacts throughout the town (NWN-DOV 2009: 34; VHB 2007: 3-192). Associated residential housing and services were located on the base in Portsmouth, and Newington was essentially divided into quadrants by the barriers created by the base and Spaulding

Turnpike. The former Shattuck Shipyard, which was developed into an oil storage facility in the 1930s, had resulted in the construction of housing and services (however temporary) for hundreds of workers; later operations did not require the same number of employees and commuting by automobile did not require those employees to live nearby. In 1959, the facility was sold to C.H. Sprague and Son, and became the business's New Hampshire headquarters. Sprague, as it is simply known now, constructed a new dock and tank, and added an oil refinery that operated into the 1980s. John Holden's former house and barn, constructed in the 1930s, were moved north onto Bloody Point in the 1970s and are now used as part of a conference center (NWN-DOV: 35; VHB 2007: 3-194, NWN-0SEA: 9). The barn is physically located on the former railroad right-of-way, within the National Register boundary of the Newington Depot property.

The Spaulding Turnpike continued to evolve. In 1966, a new bridge (Eastern Turnpike Bridge) was built parallel to the GSB. For nearly two decades, the new bridge carried northbound traffic, while the GSB carried southbound lanes. In the 1980s, a second bridge was constructed directly adjacent to the Eastern Turnpike Bridge to carry the northbound traffic, known as the Capt. John Rowe Bridge. Together, the twin bridges (later known collectively as the "Little Bay Bridges") carried traffic in both directions, bypassing the GSB completely for automobile transportation. The former seasonal cottages on Shattuck Way were demolished to create the curved alignment of Shattuck Way east of the Spaulding Turnpike, which is currently lined by large commercial and light-industrial operations.

Growing congestion required a large-scale improvement project along the Spaulding Turnpike once again in the early twenty-first century. Changes have occurred along the entire route, including the crossing at the Little Bay Bridges and GSB. Beginning in 2011, the earlier Little Bay Bridges were largely reconstructed to carry northbound traffic, and a new bridge was constructed on the west side to carry southbound traffic (Benjamin-Ma 2018: 4). More recently, accelerated deterioration of the GSB has resulted in the closure of the bridge to non-vehicular traffic as well, moving bicycles and pedestrians to a temporary detour route on the northbound Little Bay Bridge.

In Newington, although no reconstruction occurred at the south end of the GSB, the vehicular approach leading northwest towards the bridge from Shattuck Way was removed (Benjamin-Ma 2018: 5). A paved curvilinear path was added southwest of the former approach, to serve pedestrians and bicycles between Shattuck Way and the bridge (Photos 22 and 24). While the additional lanes of the Spaulding Turnpike have been largely accommodated within the existing right-of-way footprint, the local roadway system on Bloody Point was altered. West of the turnpike, Shattuck Way formerly ended in a curved entrance ramp onto the southbound turnpike. In the most recent improvement effort, the ramp was replaced with a continuation of Shattuck Way, mirroring the curved alignment of Shattuck Way east of the turnpike and providing local access between development on the east and west sides (Photos 26–29, and 31). As a result, some properties that were formerly accessed via extended driveways from the Spaulding Turnpike are now accessed off the Shattuck Way extension, with corresponding address changes (ZMT-SPTP8:6).

Increasing automobile usage, and access to the Spaulding Turnpike, helped make the waterfront attractive to families who wanted seasonal vacation homes that still allowed commuting to jobs in nearby cities. Today, this commuter mentality has persisted, with Dover and Newington becoming "bedroom communities" where people reside but are employed elsewhere in the region (City of Dover 2014: 50; New Hampshire Employment Security, https://www.nhes.nh.gov/elmi/products/cp/profiles-htm/newington.htm). Along the Newington waterfront at Trickey's Cove, former farmland and apple orchards gave way to subdivided residential lots, and former tourist businesses oriented toward summer

visitors and turnpike vacation travelers, such as the Newington Inn and Flagstone's Restaurant went out of business and were demolished (ZMT-SPTP: 7).

