

**NH Division of Historical Resources
Determination of Eligibility (DOE)**

Date received: 2/2/05, 11/16/05 Inventory #: DOV0150
Date of group review: 2/9/05, 11/23/05, 11/28/05, 1/11/06 Area: Newington-Dover Project Area (ND)
DHR staff: Linda / Beth Town/City: Dover
Property name: Hilton Park Roadside Safety Rest Area County: Strafford
Address: 10 acre parcel at the very southeastern end of Dover Point
Reviewed for: ☒R&C ☐PTI ☐NR ☐SR ☐Survey ☐Other
Newington-Dover, NHS-027-1(37), 11238

Individual Properties

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

Districts

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

Integrity: ☐Location ☐Design ☐Setting ☐Materials
☐Workmanship ☐Feeling ☐Association

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

Level: ☐Local ☐State ☐National

STATEMENT OF SIGNIFICANCE:

2/9/05: This inventory form raises a number of questions that must be answered before a determination of eligibility can be made. Efforts to beautify the approaches to the General Sullivan Bridge began shortly after its construction in 1934. A governor-appointed committee studied the situation through 1937, when the state approved the expenditure of \$35,000 for acquiring property. It is not known whether, how much or which properties were acquired; property acquisitions noted in the form date from 1933 and 1934 (pages 6 and 7). Plans for a park at the Dover approach to the General Sullivan Bridge were first noted 1938, but nothing was constructed until the late 1940s.

In 1949, Hilton Park was transferred from the Highway Department to the Forestry and Recreation Department (DRED today), and a design was prepared. (A copy of the 1949 plan is not included in the form, nor is it cited in the bibliography, although it is footnoted on page 7. A clear copy of this plan should be amended to the form.) The plan included stone fireplaces (original number unknown, five are extant on the property map), a pavilion, comfort station (not extant), and gravel roads and parking areas (now paved). Apparently, no formal plantings were noted on the 1949 plan. It is not clear whether the Highway Department or the Forestry and Recreation Department designed the rest area and whether it was comparable to other Forestry and Recreation park areas or the state's other two safety rest areas. It is also not clear when the park was turned back over to the Highway Department.

The form's interpretation of the 1957 improvements to the northeastern section of the park is problematic and should be presented differently. A 1954 plan for this area included roads, parking, a boat ramp, a toll house (purpose unknown) and lawn. Walking trails and a boat dock were also built when the amenities were constructed in 1957. The text reports that – unlike the 1949 improvements – this plan lacked "formal design," but gives little explanation for this conclusion. Formal landscaping and plantings apparently were not part of either plan. The 1949 and 1957 improvements differed, but neither lacked a design or a design intent. A legible copy of the 1954 plan should also be amended to the form.

The discussion of the 1996-2003 proposal for an all-tide boat launch is also problematic (page 7). The web site of a local chapter of Trout Unlimited is not a sufficient source of information; a more primary source and fuller explanation are needed, or else the paragraph can be deleted. The Dover Historian Society does not exist. The web site, www.surftalk.com, has been either changed or removed.

In the Comparative Evaluation (page 9), please discuss more fully the other two roadside safety rest areas, including their location, dates of construction, amenities and appearance today. Please note that the location and current name of the Central Turnpike. Please explain the difference between a roadside safety rest area and a seasonal rest area. Are the latter comparables? Do they date from the same time period? As questioned above, is a discussion of comparable park construction by the Forestry and Recreation Department needed?

The northeastern section of the park was designed in 1954 and constructed in 1957, sufficiently close to the National Register's fifty year cut-off date. Please evaluate the park both as a whole and as two sections in questions 44 and 45. An evaluation of the park under Criteria Consideration F is also needed. Due to Hilton Park's size and the relatively small number of historic amenities, it may be more appropriate to place it in the context of other rest areas in the Statement of Significance, rather than in the broader context of "Parkitecture" and larger-scaled park design. Articles in highway and engineering journals from this time period may offer a more specific evaluative context. Please note that for any Criterion A discussion, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well" (NR Bulletin 15).

Within the Statement of Integrity, please list park features that pre- and post-date 1957. Also include all other known changes to the park. A more concrete description, with dates, of the effects of the construction of the Spaulding Turnpike and Little Bay Bridge on the park's historic integrity is also needed. Photos and plans may be helpful in describing these effects. Is the presence of each harmful to the park's integrity, or part of its historic development? Discuss the effects of later highway changes as well, such as the addition of the Hilton Park exit or new circulation patterns.

Please edit the inventory form text for spelling, grammar and phraseology. Please review each citation against the bibliography. A number of citations are missing from the bibliography, and a number of dates are incorrect. Date discrepancies exist within the text between historic themes. A chronological introduction to the Historical Background section would be useful to establish consistent dates and lay out the park's full history in one place. As noted above, please include copies of the 1949 and 1954 plans. The plan on page 15 is too small to read and upside down. The original sources and dates for the plans on pages 15 and 16 should be referenced (rather than a 2002 report). A larger, more legible property map is also needed, with a photo key included.

11/28/05 – Hilton Park is eligible for the National Register of Historical Resources as a significant and unusual park built to enhance the natural and cultural experiences of the motoring public by providing wayside and recreational amenities and scenic views of Little Bay and the landmark General Sullivan Bridge. The park is eligible under criteria consideration F as well for its commemorative values. Named for the Edward and William Hilton, who settled the site in 1623, the point has long been the focus of commemorative associations and activities. In the 19th and early 20th centuries, a hotel on the eastern shore was known as the Hilton Hall and the area was known as Hilton Point. In the 1940s, what had originally been called "the west approach park for the General Sullivan Bridge" was renamed Hilton Park. (Interestingly, the bridge was named a few months after its completion to commemorate the Revolutionary War hero from nearby Durham.) Markers erected in the park in 1955 and 1973 further illustrate the traditional values 20th century residents assigned to the location. Conceived as a whole, today both sides of the park retain sufficient integrity to illustrate the property's significance, despite incremental changes through the 1960s. Although the inventory form suggests that only the western section of the park is of sufficient age to be eligible, the design layout and most of the improvements to the western section are now fifty years old. The presence of the Little Bay Bridges, the re-designed boat ramp and equipment such as swing sets and picnic tables date from the 1960s. From land purchases in 1940 through the 1960s, incremental changes were a constant at the park. The Little Bay Bridges should be considered non-contributing elements until reaching fifty years of age.

As the site of human activities for thousands of years, Hilton Park may have archeological significance as well; this aspect of the property is being considered under a separate investigation and report.

1/11/06 – Additional information about the establishment of Hilton Park and changes to it since, supplied by staff at the DHR and DOT, demonstrates that although Hilton Park relates to a several important 20th century historical contexts, it no longer has sufficient integrity to be eligible for the National Register. However, the picnic pavilion,

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if physically impacted by the current transportation project, would need to be evaluated for individual eligibility, within the context of period park architecture in the region.

☒ **ENTERED INTO DATABASE**

ACREAGE: 10 acres, parcel 8-26

PERIOD OF SIGNIFICANCE: --

AREA OF SIGNIFICANCE: --

BOUNDARY: --

SURVEYOR: Preservation Company, Joyce McKay, James Garvin

FOLLOW-UP: 11/28/05 -- Notify agencies and the surveyors of eligibility, with appreciation for the additional contextual information and analysis. Please submit an updated boundary discussion and map based on this DOE. 1/11/06 -- Notify agencies of the ineligibility of the park overall and the potential need for additional evaluation of the pavilion if impacted by the current transportation project.

Final DOE approved by:

EJH Muzzey

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: DOV0150

Name, Location, Ownership

1. Historic name: Hilton State Park
 2. District or area: none
 3. Street and number: Exit 5, Spaulding Turnpike
 4. City or town: Dover
 5. County: Strafford
 6. Current owner: New Hampshire Bureau of Turnpikes

Function or Use

7. Current use(s): Recreation and Culture: Other
 8. Historic use(s): Recreation and Culture: Other

Architectural Information

9. Style: N/A
 10. Architect/builder: Unknown
 11. Source: N/A
 12. Construction date: ca. 1945 and ca. 1965
 13. Source: NH Bureau of Rights of Way, NH DOT, Inspection, Oral history
 14. Alterations, with dates: 1981, 1983 boundaries adjusted
 15. Moved? no ☒ yes ☐ date: N/A

Exterior Features

16. Foundation: N/A
 17. Cladding: N/A
 18. Roof materials: N/A
 19. Chimney material: N/A
 20. Type of roof: N/A
 21. Chimney location: N/A
 22. Number of stories: N/A
 23. Entry location: N/A
 24. Windows: N/A

Replacement? no ☐ yes ☐ date: ____

Site Features

25. Setting: Waterfront / Highway
 26. Outbuildings: Shed; Picnic Pavilion



35. Photo #1 36. Date October 2005
 37. Roll #2005-15 Frame #11 Direction: SE
 38. Negative stored at: NHDHR

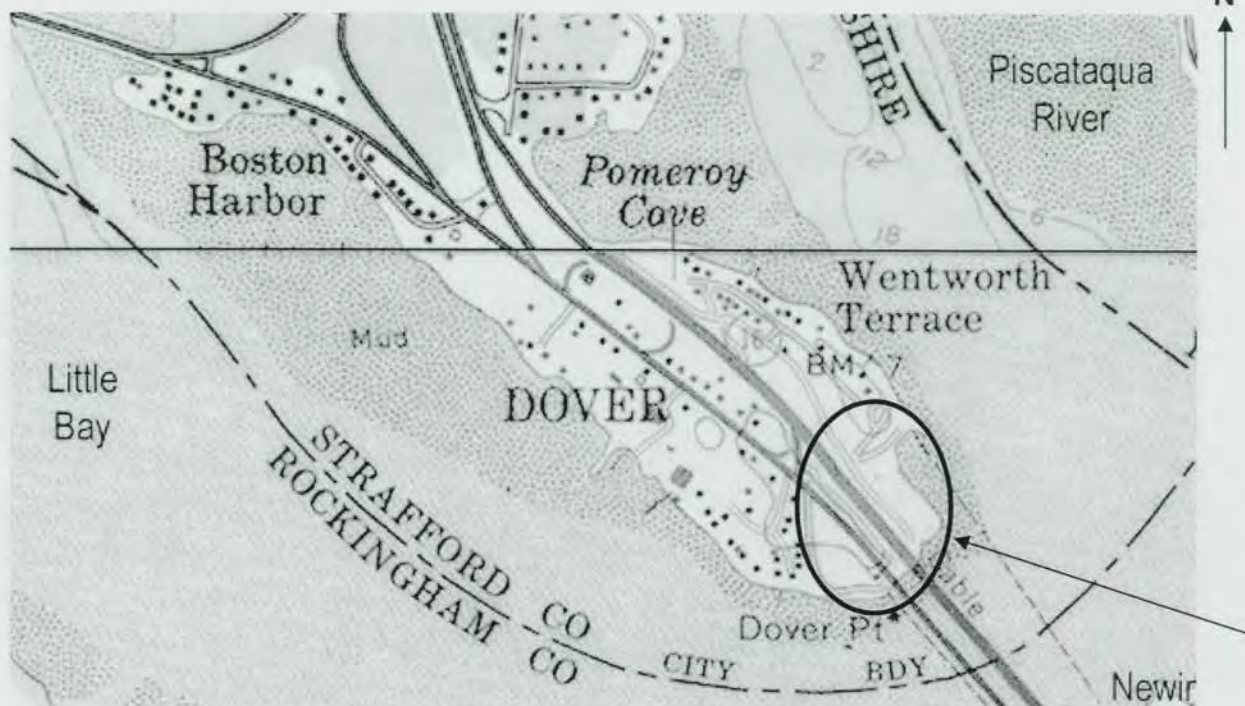
27. Landscape features: Specimen Trees; Hedges; Fences; Paths and walkways; stone walls; rustic fireplaces
 28. Acreage: 10 acres
 29. Tax map/parcel: 8-26
 30. UTM reference: 19.351090.4775620 (checking station)
 31. USGS quadrangle and scale: Portsmouth, 1:24000

Form prepared by

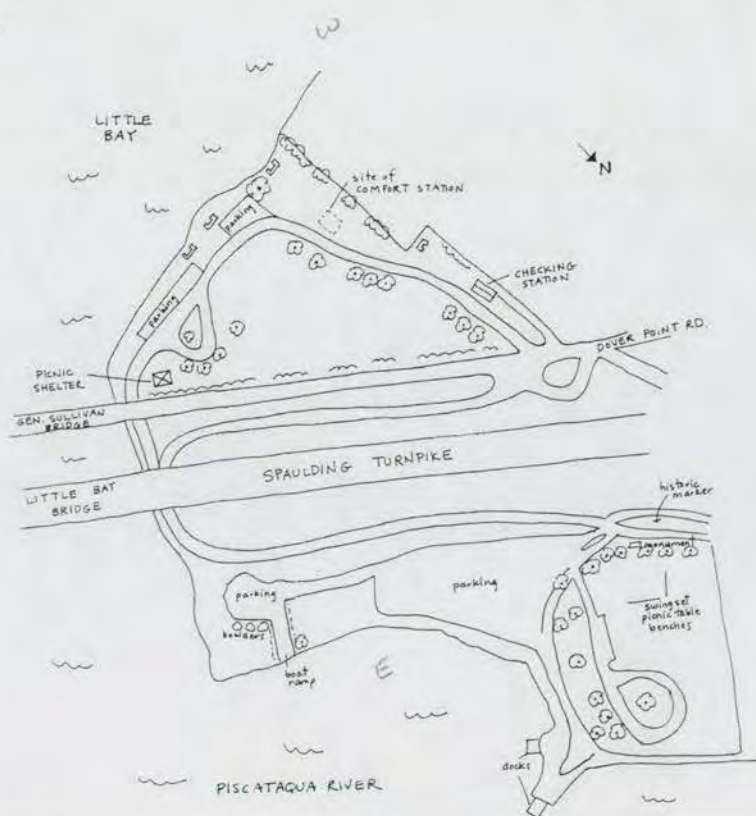
32. Name: Lynne Emerson Monroe
 33. Organization: Preservation Company
 34. Date of survey: October 18, 2004

Rec'd 11/16/05

39. LOCATION MAP:



40. PROPERTY MAP:



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

west?
Hilton Park¹ is located at Exit 5 of the Spaulding Turnpike (USRt.4/NH16) in Dover, New Hampshire. It is currently separated into two parts; one, adjacent to the west approach of the General Sullivan Bridge and the other adjacent to the east approach to the Little Bay Bridge. Both sections are on Hilton Point, the southern end of the Dover Point landmass, which projects into Little Bay, at the confluence of the Piscataqua, Cocheco, and Bellamy Rivers. The land for both parts of the park was assembled between 1937 and 1940 expressly to create a suitable approach to the General Sullivan Bridge². Park amenities were designed and installed in the Park between the 1940s and the mid-1960s, however, the construction of the Little Bay bridge in 1966 severed the park into two pieces and the eastern section of the park was cut off from any access to, or association with the General Sullivan Bridge. Development in the two sections of the park also evolved somewhat differently. Improvements in the west section of the park, including the picnic pavilion, picnic tables, fireplaces, comfort station, and shed at the entry gate were constructed mostly ca. 1940; this section offers spectacular views of the General Sullivan Bridge and is closely associated with its construction. The improvements on the eastern side of the park, including the drinking fountains, swing sets, and fireplaces were constructed mostly ca. 1965, and are associated more closely with the construction of the Little Bay Bridge; this portion of the park offers a scenic view of this later bridge. Hilton Park is today owned by the New Hampshire Department of Transportation (NHDOT) and is operated by the state Bureau of Turnpikes.

Background and Development

The historic crossing between Bloody Point in Newington and Dover Point in Dover has always been an important segment of the state's north-south transportation corridor. Dover Point provided a landing for ferries and boats, and a terminus for railroad and automobile bridges.

Thousands of years ago, the Piscataqua Trail, which traversed Little Bay and Hilton Point, linked coastal and interior riverine routes (Price 1967). In 1640, shortly after Edward Hilton's settlement on Dover Point, the Bloody Point Ferry was started and served as the only north-south connection between Portsmouth, Dover and the up-country settlements. Ferry service operated for many years from Dover Point to Newington until a railroad bridge was constructed.

In 1873, a double bridge was built between Bloody Point and Dover Point to carry the Portsmouth and Dover Railroad as well as vehicle traffic. Chartered in 1866 and opened in 1874, the railroad was constructed by Frank Jones, a Portsmouth brewer, to improve the transport of grains from the outlying farms to his breweries. The span included a rail bed and carriage road with a swing draw for water traffic. After 1900, the Portsmouth and Dover was incorporated into the Boston and Maine network and started to serve passengers as well as freight. For passengers, a railroad station was built on Hilton Point (not extant). Rail operations were discontinued in 1933, the year before the General Sullivan Bridge opened and tracks were removed the year after the bridge opened (Rowe 1987: 187-188; Garvin 2002: 100-103).

The General Sullivan Bridge, constructed exclusively for vehicles, opened in 1934 to connect Bloody Point in Newington and Dover Point in the City of Dover. It was designed as an eight-span, steel, thru-truss bridge by the firm of Fay, Spofford & Thorndike. The bridge was one of the first

¹ What is today Hilton Park was originally referred to as "the west approach park for the General Sullivan Bridge." It became Hilton Park some time prior to 1949. Its official title is now the Hilton Park Roadside Safety Rest Area.

² Land located on the Newington side of the bridge which was acquired at the same time and for the same purpose was never developed but remains in state ownership

modern improvements to the New Hampshire Route 16 and US Route 4 corridor, and was contemplated as part of a series of improvements that would facilitate intrastate movement and commerce. The bridge was the subject of an eight-year legislative and study process, during which time locations at Fox Point and Dover Point were in competition. Fay, Spofford & Thorndike, operating under contract with the Governor's office, made the final recommendation for the Dover Point location based on costs and the anticipated usage patterns. They also recommend the construction of what became the Scammell Bridge over the Bellamy River to allow traffic from Durham to access the new bridge. A few months after the bridge was completed, Oren Henderson, the legislator from Durham who was the primary backer of the new bridge, submitted legislation to name the bridge after General John Sullivan, a Revolutionary War hero from Durham.

Upon its completion, the General Sullivan Bridge, with its soaring arches was praised both for its design and pointed to with pride as a sign of progress in the state and in the local area. Given the reaction to the bridge, within a few years attention turned to the approaches to the bridge which were in private ownership and deemed "unattractive" (Union Leader, 2/19/1937). The bridge was of such importance that neither public nor elected officials wanted the travelers' experience of the bridge to be marred. By 1936, local and state officials began work to improve the approaches. In 1936, New Hampshire Governor Henry Styles Bridges appointed a committee to study the feasibility of acquiring the "approaches to the General Sullivan Bridge in Dover and Newington." The committee suggested that the Dover approach had particularly unsavory and unattractive agricultural uses not in keeping with the "oldest continuous settlement in New Hampshire" (Union Leader, 2/19/1937). The most inconsistent land use was Miss Fannie E. King's chicken farm, which was located on both sides the Dover approach. Miss King's farm consisted of multiple hen houses and large fenced-in chicken yards, as well as a farmhouse, two cottages and multiple farm outbuildings. The Bridge tollbooth was located just above her farm, giving toll payers a bird's-eye view of the land (NHHD Plan, 1937). According to contemporary newspaper reports, the committee felt that improving the landscape setting around bridge would facilitate increased travel over the bridge, thereby benefiting regional commerce and increasing bridge toll revenues. The committee recommended acquisition of the lands surrounding both the Dover and Newington bridge abutments.

Shortly thereafter, another committee was formed to appraise the value of the lands and to propose a total project cost for acquisition and construction of park and recreation lands. The committee suggested to the Governor that the land could be purchased for an estimated \$18,000. Acquisition would be financed from the \$150,000 remaining from the General Sullivan Bridge's \$1.1 million bond issue and would be liquidated by income from the bridge.

Noting the growth of summer tourism in New Hampshire and the increasing use of manufactured mobile homes on Dover Point, the Committee also recommended that the state expend an additional \$17,000 to develop a tourist trailer park on the Dover approach. The committee suggested that the bond for the park could be repaid with bridge toll revenue as well as rental fees from the trailer park (Union Leader, 2/19/1937). The second suggestion was never realized; instead financing of the park was attached to the bridge revenue.

In 1937, the State Legislature passed "An Act Relative to the Improvement of the Approaches to the General John Sullivan and Alexander Scammell Bridges" (Laws of 1937, Chapter 124). The Act authorized the Governor and Council to purchase or take by eminent domain "real estate adjacent to the approaches of the General John Sullivan Bridge and the Alexander Scammell Bridges necessary or suitable for park and recreation areas" (Section 1 of Act). Covering the bill's passage, the Portsmouth Herald reported that the motivation behind the State's purchase was "preventing the encroachment of roadside stands and filling stations, and preserving the bridge approaches as scenic areas for the public good" (Portsmouth Herald, March 16, 1937). The 1937 Act further laid out that

the park and recreation areas "shall be administered by the New Hampshire toll bridge commission" (Section 3 of the Act). Forty thousand dollars were appropriated "for the purpose of acquiring and establishing said park and recreation areas and in addition the revenues accruing from [them] shall be available for the use of the commission in maintaining and administering the areas" (Section 5 of the Act). Parcels on both sides of the Sullivan Bridge as well as parcels at the Scammell Bridge were identified. A plan of parcels and property owners was prepared to guide the process ("No. 1, Plan Showing Park Areas at Approaches to General John Sullivan Memorial Bridge," Feb 1937).

On the Newington side, a total of 12.36 acres were to be acquired. This included the Boston and Maine Railroad line on either side of the Railroad Bridge as well as the Newington Depot (NWN 0168) and land immediately around the Sullivan Bridge. The Boston and Maine Railroad sold its right of way to the State; the sale however was delayed considerably because each "attachment" on the right-of-way needed to be cleared prior to transfer (Deed, 1940). The land on the Newington side of the bridge was clearly envisioned to be park area, the acquisition of which would protect the setting of the General Sullivan Bridge³. However, unlike the Dover side, no efforts to develop the area with park amenities were ever made. After acquisition by the state, the area remained undeveloped and later, with the construction of the Little Bay Bridge, much of it was used for the associated highway improvements. Today the area that is not part of the road system is still undeveloped and although still in State ownership, remains overgrown and essentially wild.

Five Dover-Point parcels totaling 11.60 acres were identified for acquisition. Correspondence between the State Land Engineer and the State Highway Commissioner reveals that on the Dover side in many cases acquisition proceedings were not easy. Although Fannie Silton, owner of the former Hilton Hall site on Dover Point sold her property to the state for \$2,500 (Deed, 1938) two properties could not be acquired through "mutual agreement" with property owners (Memorandum, 1937). A separate commission appointed by the Governor and Council was established to oversee the condemnation proceedings for these properties. Stacey R. Merrill was ultimately compensated \$600 for his property (Deed, 1940). Fannie King, who owned a significant amount of farmland, was compensated \$9,500.

✓ After the land was assembled, the state expended \$5,000 for "grading and beautification of approaches" to the Sullivan and Scammell bridges (Memorandum, 1940). This activity likely included the removal of all buildings and structures on the newly acquired Dover Point land.

Ownership of the Hilton Park lands changed hands among various state agencies in the 1940s and 1950s. In 1945, the state legislature passed Chapter 173 of the Laws of 1945, which transferred the administration of the approach parks to the Governor and Council (Memorandum, 1980).

✓ Approximately four years later, the Governor and Council transferred control of all lands adjacent to the General Sullivan Bridge (except for the 100-foot-wide highway right of way) to the Forest and Recreation Department (now the Division of Resources and Economic Development) (Memorandum, 1980). The transfer occurred in the same year the General Sullivan Bridge was "freed" of tolls. Only six years later, the New Hampshire legislature passed Chapter 338 of the Laws of 1955 which transferred administration of Hilton State Park back to the New Hampshire Department of Public Works and Highways where it has remained ever since.

In the mid-1950s the state began to spend considerable resources in the development of a turnpike system. Three limited-access highways, the Blue Star Turnpike (I-95), the Spaulding Turnpike, and the Central Turnpike, comprised the system at that point. The 11.2-mile Spaulding Turnpike, constructed in 1953 to be the primary route between the Seacoast and the White Mountains and

³ A plan dating from the early to mid 1960s, done on the earlier 1937 plan showing the land acquired by the state, shows "Proposed Park Boundaries" on both the Newington and Dover sides of the bridge. (See plans accompanying this form.)

Lakes Region, crossed Little Bay at the General Sullivan Bridge. The Spaulding Turnpike was part of State's effort to create trunk lines—significant north/south routes thereby increasing tourism and bolstering the State's economy, which was suffering due to the decline of agriculture and the closing of the large textile mills. Today, the Spaulding Turnpike, along with its 22-mile Extension is the major north-south artery in the eastern side of the state. Although the General Sullivan Bridge preceded the Spaulding Turnpike by twenty years, at the time it was built thought was already being given to the construction of a highway in this location running from Portsmouth to the White Mountains to pull tourist traffic into the lake and mountain region (*Foster's Daily Democrat* February 2, 1933).

In the 1950s, the State undertook a number of modifications to the Spaulding Turnpike infrastructure in the area of the Bridge and park. In 1950, a northbound deceleration lane for local traffic was created. In 1955, Park Drive was constructed. It ran parallel to the Turnpike and underneath the General Sullivan Bridge to the parking area next to the picnic pavilion on the west side of the park. Some minor improvements to the east side of Hilton Park, including a tollbooth for park patrons and drinking fountains, accompanied the installation of Park Drive.

These projects were precursors to major improvements that would come in the mid-1960s. By the early 1960s, the volume of north-south traffic on the Spaulding Turnpike had increased to the point that the two-lane General Sullivan Bridge was inadequate. To meet the traffic demand, the NH DOT planned for and constructed the Little Bay Bridge (1966). The construction of the new bridge and accompanying access road divided the park in two and effectively cut off the eastern section of the park from the General Sullivan Bridge. More substantial improvements to the east side of Hilton Park, including the Hilton Point monument, fireplaces, and a playground, accompanied this project.

Both the General Sullivan and Little Bay Bridges were in service until 1984, when traffic was diverted entirely to an expanded Little Bay Bridge. This action cut off Hilton Park as did the reconfiguration of Park Drive as a one-way access road from Dover Point Road to the east section of Hilton Park (date unknown). While Hilton Park remained intact with its historic program of amenities in place, it was no longer directly accessible to highway travelers.

Physical Development

✓ Aside from the 1937 plan showing the parcels to be acquired for the park, the earliest plan available in the NH DOT files for Hilton Park is a 1949 topographic plan entitled "West Approach to the General John Sullivan Memorial Bridge, September 1949."⁴ This plan may have been drawn in preparation for the transfer of the park from the Governor and Council to the Forestry and Recreation Department (now DRED). The September 1949 plan shows that by that time the picnic shelter, comfort station, entry shed, gravel parking areas, and three rustic fireplaces had been constructed in the west section of the park. No plantings are noted on the plan. Beyond paved and gravel roads that corresponded to pre-existing roads and driveways, no structural amenities were noted in the east section of the park. (This plan also contains a note that the General Sullivan Bridge tollhouse was slated for removal.)

It was in the early to mid 1950s that the east section of the park began to be developed. The next set of plans available is for NH Project No. P-1852 "White Mountain Highway," dated 1951. In these plans, Hilton Park is referred to as "State of N.H. Picnic Area." The project constructed a 10' deceleration lane for local traffic to exit on the east side of the Turnpike. No other improvements to the park were noted and no other features in the park were documented on the plan.

⁴ Most plans discussed in this section are included with this form in a 11 x 17 format.