In the face of such widespread change, the Town of Newington took steps to promote and commemorate its extant historic sites along the waterfront. A highway marker sign summarizing the early history of Bloody Point and the establishment of Newington was erected at the south approach to the GSB in the 1980s, likely in conjunction with improvements to the Spaulding Turnpike and the closure of the GSB to vehicular traffic (Photo 23). Approximately 250 feet west, near the Spaulding Turnpike overpass bridges, there is a stone marker just of the Shattuck Way sidewalk commemorating the former Bloody Point ferry operators, near the site of the ferry landing (Photos 19-20; Figure 12). Although its fabrication date could not be confirmed, it is mentioned in documents as early as 1965.

In 1972, the Town signed a 20-year lease for the 3.86-acre depot property[1], with the intention of adding picnic sites, footpaths, a playground, and restoration of the former depot building, which were never funded (BOS to Whitaker, Nov. 29, 1972). While the Town expressed interest in renewing the lease in the 1990s, the State chose not to pursue the agreement when Newington's Board of Selectmen announced their intention to demolish the depot building upon taking ownership (Hauser to Murray, July 11, 1994; BOS to Pratt, December 12, 1997). By the early twenty-first century, the Town expressed an interest in keeping the depot building, but a new agreement was never finalized (BOS to Murray, May 25, 2001 and September 28, 2001; Newington Historic District Commission meeting minutes, July 30, 2002). The State currently retains ownership of the property, which was listed in the National Register in 2010. The depot building is "mothballed," and the remnant of the former bridge abutment is used by fisherman. Newington has established a local historic district at the depot property; although design review is not enforceable on state-owned property, the Town continues to express an active interest in the history of the property and its future use.

20. Applicable NHDHR Historic Context(s) (See appendix C)
    - 101. First settlements on the NH seacoast, 1623-1660
    - 203. World War I in NH
    - 500. Mixed agriculture and the family farm, 1630-present
    - 603. Summer and vacation home tourism, 1880-present
    - 706. Automobile highways and culture, 1900-present
    - 704. The railroads in New Hampshire, 1842-1960
    - 708. Bridge building in NH, 1623-present
    - 1201. Historic preservation, 1899-present
    - 1502. Suburban/bedroom community growth in New Hampshire, c. 1850-present

21. Architectural Description and Comparative Evaluation

The Bloody Point Area covers 16.5 acres along approximately 1,000 feet of waterfront at the mouth of the Little Bay, generally following Shattuck Way between the Piscataqua River on the east and Trickey's Cove on the west. The landscape is surprisingly varied for such a short length of coastline, which reflects the importance of the area over its nearly 400 years of development since European settlement.

[1] This has alternately been reported in some sources as seven acres.

The Newington shoreline along the Little Bay consists of a series of small coves and points of land that jut into the water. The Bloody Point coastline follows the same pattern, with its own set of small inlets that are centered around the furthest extent of Bloody Point. Although the area was historically generally cleared of vegetation for buildings, outbuildings, and access to the ferry crossing, bridge, and associated amenities (Figures 17-19 and 22), the waterfront is today lined by a buffer of dense vegetation (Photos 1-3 and 18). The Spaulding Turnpike cuts a wide swath through the west portion of the study area. Initially established in the 1950s but following a long history of turnpikes at the crossing, the Spaulding Turnpike has grown over years from its initial route over the GSB, to an expansion in the 1960s that added a second bridge, to another expansion in the 1980s, and finally a recent project that widened and partially realigned the turnpike once again between 2011 and 2019. To accommodate the right-of-way for, and access to, the turnpike, the State currently owns much of the land on either side of the highway, and throughout the Bloody Point Area. Shattuck Way has also changed over recent decades; while its predecessor roadway once travelled straight across Bloody Point from southwest to northeast (Figures 9, 11, and 13), today it runs a wide curve underneath the Spaulding Turnpike, more closely following the shoreline (Photos 17 and 21; Figure 14). The Shattuck Way alignment east of the turnpike was laid out in the 1980s, and several cottages and houses along its south side were removed (Figure 9). The alignment west of the turnpike was constructed in 2011, but resulted in less demolition of existing structures, because the built environment was already highly evolved along the turnpike route. Some properties were replaced with new buildings, but the recent construction resulted in less change to individual properties, and more to the overall layout of the area.

On the east side of the Bloody Point Area, the landscape is generally more wooded with secondary growth such as birch trees and climbing vines (Photo 16). The Newington-Dover FEIS indicates that some foundations and features historically associated with properties east of the Spaulding Turnpike were identified (VHB 2007: 3-210), but the buildings and above-ground resources associated with these previous occupations are not extant. Much of this area was initially earmarked for parkland with the construction of the GSB, similar to the concept of Hilton Park across the Little Bay in Dover, but this concept was never executed. At the far east side of the Bloody Point Area is the National Register-listed Newington Depot, a linear property that includes a portion of the former railroad right-of-way and remnants of a historic bridge abutment. This is the most intact portion of the Bloody Point Area, and even Bloody Point Road itself, which runs north from Shattuck Way up to the depot building, has its roots in the original road alignment up to the depot and P&DRR bridge (Photos 10-16, Figures 8-10).

The continuing development of the Spaulding Turnpike and the town of Newington's zoning regulations has created a commercial corridor of broad-low slung offices, warehouses, and light industrial buildings between Shattuck Way down to Portsmouth. As a result, the landscape abruptly changes at approximately the intersection of Bloody Point Road and Shattuck Way (Photos 5-6). Towards the waterfront is a more rural, wooded area that gently rolls down to the water (Photos 1-2, 7-16 and 18); to the south is an open, heavily graded commercial landscape dating from the late twentieth and early twenty-first centuries (Photos 4-5).

Despite its historic orientation toward the water, today the overall plan and landscape of Bloody Point is largely governed by road alignments introduced in the mid-twentieth century and reconfigured in the last decade. Access to the waterfront is limited due to vegetation, with a few "official" access points and a small number of "volunteer paths" that are worn through the dense trees and bushes (most noticeable near the depot building). Even the coves adjacent to land owned by the State are best accessed on the

water side at low tide (Photos 14 and 16). The result is a somewhat inward-facing landscape, with a physical and psychological detachment from the waterfront.

Property Table

Address	Property Name	Inventory Number	Parcel	Date	Photo Nos.
24 Bloody Point Road (and 22 Bloody Point Road)	Newington Railroad Depot and Toll House	NWN0168/ NR#10000187	Map 7, Lot 25 and Lot 14 (portion); Map 3, no lot number	1873/1930s, 1970s	7-16
N/A	Bloody Point Ferry stone marker	27-RK-147	Map 7, Lot 25; Map 3, no lot number	Early to mid-twentieth century	19-20
N/A	Bloody Point Ferry landing site	27-RK-147	Map 7, Lot 25; Map 3, no lot number	Late nineteenth century	14
N/A	Site of wrecked schooner	N/A	N/A	Nineteenth century	Figure 15
N/A	Spaulding Turnpike Bridge overpass over Shattuck Way (Bridge No. 103/124)	N/A	N/A	1983 and 2011	21
N/A	General Sullivan Bridge - South Approach	DOV0158	N/A	1934 (approach was reconstructed in 2011)	22; 24- 25
N/A	New Hampshire Historical Highway Marker #0151	N/A	Map 3, no lot number	1985	22-23

Newington Railroad Depot and Toll House (Newington Depot) **Photos 7-16**
NWN0168 / NR #10000187
24 Bloody Point Road
Railroad Depot/Toll House; bridge abutment remnant; portion of railroad bed (1873)
Barn, 22 Bloody Point Road, non-contributing (c. 1931, moved 1970s)

Completion of the 11-mile P&DRR line between Portsmouth and Dover in 1873 was an important local milestone. It provided a rail connection between the two urban centers, which already had rail stops on two different lines but no direct connection between them. It also finally reintroduced a much-needed bridge crossing over the Little Bay, where since 1855, transportation had relied on ferries and hugely inconvenient overland routes. At Bloody Point, the former ferry landing transitioned into a railroad and highway crossing, continuing the tradition of taking advantage of the rather narrow mouth of the bay as a crossing point. The railroad tracks and bridge were removed following the abandonment of the line and the operation of the station in 1934, and the construction of the GSB to the west. The building itself was leased as a residence into the 1970s.