In 1954, the State undertook Legislative Special Project # 1821 (1). This project included the creation of "Park Drive" a limited access road that connected the east and west sides of the park under the Sullivan Bridge. Although only documented from the shape of the coastline on plans, it appears that a significant amount of fill had to be added in the area around the bridge to accommodate a road in this location. This fill may have been taken from the spit of land associated with the approach to the old Dover Point Bridge. Although practically no changes are shown on the west park of the park a number of changes are shown on the east section. The plan shows the boat launch on the east side of the park roughly at its current location, and the installation of a 2,000-gallon septic tank—public toilets were not included. A tollbooth was also shown on the east section of the park. According to Louise Kelley, owner of 31 Wentworth Terrace (DOV0089) a 0.25 cent toll was collected to use the east section of the Park in the mid-1950s. She recollected that the toll for park users did not last long, which she attributed to the fact that there were few park amenities on the east side of the park in the 1950s (Kelley 2005). This plan also indicates that a planting bed was proposed for the site of the bridge tollbooth.

The next set of plans available is for Legislative Special Project # 1830. This 1965 project included the construction of two ramps on the west side of the highway, as well as new park infrastructure on the east side of the Park, including gravel roads, paved parking areas, and a playground. (The plans reference the construction of the Little Bay Bridge, which opened in 1966, as being under separate contract.) According to Jonathan Hanson of NH DOT public toilets, which are no longer extant, were built on the east side of the park around at this time (Hanson 2005).

The final set of plans available is for project Legislative Special # 1828-13 built in 1985. This project was to build a bicycle path from the Pomeroy Cove area to the east section of Hilton Park. New park features are shown on the plans. In the west section, additional fireplaces and wooden posts lining the asphalt driveways and parking area, as well as a wooden guard rail are shown. In the east section, a flagpole, granite monument dedicated to the Hilton settlement, and a gravel boat ramp with guardrail are shown for the first time. Jonathan Hanson suggested that the permanent boat dock was installed around 1970.

The Pre-Park History of the Area

Although all of the pre-park buildings on Hilton Park were demolished soon after the land was acquired by the state, the land on which Hilton Park is located has a rich history—as referenced by the name given to it in the 1940s. The settlement of Dover was originally called Hilton's Point, after William and Edward Hilton who founded the settlement at Dover Point in 1623. The Hilton Point, now called Dover Point, has been actively occupied from pre-history, through the earliest European settlement, to present day. The following is a brief pre-park history.

Native-American Settlement

The lower Piscataqua region was a resource-rich environment conducive to Native American occupation. Native Americans settled along tributaries of Great Bay and along the shorelines of Great and Little Bays beginning in the post-glacial periods to about 300 years ago (Bunker, 2002). The potential for Native American settlement on Hilton Point is documented in a 2002 Phase 1-A preliminary archeological reconnaissance survey.

Early European Settlement

Hilton Point, now called Dover Point, was the second site of European settlement in New England. In the spring of 1623, three years after Plymouth, Massachusetts was settled, Edward Hilton, William Hilton, and Thomas Roberts arrived aboard the "Providence" from Plymouth. The Hiltons were originally London fishmongers. In the early 1630s, Captain John Mason of the Council for New England sent personnel and supplies to help settle Hilton Point, likely selected for its

advantageous natural resources and strategic location. Settlers formed a cod-fishing enterprise, several wood flakes were built for drying cod, agricultural fields were cultivated, and trade was initiated with the Native Americans (Rowe, 1987; Scales, 1923; Thompson, 1965; and Wadleigh, 1913).

In 1629-30, Edward Hilton was granted the Squamscot Patent. (Newington, located across the River, was originally included in Hilton's land grant. The earliest settlement there was ca. 1670 at Bloody Point.) Because of unrest with the Native Americans during the last quarter of the 17th century, settlers on the Point constructed fortifications, including garrisons and an enclosure around the meeting house and dwellings. None of these is extant (Scales 1923: 49; Wadleigh 1913: 42).

Industrial Periods

By the 1700s, Dover Neck residents were participating in many economic enterprises that relied on the area's abundant natural resources. Early exports were dried cod fish and timber. These were traded for sugar, molasses, cotton, rum, salt, and other manufactured goods. Trade was established with Colonial port cities on the Atlantic coast, with Barbados and the West Indies, as well as England, Spain, Portugal, and Mediterranean countries (Scales 1923: 71).

Although the waters of the Little Bay were fast and sometimes treacherous to navigate, their power was not suitable for powering mill industry. Instead, another local resource, marine clay, was harvested from the surfaces of Dover Point. Numerous brick yards were established. The production capacity of these yards was outstanding—one brickyard alone could produce some seven million bricks in a single season (Rowe 1987: 181). The best known local brick maker, Enoch Pinkham owned a brick yard on Hilton Point in 1830. Four generations of Pinkhams after him worked in the Dover Point brick yard industry on some of the land associated with the Park (Adams 1976: 109; Scales 1923:58-59).

Brick yards were land intensive uses, and required areas for mining and processing clay, a work yard for forming and drying the bricks, storage for cordwood for firing the kilns, and land for structures, such as sheds and kilns. The industry also changed the topography of the land. A Dover historian recalled that at one brickyard, the mining activity reduced the height of the land by 12 feet (Whitehouse, December 2004). One long-time Dover resident and business owner, said that the sloping nature of Hilton Park was the direct result of clay mining. He also indicated that the plateau area in the north section of Hilton Park, where Hilton Hall once stood, was ledge and therefore could not be mined for clay. However, everything else around it was mined—hence the significant change in topography (Newick 2005).

Enoch Pinkham had a wharf on Pomeroy Cove close to Hilton Point. The availability of a navigable river facilitated the economic boom of brick making. Gundalows, a special flat-bottomed boat, were the "commerce-carrying work-horses" of the brick-making industry. They brought the cord wood necessary for firing the kilns to the yards and removed thousands of manufactured bricks to be sent to markets (Adams 1976: 140-145; Switzer 1985: 42).

Summer Tourism and Recreation on Hilton Point

The natural resources that made Hilton Point well suited for various industries also made it attractive as a recreational area. As brick-making and agricultural industries waxed and waned, a small-scale summer-tourism industry emerged, aided by the railroad and the growth of the automobile in the twentieth-century.

In 1854, a popular inn, known progressively as the Hanson Hotel, the Dover Point House and later Hilton Hall, was built on Hilton Point by John P. Hanson. The Hotel stood on a prominent knoll on the east side of Dover Point, overlooking what is today the public boat launch in Hilton Park. Over the years, the building was remodeled and expanded and become a "very popular place of resort,

beautiful in summer and warm and cozy in winter" (Scales 1923:64). It was a vacationer's destination into the mid-1920s. After the Hotel closed, its furnishings were auctioned. The auction broadside and some of the Hotel's furnishings are in the Woodman Institute collection (Whitehouse January 2005). The building later burned leaving only the foundation. When the Hilton Hall property was acquired from Fannie Sifton by the State in 1938, the hotel's "cellar," a well, and a shed or "shelter" were on the property (NHHD Plan 1937). A "foundation" is noted on the 1949 topographic map of the site.

Around 1910 another boarding house located on the west side of Dover Point, the Enoch Pinkham House, became a hotel, known as the Piscataqua House (not extant) (Scales 1923:59). Pinkham's Grove, located on Pomeroy Cove, was the site of large clambakes, to which residents of Dover and Portsmouth traveled by special train (Smith 1973:52). In the 1940s the Newicks, a family of fishermen and lobstermen, started a roadside business called Newick's Lobsterland on the west side of Hilton Point. Their home and business were located on in the former Enoch Pinkham house (not extant). According to Jack Newick, the Newick family would sell live lobsters and lobster rolls to motoring tourists traveling to and from the White Mountains (Jack Newick, 2004). The Newick's lost their Hilton Point property to the State, when it began assembling land for the Spaulding Turnpike.

42. Applicable NHDHR Historic Contexts:

- 2. First settlements on the New Hampshire Seacoast, 1623-1660
- 36. Brick making for local and regional markets, 1650-1920
- 74. Parks, amusement parks, zoos, and waterfront recreation in New Hampshire, 1880-present
- 84. Automobiles highways and culture, 1900-present

43. Architectural Description and Comparative Evaluation:

Introduction

Hilton Park is comprised of two geographically separated east and west sections. In the late 1930s and early 1940s, 11.60 acres on Dover Point were assembled for an approach park to the General Sullivan Memorial Bridge. (This original land area was reduced by the Little Bay Bridge and Spaulding Turnpike realignment projects in the 1950s through 1980s.) The west section of the park was designed ca. 1940 by the State of New Hampshire for the benefit and pleasure of travelers of the General John Sullivan Bridge; it afforded a spectacular vista of the Bridge. The east section was unimproved for several years, minor improvements were made in the 1950s, but substantial improvements were made ca. 1965 in conjunction with the Little Bay Bridge projects, when motorists had improved access to this section of the park. The Little Bay Bridge obstructed the view of the General Sullivan Bridge from the east section of the park, changing the original the design intent for the entire park.

West Section

The west section of the park is approximately 5.5 acres. Today, this portion of the park largely reflects the historic park layout illustrated on the 1949 "West Approach to the General John Sullivan Memorial Bridge" topographic plan. It has a large rolling lawn defined by a curving road leading from the entry checking station to the water's-edge parking/picnic areas and picnic pavilion.

At the time the park was designed, south-bound Spaulding Highway traffic had direct access to this section of the park. The access road was located 500' before the bridge toll booth, which was

decommissioned in 1949. Today, neither north- nor south-bound highway travelers can directly access the west section of the park without exiting onto Dover Point Road.

A small checking station ("shed") is located within 500' of the entry (Photo 11). This gable-end structure has two windows on the gable-side elevation and vertical-board, double-swing entry doors on strap hinges. There is a small addition on the rear. Today, rest area regulations are posted on this structure. According to DOT officials, the station is not staffed.

An entrance gate was historically located just west of the checking station. Contemporary directional and regulatory signage is located on and around the gate.

The historic design included curving gravel roads and two gravel parking areas at the water's edge. Today, these surfaces are paved with asphalt. The 1949 plan reflects the use of "board fencing" to enclose the parking areas. A log-barrier fencing system is shown on the 1985 plan and remains in place today. The curving access road leads to the first, square-shaped, parking area and terminates at a second rectangular-shaped parking area. The latter has a center-island design feature with hedges and lawn area. Board fencing, now replaced with log-barrier fencing, separated both gravel parking areas from the water's edge (Photo 1).

In addition to the checking station at the entrance, a number of other extant structures were included in the 1949 plan. On the southern edge of the site, adjacent to the bridge is a rustic picnic shelter, or pavilion. The shelter, as was often the case in parks of this era, was placed with an eye towards pleasing views. (Cook 1999). Not only did pavilion picnickers benefit from the expansive view of the Little Bay, but they were also afforded a unique view of the magnificent span and engineering of the General Sullivan Bridge. The pavilion has a pyramidal roof with a large fieldstone chimney that serves two open-air, mortared stone fireplaces. The structure has simple rustic framing. The entire structure sits on a concrete pad with pre-cast footings. Massive square-sawn, wooden picnic tables are located inside and outside the pavilion (Photos 1, 5, and 2). On the northern property boundary, adjacent to the access road, a concrete pad marks the former site of a 12' x 11' comfort station (Photo 7).

Other structural elements in the park include rustic open-air, flue-less picnic fireplaces made of mortared stone. Three picnic fireplaces located on the western edge of the site, near the water in the lawn area just outside the parking lot date to 1949 (Photo 8). Four additional fireplaces made of concrete block date to 1985.

The landscape of the west section of Hilton Park consists of open lawn to the parking area. Hedges located at the entry appear on the 1949 topographic plan. Four pine trees of various dimensions (8"-19") are noted on the 1949 topographic plan. Today, a number of mature conifers shade the entry.

East Section

Originally 7.3 acres, the east section of Hilton Park is approximately 6.3 acres today. Its size was diminished by the creation of Park Drive (1955) (the road connecting the east and west sections of the park) and by the Spaulding Turnpike realignment associated with the construction of Little Bay Bridge (1966).

Today, the east section of Hilton Park can be accessed two ways. Local visitors can use Park Drive, a one-way limited access road that runs from the southwestern terminus of Dover Point Road under the bridge abutments to the east section of the Park. Northbound highway travelers can use Spaulding Turnpike Exit 5 to reach this portion of the park.

A large percentage of the east section of the park is paved and is used for parking. The parking areas are located in the central portion of this section of the park, closest to the roads and highway. On the edge of the parking lot is a commemorative granite monument installed ca. 1965 by descendants of

Edward Hilton. It memorializes the Hiltons and the other early settlers. In 1985, the New Hampshire Department of Historic Resources installed an additional historical marker commemorating the Hilton Point settlement on the west end of the parking lot. (The marker reads: "The first settlement at Dover was made here at the southernmost point of Dover neck and was called Hilton's Point after Edward and William Hilton. They were fishmongers from London who, in 1623, established their fishing industry at this scenic site.")

A significant portion of this part of the Park was part of the Hilton Hall property, which was located on a ledge plateau overlooking the Piscataqua River (Whitehouse 2004). The edge of the plateau is noted as a "bank" on the 1954 plan (L.S.-1821(1)). There is a significant grade change between the plateau area and the drive to the boat ramp/dock. Wooden stairs enable visitors to traverse the steep slope between the plateau and boat launch, which also has a small parking area. A second boat launch is located on the eastern edge of this section of the Park. A boat launch has been located in this general vicinity since 1954.

Located on the plateau are a lawn area and park amenities including 1960s-vintage swing sets and other play equipment; wooden benches; square-sawn and metal picnic tables; as well as pre-cast concrete picnic fireplaces. The lawn and these amenities are enclosed by a circular vehicle drive, affording motorists a scenic overlook. In addition to the lawn area, the landscape features include mature deciduous and coniferous trees.

Comparative Evaluation

Hilton Park was assembled and designed as an approach park for the General Sullivan Bridge. Memorial Bridge, which spans the Piscataqua River between Kittery, Maine and Portsmouth, New Hampshire also has approach parks on both sides. Memorial Park is located at the Portsmouth approach to the Memorial Bridge. It was created as a gateway to the Bridge from downtown Portsmouth. It is a discrete park enclosed on all sides by transportation infrastructure. Over the years, its size has been reduced by parking lots and road widenings; and its landscape features have become overgrown and now prevent passive enjoyment of the park and appreciation of the bridge approach and structure. While Memorial Park is likely the most comparable to the west section of Hilton Park, the west section of Hilton Park retains a greater degree of integrity of design, materials, workmanship, feeling, association and setting.

✓ Hilton Park is owned and operated by the Department of Transportation, which has seventeen welcome centers and rest areas across the state. However, DOT does not include Hilton Park Roadside Safety Rest Area among them. It is considered to be a resource "completely unique within DOT system" (O'Malley 2005). It was created twenty years before the State's earliest welcome centers, which were built before rest areas and as part of Interstate highway projects. Unlike welcome centers, Hilton Park was created for the purpose of beautifying the Dover approach to the General Sullivan Bridge—an engineering landmark in the State of New Hampshire.

✓ Given its history, program of amenities, utilization, and management, Hilton Park may be considered comparable with DRED's seven wayside parks: Androscoggin Wayside Park; Annett Wayside Park; Beaver Brook Falls Wayside Park; Eisenhower Memorial Wayside Park; Gardner Memorial Wayside Park; Honey Brook Wayside Park; and Nansen Wayside State Park. Wayside parks are typically created to provide for the enjoyment or convenience of the traveling public. DRED's wayside parks are located on the sides of secondary highways and offer visitors scenic vistas, access to natural areas, and picnicking. Some have rustic toilets, commemorative monuments, and recreational facilities like ramps and boat docks. Unlike welcome centers, wayside parks are not staffed and do not have vending or brochure racks. While Hilton Park is similar to the concept of

DRED's wayside parks, the land was assembled and the west section of the park designed specifically as an approach park for the General Sullivan Bridge.

44. National or State Register Criteria Statement of Significance:

how known?
Today, Hilton Park consists of two distinct sections even though the land for both pieces was originally acquired for a single approach park to the General Sullivan Memorial Bridge. Improvements in the west section of the park date from ca.1940. The layout of the east section was evolutionary; with the majority of the improvements dating to the 1950s. By 1966, construction of the Little Bay Bridge severed the relationship between this part of the park and the Sullivan Bridge and the east section became related to this bridge.

✓ As discussed below, the west section of Hilton Park, as part of the General Sullivan Bridge Area, is eligible for the National Register of Historic Places as an intact example of a 1940s approach park designed to provide wayside amenities to Bridge travelers. The east section of the park is not eligible for the National Register of Historic Places both because its features do not meet the fifty-year cut-off date for listing and because the designed features no longer bear any relationship to the General Sullivan Memorial Bridge, the reason for the land assembly.

Criterion A: The west section of Hilton Park is eligible with the General Sullivan Bridge for the National Register under Criterion A as an intact example of an approach park for motoring travelers of the General Sullivan Bridge.

✓ In the early twentieth century, the Federal-Aid Highway Acts of 1916 and 1921 spurred the growth of highway infrastructure. With the availability of affordable, reliable, automobiles, recreational driving soared in popularity and motoring tourists started to expect roadside amenities. Recreation professionals soon defined the essential components of a "roadside experience" to include "water, topographic features, vegetation, historic and cultural features, fish and wildlife....recreational opportunities, sites of geological or ecological interest, and/or rural scenery" (Forest History Society 2002). In New Hampshire, in order to encourage motoring tourists to visit the state's natural areas and villages, the state expanded the highway system and upgraded its bridge connections. At Hilton Park, New Hampshire seized the opportunity to respond to motorists' expectations (particularly important because those who used the Bridge were required to pay a toll) by offering many of the ingredients of what came to be considered the roadside experience.

Criterion B: There are no known persons of significance within the City of Dover or the Seacoast Region historically associated with the design, construction, or maintenance of Hilton Park. Although, Hilton Point has a well-documented 300-year history that spans from early seventeenth-century settlement to its 1930s public condemnation process, the site does not retain integrity for any of these historical periods or persons that may have been significant in them.

Criterion C: The west section of Hilton Park is eligible for the National Register under Criterion C, because it embodies distinctive characteristics of a ca. 1940 park designed to enhance the view from and approach to an engineering landmark, the General John Sullivan Bridge. It retains integrity of setting and association with the General Sullivan Bridge, which was the impetus for its creation—to beautify the Dover approach to the bridge. The historic layout retains considerable integrity despite the paving of gravel roadways, the removal of the entry gate, and the demolition of the comfort station.

The rustic picnic shelter and mortared stone fireplaces are noteworthy character-defining element typical of this era of park construction.

45. Period of Significance:

The period of significance for the west side of Hilton Park, as a roadside safety rest area, is ca. 1940, when land assembly was completed and a design was implemented, to 1984 when traffic on the General Sullivan Bridge stopped and only local access to the Park was permitted.

46. Statement of Integrity:

The west section of Hilton Park retains integrity of location, setting, and association with the General John Sullivan Bridge. It retains integrity of design, materials, workmanship and feeling as a landscape designed to take advantage of its natural picturesque setting and proximity to an engineering monument. The west section's program of ca. 1940 rustic park amenities, including its picnic pavilion; checking station; and open-flue fire places, are still in place.

The features of the east section of the park appear to retain integrity to their era (which largely post-date the National Register fifty-year cut off date). However, the construction of the Little Bay Bridge has completely severed the east section's visual and physical connections with the General Sullivan Memorial Bridge so this section of the park no longer illustrates aspects of significance related to the bridge.

47. Boundary Discussion:

The area covered in this nomination is the same as that of the General Sullivan Bridge (DOV0158). It includes the footprint of the General Sullivan Bridge, its abutments, approach roads and the west section of Hilton Park, which was acquired to provide an appropriate setting for the bridge. The boundaries for the 5.5 acre west section of Hilton Park are defined as the banks of Little Bay on the south and west sides, the west (Little Bay) side of the approach road to the General Sullivan Bridge on the east, and the legal boundary of the state-owned property on the north side.

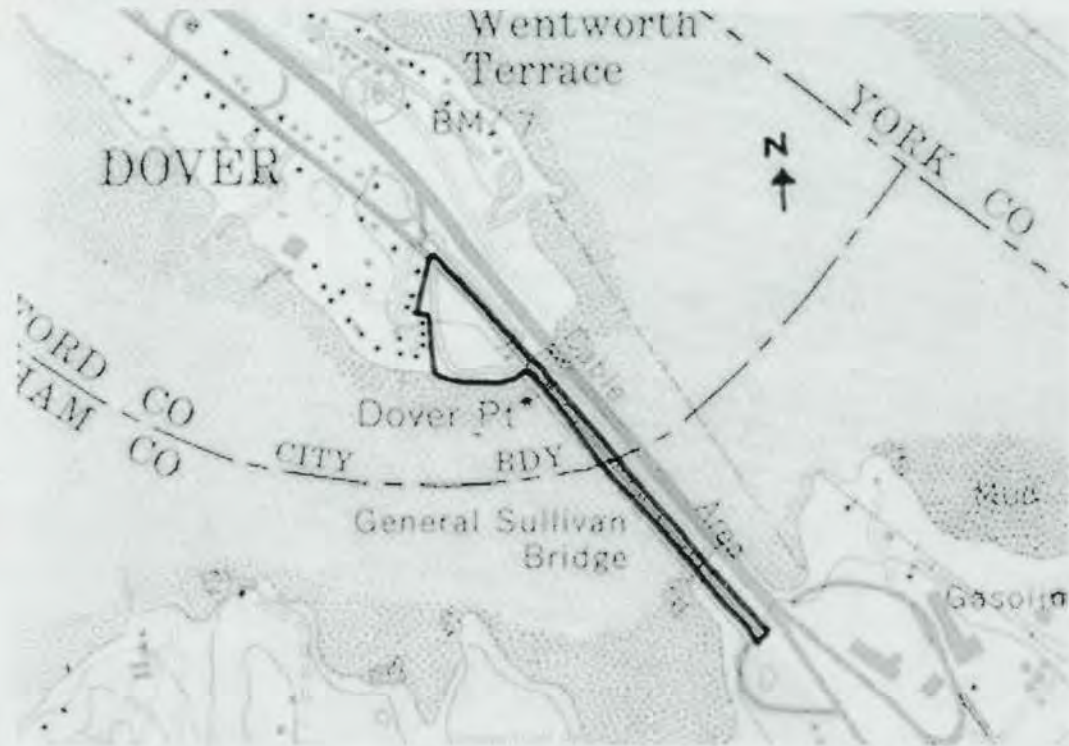
The General Sullivan Bridge, although included within the boundaries of this property, is discussed in a separate NHDHR Inventory Form (DOV0158).

The state-owned land on the Newington side of the bridge is not included in the boundaries of this property since the land was not improved. Originally, the state amassed land with the intention of creating parks on both sides of the General Sullivan Bridge. On the Newington side, although the land was purchased and structures demolished, no facilities or access roads were ever constructed and the land was allowed to become over grown and wild.

On the Dover side, a park was constructed piecemeal in two sections on the east and west side of the bridge. The west side was the earliest section to be developed with deliberate design intent. Plans show that by 1949 roads, fireplaces, and a picnic shelter had been constructed. The connection between the two halves was not created until 1955 when the shoreline was increased to allow the construction of a road under the Sullivan Bridge. The eastern half was subsequently developed largely in 1965, but was severed from the west with the construction of the Little Bay Bridge in 1966. It is now thoroughly independent from the bridge and the other section of the Park.

The west section of Hilton Park included in this nomination is now inaccessible from all but local traffic. Along with the historic amenities, it offers the best views of the General Sullivan Bridge,

and forms an appropriate setting from which to view the bridge. This section could be renamed and dedicated for the interpretation of the bridge.



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Maps and Plans (in chronological order)

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Untitled plan showing bounds of land assembled for Dover and Newington approaches to General John Sullivan Bridge.

New Hampshire Highway Department

"Plan Showing Detail Location of Areas at Approach to General John Sullivan Memorial Bridge,"
February 5, 1937.

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"No. 1 - Plan Showing Park Areas at Approaches to General John Sullivan Memorial Bridge," City
of Dover and Town of Newington, February 1937.

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Topographic Plan "West Approach to General John Sullivan Memorial Bridge," City of Dover, New
Hampshire, 1949.

New Hampshire Highway Department

"Plans of Proposed Federal Aid Primary Project No. F262 (2), NH Project No. P-1852 White
Mountain Highway," 1950.

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"Plans of Proposed LS 1821 (1) (NH No. P-2692-E), 1954.

Undated ROW Map # 235

Associated with L.S. 1821 (1).

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: DOV0150

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Surveyor's Evaluation

NR listed: individual ☐
 within district ☐Integrity: yes ☒
 no ☐NR eligible:
 individual ☒
 within district ☐
 not eligible ☐
 more info needed ☐NR Criteria: A ☒
 B ☐
 C ☒
 D ☐
 E ☐

Historic Photos and Plans



Aerial photo ca. 1966 (Dover Public Library)



General Sullivan Bridge Before Construction of Little Bay Bridge, Hilton Park at right (Bunker 2002)

Photo #	Roll	Frame	Direction	Description
1	2005-15	11	SE	Hilton Park showing picnic pavilion with General Sullivan Bridge in distance
2	2004-20	24	E	Picnic pavilion and Sullivan Bridge abutment (southern section of park)
3	2005-7	08	E	Picnic pavilion and Sullivan Bridge (southern section of park)
4	2005-7	9	E	Sullivan Bridge and connecting walkway (southern section of park)
5	2004-20	25	N	Pavilion and park landscape (southern section of park)
6	2005-7	10	SE	Park landscape, pavilion and Sullivan Bridge (southern section of park)
7	2004-20	21	SW	Comfort Station (remaining concrete pad) (southern section of park)
8	2004-20	20	SW	Example of Fireplace (southern section of park)
9	2005-7	11	S	Entrance to Park; checking station on right (southern section of park)
10	2005-7	12	SE	Sullivan Bridge approach and entrance to Park
11	2004-20	19	W	Checking Station
12	2005-7	13	NE	Entrance to Park; looking at Dover Point Road and highway
13	2004-17	7	N	Hilton Memorial
14	2004-17	6	NE	Boat ramp and Piscataqua River

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: DOV0150

Address: Hilton Park Date taken: October 2004 Negative stored at: NHDHR



Photo 2: Picnic pavilion and Sullivan Bridge abutment (southern section of park)

Roll: 2004-20 Frame: 24 Direction: E



Photo 3: Picnic pavilion and Sullivan Bridge (southern section of park)

Roll: 2005-7 Frame: 08 Direction: E

Address: Hilton Park Date taken: October 2004 Negative stored at: NHDHR



Photo 4: Sullivan Bridge and connecting walkway (southern section of park)
Roll: 2005-7 Frame: 9 Direction: E



Photo 5: Pavilion and park landscape (southern section of park)
Roll: 2004-20 Frame: 25 Direction: N

Address: Hilton Park Date taken: October 2004 Negative stored at: NHDHR



Photo 6: Park landscape, pavilion and Sullivan Bridge (southern section of park)
Roll: 2005-7 Frame: 10 Direction: SE

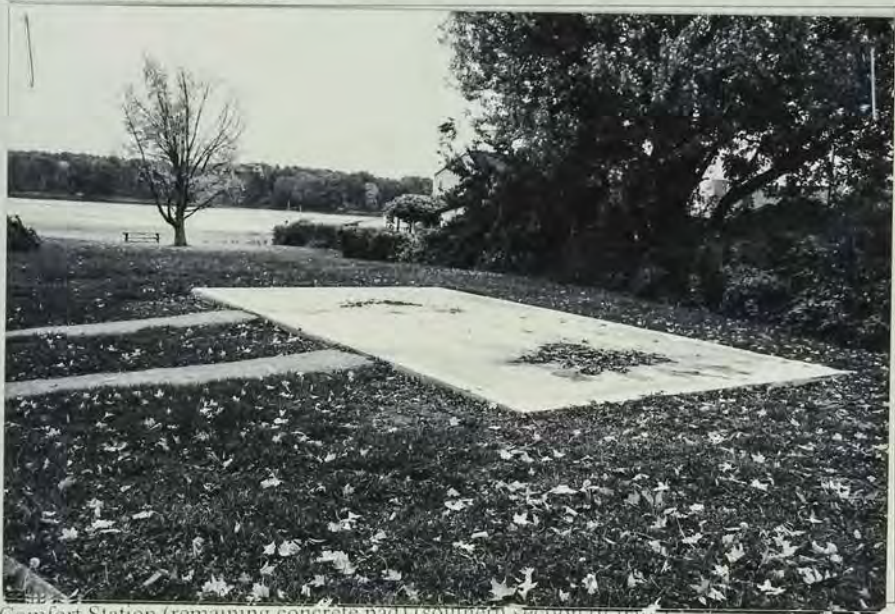


Photo 7: Comfort Station (remaining concrete pad) (southern section of park)
Roll: 2004: 20 Frame: 21 Direction: SW

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: DOV0150

Address: Hilton Park Date taken: October 2004 Negative stored at: NHDHR



Photo 8: Example of Fireplace (southern section of park)

Roll: 2004-20 Frame: 20 Direction: SW



Photo 9: Entrance to Park; checking station on right (southern section of park)

Roll: 2005-7 Frame: 11 Direction: S

Address: Hilton Park Date taken: October 2004 Negative stored at: NHDHR



Photo 10: Sullivan Bridge approach and entrance to Park

Roll: 2005-7 Frame: 12 Direction: SE



Photo 11: Checking Station

Roll: 2004-20 Frame: 19 Direction: W

Address: Hilton Park Date taken: October 2004 Negative stored at: NHDHR



Photo 12: Entrance to Park; looking at Dover Point Road and highway

Roll: 2005-7 Frame: 13 Direction: NE



Photo 13: Hilton Memorial

Roll: 2004-17 Frame: 7 Direction: N

Address: Hilton Park Date taken: October 2004 Negative stored at: NHDHR



Photo 14: Boat ramp and Piscataqua River

Roll: 2004-17 Frame: 6 Direction: NE

Plans (large, folded)

- Plan 1** New Hampshire Highway Department. "No. 1 – Plan Showing Park Areas at Approaches to General John Sullivan Memorial Bridge," City of Dover and Town of Newington, February 1937.
- Showing parcels acquired for park.*
- Plan 2** Ned Spaulding, Civil Engineer (Department unlisted). Topographic Plan "West Approach to General John Sullivan Memorial Bridge," City of Dover, New Hampshire, 1949.
- Showing improvements to west side (shelter, parking area, comfort station and fireplaces).*
- Plan 3** New Hampshire Department of Public Works and Highways. "Plans of Proposed LS 1821 (1) (NH No. P-2692-E), 1954. TWO SHEETS.
- Showing improvements to east side (parking lots, boat ramp) and Park Drive.*
- Plan 4** New Hampshire Highway Department. "No. 1 – Plan Showing Park Areas at Approaches to General John Sullivan Memorial Bridge," City of Dover and Town of Newington, February 1937. REVISED ca. 1960-65, showing ROW for Little Bay Bridge.
- Showing ROW for Little Bay Bridge.*
- Plan 5** "Plan of Proposed Legislative Special Project No. LS 1830, Contract No. 2, NH Project No. P-70441B." September 1965.
- Showing additional improvements to east side (playground, monument).*
- Plan 6** New Hampshire Department of Public Works and Highways. Plans of Proposed Federal Aid Primary Project, No. F-027-1 (21), 1982. Contract No. 2, NH Project No. P-2222-P" 1983.
- Plan 7** "ROW Plan of Dover LS-1828 (13) P-2282J, Built in 1985."