The Newington Depot property at 24 Bloody Point Road marks the former south approach of the P&DRR to a double-barreled railroad and highway bridge over the mouth of the Little Bay. Constructed in 1873, the 2 ½-story, 5 x 2-bay, balloon-frame, side-gable building is oriented with the long east and west façades paralleling the former highway and railroad bridge approaches, respectively (Photos 10-12, Mausolf 2009: Section 7). It is set on a brick foundation and retains clapboard siding and wood trim, and a one-story kitchen ell extends from the south elevation. Asphalt shingles cover the roof of the main block and ell, and plywood covers 2/2 wood sash windows. The building is a relatively rare example of a depot that also served as a toll house and residence for the stationmaster/toll taker, resulting in a

residential form for a railroad-related resource. In addition to living spaces, the interior contained a waiting room and ticket office, and a wood platform that lined the east elevation along the tracks. The building is in fair condition, currently vacant but "mothballed" for potential future use.

While the tracks have been removed, a portion of the former railroad bed approximately 1,000 feet long is intact and discernible, though overgrown with vegetation (Photo 11). A large linear section of the railroad right-of-way, with the extant railroad bed was deeded to Sprague in 1973 (ZMF-NBPD, 2010: 12). A paved drive to the west of the depot building follows the former vehicular road to the bridge (Photos 10 and 12). At the north end of the property along the shoreline, there are some remains of the former bridge abutment, consisting of cut granite block riprap around wood pilings (Photos 14-15).

The Newington Depot property was determined eligible for the National Register in a 2005 inventory form (NWN0168); it was subsequently listed in the National Register in 2010 (Mausolf 2009). It is historically significant under Criteria A and C, and the boundary includes the depot building, the remains of the former bridge abutment (the bridge is non-extant), the segment of Bloody Point Road leading up to the building, and an extant portion of the former railroad bed that was subsequently transferred to the State and Sprague. The portion of the former railroad bed owned by Sprague was incorporated into the Axel Johnson Conference Center after 1973, and John Holden's former house and barn constructed in the 1930s was relocated approximately 1 ½ miles north to the top of Bloody Point (22 Bloody Point Road, Photo 8). The former barn is currently located in the path of the railroad bed, within the National Register boundary for the depot (Photo 9). The barn is not discussed in the National Register nomination, and its location within the National Register boundary appears to be coincidental, therefore it is not considered a contributing resource to the National Register-listed property.[2]

Bloody Point Ferry Stone Marker **Photos 19-20**

27-RK-147
Stone Marker (Early-to-mid twentieth century)

This stone marker is located just off Shattuck Way, approximately 25 feet east of the Spaulding Turnpike overpass. It is set slightly back from the sidewalk on the north side of the road, at the edge of a buffer of dense vegetation that lines the shoreline. The marker consists of a rectangular bronze (or similar alloy) plaque affixed to a rough ashlar block approximately 1 ½ x 2 feet in size. It marks the site of the former ferry landing, which operated at Bloody Point for nearly two centuries. The plaque has a raised border and has embossed lettering:

[2] The Axel Johnson Conference Center was recorded as part of a 2005 area form for the Sprague Energy Area Form (NWN-0SEA). Although recommended as not eligible in the form, the DOE requests additional information that was not completed due to the lack of potential impacts from the Spaulding Turnpike project.

SITE OF
BLOODY POINT FERRY
OPERATED BY
THOMAS TRICKEY
1640 – 1675
ZACHARIAH TRICKEY
1675 – 1705
JOHN KNIGHT
1705 – 1725
CONTINUED FOR MORE THAN A CENTURY BY
CAPT. HOWARD HENDERSON, SR.
CAPT. HOWARD HENDERSON, JR.
THOMAS HENDERSON, SR.