TOPOGRAPHIC PLAN
WEST APPROACH TO
GENERAL JOHN SULLIVAN MEMORIAL BRIDGE
CITY OF DOVER, NEW HAMPSHIRE

CONTOUR INTERVAL - 1 FOOT
SCALE 1" = 40'

SEPTEMBER 1949

H. J. Sullivan
CIVIL ENGINEER

PISCATAQUA
(MAIN BRANCH)
EBB
FLOOD

RIVER

PISCATAQUA
(EAST BRANCH)
RIVER

STA.	TRUE	COORDINATES
MARK	BEARING	NORTHINGS EASTINGS
100+00	N 18° 30' W	1200.00 1000.00
100+20	N 18° 30' W	1200.00 1000.00
100+40	N 18° 30' W	1200.00 1000.00
100+60	N 18° 30' W	1200.00 1000.00
100+80	N 18° 30' W	1200.00 1000.00
101+00	N 18° 30' W	1200.00 1000.00
101+20	N 18° 30' W	1200.00 1000.00
101+40	N 18° 30' W	1200.00 1000.00
101+60	N 18° 30' W	1200.00 1000.00
101+80	N 18° 30' W	1200.00 1000.00
102+00	N 18° 30' W	1200.00 1000.00
102+20	N 18° 30' W	1200.00 1000.00
102+40	N 18° 30' W	1200.00 1000.00
102+60	N 18° 30' W	1200.00 1000.00
102+80	N 18° 30' W	1200.00 1000.00
103+00	N 18° 30' W	1200.00 1000.00
103+20	N 18° 30' W	1200.00 1000.00
103+40	N 18° 30' W	1200.00 1000.00
103+60	N 18° 30' W	1200.00 1000.00
103+80	N 18° 30' W	1200.00 1000.00
104+00	N 18° 30' W	1200.00 1000.00
104+20	N 18° 30' W	1200.00 1000.00
104+40	N 18° 30' W	1200.00 1000.00
104+60	N 18° 30' W	1200.00 1000.00
104+80	N 18° 30' W	1200.00 1000.00
105+00	N 18° 30' W	1200.00 1000.00
105+20	N 18° 30' W	1200.00 1000.00
105+40	N 18° 30' W	1200.00 1000.00
105+60	N 18° 30' W	1200.00 1000.00
105+80	N 18° 30' W	1200.00 1000.00
106+00	N 18° 30' W	1200.00 1000.00
106+20	N 18° 30' W	1200.00 1000.00
106+40	N 18° 30' W	1200.00 1000.00
106+60	N 18° 30' W	1200.00 1000.00
106+80	N 18° 30' W	1200.00 1000.00
107+00	N 18° 30' W	1200.00 1000.00
107+20	N 18° 30' W	1200.00 1000.00
107+40	N 18° 30' W	1200.00 1000.00
107+60	N 18° 30' W	1200.00 1000.00
107+80	N 18° 30' W	1200.00 1000.00
108+00	N 18° 30' W	1200.00 1000.00
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110+60	N 18° 30' W	1200.00 1000.00
110+80	N 18° 30' W	1200.00 1000.00
111+00	N 18° 30' W	1200.00 1000.00
111+20	N 18° 30' W	1200.00 1000.00
111+40	N 18° 30' W	1200.00 1000.00
111+60	N 18° 30' W	1200.00 1000.00
111+80	N 18° 30' W	1200.00 1000.00
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116+80	N 18° 30' W	1200.00 1000.00
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117+20	N 18° 30' W	1200.00 1000.00
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120+20	N 18° 30' W	1200.00 1000.00
120+40	N 18° 30' W	1200.00 1000.00
120+60	N 18° 30' W	1200.00 1000.00
120+80	N 18° 30' W	1200.00 1000.00

NOTE: TOLL HOUSE TO BE REMOVED
AND CURBING TO BE REALIGNED
WITH APPROVAL OF GOVERNOR & COUNCIL
ON OR ABOUT NOV. 1, 1949.

NOTE: MEAN TIDE RANGE OF 6.4 FEET
LOWEST TIDE TO BE EXPECTED ELEV. - 3.2' (T.C. 665)

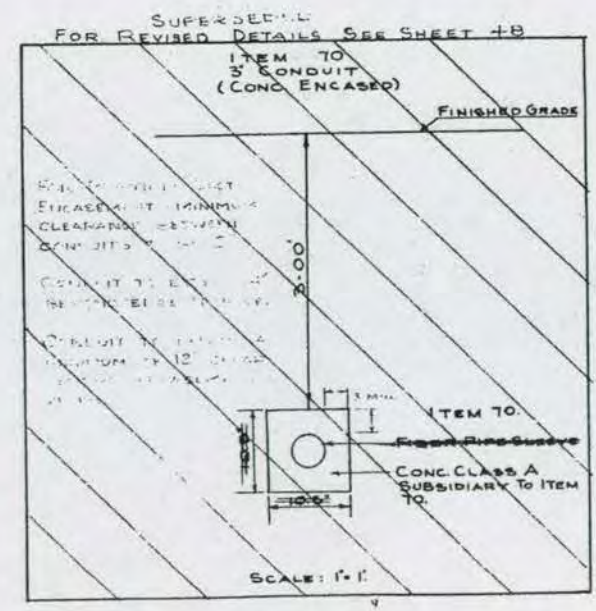
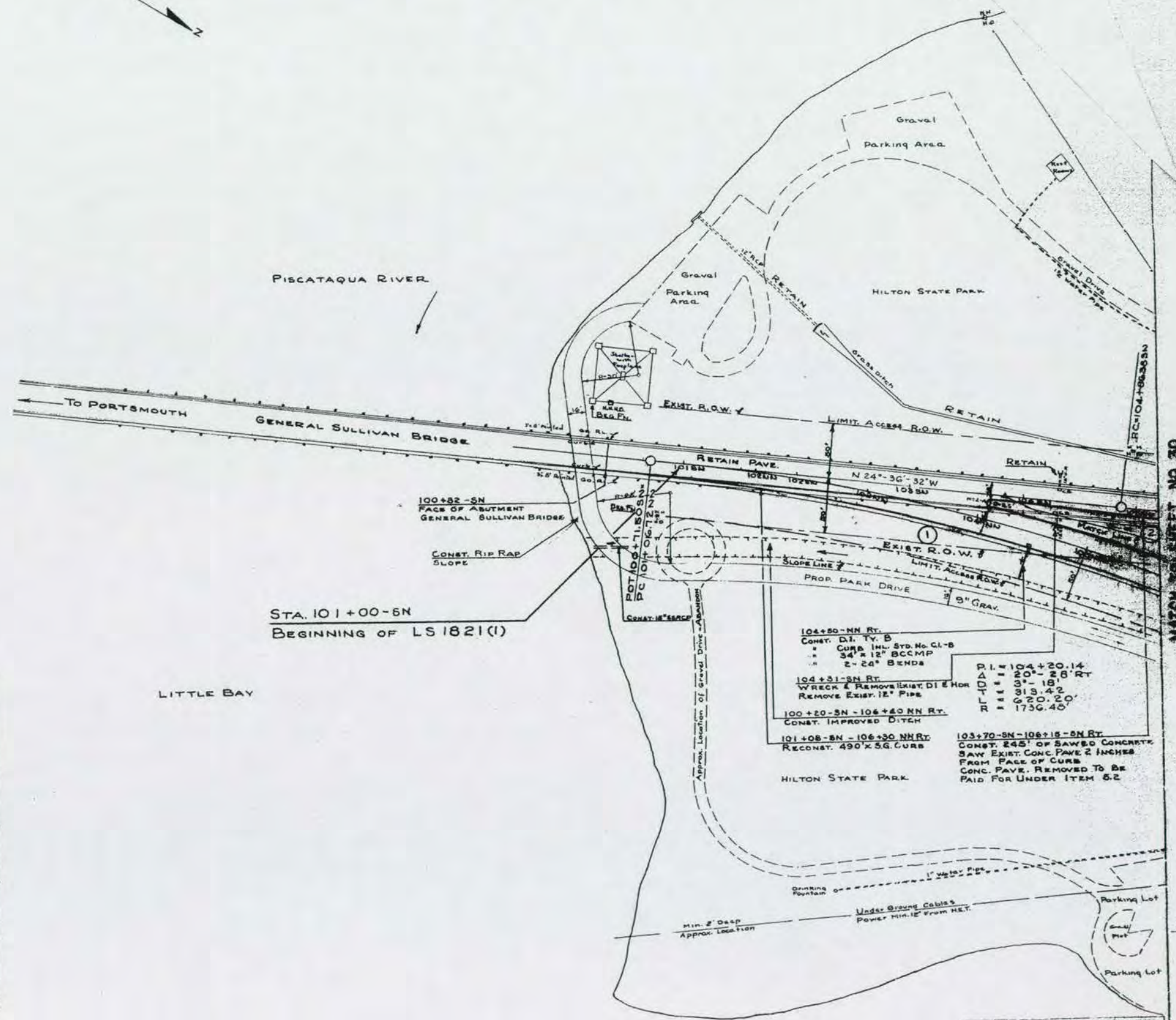
BATHY IN MEAN SEA LEVEL

REVISED AFTER PROPOSAL

9-55

FED. ROAD
DIV. NO.

Date



104+50-SN RT.
CONST. D.I. TY. B
CURB INCL. STD. NO. CL-B
34" x 12" BCCMP
2-24" BENDS

104+31-SN RT.
WRECK & REMOVE EXIST. D.I. HORN
REMOVE EXIST. 12" PIPE

100+20-SN-106+40 SN RT.
CONST. IMPROVED DITCH

101+08-SN-106+30 SN RT.
RECONST. 490' x 5.6' CURB

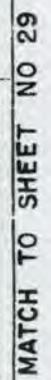
103+70-SN-106+15-SN RT.
CONST. 24" OF SAWED CONCRETE
SAY EXIST. CONC. PAVE 2 INCHES
FROM FACE OF CURB
CONC. PAVE. REMOVED TO BE
PAID FOR UNDER ITEM 5.2

P.I. = 104+20.14
A = 20'-28' RT
D = 3'-18'
T = 913.42
L = 620.20'
R = 1736.40'

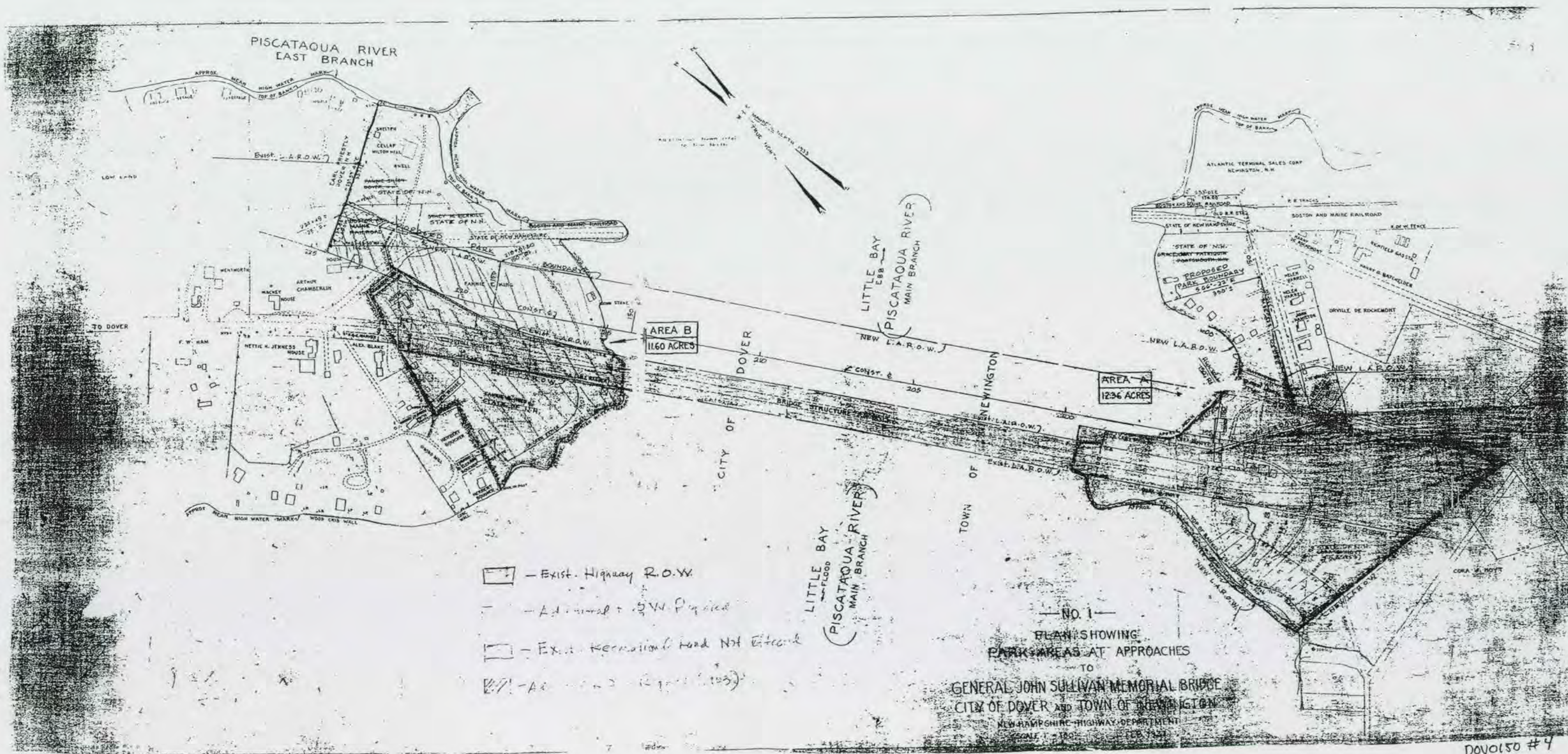
PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS1821(1)	23	244

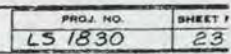
DOVO150 #3
SHEET A

PLAN TRACED BY	J. CONNER	DATE	4-7-54
"	CHECKED "	"	"
SCOTILE TRACED BY			
"	CHECKED "		
PAID BY	Aldrich	11-17-54	
CHECKED BY			



DOV 0150#3
SHEET B





DOV 0150#5

STA. 50+27 S.B.
BEGIN LS-1828(13)
(R.O.W. PROJECT)

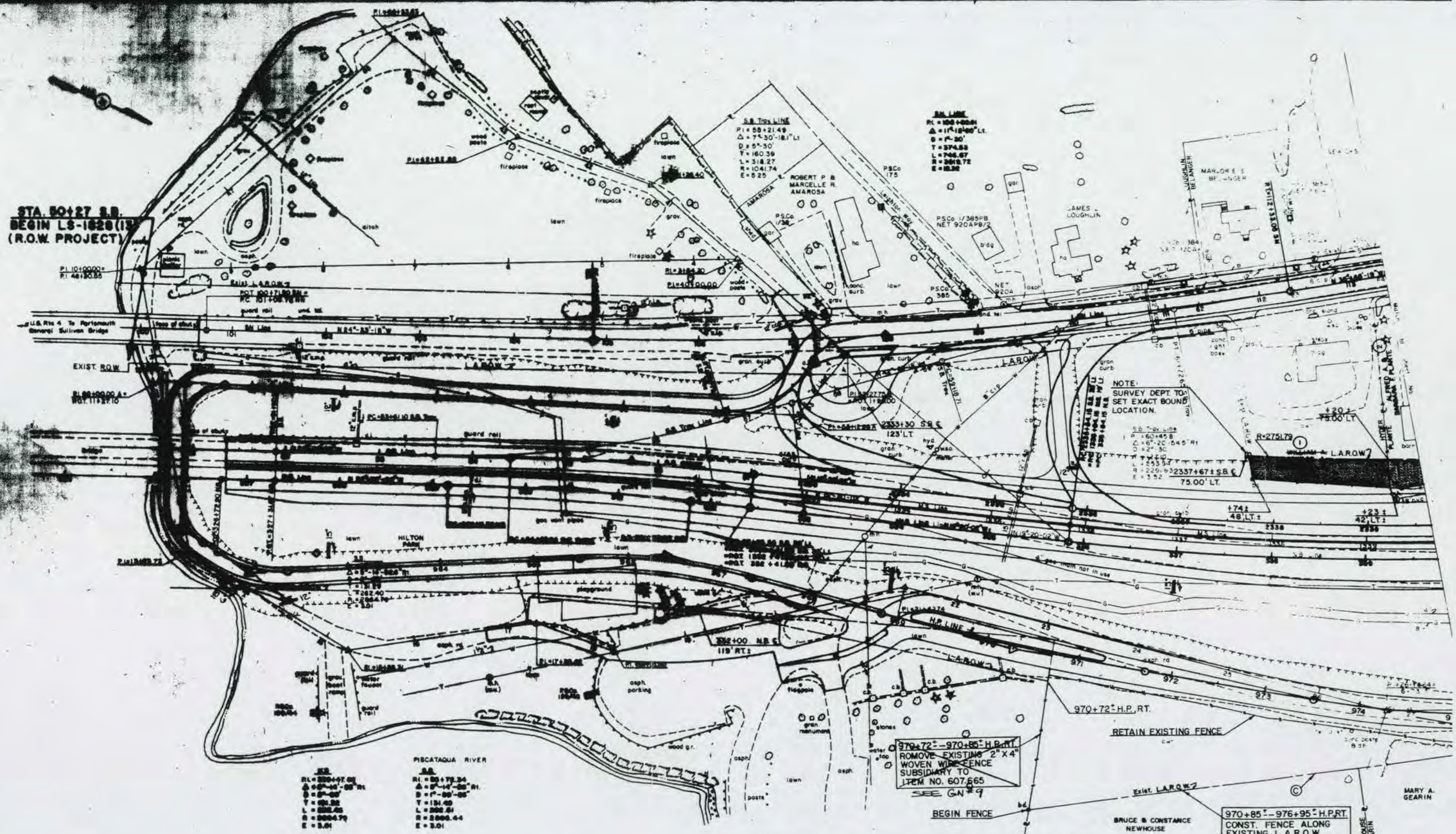
R.O.W. PLAN OF
DOVER LS-1828(13) P-2282-J
BUILT IN 1985

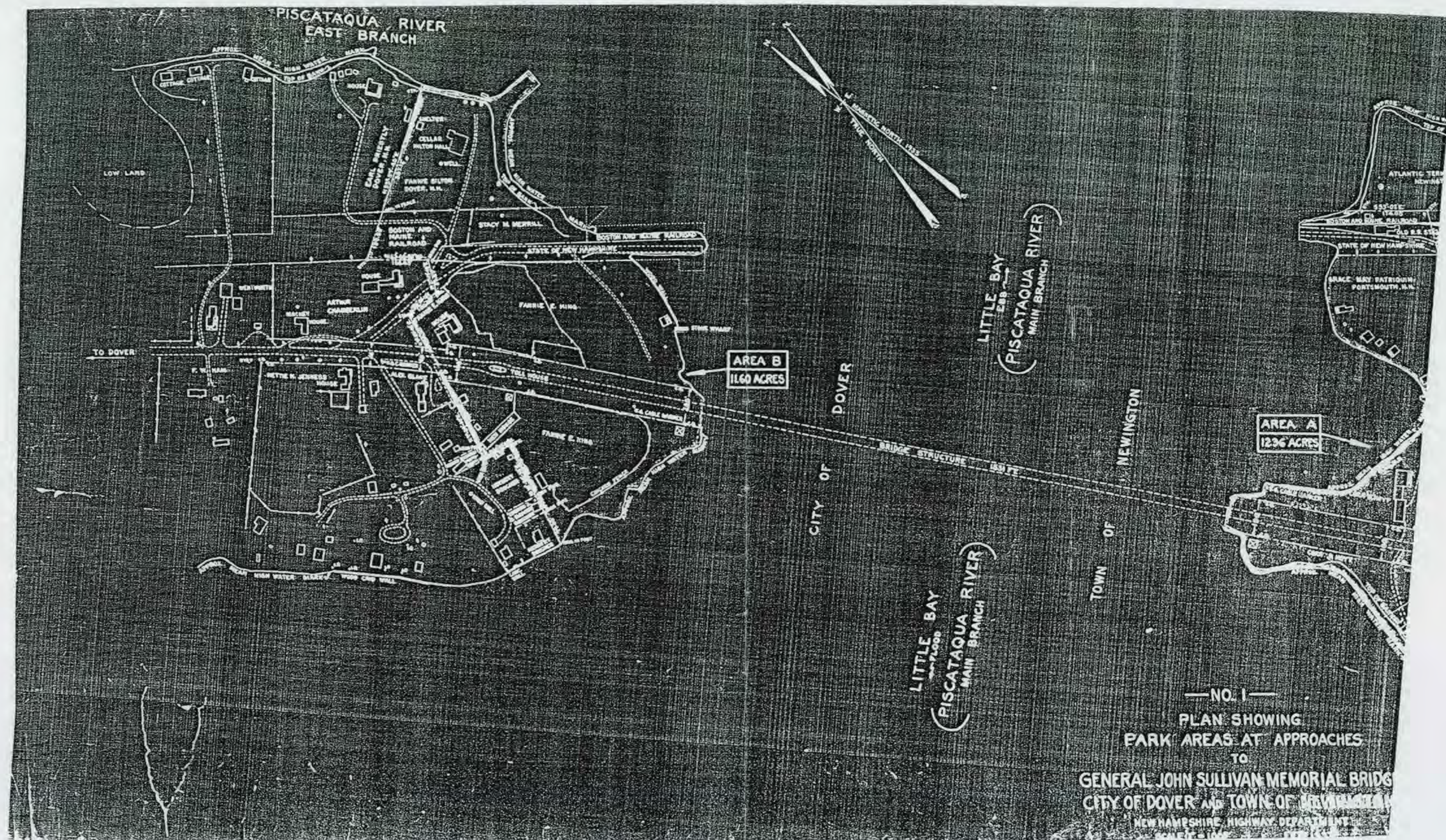
PARCE NUMBER	OWNER	TAKE (ACRES)	REMAINDER RT.	EASEMENTS (SQ. FT.)	REVISIONS
1	WILLIAM A. EDWARD A. & MITCHELL A. HYDER	0.00	0.00	-	
2	ALFRED A. & BARBARA F. PLANTE	0.00	0.00	-	

AS BUILT P

FORMER PROJECT NO. STATE PROJECT NO.
-LE-1828(13)- P-2282-J
10531

DOV 150





SCN 0150 #1

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: DOV0150

Name, Location, Ownership

1. Historic name: Hilton Park Roadside Safety Rest Area
2. District or area: none
3. Street and number: N/A
4. City or town: Dover
5. County: Strafford
6. Current owner: New Hampshire Bureau of Turnpikes

Function or Use

7. Current use(s): Recreation and Culture: Other
8. Historic use(s): Recreation and Culture: Other

Architectural Information

9. Style: Rustic
10. Architect/builder: Unknown
11. Source: N/A
12. Construction date: 1949 and 1957
13. Source: NH Bureau of Rights of Way, Inspection, Oral history
14. Alterations, with dates: 1982; revision of park boundary
15. Moved? no ☒ yes ☐ date: N/A

Exterior Features

16. Foundation: N/A
17. Cladding: N/A
18. Roof materials: N/A
19. Chimney material: N/A
20. Type of roof: N/A
21. Chimney location: N/A
22. Number of stories: N/A
23. Entry location: N/A
24. Windows: N/A

Replacement? no ☐ yes ☐ date:

Site Features

25. Setting: Waterfront / Highway
26. Outbuildings: Shed; Picnic Pavilion
27. Landscape features: Specimen Trees; Hedges; Fences; Paths and walkways; stone walls; rustic fireplaces



35. Photo #1
36. Date October 2004
37. Roll #2004-20 Frame #22 Direction: E
38. Negative stored at: NHDHR

28. Acreage: 10 acres
29. Tax map/parcel: 8-26
30. UTM reference: 19.351090.4775620 (checking station)
31. USGS quadrangle and scale: Portsmouth, 1:24000