The precise history of the marker could not be verified. A diagnostic identifier could not be located on the marker, and although the plaque exhibits a fair amount of aging, its location proximate to the waterfront may have accelerated the process. It is noted on a 1965 plan for the new bridge approach, located on an unpaved path used to access a fishing platform, east of the current location (Figure 12). Additionally, it is mentioned in passing in a 1972 letter from the Town of Newington to the NH Department of Public Works (BOS to Whitaker, Nov. 29, 1972) while discussing the depot property; since the marker is not given any additional note in the correspondence, it likely had been in place for a while. Plans associated with the construction of the GSB do not call out the marker. The alignment of Shattuck Way was reconstructed in the 1980s, replacing a straight roadway lined with properties on either side with the current wide curve sited close to the shoreline, somewhat following the previous unpaved path up to the waterfront. Therefore, it was installed by the mid-twentieth century, but appears to have been moved to its current location following the realignment of Shattuck Way.

Bloody Point Ferry Landing Site **Photo 14**
27-RK-147
Ferry Landing (Late nineteenth century)

Approximately 50 feet north of the ferry marker, along the waterfront in the cove and separated from the roadway by a thick buffer of vegetation, are the reported remains of the ferry landing, which last operated in the late nineteenth century. Both the marker and landing site have been referred to interchangeably in archaeology site files. The identified remains consist of a shallow structure of dry-laid boulders that jut out from the shoreline into the river to create a landing wharf.

Site of Wrecked Schooner **Figure 15**
Nineteenth century

Not much is known about this shipwreck which was present along the Bloody Point waterfront in the late nineteenth and possibly early twentieth century. Description of the shoreline from around the turn of the twentieth century refer to the wreck as a wayfinding feature, suggesting it had existed for a number of years (Thompson 1892: 196; Scales 1906: 317; Scales 1923: 220). A c. 1890 photograph shows the wreckage in one of the inlets, though its precise location cannot be ascertained as the P&DRR bridge does not appear to be visible (Figure 15). The photograph shows a hull resting on its side, with a painted name starting with “Hoo” visible on the surface. Research did not uncover documentation of when and how the hull was removed.

Spaulding Turnpike Bridge overpass over Shattuck Way **Photo 21**
Bridge No. 103/124 (1983 and 2011)

This one-span concrete rigid frame bridge carries the Spaulding Turnpike over Shattuck Way, which curves beneath the bridge linking Bloody Point to connecting roads to the rest of Newington. It was last reconstructed during the 1980s Spaulding Turnpike improvements, and expanded during the 2011 improvements to carry the additional turnpike lanes.

General Sullivan Bridge - South Approach **Photos 22; 24- 25**
DOV0158 (1934; approach was reconstructed in 2011)

The GSB has been determined eligible for the National Register as significant under Criteria A and C (see documentation and determinations of eligibility for DOV0158, dated 2006 and 2018), and the eligible boundary includes the footprint of the bridge itself, its abutments, and the approaches. The south approach in Newington, leading north from Shattuck Way, consists of a gently-curving, 12-foot-wide paved pathway with temporary and permanent bollards that allow for bicycle and pedestrian traffic. The south approach to the GSB was reconstructed c. 2011 during the recent Spaulding Turnpike improvements, changing its former straight alignment into a 300-foot-long curved route closer to the waterfront that uses the intervening vegetation as a buffer from the highway traffic. Therefore, the south approach is considered a non-contributing feature of the eligible structure.

New Hampshire Historical Highway Marker #0151 **Photos 22-23**
State Historical Marker (1985)

Placed at the south approach to the GSB during the 1980s improvements project for the Spaulding Turnpike (*New Hampshire Union Leader*, October 8, 2017), this commemorative marker serves as an educational gateway to visitors entering the town via the GSB. It is located approximately 25 feet from Shattuck Way, on the west side of the approach at the edge of the heavily vegetated buffer along the waterline. Similar to other state-owned highway markers, the sign is about 10 feet high and colored in a dark green with the lettering picked out in white. Above the rectangular sign is a round state seal supported by curved cutouts, and the sign borders have a slight stepped pattern up the sides. Both sides of the sign have the identical inscription; visibility of the south side is currently largely impeded by overgrown vegetation.