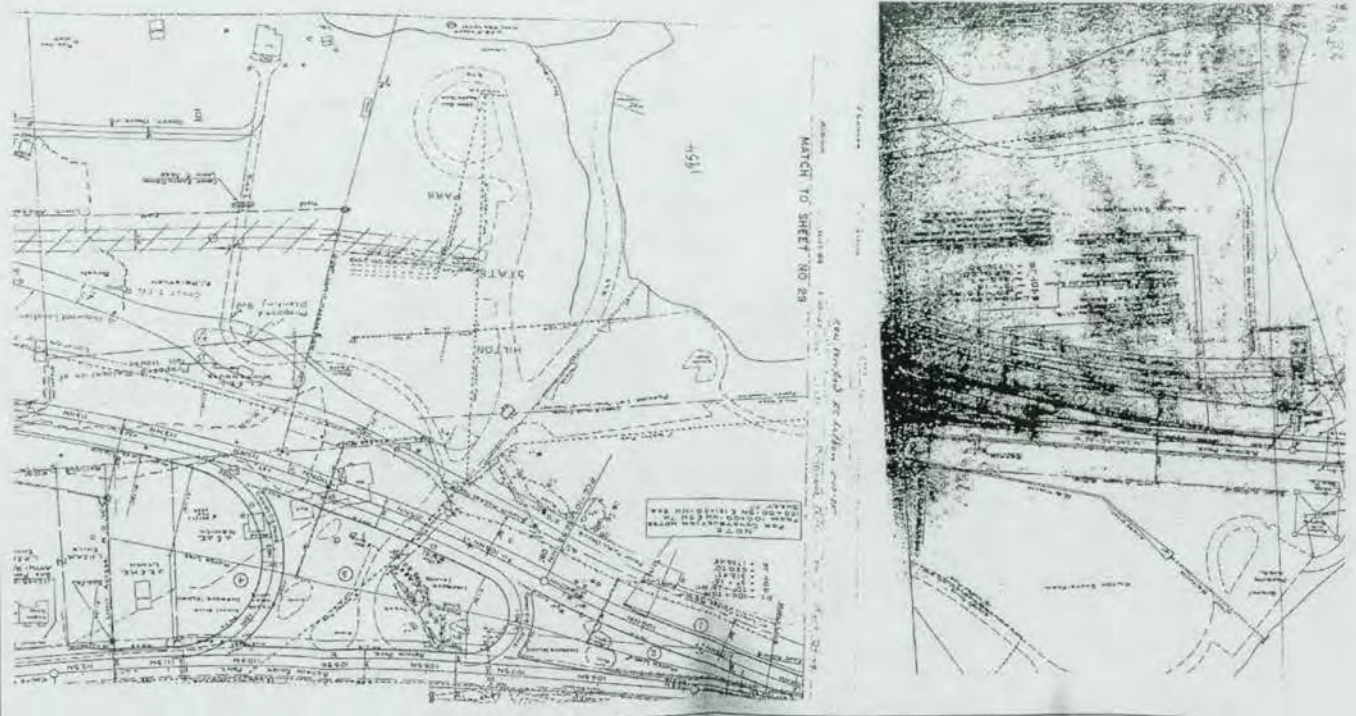
Form prepared by

32. Name: Lynne Emerson Monroe
33. Organization: Preservation Company
34. Date of survey: October 18, 2004

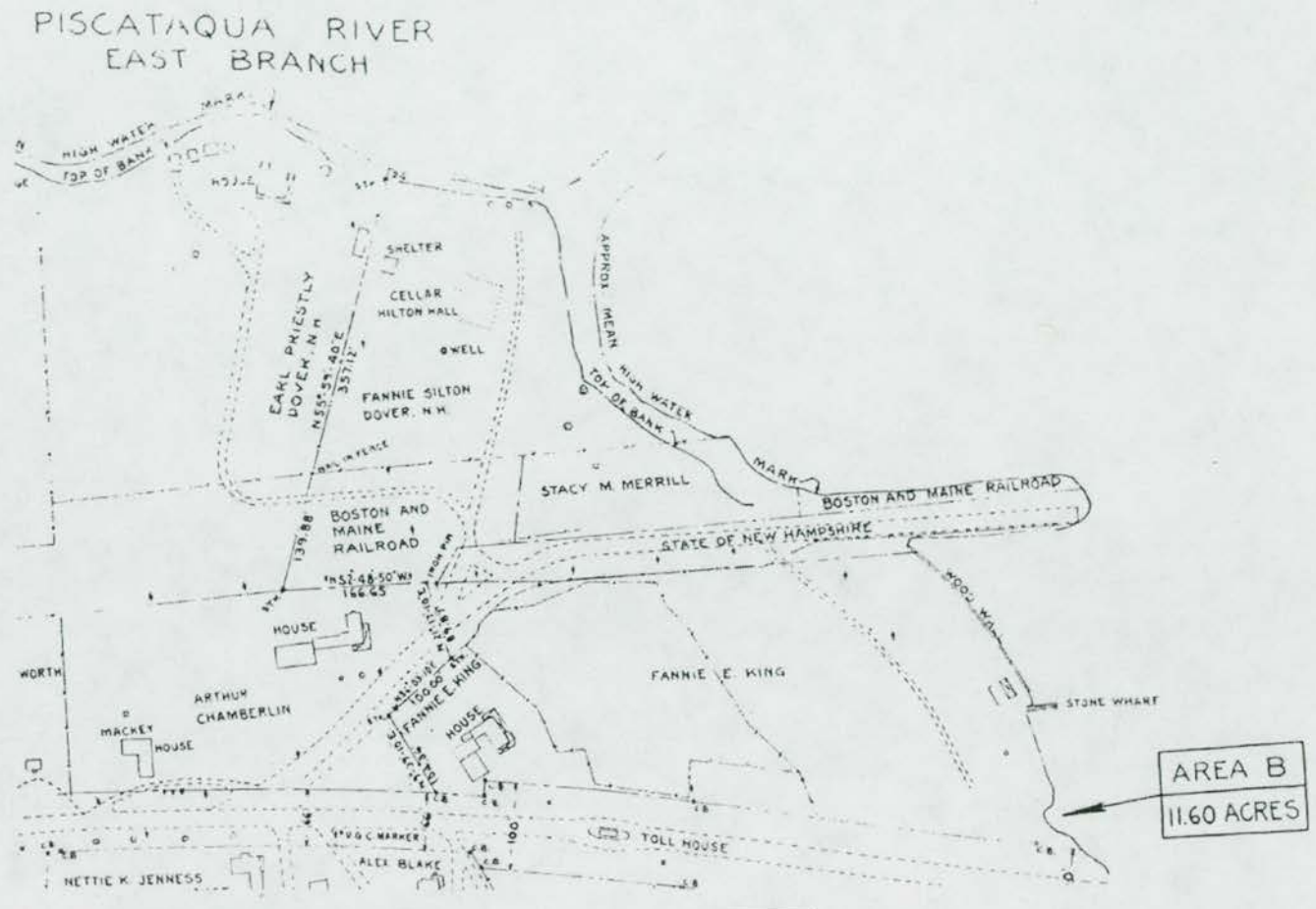
pg 2-10
15-16

FEB 02 2005

Historic Photos and Plans

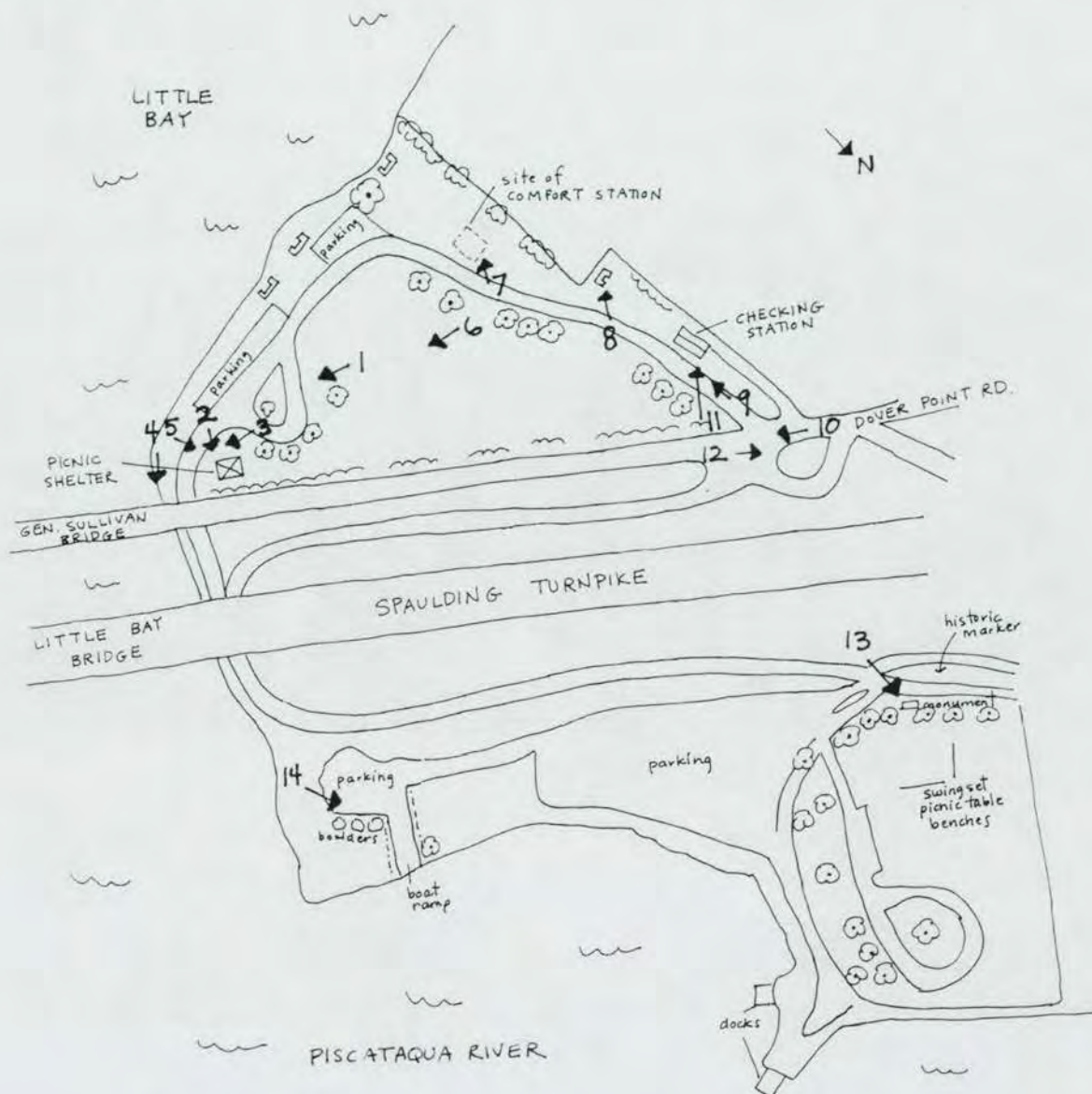


Plan of General Sullivan Bridge + Hilton Park 1954-55 (Bunker 2002)



Hilton Park plan (Bunker 2002)

Photograph Key and List



LS
345.12
N533a
1926
v. 1
c. 2

THE
PUBLIC LAWS

OF THE

STATE OF NEW HAMPSHIRE,

TO WHICH IS PREFIXED

THE CONSTITUTION OF NEW HAMPSHIRE,

WITH A

GENERAL INDEX.



Printed by THE CLARKE PRESS T
MANCHESTER, N. H.
1925

16. —. Salaries of employees in the preceding classes shall not be reduced hereby but whenever any employee is receiving a salary in excess of the amount determined by the provisions of the preceding section, no increase in such salary shall be made until the employee has served the time necessary to qualify for such salary under the foregoing provisions. 1921, 113:4. 1925, 180:2.

17. **Efficiency Records.** The head of every department shall keep a set of efficiency records in such form as may be prescribed by the governor and council covering the entire personnel of his department and such records shall always be open to the inspection of the governor and council. 1925, 180:3.

Acquisition of Real Estate

18. **By Governor.** The governor, with the advice and consent of the council, may acquire on behalf of the state, either by purchase, or otherwise as hereinafter provided, any real estate within the state which they may deem necessary for any military purpose, or for parks for public purposes, and to accept deeds thereof in the name of the state. 1917, 221:1. 1921, 131:1.

19. **By Eminent Domain.** The governor and council, for the purposes aforesaid, are empowered to take and appropriate any such real estate for the use of the state by causing a survey or location of the same to be prepared under their direction in duplicate, one copy of which shall be filed with the secretary of state and the other with the clerk of the superior court in the county in which the real estate is located, and by applying to said court to appoint commissioners to assess the damages to the owners. Such application shall state the names and residence, so far as known to them, of all persons claiming ownership of or interest in the property. 1917, 221:2.

20. **Vesting of Title.** Upon the filing of such survey or location and application in said court the title to the real estate described therein shall vest in the state. 1917, 221:2.

21. **Notice.** The court shall order notice to be given to all persons claiming ownership of or interest in the property to appear and present their claims at a time and place to be stated in the notice, by publication in a newspaper published in the town or city in which the real estate is situated, if any, otherwise in a newspaper published within the county, and an attested copy thereof shall be given in hand to, left at the usual place of residence or business of, or sent by registered mail to the last known address of, all claimants whose names appear in the application fourteen days at least before the said date of hearing. 1917, 221:2.

22. **Hearing.** The court shall hear the claims of all persons who shall appear and shall determine all questions of title, and, in case more than one person shall be found to have an interest in the property, shall determine the several interests of each and enter a decree accordingly; and such decree shall be final except upon questions of law, and as herein provided. 1917, 221:2.

23. Assessment of Damages. Upon a final determination of said questions of title the court shall appoint a commission of three persons to assess the damages. Said commissioners, upon reasonable notice to all persons found by the court to have an interest in the property, and hearing thereon, shall assess the damages and make a return of their assessment to the court.

1917, 221:2.

24. Jury Trial. Such owners, or either of them, or the state, if dissatisfied with said award or decree as to title, shall be entitled to a trial by a jury, by filing in the office of the clerk of said court a petition for that purpose within thirty days after the return of said award to the court or the filing of said decree.

1917, 221:2.

25. Decree. The damages as finally determined shall be awarded to the owner or apportioned among the several owners in accordance with their several interests as finally determined, and a decree shall be entered accordingly.

1917, 221:2.

26. Attorney-General to Act. The petition shall be prosecuted or defended on the part of the state by the attorney-general under the advice of the governor and council.

1917, 221:2.

27. Payment. The governor, with the advice and consent of the council, is authorized to draw his warrant upon any money in the treasury available for military purposes or not otherwise appropriated, in payment for real estate acquired for military purposes under the provisions of this chapter, or, if land is so acquired for other public purposes, only upon money appropriated for such purposes.

1917, 221:3. 1921, 131:2.

28. Property, How Held. All real estate acquired under the provisions of this chapter shall be held by the state for the purposes for which it was acquired, until otherwise ordered by the legislature.

1917, 221:4.

Insurance of State Property and Fire Losses

29. Limitations. The funds of the state or any department or institution thereof shall not be used for providing for insurance of property owned by the state against loss by fire or other casualty; provided, that steam-boiler and elevator insurance, in connection with inspection, may be provided in such cases as may be approved by the governor and council.

1909, 176:1. 1917, 10:1.

30. Replacement. In case of emergency occasioned by the partial or total destruction, by fire or otherwise, of any building or other property belonging to the state, or used by any state department, the governor, with the consent of the council, may provide by contract for such repairs, new building or temporary accommodation as he may deem necessary to replace those destroyed, and may draw his warrants in payment for the same from any money in the treasury not otherwise appropriated.

1909, 176:2.

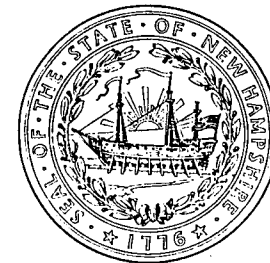
LAWS

OF THE

STATE OF NEW HAMPSHIRE

PASSED JANUARY SESSION, 1937

LEGISLATURE CONVENED JANUARY 6,
ADJOURNED AUGUST 21.



CONCORD, N. H.
1937

such highway underpass, and may apportion the cost of such reconstruction between the railroad, and the town or city in accordance with the relative benefit to be derived by each therefrom.

1-c. Apportionment. In making the apportionment provided in sections 1-a and 1-b hereof said commission shall give due consideration to whether the railroad or the highway was first constructed, to the nature and volume of highway traffic, to the number of trains operated by the railroad at the crossing, and all other relevant facts and circumstances. At any such hearing the commissioner of motor vehicles and the state highway commissioner shall sit and confer with the public service commission in an advisory capacity in the determination of the necessity for the proposed reconstruction and the apportionment of the cost of the same. After such reconstruction the abutments and super-structure of the bridge or underpass shall be maintained by the railroad, but the public service commission may direct that the wearing surface of the highway at the crossing be maintained by the state under section 1-a hereof, or by the town or city, if said town or city so elects, under section 1-b hereof, whenever it finds that justice so requires.

2. Takes Effect. This act shall take effect upon its passage.

[Approved June 10, 1937.]

CHAPTER 124.

AN ACT RELATIVE TO THE IMPROVEMENT OF THE APPROACHES TO THE GENERAL JOHN SULLIVAN AND ALEXANDER SCAMMELL BRIDGES.

SECTION

1. Acquisition authorized.
2. Eminent domain proceedings.
3. Administration.
4. Appropriation.
5. Bonds authorized.

SECTION

6. Accounts; sale; proceeds of sale.
7. Short-term notes.
8. Takes effect.

*Be it enacted by the Senate and House of Representatives in
General Court convened:*

¶ **1. Acquisition Authorized.** The governor and council are hereby authorized and empowered to acquire for the state,

either by purchase or by eminent domain proceedings, real estate adjacent to the approaches of the General John Sullivan Memorial and the Alexander Scammell bridges necessary or suitable for park and recreational areas, as shown on plans filed in the office of the secretary of state entitled (1) Plan showing park areas at approaches to General John Sullivan bridge, and (2) Plan showing park area at westerly end of Alexander Scammell bridge, said land being situated in the city of Dover and the towns of Newington, Madbury and Durham.

2. Eminent Domain Proceedings. If the governor and council shall deem it necessary for the purposes aforesaid to institute eminent domain proceedings for the acquisition of said land the proceedings therefor shall be as provided in sections 18 to 28 of chapter 19 of the Public Laws.

3. Administration. The said park and recreational areas when acquired and established shall be administered by the New Hampshire toll bridge commission created by chapter 64, Laws of 1933. The commission is hereby authorized and empowered to operate and maintain such parks and recreational areas as may be established and to make such reasonable charges for their use as in its discretion may be necessary.

4. Appropriation. There is hereby appropriated a sum not exceeding forty thousand dollars (\$40,000) for the purpose of acquiring and establishing said park and recreational areas and in addition the revenues accruing from the park and recreational areas shall be available for the use of the commission in maintaining and administering the areas. Any net income accruing from the operation of the areas shall be used for the payment of the principal or interest upon the bonds herein-after authorized. It is the intent and purpose of this act that the cost of establishing and maintaining the said park and recreational areas shall be paid exclusively from the proceeds of the bonds hereby authorized, from tolls accruing from the operation of the said bridges and from charges for the use of the said areas.

5. Bonds Authorized. The state treasurer is hereby authorized, under direction of the governor and council, to borrow upon the credit of the state not exceeding forty thousand dollars (\$40,000) for the purpose of carrying into effect the provisions of this act and for that purpose may issue bonds and notes in the name and on behalf of the state of New Hamp-

shire at a rate of interest to be determined by the governor and council. The maturity dates of such bonds shall be determined by the governor and council, but in no case shall they be later than twenty years from the date of issue and all bonds shall be callable at any time after twelve years. Such bonds and notes shall contain an express guarantee which shall be deemed a contract on the part of the state, that toll will be collected for the use of the said General John Sullivan and Alexander Scammell bridges, in accordance with the provisions of chapter 64, Laws of 1933, until the date of maturity of said bonds and notes or until sufficient money shall have accumulated to pay said notes and bonds and the interest thereon at the dates of maturity. Such bonds and notes shall be in such form and such denominations as the governor and council shall determine, may be registerable as to both principal and interest, shall be countersigned by the governor and shall be deemed a pledge of the faith and credit of the state. None of the tolls from the operation of the said bridges shall be available for the payment of the principal and interest on the bonds hereby authorized until after all the bonds issued previous to the date of this act in accordance with chapter 64, Laws of 1933, have been paid. When such previously issued bonds have been paid, then the tolls from the operation of the bridges shall be applied to the payment of the principal and interest on the bonds hereby authorized. In the event that the net income from the operation of the park and recreational areas shall not be sufficient to pay the interest on the bonds hereby authorized, such interest shall be paid from the highway funds, but when all the bonds issued pursuant to Laws of 1933, chapter 64, prior to the passage of this act have been retired, the highway fund shall be reimbursed the amount of interest paid by it in accordance with the provisions of this act.

6. **Accounts; Sale; Proceeds of Sale.** The secretary of state shall keep an account of all such bonds and notes countersigned by the governor, showing the number and amount of each bond and note, the time of countersigning, the date of delivery to the treasurer and the date of maturity. The state treasurer shall keep an account of each bond and note, showing the number thereof, the name of the person to whom sold, the amount received for the same, the date of the sale and the date of maturity. The treasurer may negotiate and sell such

bonds and notes by direction of the governor and council in such manner as they may determine most advantageous to the state. The proceeds of the sale of such bonds and notes shall be held by the treasurer and paid out by him upon warrants drawn by the governor for the purposes of this act alone and the governor, with the advice and consent of the council, shall draw his warrants for the payment from the funds provided for by this act of all sums expended or due for the purposes herein authorized.

7. **Short-Term Notes.** Prior to the issuance of bonds hereunder the treasurer, under the direction of the governor and council, may for the purposes hereof borrow money from time to time on short-term loans to be refunded by the issuance of the bonds hereunder.

8. **Takes Effect.** This act shall take effect upon its passage.

[Approved June 10, 1937.]

CHAPTER 125.

AN ACT RELATIVE TO SPEED REGULATIONS FOR THE OPERATION OF MOTOR VEHICLES.

SECTION

1. Operation of motor vehicles.
2. Speed limit.

SECTION

3. Repeal.
4. Takes effect.

Be it enacted by the Senate and House of Representatives in General Court convened:

1. **Operation of Motor Vehicles.** Amend section 17 of chapter 103 of the Public Laws, as amended by chapter 76 of the Laws of 1927, by striking out said section and inserting in place thereof the following: 17. **Prohibition.** No person shall operate any motor vehicle upon any public highway of this state at any rate of speed greater than is reasonable, having regard to the width, traffic and use of such highway, intersection of other highways and weather conditions or so as to endanger the property or life or limb of any person. The commissioner of motor vehicles may determine a speed limit which is reasonable and safe on any public highway or bridge and may erect, or cause to be erected, signs indicating such speed limit.

in place thereof the following: 5. **Members.** The county convention shall consist of the representatives of the towns of the county. They shall meet on the second Wednesday of each biennial session of the general court, or some other day in the same week, choose a chairman, clerk and an executive committee. The chairman and the clerk of the delegation shall be members of the executive committee *ex officio*.

2. **Meetings.** Further amend said chapter 44 by inserting after section 20 the following new section: 20-a. **Executive Committees.** The chairman of the convention may call a special meeting of the executive committee of such convention to be held at any time either at the state house in Concord or at any place within the respective county. The members of said executive committee shall receive such compensation and travel expenses as they would be entitled to receive under the provisions of section 18 of this chapter, to be paid from the county treasury, provided that no such compensation and expenses shall be allowed when said meeting is held at the state house in Concord.

3. **Takes Effect.** This act shall take effect upon its passage.

[Approved May 16, 1945.]

CHAPTER 173.

AN ACT FOR CONTINUED IMPROVEMENT OF THE APPROACHES TO THE GENERAL JOHN SULLIVAN AND ALEXANDER SCAMMELL BRIDGES.

*Be it enacted by the Senate and House of Representatives in
General Court convened:*

1. **Appropriation.** There is hereby appropriated a sum not exceeding seventy-five thousand dollars (\$75,000.00) for the purpose of continuing the improvement of the park and recreational areas adjacent to the General John Sullivan Memorial and the Alexander Scammell bridges, authorized by chapter 124 of the Laws of 1937. Any net income accruing from the operation of said areas shall be used for the payment of the principal or interest upon the bonds hereinafter authorized.

2. **Bonds Authorized.** The state treasurer is hereby authorized, under direction of the governor and council, to

borrow upon the credit of the state not exceeding seventy-five thousand dollars (\$75,000) for the purpose of carrying into effect the provisions of this act and for that purpose may issue bonds and notes in the name and on behalf of the state of New Hampshire at a rate of interest to be determined by the governor and council. The maturity dates of such bonds shall be determined by the governor and council, but in no case shall they be later than twenty years from the date of issue and all bonds shall be callable at any time after twelve years. Such bonds and notes shall be in such form and such denomination as the governor and council shall determine, may be registerable as to both principal and interest, shall be countersigned by the governor and shall be deemed a pledge of the faith and credit of the state.

3. **Accounts; Sale; Proceeds of Sale.** The secretary of state shall keep an account of all such bonds and notes countersigned by the governor, showing the number and amount of each bond and note, the time of countersigning, the date of delivery to the treasurer and the date of maturity. The state treasurer shall keep an account of each bond and note, showing the number thereof, the name of the person to whom sold, the amount received for the same, the date of the sale and the date of maturity. The treasurer may negotiate and sell such bonds and notes by direction of the governor and council in such manner as they may determine most advantageous to the state. The proceeds of the sale of such bonds and notes shall be held by the treasurer and paid out by him upon warrants drawn by the governor for the purposes of this act alone and the governor, with the advice and consent of the council, shall draw his warrants for the payment from the funds provided for by this act of all sums expended or due for the purposes herein authorized.

4. **Short-Term Notes.** Prior to the issuance of bonds hereunder the treasurer, under the direction of the governor and council, may for the purposes hereof borrow money from time to time on short-term loans to be refunded by the issuance of the bonds hereunder.

5. **Soldiers' Memorial Parks.** The areas herein designated for improvement shall hereafter be known as Soldiers' Memorial Parks and dedicated to the men and women who served in World War II.

6. **Change in Administration.** Amend section 3 of chapter 124 of the Laws of 1937 by striking out said section and inserting in place thereof the following: 3. **Administration.** The Soldiers' Memorial Parks shall be administered by the governor and council who are hereby authorized and empowered to operate and maintain said parks and to make such reasonable charges for their use as in their discretion may be necessary.

7. **Takes Effect.** This act shall take effect upon its passage.

[Approved May 17, 1945.]

CHAPTER 174.

AN ACT RELATING TO THE RETIREMENT OF JUSTICES FOR PERMANENT DISABILITY.

Be it enacted by the Senate and House of Representatives in General Court convened:

1. **Superior Court; Retired Justices.** Amend section 1 of chapter 370 of the Revised Laws by inserting at the end thereof the words, and such justices as may be retired from regular active service because of permanent disability, so that as amended said section shall read: 1. **Justices.** The superior court shall consist of a chief justice and five associate justices, appointed and commissioned as prescribed by the constitution and such justices as may be retired from regular active service because of permanent disability.

2. **Retirement Provisions.** Amend chapter 370 of the Revised Laws by inserting after section 1 the following new section: 1-a. **Permanent Disability; Appointment of Successor.** Any justice of the superior court who shall become unable to perform his duties because of permanent disability shall be retired from regular active service on the bench for the remainder of his term. A justice who desires to retire because of inability to perform his duties shall certify to the governor and council his disability to perform his duties and shall furnish a like certificate of the chief justice, and the governor and council, if they find him unable to perform his duties because of permanent disability, shall order his retirement from regular active service. If a justice who is perma-

nently disabled to perform his duties shall be unable or unwilling to certify his disability, the chief justice and two associate justices shall certify in writing his disability to the governor and council, who shall, if they find him after due notice and hearing, unable to perform his duties because of permanent disability, order his retirement from regular active service. If the chief justice shall be unable to perform his duties the requisite certificate may be furnished by the senior associate and two other associate justices. Any justice retired from regular active service because of permanent disability shall receive during the remainder of his term a salary equal to one-half the salary payable to him on his retirement, except in case of his election to take other retirement benefits as hereinafter provided, and he shall perform such duties as may be assigned to him by the chief justice. The governor and council upon retirement of any justice as provided herein shall appoint his successor. Any justice retired from active regular service under the provisions hereof who is also a member of the state employees' retirement system shall be entitled to retire with disability benefits under said system, upon notification to said retirement board. If, however, said justice elects to take payments under the provisions of this section he shall thereby forfeit all rights to any benefits provided under said employees' retirement system.

3. **Supreme Court.** Amend section 1 of chapter 369 of the Revised Laws by adding at the end thereof the words, and such justices as may be retired from regular active service because of permanent disability, so that said section as amended shall read as follows: 1. **Justices.** The supreme court shall consist of a chief justice and four associate justices, appointed and commissioned as prescribed by the constitution, and such justices as may be retired from regular active service because of permanent disability.

4. **Retirement Provisions.** Amend chapter 369 of the Revised Laws by inserting after section 1 the following new section: 1-a. **Permanent Disability; Appointment of Successor.** Any justice of the supreme court who shall become unable to perform his duties because of permanent disability shall be retired from regular active service on the bench for the remainder of his term. A justice who desires to retire because of inability to perform his duties shall certify to the governor and council his disability to perform his duties and

3. **Economy in Personnel.** The sum of twenty-five thousand dollars, which appropriation shall not lapse, is hereby appropriated for the use of the governor during the ensuing biennium for the purpose of causing an investigation to be made into the possibilities of achieving economy in personnel services. For this purpose, the governor may employ necessary assistants. No funds whether appropriated by the so-called budget acts or otherwise available shall be used for the filling of vacated positions within the state classified service until authorized by the governor after appropriate study and investigation as to their necessity. A vacated position shall not be determined necessary if the work load can be reasonably redistributed to other positions, duplication of activities is evidenced, or if insufficient duties are evidenced to warrant a full time employee in the position.

Whenever the governor finds that any position in state service, except offices specifically established by law, is not necessary, he may by executive order abolish such position. In such event, the incumbent shall be transferred to any open position within the same or other department in accordance with the rules and regulations of the division of personnel. A certified copy of any such executive order shall be forthwith filed with the department head concerned and with the state treasurer and the comptroller. The balance of any appropriation saved thereby shall lapse upon the effective date of such order. The authority hereby delegated shall expire June 30, 1957.

The appropriation made hereunder shall be a charge upon the salary adjustment fund for the fiscal year ending June 30, 1955.

Any provisions of chapter 27-B, Revised Laws, as inserted by chapter 9, Laws of 1950, as amended, and of rules or regulations thereunder which are inconsistent with the provisions of this section are hereby suspended during the period this section is in effect.

4. **Hilton Park.** Amend section 3 of chapter 124 of the Laws of 1937 as amended by section 6, chapter 173, Laws of 1945, by striking out said section and inserting in place thereof the following: 3. **Administration.** The Soldiers' Memorial Parks, also known as Hilton State Park, shall be administered

by the department of public works and highways as a free public park. The cost of operation and maintenance of said park shall be a charge upon the highway funds.

5. **Business Supervisor.** Amend section 21 of chapter 23-A of the Revised Laws, as inserted by section 1, part 6, chapter 5, Laws of 1950 (section 36, chapter 8, RSA) by adding at the end thereof the following: (4) advise with the respective executive heads, boards, and commissions of the various state departments in relation to establishment, supervision and maintenance of uniform and efficient business records, business practices and business management, and to perform such other duties of assisting the state departments as the comptroller may require of him. (5) Subject to the approval of the comptroller the business supervisor may appoint an assistant business supervisor who shall receive such salary as may be provided by appropriation therefor.

6. **Legislative Council.** Amend chapter 9 of the Revised Laws (chapter 14, RSA) by inserting after section 25 the following new section: 25-a. **Research Analyst.** There shall be a research analyst attached to the legislative council. The deputy legislative budget assistant in office at the time of the passage of this act shall become the research analyst and shall receive such salary as shall be determined by the legislature. She shall be reimbursed for actual expenses when engaged in the duties of research problems in connection with legislative matters. The position of deputy legislative budget assistant is hereby abolished and any reference to said officer in the statutes inconsistent with the provisions hereof is hereby repealed to the extent of such inconsistency. Said analyst shall attend all hearings on state budgets. Sections 2 and 3 of this act shall not apply or affect in any way the analyst or her secretary. Any supplies and equipment which have been assigned to the use of the deputy legislative budget assistant are hereby transferred to the research analyst.

7. **Takes Effect.** Section 3 of this act shall take effect as of June 30, 1955 and the remaining sections of this act shall take effect as of July 1, 1955.

[Approved August 5, 1955.]

fees and clerk of works. When a department shall present requests for more than one capital appropriation there shall also be submitted a preference schedule and a time schedule to show when projects should be constructed. The information contained in the requests for capital appropriations shall be reproduced and submitted to the appropriations and finance committees of the legislature for their information when the budgets are submitted.

17. Takes Effect. This act shall take effect upon its passage.

[Approved August 5, 1955.]

CHAPTER 338.

AN ACT MAKING APPROPRIATIONS FOR THE EXPENSES OF CERTAIN DEPARTMENTS OF THE STATE FOR THE YEAR ENDING JUNE 30, 1956.

Be it enacted by the Senate and House of Representatives in General Court convened:

1. Appropriations. The sums hereinafter mentioned are appropriated to be paid out of the treasury of the state for the purposes specified for the departments herein named, for the fiscal year ending June 30, 1956, to wit: A continuing appropriation which shall not lapse, shall not be transferred to any department, institution or account, and which shall be for the expenses of the legislature, including \$28,950.00 for the office of legislative assistant to the appropriations and finance committees, as provided by sections 33-37, chapter 9 of the Revised Laws, as inserted by chapter 10, Laws of 1953 (sections 30-34, chapter 14, RSA), and \$9,750.00 for the office of research analyst to the legislative council.

(Salary of legislative budget assistant \$8,500.00, other personal services \$18,700.00, current expenses \$850.00, travel \$800.00, equipment \$100.00).

(Salary of research analyst \$5,250.00, secretary to analyst \$3,120.00, other expenses \$1,380.00)	\$275,000.00
Council of state governments	2,500.00
*Legislative council	2,500.00
Total for legislative branch	\$280,000.00

* The funds in this appropriation shall not lapse but shall be available for expenditure in the following year.

For executive branch:

Office of governor	
Salary of governor	\$12,000.00
Other personal services	20,700.00*
Current expenses	3,850.00
Travel	600.00
Equipment	300.00

Total	\$37,450.00
-------	-------------

Contingent fund	7,500.00
Special citations to state employees	300.00
Governor's special fund	13,500.00**
Rent, light, heat for governor's Concord home	2,000.00
Marine memorial	10,000.00†

Total for governor's office	\$70,750.00
-----------------------------	-------------

Emergency fund	75,000.00
Governor's council:	
Per diem	\$8,400.00

* Salaries paid out of this appropriation shall be at levels set by the governor.

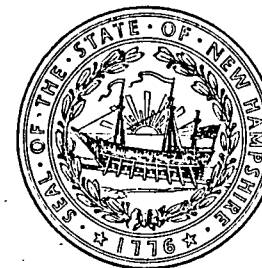
** The funds appropriated under this item to be spent by the governor in his own and sole discretion for state purposes, including but not limited to participation in the activities of the United States Governors' Conference, the New England Conference of Governors, and the council of state governments, for which monies are not otherwise appropriated.

† This appropriation shall be a continuing appropriation and shall not lapse. The funds herein shall be expended by the New Hampshire marine memorial commission with the approval of the governor and council, provided that no expenditures shall be made therefrom unless and until said commission shall have raised from private sources the sum of at least \$15,000.00.

LS
345.12
NS 33
C.3

LAWS

of the
STATE OF NEW HAMPSHIRE
PASSED JANUARY SESSION, 1969
LEGISLATURE CONVENED JANUARY 1, 1969
ADJOURNED JULY 1, 1969



CONCORD, N. H.

1969

LAW DIVISION
N. H. STATE LIBRARY

person is improved and that, in his opinion, he is no longer dangerous to himself or others. The director may establish the terms and conditions of such parole. The director may at any time for any reason revoke the parole and order the parolee to be returned to the institution from which he was paroled, under the original commitment. Such order shall be enforced by any officer in the state authorized to make arrests.

173-A:7 Facilities Provided. The division of mental health shall provide suitable housing and facilities for the detention and treatment of dangerous sexual offenders. Such housing and facilities may be in a separate building or a part of an existing building and may be located on or off the grounds of any existing state institution. Such housing and facilities as may be established shall provide for the reasonable segregation of all dangerous sexual offenders from those suffering from other forms of mental illness.

173-A:8 Records of the Director of Mental Health. Full and complete records shall be kept by the director of the treatment and care of each dangerous sexual offender committed to the institution. Such records shall not be open to the inspection of any other person not on the staff of the institution except that a justice of the superior court shall on application make an order to permit examinations of the records when in his judgment the ends of justice will be served. Such records shall be admissible in evidence.

173-A:9 Discharge.

I. If the person proceeded against pursuant to section 3 has been committed under this chapter, whenever thereafter the director of the institution wherein he is confined shall notify the director of mental health that the person has recovered, or that his mental condition has improved to such an extent that he will not be benefited by further treatment and that he is no longer dangerous to himself or to others, the director of mental health shall recommend his release to the committing court and shall send to the court a record containing the opinion of the director of the institution wherein he was confined.

II. The dangerous sexual offender or his attorney may petition the superior court at any time for his release, provided that such petition is accompanied by a statement under oath made by a qualified psychiatrist which states that in his opinion the dangerous sexual offender has recovered or that his mental condition has improved to such an extent that he is no longer dangerous to himself or to others.

III. Whenever the court is in receipt of the recommendations described in paragraph I or the petition described in paragraph II of this section, it shall, after hearing, order the discharge of such person unless it shall be found at the hearing that said person has not recovered or that his mental condition has not improved to such an extent that he will not be benefited by further treatment and that he remains dangerous to himself or to others. The court shall order such person to be returned to custody to be held under the previous commitment.

173-A:10 Procedure Where Person is Adjudged Not a Dangerous Sexual Offender. If, after hearing, the court shall determine that the person is not a dangerous sexual offender, he shall be remanded to the custody of the court for sentencing.

443:2 Repeal. RSA 173 as amended by 1955, 163:1; 1959, 12:1; 1961, 114:1 and 222:1; and 1963, 39:2 relative to sexual psychopaths is hereby repealed.

443:3 Effective Date. This act shall take effect sixty days after its passage.

[Approved July 3, 1969.]

[Effective date September 1, 1969.]

CHAPTER 444.

AN ACT RELATIVE TO LIGHTING THE DOCK AREA AT HILTON STATE PARK.

Be it Enacted by the Senate and House of Representatives in General Court convened:

444:1 Lighting Dock Area. The turnpike division of the department of public works and highways is hereby authorized to construct suitable lighting facilities at the boat docking and landing area of Hilton state park in order to facilitate night launching and beaching of boats at said park.

444:2 Appropriation. There is hereby appropriated the sum of one thousand dollars for the purposes of section 1. Said appropriation shall be a charge against the Eastern New Hampshire turnpike sinking fund.

444:3 Effective Date. This act shall take effect upon its passage.

[Approved July 3, 1969.]

[Effective date July 3, 1969.]

CHAPTER 445.

AN ACT INCREASING THE ALLOWABLE TOWN AND CITY APPROPRIATIONS FOR CERTAIN HOLIDAYS.

Be it Enacted by the Senate and House of Representatives in General Court convened:

445:1 Town Appropriation; Memorial Day. Amend RSA 31:4, XI by striking out in line three the words "six hundred" and inserting in place thereof the words (two thousand) so that said paragraph as amended shall read as follows: XI. MEMORIAL DAY. To defray the expense of decorating the graves of soldiers and sailors who have served in the army or navy of the United States in time of war, not exceeding two thousand dollars yearly, to be given to and expended by committees appointed by the Grand Army of the Republic, the United Spanish War Veterans, the American Legion, the Disabled American Veterans, or the Veterans of Foreign Wars, so long as they shall continue the services of Memorial day as originally established and now observed, and thereafter to such persons or organizations as shall continue such services in the several towns.

445:2 Conventions. Amend RSA 31:4, XXXI by striking out in line

NHDHR Inventory # _____

Included in Area _____

County Stratford

Town/City Dover N.H.

Address Dover Point (H. Hon Park)

Current owner State of N.H. Dept. of Transportation

Property Name H. Hon State Park

Acreage 27

Tax map/parcel# 8-26

UTM ref. _____

USGS Quadrangle _____ scale _____

Use: present as a Free Park & recreational
since 1937 to now
original _____

Exterior building materials:	
Roof:	Walls:
Foundation:	Chimney:
# of stories:	Roof shape:
Chimney location:	Entry location:
Sash type:	Plan configuration:

Major alterations (with dates): _____

Condition:	Outbuildings:
_____	_____
_____	_____
_____	_____

Setting: _____

Architect/Builder: _____

source: _____

Original construction date: _____

source: _____
multiple building campaigns (see back)

Style or Type: _____

Moved: _____ date: _____

Surveyor: _____

Recorded by: _____

Date of field survey: _____

CODE

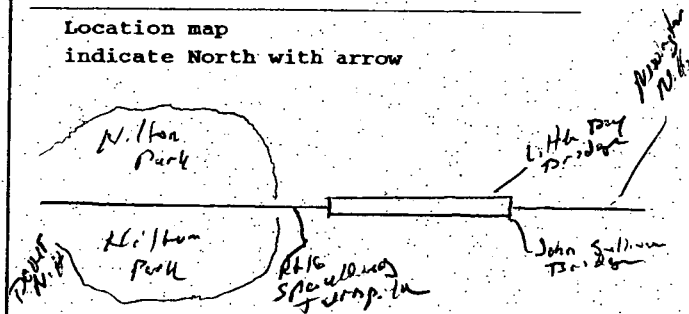
NH DIVISION OF HISTORICAL RESOURCES
INDIVIDUAL RESOURCE INVENTORY FORM
(March 1991) (OK if formatted July 1994)

Affix photo here
use photo continuation sheet
for extra photos

Roofline should align
with right margin

photographer facing: _____
photograph date: _____
roll# _____ frame# _____
negative stored at: _____

Location map
indicate North with arrow



Property map
indicate North with arrow

- See continuation sheet

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION:

HISTORICAL BACKGROUND and role in Town's/City's development: Edward Hilton First arrived in the Seacoast area in 1623. He settled upon a place is called Hilton Point he obtained from the Council of Plymouth under the authority of the British Crown a grant of land on the upper Pascataqua known as Hilton or Squameset Point. The land grant was given to Edward Hilton on March 12, 1629 and was dated back to 1623. This was the first colony grant cover the Seacoast area. Edward Hilton obtained two other land grants all of three land

Edward Hilton was the first magistrate and Deputy of Dover he engaged in fishing which was then the great money making occupation. Hilton Point was a most excellent place for hunting and trading.

In 1650 Edward Hilton was put on record the land grant and called it the Province of New Hampshire.

In 1638 Judge Jeremiah Smith in his historical address said of Edward Hilton he can be called the Father of New Hampshire in 1623 settling upon Hilton Point at Pascataqua River now known as Hilton Park at Dover Point New Hampshire. 1937 This Hilton Park is a Free Park for the people and still is a Free Park today.

NATIONAL REGISTER CRITERIA STATEMENT OF SIGNIFICANCE.

PERIOD OF SIGNIFICANCE: 1623

STATEMENT OF INTEGRITY:

BIBLIOGRAPHY and/or REFERENCES: New Hampshire register on page 321, 227
Colonial era history of Dover
New Hampshire
History of New England N.H. 1638-1911

APPLICABLE HISTORIC CONTEXT(S) with code:

Surveyor's Evaluation:

NR listed: individual ____
within district ____

NR Criteria: A ____
B ____
C ____
D ____

NR eligible:
individual ____
within district ____
not eligible ____
more info. needed ____

Integrity yes ____
no ____

NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES - CONTINUATION FORM

TYPE OF CONTINUATION FORM

____ Inventory Form ____ Area Form

NHDHR Area Letter _____

Town/City Dover Point (Milton Park)

County Stratford

October 1997

Sheet ____ of ____

Continue any narrative not fully completed in designated section of the Inventory of Area forms on this Continuation Form. Note heading of each section being continued, and arrange in an order corresponding to the order of the Form.

See Continuation Sheet

1. Milton's Historical Foundation of the History
of Edward Milton 1623

2 Names paper of Edward Milton

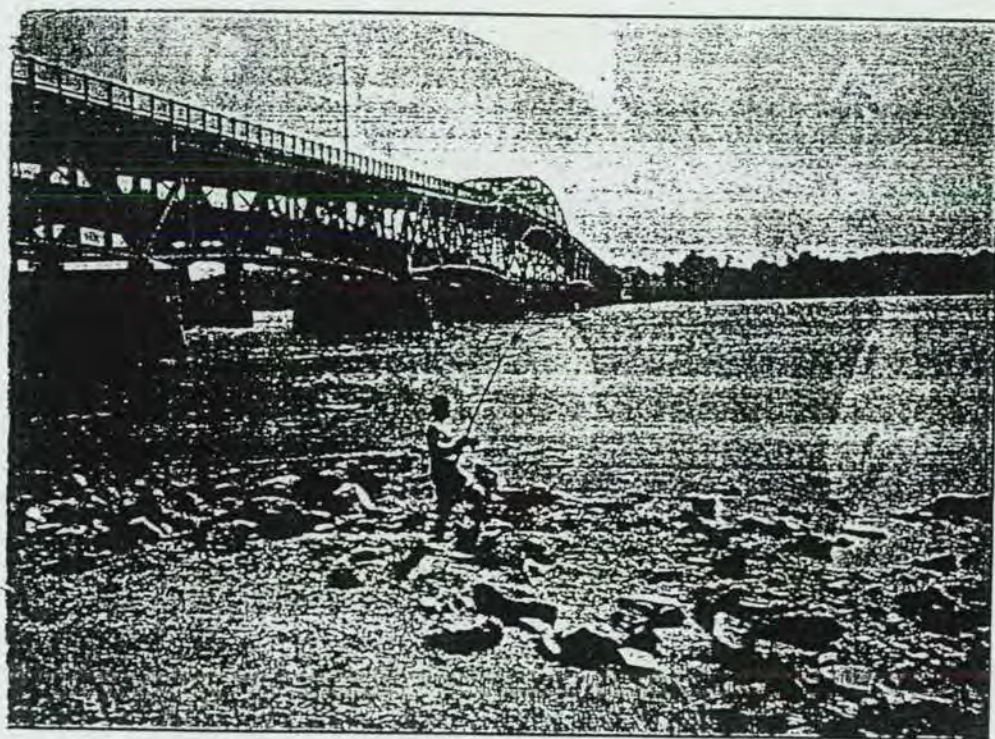
3. The First Permanent Settlers of Dover

4. The Milton or Squawscot Patient.

5. They came to Lish

6 Topographical Description of Milton Point

7 Maps.



'TIS THE SEASON for striped bass, and angler Wayne Georgiana of Manchester tests an oncoming tide at Hilton Park in Dover recently. He didn't catch any fish on this day.



HILTON'S HISTORICAL FOUNDATION

Mark Hilton, President and Historical Consultant

Hilton's Historical Foundation was created in 1999 to preserve and protect Hilton Park in Dover, New Hampshire for the purposes of providing family enjoyment, free access to the water for boaters and fishermen, and to preserve the historical significance of the site where Edward Hilton, built his home in 1623 and founded the first permanent settlement in New Hampshire. Hilton's Historical Foundation was also created to promote tourism and historical enrichment in the Seacoast area of New Hampshire.

The Hilton Park land was owned by the Hilton family until 1930, when Fannie Hilton gave the land to the city of Dover for protection and preservation as a park for people to enjoy. Sometime in the 1930's the land was taken over through eminent domain by the state of New Hampshire. The state built the current Spaulding Turnpike and later sold off parts of Hilton Park, including the site where Edward Hilton built his home, for residential buildings.

Edward Hilton first arrived in the seacoast area in 1623 aboard the ship known as the Providence. Settling at Hilton's Point, he organized the town government of Dover, becoming the first magistrate and deputy of Dover. Edward Hilton engaged in fishing which was then the great money making occupation. Hilton's Point was a most excellent place for meeting and trading with Indians, for the beaver skins and other Indian products of the forests; and Hilton and his men must have found that branch of their business as profitable as fishing, perhaps more so.

Seven years after Edward Hilton settled Hilton's Point he obtained from the Council of Plymouth, under the authority of the British Crown, a grant of land on the upper Piscataqua, known as Hiltons or Squamscot Patent. The land grant was given to Hilton on March 12, 1629 and was dated back to 1623. This grant set forth servants to build houses and plant corn at the area known now as Hilton's Park. The area covered more than 3,500 acres on the North side of the Piscataqua River and the whole grant did not exceed 16,000 acres. Four months after the land grant was given to him he went back to England to obtain another part of this land grant for the south side of Hilton's Point; also to determine boundaries and to protect his rights to the land grant which was obtained from the council of Plymouth, Massachusetts. The second part of the eighth land grant given to Edward Hilton from the Council for New England gave the Title of Pascataway and was defined to include the Isles of Shoals and the Land Piscataqua or Squamscot Patent. After word came that Edward Hilton indeed had ownership of the land grant, his Laconia Company operation made the Isles of Shoals area the most active fishing center of the Gulf of Maine. More land was obtained as part of the land grant in 1630 and the Hilton's Colony became the single most important source of the Province of New Hampshire.

In the 1623 Squamscot Patent, Hilton's Point covered Dover, Somersworth, Durham, Newmarket, Madbury, Lee, Rollinsford, New Hampshire and Kittery Maine. The 1630 Squamscot Patent included Great Bay, Strawberry Bank, Blood Point, Isles of Shoals, also covering the towns of Newington, Portsmouth, Greenland, Stratham, Newfield, and Exeter. The Court of Massachusetts in 1650 put on record the land grant and called it the Province of New Hampshire.

Edward Hilton held the positions of Deputy in 1644, Justice of Court in 1661, Magistrate in

1641, Assistant Magistrate in 1642 to 1652, Townsman in 1645 to 1650, and Selectman from 1645 to 1651. Edward Hilton was repeatedly chosen by the inhabitants to important committees to look after their interests and was in all respects a useful and valuable citizen. In 1838 Judge Jeremiah Smith, in his historical address said of Edward Hilton "he can be called the father of the New Hampshire" in 1623, settling upon Hilton's Point at Pascatqua River, now Dover Point, New Hampshire.

The State of New Hampshire, Department of Transportation, Division of Turnpike Authorities now holds the title of property known as Hilton Park. Hilton Park is coded as a rest stop by the state. One of the major projects, contained within New Hampshire's 10-year Transportation improvement Program, includes reconstruction and widening three and one half miles of the Spaulding Turnpike from Newington to Dover. The cost is \$14 million, increasing to \$85 million for bridge widening and construction of two new interchanges. Construction is projected to start in 2006. The proposed project could destroy Hilton Park if the reconstruction happens to be on the north side of the park.

Mr. Mark Hilton III, the founder of Hilton's Historical Foundation and direct descendant of Edward Hilton, wants to protect and preserve Hilton's Park for the history from 1623. At the present time he has a case of injunction in court to stop all construction by the State of New Hampshire Department of Transportation Division of Turnpike Authorities on Hilton's Park. "The issue at stake here is quality of life," stated Mr. Hilton. "Hilton's Park provides beautiful family recreation grounds - as an historic site, it holds the potential to promote tourism, generate revenue and create jobs. A new bridge (on the north side of the park) would destroy all this, ... for no benefit and added congestion." Mr. Hilton is asking for the public's support in preserving the historical impact of Edward Hilton and the first settlement at Hilton Point. The Hilton's Historical Foundation's Board seeks a representative from the Dover area as well as others from the state of New Hampshire to become members.

Hilton's Historical Foundation would also like those interested in historic education, preservation and the promotion of tourism for historical enrichment on the Seacoast to join together in a combined effort to create an historical management called Hilton Point Management to manage future projects such as:

- Rebuilding and opening Hilton Hall to the public
- Early Settlement restoration with possible archeology digs in Dover and Exeter
- Creating a Museum and Genealogical Research Library on a site yet to be determined
- Bringing tourists in historical ships from Portsmouth to Dover
- Restoration of the Wentworth Hotel in New Castle, New Hampshire
- Tours to all Historical places within the Seacoast area
- Preservation of Hilton's Farm, Newmarket, New Hampshire
- Preservation of Strawberry Banke in Portsmouth, New Hampshire
- Preservation of the Governor Wentworth House in Portsmouth

Hilton's Historical Foundation predicts that there would be a beneficial impact on the Seacoast area with an increase of tourism.

Funding for the management may come from the following sources:

- Donations
- Hilton family contributions

- State and municipal grants
- Money generated from the proposed museum gift shop
- Fees collected from the proposed Genealogical Research Library
- Membership to the Hilton's Historical Foundation

We are currently working with the New Hampshire Division of Historical Resources to apply to the National Register of Historical Places regarding Hilton Park. Hilton's Historical Foundation also is planning the first round table discussion on the topic of Hilton Park. Now is the time to plan ways to preserve and protect the park from the possible destruction by the Department of Transportation's proposed project to widen and reconstruct Spaulding Turnpike. We would appreciate the input of others who are interested in preserving Hilton Park. It appears that there has been a lack of interest in the past for discussion, but we are now at a critical point and this roundtable discussion is designed to fill that gap. Those of you that are interested please contact Hilton's Historical Foundation at

HISTORY HILTON PARK HILTON HISTORICAL FOUNDATION

SINCE 1930 FAMILIES HAVE BEEN ENJOYING HILTON PARK!

How long into the next century will Hilton Park be enjoyed?

In 1935 Hilton Park was used by families for gatherings, camp outs, and a central meeting place.

Through the 1970s, the park was open twenty-four hours a day. Families used it as a camp area.

In the eighties the use of the Park was curtailed. Overnight use was not permitted any more. In addition, the new bridge construction was taking away a significant portion of the park and the State sold a sizeable amount of land for residential use.

In the 90's, the Park use was further restricted and land on the north side was sold for residential use. Park use and appearance continues to decrease. Yet, the use of the Park is increasing. Today, on weekends, the Park is used to almost capacity. Picnics, boating, outings, tourist, families and groups, all enjoy the beauty and serenity of Hilton Park.

The State of New Hampshire, Department of Transportation wants to construct an addition to the existing bridge and to widen the highway, which will take about sixty-five percent of the remaining Park open space. This means that the north side of the Park will disappear. This will take away the play area, parking areas, the boat launch area, and the beautiful scenic view of Portsmouth Harbor. As important this will destroy and the citizens of New Hampshire will loose a significant historical site. This being the location that the first settlers of New Hampshire landed to settle this part of the country in the early 1600. Hilton Park is named for the Hilton family that first landed here in 1623. Edward and William Hylton landed at this location to start the first settlement in New Hampshire under a grant from two English Kings, James and Charles.

What a tragedy to loose a beautiful, useful park that means so much to the families of this area but also to a large section of the surrounding area and to the tourist that stop here. But to loose the historical significance of the first landing location would be tragic for all generations now and in the future, forever. New Hampshire was started at this location that the Department of Transportation wants to destroy and eliminate.

Please join the efforts of The Hilton Historical Foundation to make the State of New Hampshire, Department of Transportation to seek an alternate plan that would save the Hilton Park and enhance its use and historical value.

In the 1980's, the Hilton Family learned what was happening to this area. Eighty-four members of the Hilton family met at the Park to express their concerns. They felt that the State of New Hampshire was destroying the history of New Hampshire that is so great at this location. Unfortunately, construction had begun and there was little that anyone could do at that time. Now there is a repeat by the State. Only this time the Historical Park will all be lost. This time the Hilton family through the Hilton Historical Foundation wants to stop the damage before it is started.

We of the Hilton Historical Foundation ask for your help in convincing the Department of Transportation not take the land of the Park. We propose that the existing bridge be expanded between the original bridge and the existing bridge. We also ask that the Park be established as a State Park and Historical location. We join with you Dover, in your long term planning and ask that you join us in a save the Hilton Park campaign. The Hilton Historical Foundation will also promote tourism in the area with a focus as Dover as the hub.

The Hilton Historical Foundation
603 474-8844, 474-1991, 1-877-445-8447 (HILTon HISTory)
Mr. Mark Hilton III, President & CEO

Hilton brothers the first in Dover

To the editor:

I am Mark Hilton III. I am writing to you in regards to what I have recently read in your Foster's Daily Democrat about the 375th anniversary of Dover and Portsmouth. This story was written by Mr. Dan Touhy of the Portsmouth Bureau.