The marker states:

> NEWINGTON
> Boundary disputes among the early river settlements caused this area to be called Bloody Point. By 1640 Trickey's Ferry operated between Bloody Point and Hilton's Point in Dover.
> In 1712 the meeting-house was erected and the parish set off, named Newington for the English village, whose residents sent the bell for the meeting-house. About 1725 the parsonage was built near the town forest, considered one of the oldest in America.

Comparative Evaluation

Identification of an appropriate comparable area proved challenging. A search of EMMIT indicated several waterfront districts in the Seacoast area, but they were generally more robust and served as city centers, or were well-preserved examples of industrial waterfront landscapes; both entirely different in character from Bloody Point (historically and currently). The extant resources along the Bloody Point waterfront are somewhat isolated from one another due to changes in the built environment, and represent different contexts from early transportation history to modern transportation history, and even commemoration and the preservation movement.

Given the particular waterfront landscape of Little Bay, and the history of attempts to establish a consistent crossing able to withstand its strong currents and ice jams, Dover Point serves as the most useful direct comparison. Dover Point (historically called "Hilton Point" as well, after early settlers) is greater in size than Bloody Point and has a more consistent shoreline, but small coves and inlets can be found along its length. As the "parent settlement" from which Newington later separated, Dover had the benefit of longevity and multiple waterways. As a result, Dover became more of an urban center with larger-scale industries; however, Dover Point's narrow neck and distance from the city center meant it retained more of the isolated, rural quality that characterized Bloody Point. When the Piscataqua Bridge came down and north/south transportation was reliant on ferries susceptible to the weather, Dover Point experienced the same difficulties as Bloody Point, and as the East Side Trunk Line developed into the ever-growing Spaulding Turnpike, Dover Point also became host to a large, regional highway that separated neighborhoods on the narrow point.

Pomeroy Cove on Dover Point was the site of the first landing by Europeans in the area and the first fishing village, and the first ship constructed in the area was built just north of the cove (VHB 2007: 3-177). By the mid-nineteenth century, the tidal flats lining Dover Point were being harvested for their rich clays and the production of bricks. Brickyards extended up and down the point, but were not year-round operations; families often rotated other occupations such as farming by season. In the case of the Henderson family, they operated a brickyard at Hilton Park while running the Bloody Point ferry. As the brickyards went out of business around the turn of the twentieth century and automobile use was on the rise, houses were adapted for summer tourism, and clusters of cottages took the place of the brickyard facilities. Later, these former seasonal residences were renovated into or replaced by year-round residences, becoming a bedroom community.

Like Bloody Point, the popularity and continued adaptation of the Dover Point waterfront has resulted in few, scattered historic resources with direct association with its history. Resources associated with the early shipbuilding and fisheries at Dover Point are not extant. While there is no obvious current evidence of the ferry operations on the Dover Point side, large-cut granite riprap and wood piling remnants from the P&DRR bridge have been observed previously, mirroring the abutment remains in Bloody Point (Bunker et al., 2004: 10-9). The State acquired land around the GSB approaches (and later Spaulding Turnpike) on Dover Point, and unlike at Bloody Point executed a park at the north approach. Hilton Park (DOV0150) has changed the shoreline and landscape at the tip of the point, replacing built features such as Dover Point Station and the railroad, wharfs, a hotel (Hilton Hall), and the brickyards. Some historic features are present, including brickyard archaeological sites (27-ST-0055, 27-ST-0056, 27-ST-0057, 27-ST-0100) and there are two commemorative markers for Edward Hilton and the Hilton Point settlement, installed c. 1965 and 1985, respectively. However, these isolated resources were not considered to have enough integrity to convey the history of Dover Point or Hilton Park as an eligible district, and the area was determined not eligible in 2006 (updated 2019). Generally, while Dover Point

maintains a more direct, accessible relationship with its waterfront than Bloody Point, it exhibits a similar quantity of variable but disparate extant historic resources.