I would like to see a new report on this matter with the right facts not the wrong facts. The sources I am using are the following:

1. New Hampshire register on page number 321, 227.

2. Colonial era history of Dover N.H. page number 5-125.

3. New Hampshire page number 23-up.

4. History of New Fields N.H. 1638-1911 974.2B N4688 written in 1912.

5. From various family members.

From my information and my research on this, the Hilton brothers of an old English baronial family were thrifty merchants in London.

Mr. William Hilton came to Plymouth, Mass. on November 11, 1621. The first ship which followed the Mayflower in the interest of the Plymouth Colony was the Fortune arriving November 11, 1621, and bringing thirty-five colonists. Among these was William Hilton from London.

His wife and two children came over in the ship "Anne" which with the Litter James built for the Plymouth colony arrived in July 1623. The same year the lands at Plymouth were assigned in severalty to be cultivated by families.

William Hilton as coming in the fortune was allotted "one acre lying to the sea eastward." His wife and two children who arrived in the Anne received three acres beyond he brook to Shawberry Hill.

John Lyford and friends affirmed that the first occasion of the quarrel with them was the baptizing of Mr. Hilton's child who was not joined to the church at Plymouth.

As Hilton's name does not appear among those present at the division of cattle in 1627, he must have removed from Plymouth and was now at the settlements of the Piscataqua River.

In 1621-1623 the first permanent settlers of Dover, N.H. were Mr. Edward and William Hilton and others. They came over in the ship "Providence" of Plymouth in 1621-1623 in the spring.

Arriving after the Hiltons was Mr. David Thomason and his party. They landed off Little Harbor, the Southern Mouth of the Piscataqua River on the shore in Rye, New Hampshire.

The Hiltons landed off Little Harbor for only one day, then they

moved up the Piscataqua River and they landed 8 miles up from the mouth of the river at Hilton Hill (Dover Point N.H.).

How do we know that these statements are facts? By the dates of the various land grants or "patents" issued by the council of Plymouth which was organized in 1623 by authority of King James I, who granted a patent of Charter to forty men of notes in England.

It was incorporator from the 40th to 48th degree of longitude and from the Atlantic to the Pacific Ocean. Hiltons in the meanwhile were setting up their stages higher up the river toward the North West at a place since called Dover, New Hampshire.

In this connection, it seems well to explain how Mr. Edward Hilton probably obtained title to the town of Dover, New Hampshire through Mr. Leonard Pomeroy, who was a business partner with Mr. Thomason at that time.

In regards to the name of the settlement of Dover, all the time it was under Mr. Edward Hilton's Management, and the settlement was called Piscataqua or Pascataway.

Reverend Mr. William Hubbard the historian who declares in his "General History of New England" that Mr. Edward William Hilton commended the settlement of Dover Point in June 1623 and it was the

first permanent settlement in New Hampshire.

There was no doubt that he consulted those men and got the settlement directly from Mr. Edward Hilton himself. That Mr. Edward and Mr. William Hilton came to Dover Point in June 1623 then Mr. David Thomason landed 5 to 6 days after the Hilton brother. I am stating this information is correct from both the state history and also from the family history.

As further proof that Dover was settled before 1630, there is a record of 1628 Mr. Edward Hilton paid one pound as his share of the expense of arresting Mr. Thomas Morton and sending him to England and the other settlers there with him (Names not mentioned) paid two pounds showing that Dover Point had the most wealth of any settlement in New England at that time.

Which was given by the council of Plymouth to protect Hilton from aggravations from the Laconia company whose territory was all around his land.

Acknowledgment the land belonged to Hilton and his company. This was down in 1629.

Mr. Edward Hilton settlement at Hilton Point to protect his rights. I, Mr. Mark Hilton, am stating for the record that the Hilton's brother was the first settlement of Hilton Point then became Dover Point, New

Hampshire.

In June 1623 but to the family it was 1620-1623 when the Hilton brother came over here from London in this area before Mr. David Thomason.

Mr. Edward William Hilton was the founder of colonies and the fathers of this state of New Hampshire. They came over here to start up a fishing merchants and to establish a fishing colony at the mouth of the Piscataqua River.

You have stated in your newspaper on April 9, 1998 that Mr. David Thomason was the first one to land in Portsmouth, N.H. Then the Hilton brothers were the second to land in Portsmouth, this never happened. First it was the Hiltons that landed at Plymouth, then Little Harbor in Rye, then moved up the river 8 miles northwest to Dover Point. Then Mr. David Thomason landed 5 to 6 days after the Hilton brothers at the same place Little Harbor in Rye, New Hampshire. No one ever landed at Portsmouth, New Hampshire at all.

Mr. Edward William Hilton joined the wealthy fraternity of the fish managers guild in London in 1621. In the spring of 1623 they led a company of adventures who set up their stages.

The Plymouth council granted the Hilton Patent including Weacanacohunt and Squamscot March 12, 1629 in consideration that Mr. Edward

Hilton and his associates both already at his and their own proper costs and charge transported certain servants to the plant in New England where they have already built some houses and planted corn. Mr. Edward Hilton was the first named in the list of magistrates. He was also made deputy for Dover in 1644. Such was the man who first settled at Newfields on the bank of the beautiful Squamscot.

Mark Hilton, III
Concord

e-mail to Foster's

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THE FIRST PERMANENT SETTLERS OF DOVER.

The first permanent settlers of Dover were Edward Hilton, William Hilton, Thomas Roberts and others whose names have not been preserved. They were of London, England; they came over in the ship "*Providence*" of Plymouth, in the spring of 1623, arriving soon after David Thomson and his party landed at Little Harbor, the southern mouth of the Pascataqua River, on the shore in Rye, opposite the shore in Newcastle on which stands the famous hotel, "The Wentworth." Mr. Thomson's ship was "*The Jonathan*" and was owned by him and his partners, Abraham Colomer, Nicholas Sherwell and Leonard Pomeroy. "*The Providence*" was owned by Mr. Pomeroy, and it is quite probable he came over with the Hiltons to examine his investment in New England territory, hence it came they gave the name "Pomeroy" to the Cove that divides *Dover Point* from Dover Neck. How do we know that these statements are facts? By the dates of various land grants or "patents" issued by the Council of Plymouth, which was organized Nov. 3, 1620, by authority of King James, who granted a Patent or Charter to forty men of note in England; it was incorporated as: "The Council established at Plymouth, in the County of Devon, for the planting, ruling, ordering and governing New England, in America; from the 40th to the 48th degree of longitude, and from the Atlantic to the Pacific Ocean."

Sir Ferdinando Carr and Captain John Manners

land, in America aforesaid, do by these presents nominate, depute, authorize, appoint, and in their place and stead put William Blackston, of New England, in America, aforesaid, Clerk: William Jeffries and Thomas Lewis, of the same place, Gents, and either or any of them jointly or separately, to be their (the Council's), true and lawful Attorney or Attorneys, and in their name and stead to enter into each part or portion of land and other premises with the appointments by these presents given and granted, or into some part thereof in the name of the whole, and peaceable and quiet possession and seisin thereof for them to take, and the same so had and taken in their name and stead, to deliver possession & seisin thereof unto Edward Hilton, the said Edward Hilton, his heirs, associates and assigns, according to the tenor, forme and effect of these presents, Ratifying, Conforming and allowing all & whatsoever the said Attorney, or Attorneys, or either of them, shall doe in and about the Premises by virtue hereof.

In witness whereof the said Council for the affairs of New England in America aforesaid, have hereunto caused their Common Seal to be put, the twelfth day of March, Anno: Domi: 1629. (1630, N. S.)

Ro. Warwick.

Memo: That upon the seventh day of July, Anno: Domi: Annoq; R's Caroli pri. Septimo: By Virtue of a warrant of Attorney within mentioned from the Council of the affairs in New England, under their common Seal unto Thomas Lewis, he the said Thomas Lewis had taken quiet possession of the within mentioned premises and livery and seisin thereof, hath given to the within named Edward Hilton in the presence of us:

THOMAS WIGGIN,
WM. HILTON.
SAM'L SHARPE.
JAMES DOWNE.

Vera copia efficit per nos.

Tim: Nicholas.

Pet. Coppur.

Vera Copia, Attest, Rich: Partridge, Cleric.

THE HILTON OR SQUAMSCOT PATENT.

Know ye that said President and Council by virtue and authority of his Majesty's said Letters Patent, and for and in consideration that Ed Hilton and his Associates hath already at his and their own proper cost and charge transported sundry servants to plant in New England aforesaid, at a place there called by the natives Wecanacohunt, otherwise Hilton's Point, lying some two leagues from the mouth of the River Pascataquack, in New England aforesaid, *where they have already built some houses and planted Corne.* And for that he doth further intend by God's Divine Assistance to transport thither more people and cattle, to the good increase and advancement, and for the better settling and strengthening of their plantation, as also that they may be better encouraged to proceed in so pious a work which may especially tend to the propagation of Religion, and the great increase of trade, to his Majesty's Realms and Dominions, and the advancement of public plantations—

Have given, granted and Engrossed and confirmed, and by this their present writing, doe fully, clearly and absolutely give, grant, Enfeoffe and Confirme unto the said Edward Hilton, his heirs and Assigns forever: All that part of the River Pascataquack, called or known by the name of Wecanacohunt, or Hilton's Point, with the south side of said River, up to the fall of the River, and three miles into the main land by all the breadth aforesaid; Together with all the shores, creeks, bays, harbors, and coasts alongst the sea, within the limits and bounds aforesaid, with woods and islands next adjoining to the land not being already granted by said Council unto any other person or persons, together also with all the lands, rivers, mines, minerals of what kind or nature soe ever, etc. etc.;

To have and to hold all and singular the said lands and premises, etc. etc. unto said Edward Hilton, his heirs and assigns, etc. they paying unto our sovereign Lord the King, one fifth part of gold or silver ores, and another fifth part to the Council aforesaid and their successors, by the rent hereafter in these presents reserved, yielding and paying therefor yearly forever, unto said Council, their successors or assigns, for every one hundred acres of said land in use, the sum of twelve pence of Lawful money of England into the hands of the Rent gatherer for the time being, of the said Council, for all services whatsoever:— And the said Council for the affairs of Eng-

They Came To Fish

and when the time came to free the bridge, Henderson had to fight off attempts to saddle the bridge with still other obligations. The development of Hilton Park, enjoyed by summer picnickers, was the only "free rider" attached to the bridge and it was taken from the toll category November 1, 1949. But much of the beauty of Hilton Park was destroyed when the State of New Hampshire erected a span, parallel to the General Sullivan, on the easterly side, in nearer proximity to the old P & D bridge. This new span has relieved the tremendous pressure of traffic created by the Spaulding Turnpike, which was four lanes funneling down to two to cross the Bay.

TOPOGRAPHICAL DESCRIPTION OF HILTON POINT.

The first permanent settlement in Dover and New Hampshire was commenced at what is now known as *Dover Point*, which for two centuries was called *Hilton Point*, and before that the Indians called it Wecannacohunt or Wecohamet. That settlement was begun in the spring of 1623 by Edward Hilton, William Hilton, Thomas Roberts and others, a small party whose names are not known. The Hiltons were brothers: it is a tradition that Mr. Roberts' wife was a Hilton, sister to Edward and William. There is no record in regard to this matter of matrimony but various corroborating data indicate that such was probably the fact in the relationship of these three men.

Dover Point is the southern end of Dover Neck and lies nearly northwest and southeast between the Pascataqua River on the west and Fore River on the east. Dover Neck lies in a northerly and southerly direction between Back River on the west and Fore River on the east, the Pascataqua River on the southwest and the Cochecho River on the northeast. It gets its name, "The Neck," because it lies between those bodies of water, the head of it being along a line extending from Sawyer Lower Mill to Campin's Rocks, on the Cochecho River. In local phrase the territory is known as "Upper Neck," "Lower Neck," and "The Point." The Indian name for Fore River is "*Newichawannock*," which begins at the head of tide

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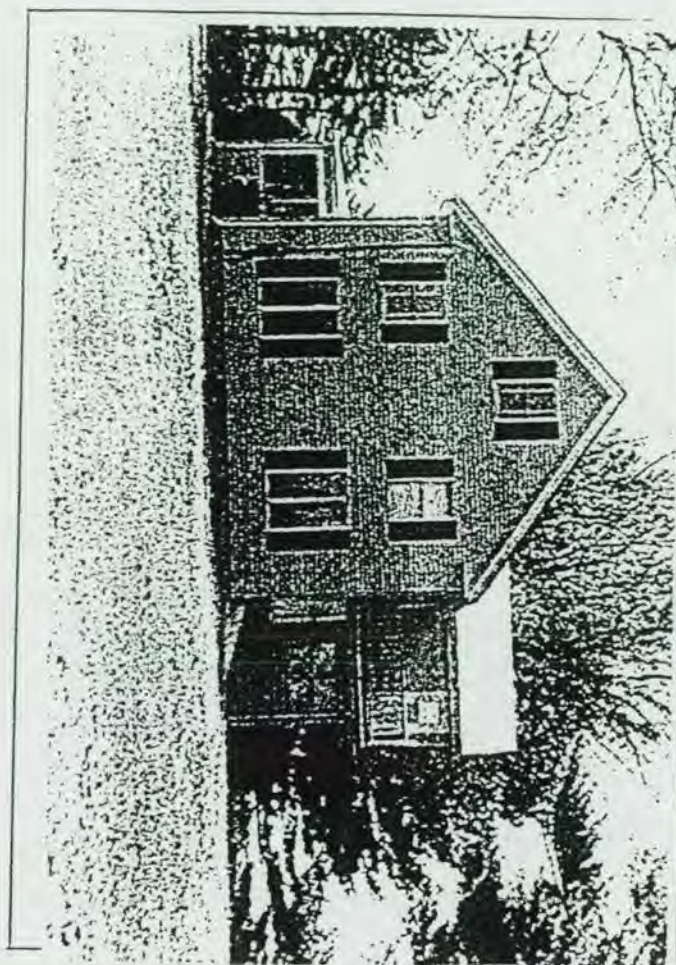


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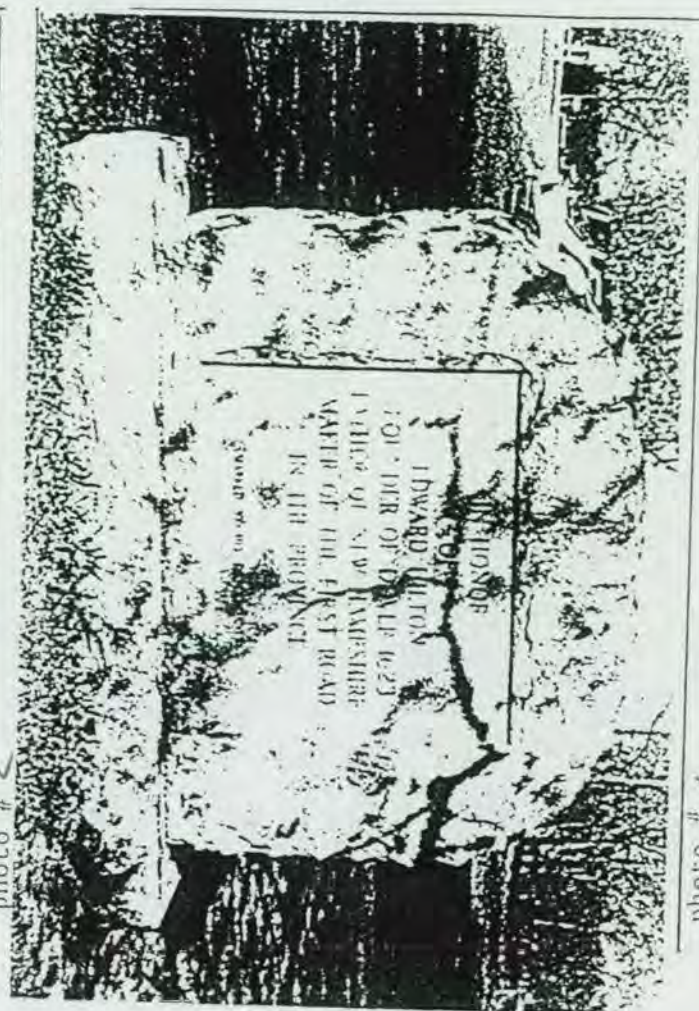


photo # 1

Description of photographs:

Photo #1 Edward H. Hilton work on
Hilton Park

Photo #2 A House on Hilton Park

Photo #3

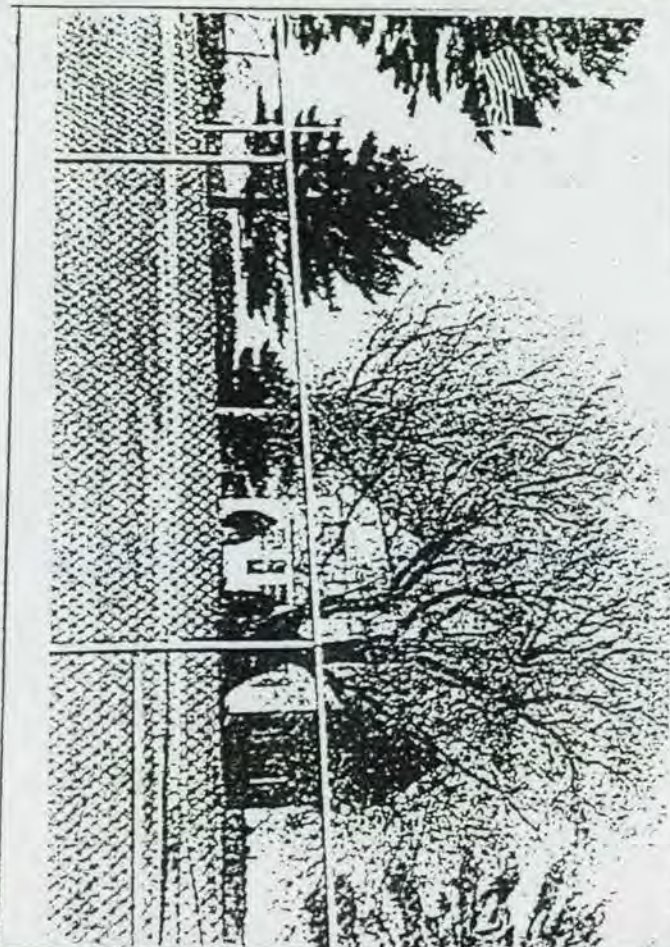


photo # 3

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1990

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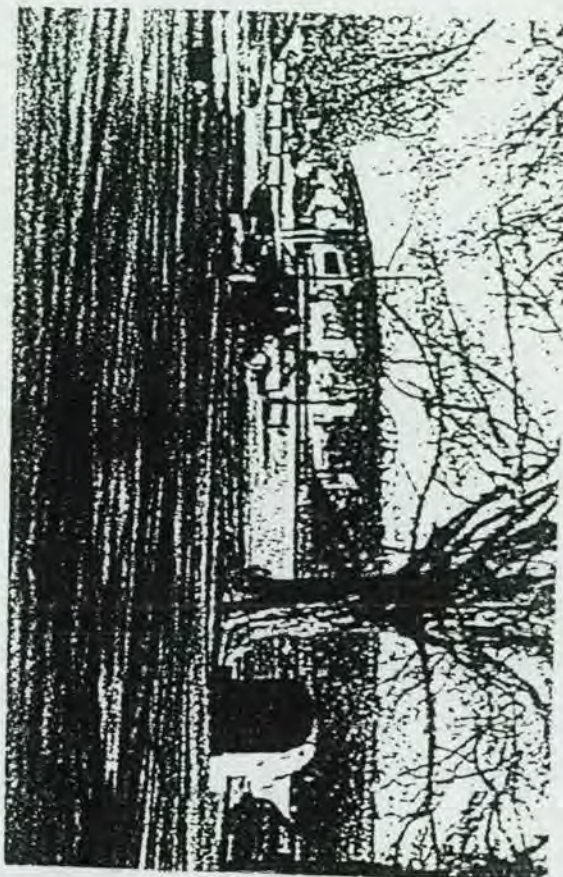


photo # 4



photo # 5

Description of photographs:

Photo # 4 Pascataqua River of
Wilson Park

Photo # 5 the Park lot of Wilson
Park

Photo # 6 the Park lot of Wilson
Park

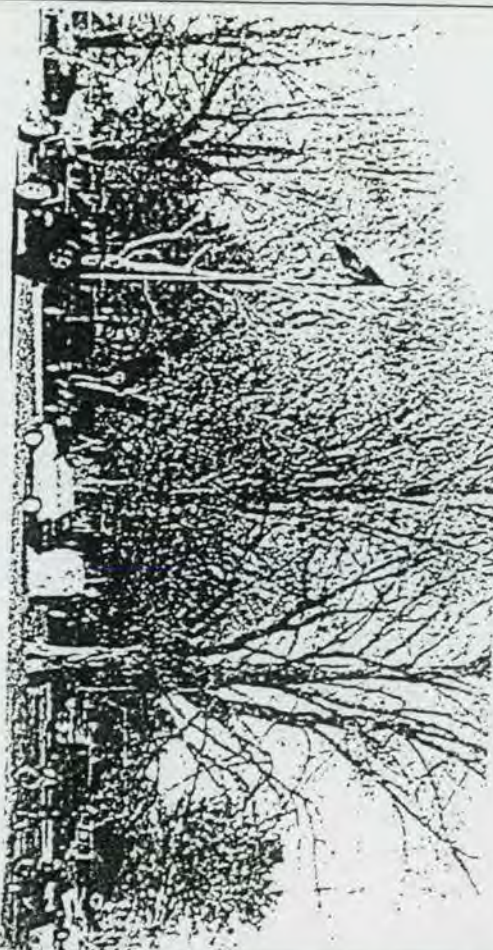


photo # 6

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NEW HAMPSHIRE REGIONAL HISTORICAL
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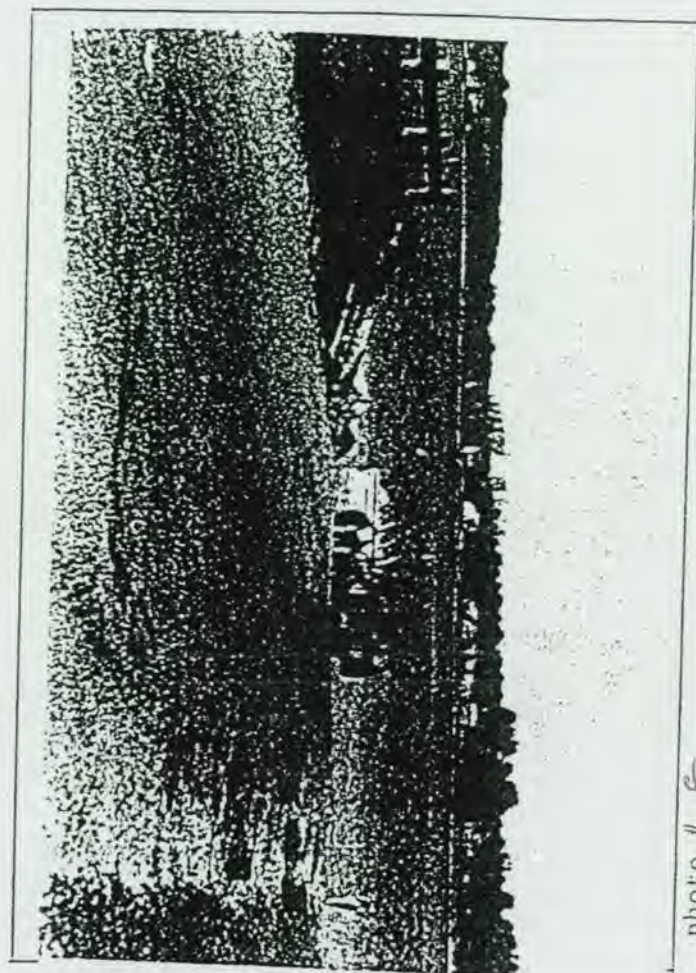


photo # 2



photo # 7

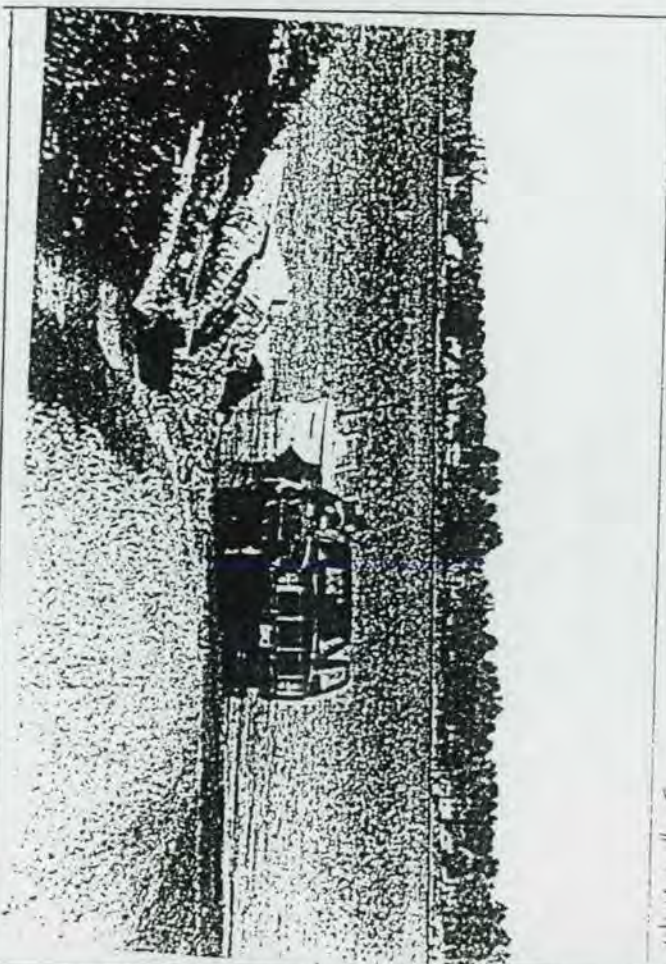


photo # 9

Description of photographs:

Photo # 7 The best ramp on
1st Hon Park

Photo # 8 The best ramp on
1st Hon Park

Photo # 9 The best ramp on
1st Hon Park

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1990

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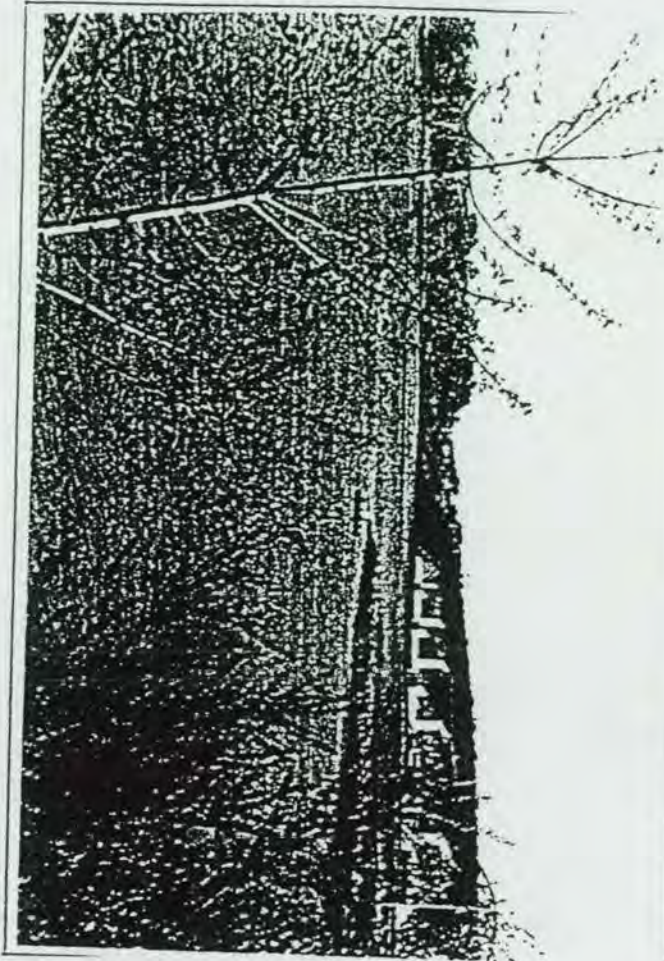


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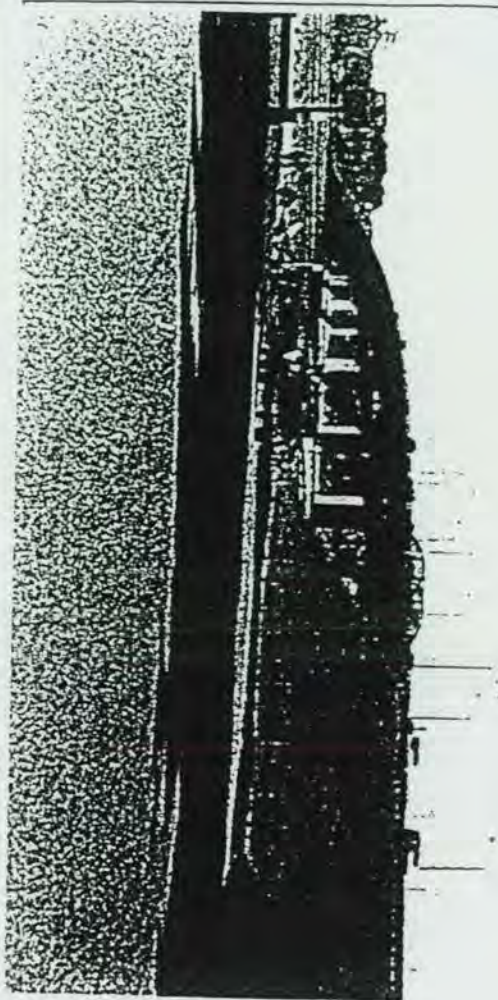


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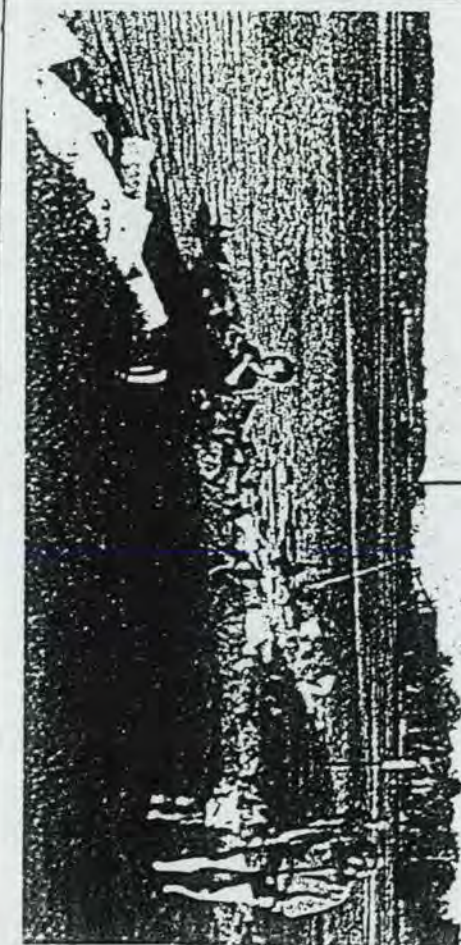


photo # 12

Description of photographs:

Photo # 10 The Park lot of
10.1km Park

Photo # 11 The Pascataqua River
of 11.1km Park

Photo # 12 The Pascataqua River
of 12.1km Park

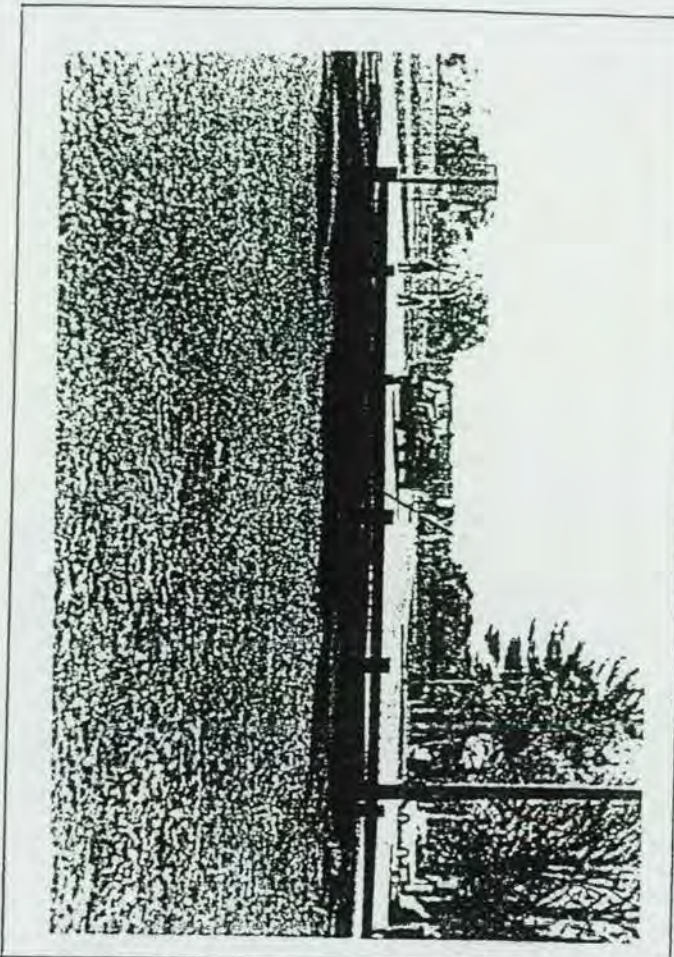
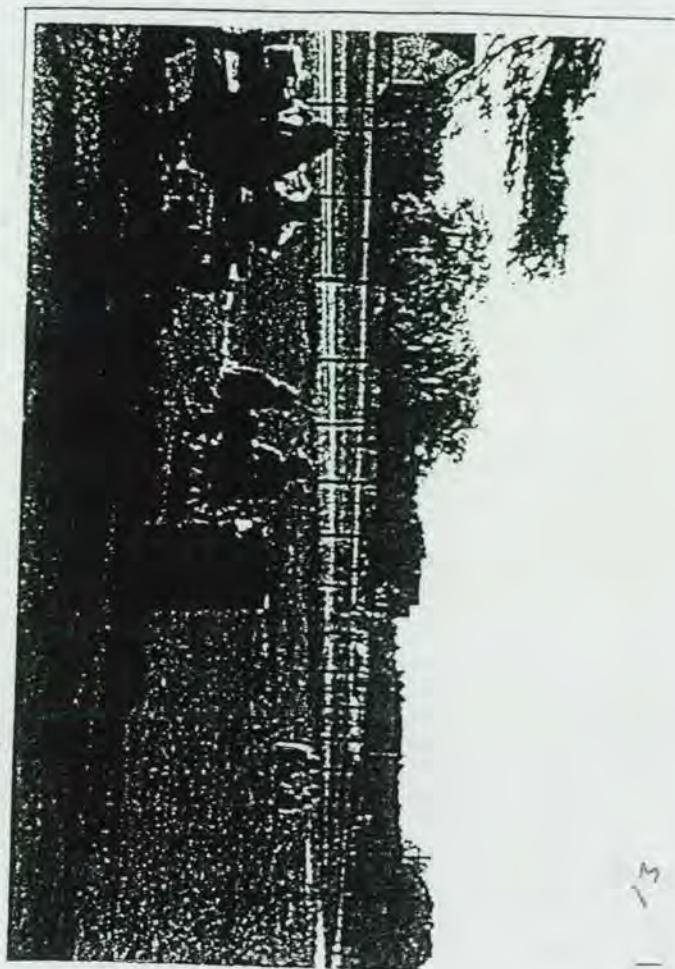


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13

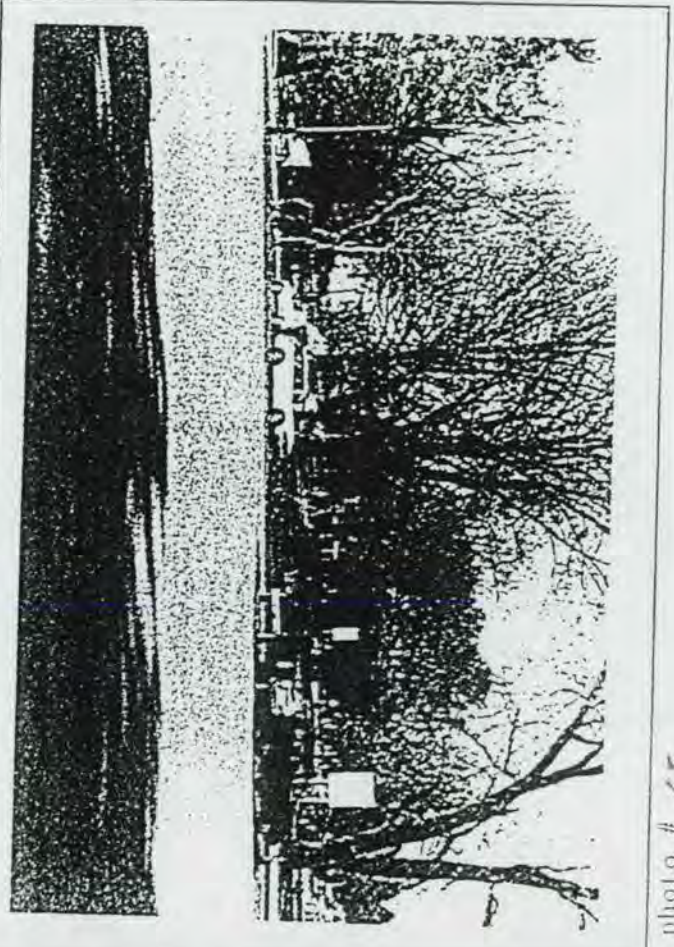


photo # 15

Description of photographs:

Photo # 13 H. H. Park Cook out

Photo # 14 H. H. Park Parking lot

Photo # 15 H. H. Park Parking lot

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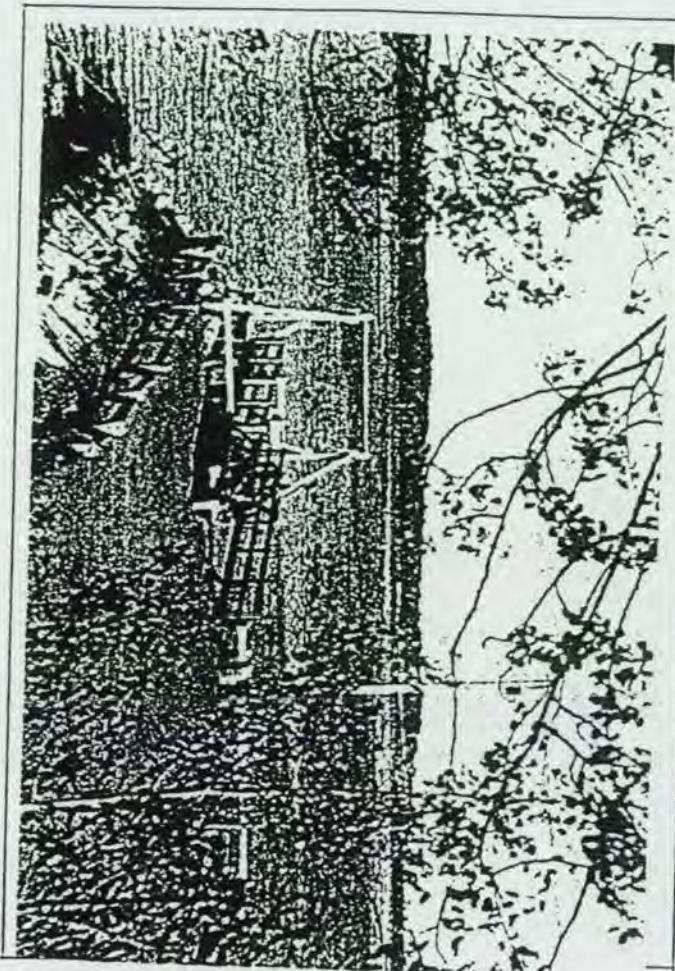


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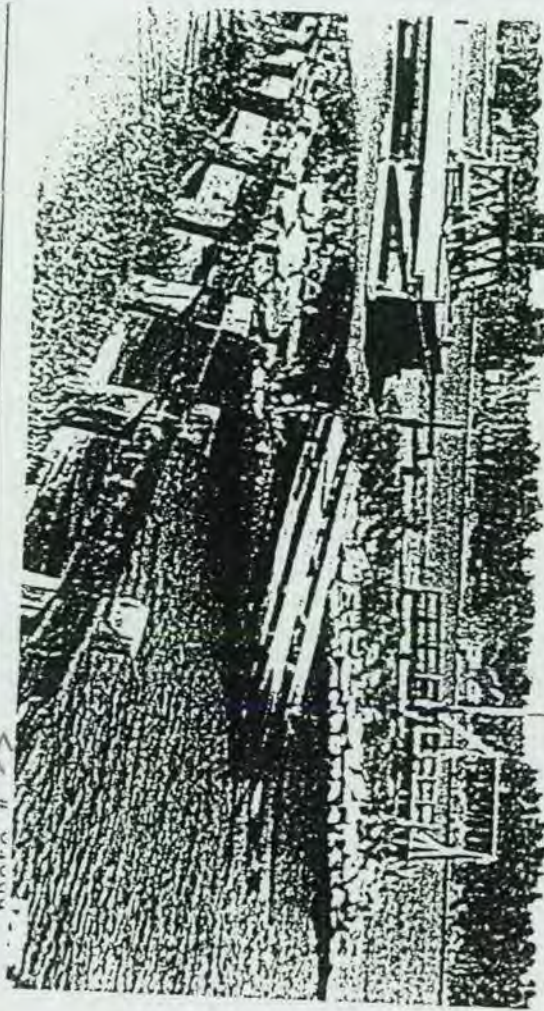


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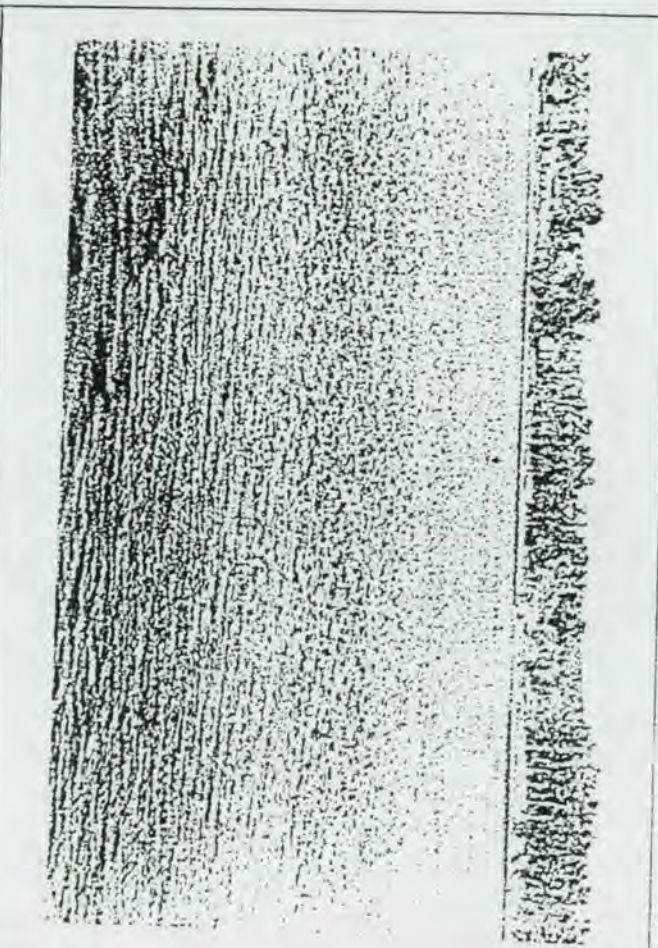


photo # 18

Description of photographs:

Photo # 16 Boat Ramp of
William Park

Photo # 17 Boat Ramp of H. Van
Park

Photo # 18 Pascatogam River
of William Park

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photo # 20

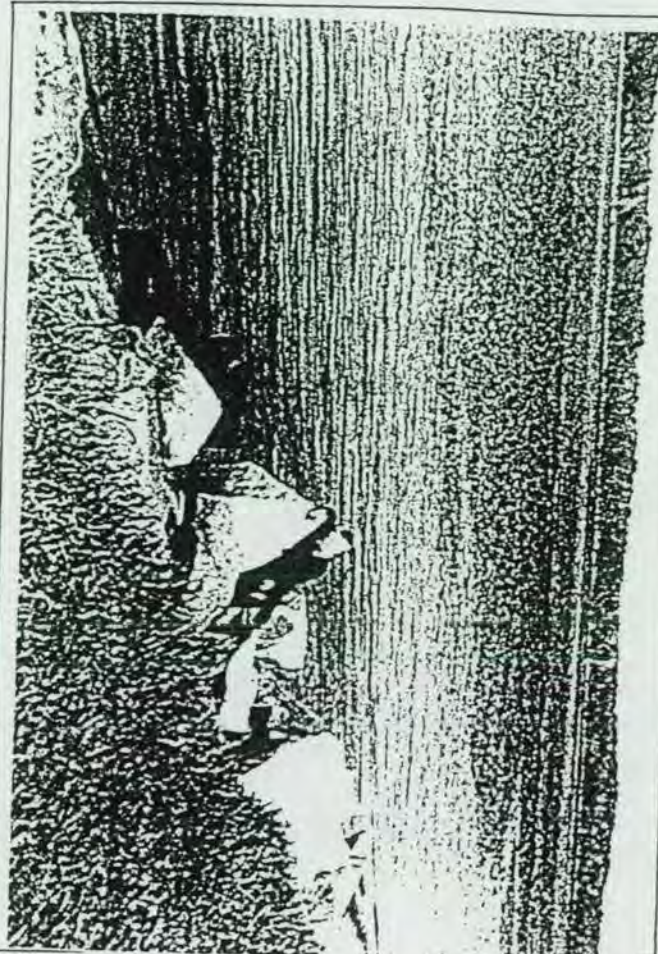


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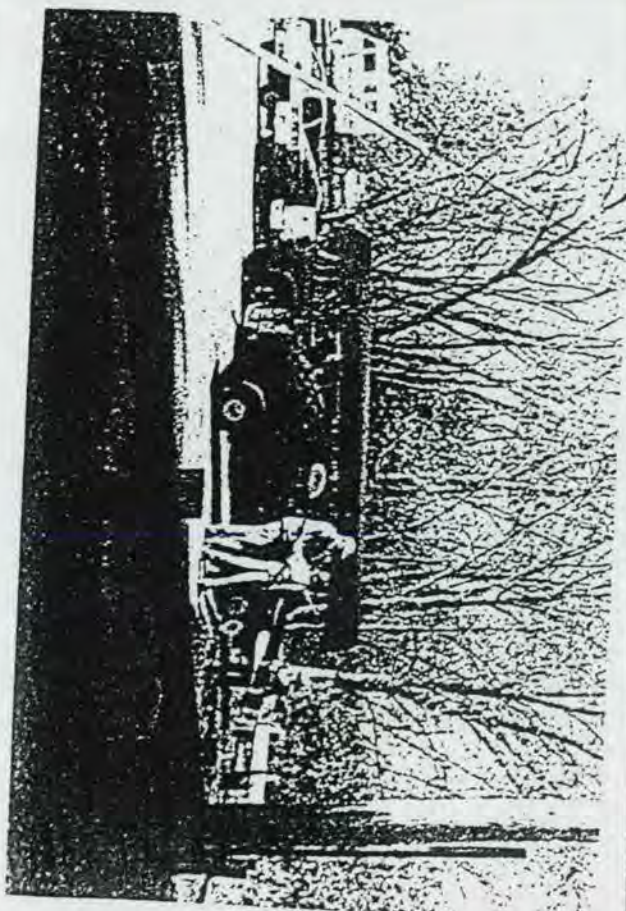


photo # 21

Description of photographs:

Photo #19 The shoreline of H. Don
Park

Photo #20 The shoreline of H. Don
Park

Photo #21 Peak of H. Don
Park

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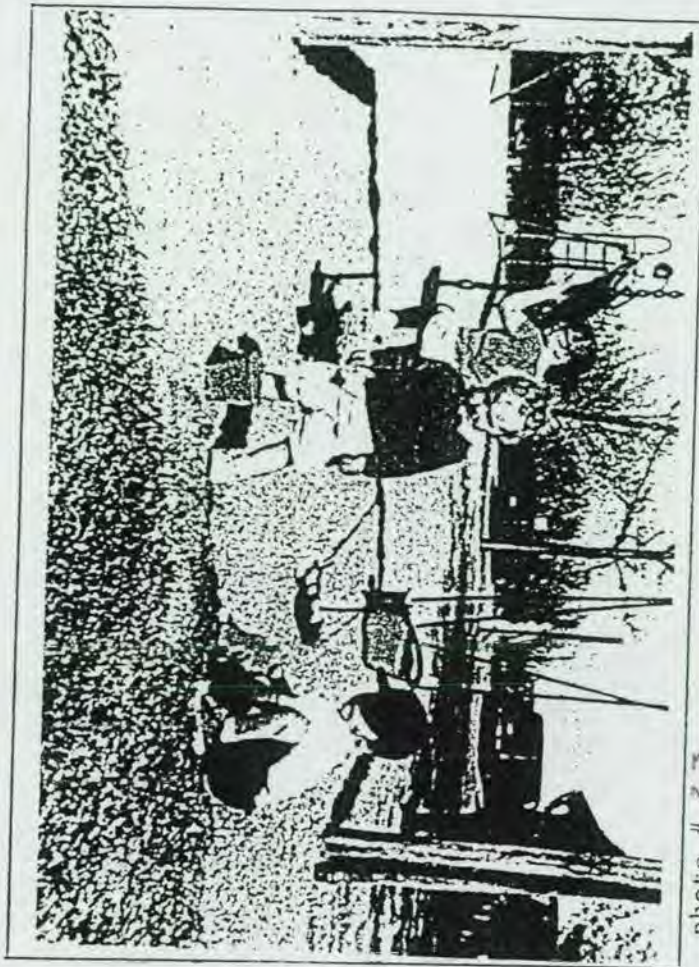


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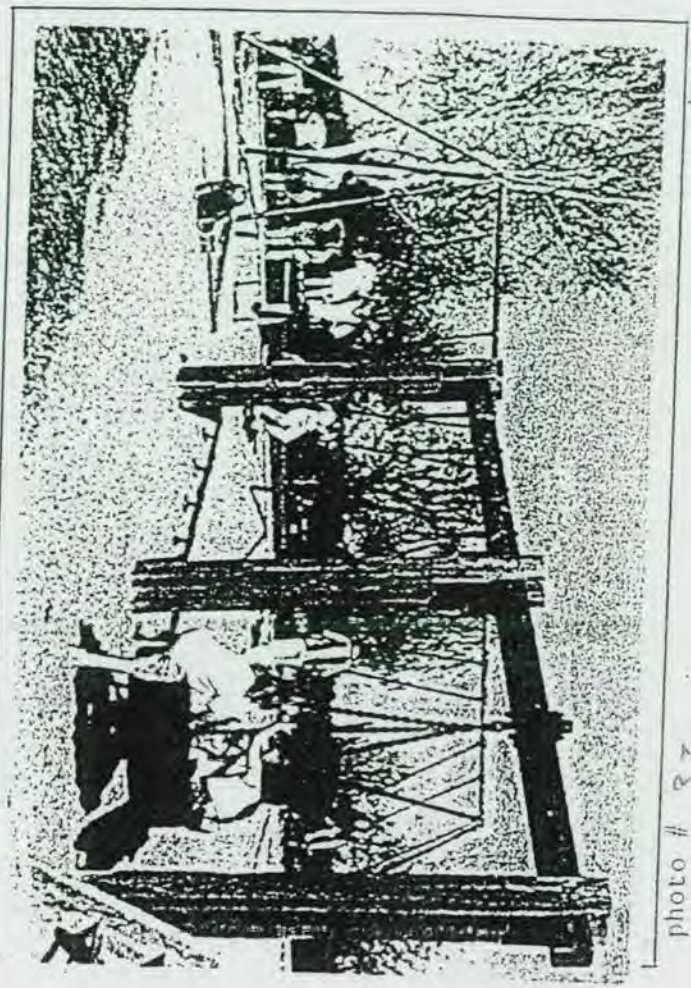


photo # 23



photo # 24

Description of photographs:

Photo # 22 the Play ground at
Wilton Park

Photo # 23 the Play ground at
Wilton Park

Photo # 24 the Play ground at
Wilton Park

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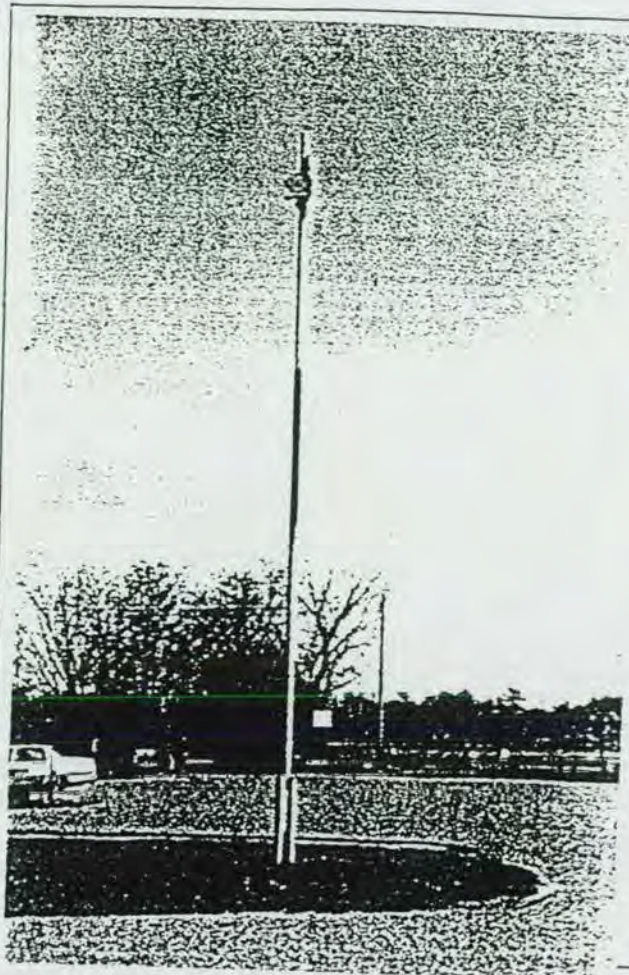


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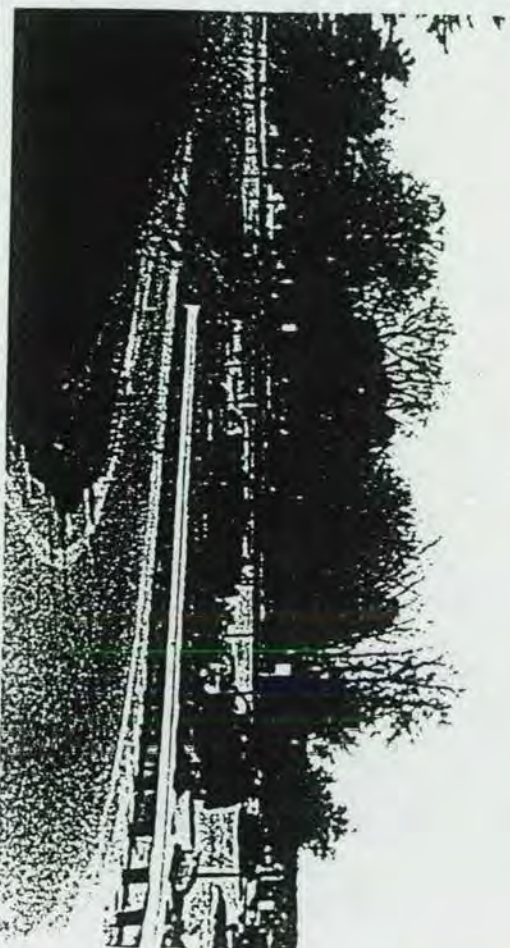