22. Statement of Significance

The Bloody Point Area is not eligible as a National Register district.

Criterion A: The collection of extant resources in the Bloody Point Area are associated with important regional contexts, namely the themes of transportation and commemoration. However, they do not constitute a significant, unified concentration of resources. In addition, they represent only a small portion of the spectrum of historic contexts that shaped this area, from early settlement and shipbuilding, to the growth of seasonal tourism and bedroom communities. The result is a set of dissimilar resources that do not exhibit an interrelationship capable of conveying the overall historic development of Bloody Point. Demolition and new construction have also resulted in the resources being discontiguous, with few distinguishable physical links between them, or sometimes, the waterfront to which they relate. While the Newington Depot property has been recognized for its individual integrity and distinction within the context of railroad development, this does not translate to the Bloody Point Area as a whole.

Criterion B: Although Bloody Point has a relatively well-documented history of families that had roles in the development of Newington, the area does not retain a high degree of integrity to those time periods or the people that may have been significant during those periods.

Criterion C: The extant resources in the Bloody Point Area do not illustrate the distinctive characteristics of a type, period, or method of construction. There are few structures or buildings within the area, which are generally not diagnostic to a time period or well-preserved examples of a style or type. Multiple examples are representative of recent construction (or reconstruction) and do not demonstrate exceptional importance under Criteria Consideration G. The Newington Depot building is a notable exception, leading to the property's individual listing in the National Register in 2010. While the historic markers have commemorative and interpretive value, as objects they do not possess high artistic or symbolic values under Criteria Consideration F. The properties within the Bloody Point Area lack integrity as a whole, and do not comprise a significant or distinguishable entity on the district scale.

Criterion D: The Bloody Point Area was not evaluated under Criterion D at this time. The area has been subject to previous archaeological investigation as part of the Spaulding Turnpike improvements planning process in 2004-2005, the results of which partially informed the resources and historic context discussion in this form. However, intensive data recovery efforts have not established firm site boundaries or significance, and the variable nature of identified sites suggests that significance is likely to be determined on an individual site basis, rather than as an archaeological district linked by function or theme.

23. Periods(s) of Significance

N/A

24. Statement of Integrity

Although the Bloody Point Area relates to several important historic contexts from the seventeenth through twentieth centuries, its resources do not have sufficient integrity of design, setting, materials, workmanship, feeling, and association required for listing in the National Register as a district. While the area generally retains integrity of location, the setting was diminished by the addition of the Little Bay Bridges and reconstruction of Shattuck Road. Furthermore, the formerly open and cleared maritime coastline is now characterized by dense vegetation that physically and visually separates several of the identified resources from the actual waterfront and from each other. Integrity of materials, workmanship, and design have been compromised with the removal of resources associated with several of the historic contexts of the area, including first settlements, agriculture, railroads, tourism, bedroom communities, and several of the features of the historic highway and turnpike system. A range of resource types, construction dates, and currently undeveloped vacant land create a group of features that represent a few, isolated points on a timeline rather than continuity of historic maritime and transportation development. Thus, the area lacks integrity of feeling and association.

25. Boundary Justification

The survey area for the Bloody Point Area form was based on a request from the Newington Historic District Commission, which has identified a set of features, sites, and parcels as a local historic district. The Bloody Point Historic District (local) has evolved somewhat through time as the Town's lease of State-owned land around the Newington Depot has lapsed; however, the Commission provided a map of parcels and feature locations in August 2019 that are specifically considered important to the Town's local heritage, and are considered part of the current local historic district for their association with transportation and economic development. This boundary map was used to evaluate the area for National Register eligibility.

26. Boundary Description

N/A

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28. Surveyor's Evaluation

NR listed: district ☐
individuals
within district ☐
Integrity: yes ☐
no ☒

NR eligible:
district ☐
not eligible ☒
more info needed ☐

NR Criteria: A ☐
B ☐
C ☐
D ☐
E ☐

If this Area Form is for a Historic District: # of contributing resources: _____
# of noncontributing resources: _____

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SIGNED:

Nicole D. Benjamin-Ma