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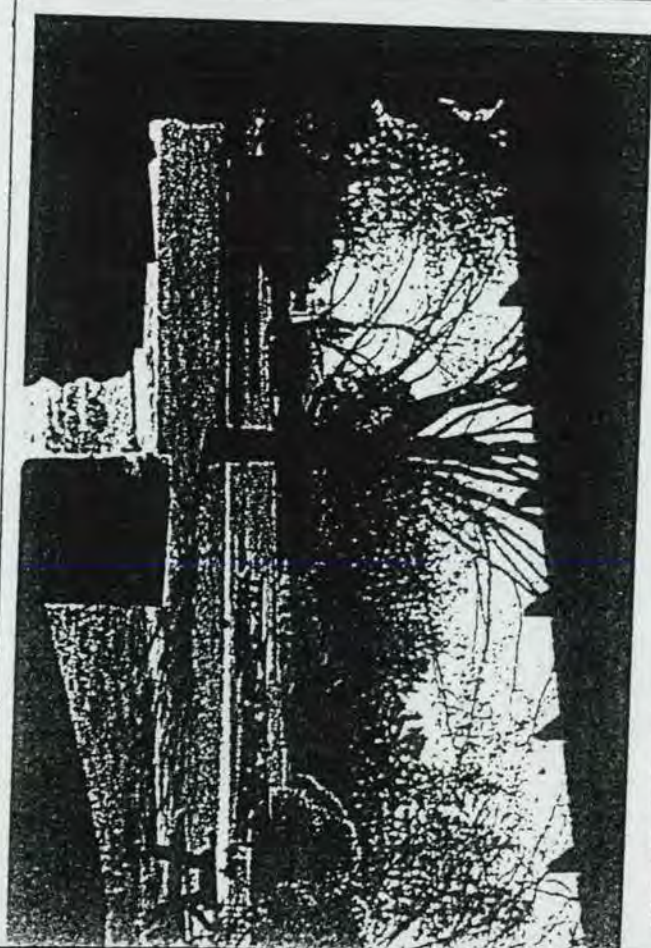


photo # 27

Description of photographs:

Photo # 25 The Road for one side
to the other side of Milton Park

Photo # 26 The Fly Pole at
Milton Park

Photo # 27 The cut out of
Milton Park

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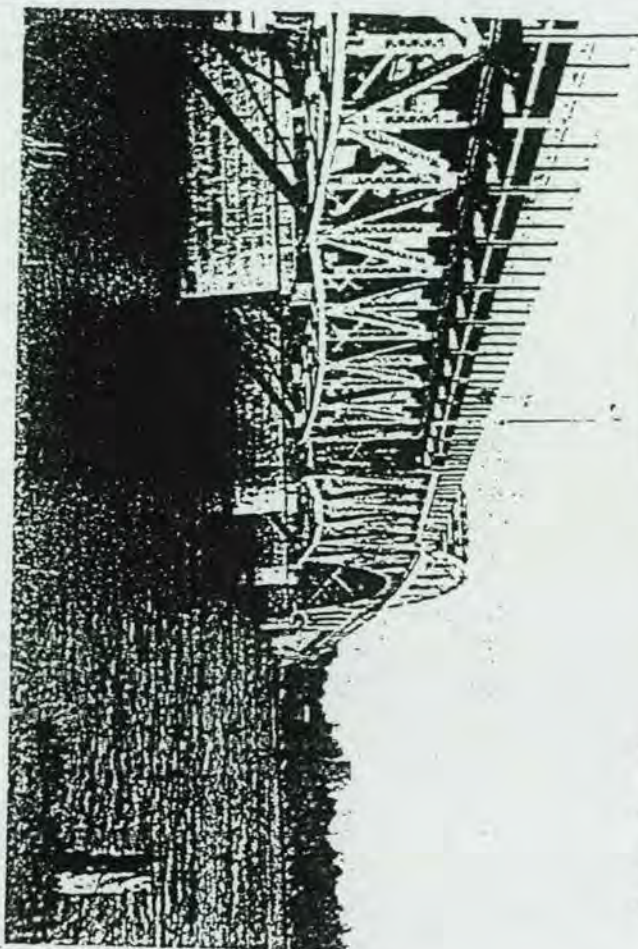


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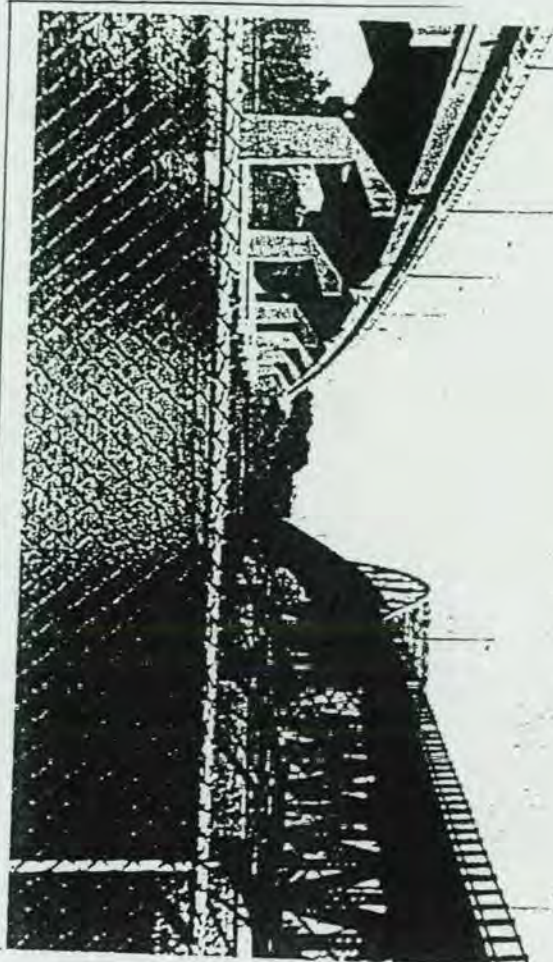


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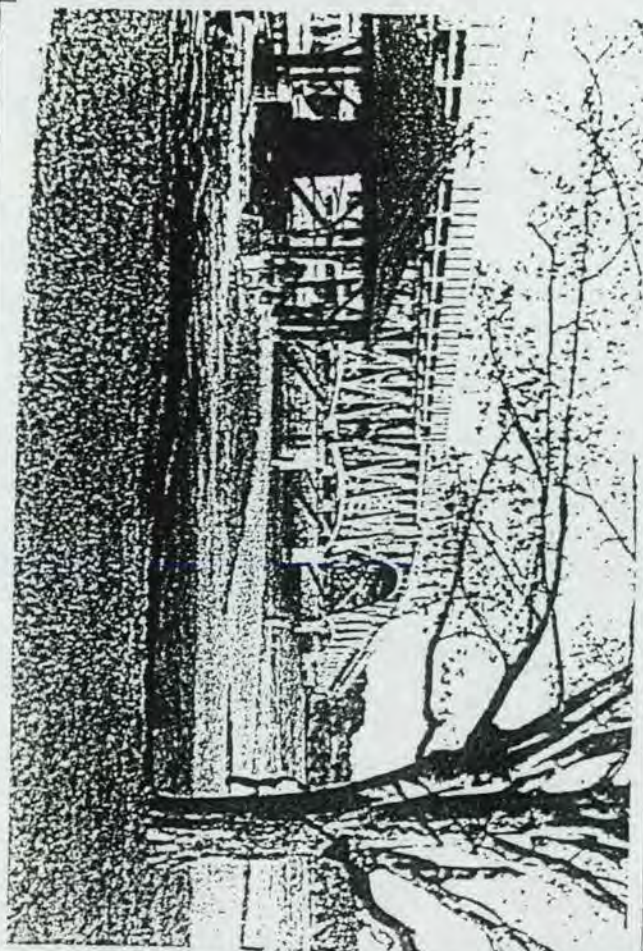


photo # 30

Description of photographs:

Photo # 28 The view of the bridge that
goes through Wilson Park

Photo # 29 The view from the
south side of Wilson Park at
John Sullivan Bridge

Photo # 30 The view of
John Sullivan Bridge

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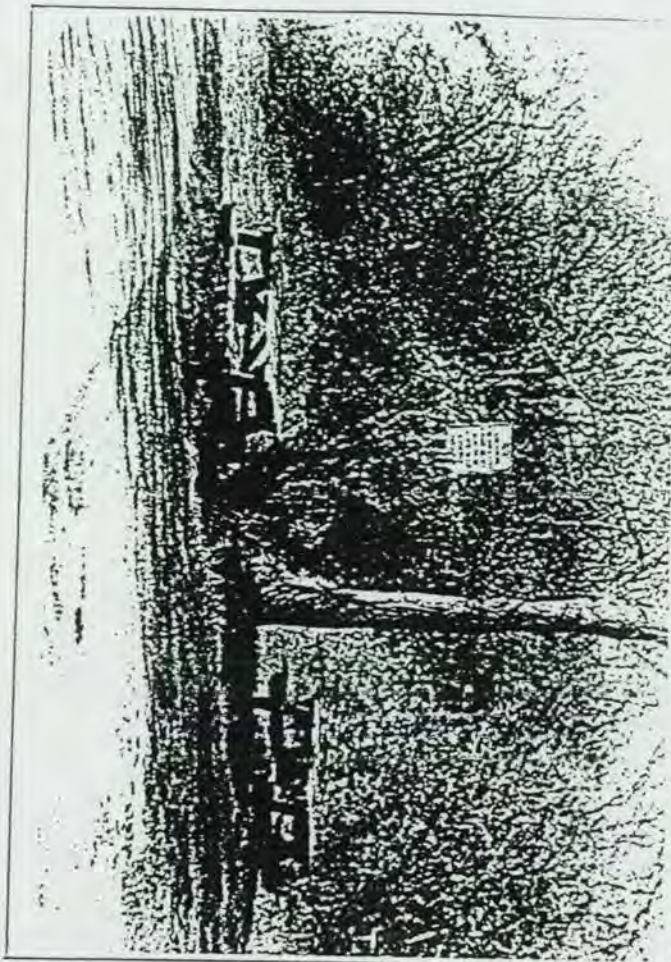


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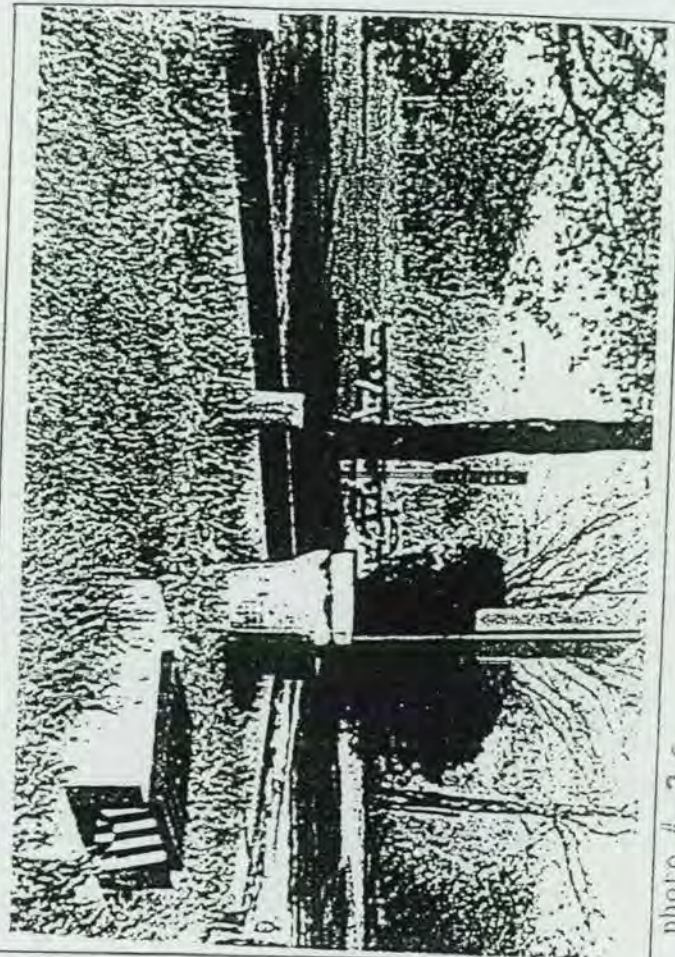


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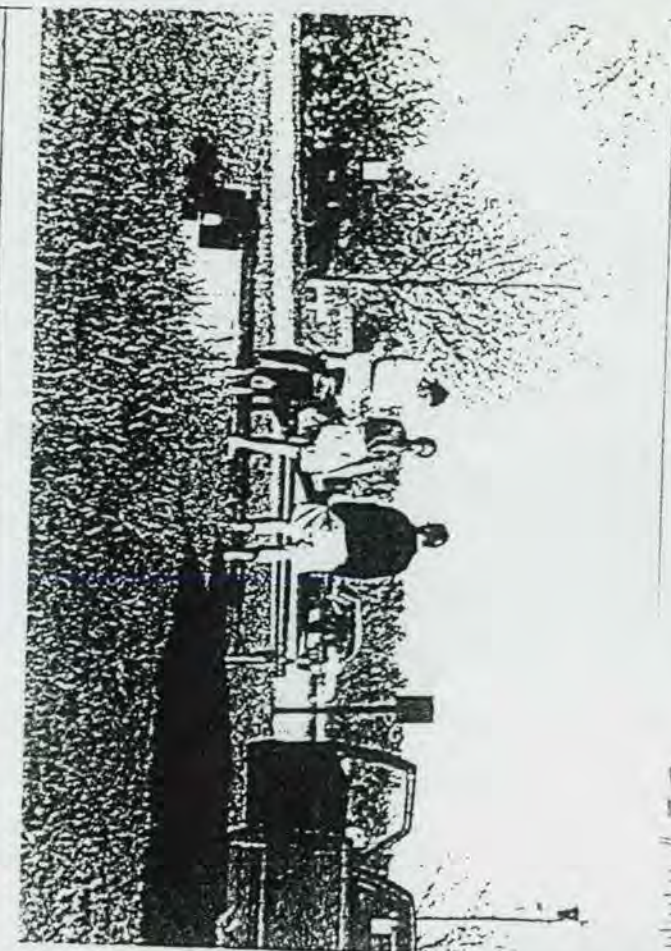


photo # 33

Description of photographs:

Photo # 31 The cook out Area on
Hilton Park

Photo # 32 the Southside of
Hilton Park

Photo # 33 the Park lot of the
Southside of Hilton Park

Additional information
submitted by Joyce
McKay, 12/16/05.

Timeline for the Development of the East Side of Hilton Park

Date	Event
1934	Completion of the General Sullivan Bridge
1936	Gov. Styles appointed a committee to examine the feasibility of acquiring the approaches to the Sullivan Bridge to improve their appearance to the traveling public. A second committee formed to appraise the value of the land and determine cost of state purchase.
1937	Legislature passed act to improve the approaches and authorized G&C to purchase or take eminent domain of the approaches to the Sullivan and Scammell Bridges needed to create park and recreation areas. The intent was to prevent the encroachment of roadside stands and filling stations and preserve the bridge approaches as scenic areas for the public good.
1937-1940	A 1937 plan shows areas to be purchased. Land purchased for both the east and west sides of Hilton Park in Dover and Newington. Five Dover Point parcels totaling 11.60 acres identified for purchase.
1940	After purchase, state expended monies for grading and beautification of the approaches, probably including the removal of all buildings and structures. The extent of the work is not known.
1945	Administration of the park transferred from the NH Toll Commission to Governor and Council
ca. 1949	Administration transferred to Forest and Recreation Department (DRED)
1955	Administration transferred to the NH Department of Public Works and Highways
Sometime prior to 1949	The park name "West Approach park for the General Sullivan Bridge" changed to Hilton Park.
1949	First map, a topographic map, existing that shows the "West Approach to the General Sullivan Memorial Bridge"-9/49. The design shows the picnic shelter, comfort station, entry shed, gravel parking areas, and three rustic fireplaces in the west section of the park. No plantings shown on plan. Beyond the pre-existing roads and drives, no structural amenities shown for east section of the park. The General Sullivan Tollhouse was slated for removal.
1950	Construction of northbound deceleration lane was constructed for local traffic.
1953	Spaulding Turnpike constructed up to approaches of General Sullivan
1951	East section of park began to be developed. 1951 plans (No. P-1852) show 10' deceleration lane for local traffic on east side of turnpike. No other improvements to the park shown.
1954	Plan (No. 1821) shows a park drive going under the General Sullivan Bridge to connect the east and west sides of Hilton Park on a fill prism. The plan shows a boat launch on the east side roughly in its current position and installation of a 2,000-gallon septic tank w/o public toilets. The tollbooth was also shown. A \$.25 toll collected for use of the east side of the park in mid-1950s, hence the tollbooth. Planting bed proposed for side of tollbooth.
1955	Construction of Park Drive, which paralleled the turnpike and went under the General Sullivan Bridge occurred. It went to the parking area near the picnic shelter. Some minor improvements to the east side of Hilton Park made: tollbooth for park patrons and drinking fountains.
1965	Plan # 1830 included the construction of two ramps on the west side of the highway as well as new park infrastructure on the east side of the park including gravel roads, paved parking areas, and a playground. Public toilets were also built on the east side of the park and later removed. The construction of the Little Bay

	Bridge was under a separate contract.
1966	Construction of the Little Bay Bridge and access roads to carry one lane of traffic. Its construction divided the park in two parts, cutting off the east side of the park. At this time, more substantial improvements were made to the east side including the Hilton Point monument, fireplaces, and a playground.
1984	Little Bay Bridges expanded and traffic shifted off the General Sullivan Bridge. At some unknown point during these years, the reconfiguration of Park Drive as a one-way access road from Dover Point Road to the east section of Hilton Park was completed. Hilton Park was no longer immediately accessible to the traveling public.
1985	Plans #1828-13-built in 1985. This project was to build a bicycle path from Pomeroy Cove area to the east section of Hilton Park. New park features are shown on the plans: west section-additional fireplaces and wood posts lining the asphalt drives and parking area and a wood guardrail; east section: a flagpole, granite monument dedicated to the Hilton settlement (erected ca. 1965), and a gravel boat ramp with guardrail shown. A permanent boat dock was probably built in 1970 (John Hanson, DOT). There is also a state historical marker installed in 1985.
2005	Extant features: 6.3 acres east section (down from 7.3 acres), paved parking lot and access roads; ca. 1965 granite marker commemorating the Hilton settlement; 1985 state historic marker; ledge plateau with wood stairs to Hilton Site; two boat launches, one of the sites has had a boat launch since 1954; 1960s vintage swing sets and other play equipment; wood benches; square-sawn and metal picnic tables; pre-cast concrete fireplaces; and mature deciduous trees and coniferous trees.

S:\PROJECTS\DESIGN\11238\Cultural\Timeline-EHiltonPark.doc

Post-it® Fax Note 7671		Date 12/16/05	# of pages 2
To Beth Muzzey	From James McKee		
Co./Dept.	Co. Environmental		
Phone #	Phone # 3826		
Fax #	Fax #		

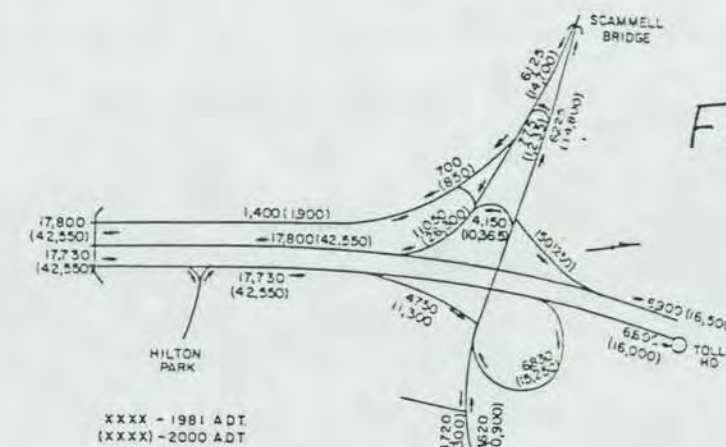
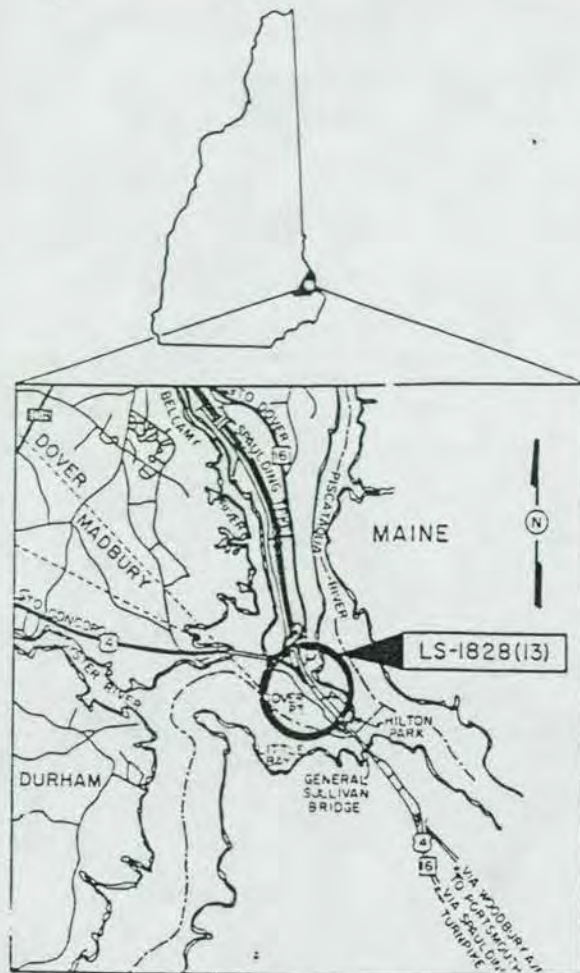
STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

PLANS OF PROPOSED SPAULDING TURNPIKE

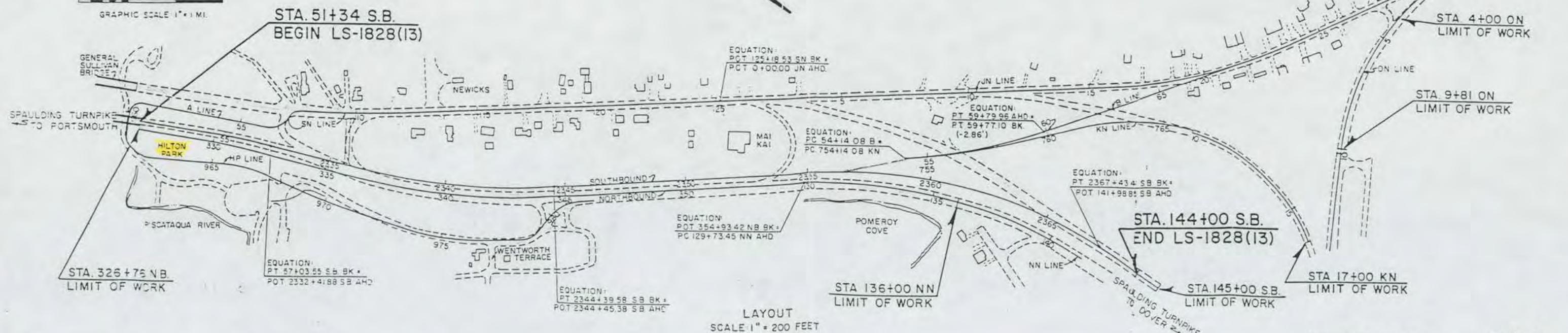
LS-1828(13)

N.H. PROJECT NO. P-2282-J

DESIGN DATA	
AVERAGE DAILY TRAFFIC 1981	17,800
AVERAGE DAILY TRAFFIC 2000	42,550
PERCENT OF TRUCKS	%
DESIGN SPEED	60 M.P.H.
LENGTH OF PROJECT	0.730 MILES



FILE NO. 49,181



PLANS PREPARED BY:
WHITMAN & HOWARD, INC.
ENGINEERS & ARCHITECTS
CONCORD, NEW HAMPSHIRE

BY: *Louis P. Caron*



CITY OF DOVER
COUNTY OF STRAFFORD

THESE PLANS HAVE BEEN REDUCED PHOTOGRAPHICALLY TO 1/2" = 1'.

RECOMMENDED FOR APPROVAL DATE 9-9-83

APPROVED: *John A. Clements*
DEPUTY COMMISSIONER AND CHIEF ENGINEER

COMMISSIONER



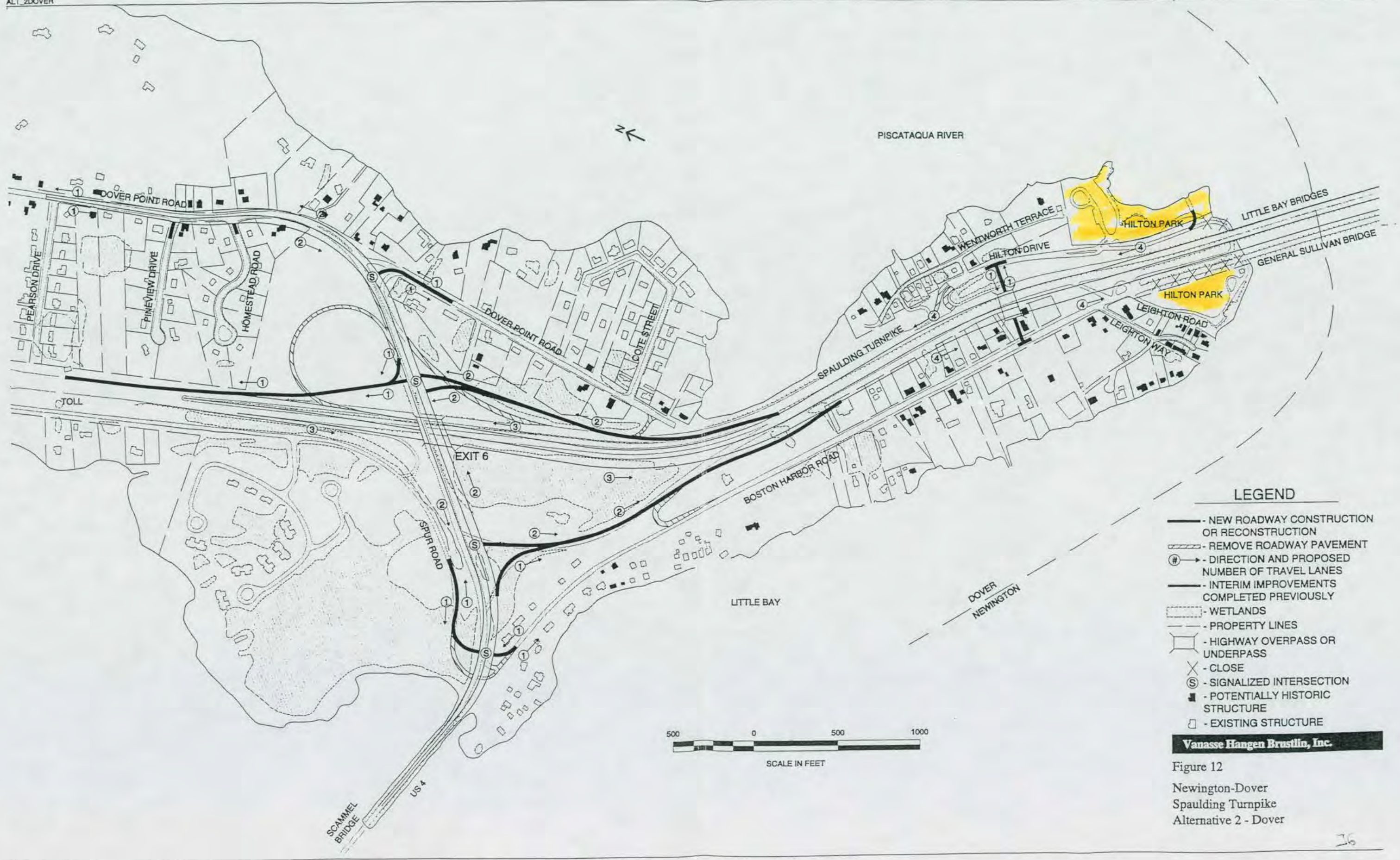


Figure 12
Newington-Dover
Spaulding Turnpike
Alternative 2 - Dover