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10-23
(May 1929)

6—7410

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

PORTSMOUTH NATIONAL PARK

FILE NO. 0-36

PART 1

PORTSMOUTH

PROPOSED NAT. HISTORICAL PARKS

LAST DATE ON TOP

IMPORTANT

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ARNO B. CAMMERER,
Director.

U. S. GOVERNMENT PRINTING OFFICE: 1933 6—7410

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JOHN MEAD HOWELLS ARCHITECT NEW YORK

114 Fourth Street,
Garden City, N.Y.
Oct.29th,1934.

Dear Mr.Howells:

I have understood that the City of Portsmouth cannot acquire the right to take the property through condemnation proceedings without an act of the State legislature. However, this, we think, would be an easy matter to obtain in view of the manifold advantages to all interests. At the present moment, the actual value of the property is, in the majority of cases, below the assessed valuation, so that unless there was a decided increase in values before the legislature acted, we would have little to fear from speculators. In other words, it is pretty necessary to keep the matter dark until everything is pretty well set.

Our original plan contemplated the formation of a Housing Corporation, the stock of which is to be owned by the City. The City to obtain the necessary legislation and turn the property over to the Housing Corporation in return for cash which the Housing Corp. would receive from the Government through bonds - i.e.The Government holding the bonds of the Housing Corp. -while the City holds the stock. I still think this would be the simplest method - But I understand from Marvin that this scheme was not acceptable to the Housing Administration in Washington, but the Government would form its own Housing Corporation to function in a similar manner. But as far as you and I are concerned, we would not care which scheme is finally adopted.

I suppose that the Government can take the property directly without reference to the City or State. My preference for the original plan is only that I think under it the handling of the properties after the plan was completed would be much more simple. On the other hand, if the Government owned the property directly, there would never be much danger of financial difficulties.

I saw Marvin the other day and he expects to go to Washington soon after Election and I am to go with him. I hope you will hear something favorable from Mr. Petersen before we go.

Very sincerely yours,

(signed) Stephen Decatur

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

INTERIOR DEPT
RECEIVED
NOV 13 1934

November 13, 1934.

Memorandum for the Secretary:

An extremely interesting and practical plan for a restoration and housing project for Portsmouth, New Hampshire, embracing the portion of the waterfront which was the center of the city's shipping business in sailing days, has been discussed with the National Park Service by a number of responsible persons interested in preserving the Nation's historical treasures.

Briefly, the plan is to restore the oldest and most historic section of Portsmouth, covering, roughly, 30 acres containing about 225 houses, of which about 200 were built prior to the year 1800. An old shipyard, old wharves, and old warehouses would be restored. This undertaking would accomplish three important objects: (1) Provide proper housing for the present inhabitants of this section of the town, which is now slums. (2) Relieve unemployment in the district centering at Portsmouth. (3) Furnish and maintain a visible record of the days of sailing ships. Shipyards, ships, wharves, warehouses, and the homes of seamen, captains, and shipping merchants should be open at all times to visitors.

Only one or two Southern Colonial capitals can compare with Portsmouth, Colonial capital of New Hampshire, in historical richness. It is famous throughout the United States for the beauty, elegance, or quaintness of its old houses. They range from the simple New England cottages, many dating from 1700 or earlier, to the square mansions of the years immediately following the Revolution. Many were owned by men who took leading parts in the history of our country. At one of the old warehouses, still standing, the RANGER, Paul Jones' first ship was fitted out.

I visited Portsmouth this summer on my New England trip and this unique proposal appealed strongly as being well adapted to your enlarged historical program for the national park system. An estimate of the cost of the undertaking is $2,500,000 and it appears that it could be undertaken as a self-liquidating project.

It is recommended that you submit this proposal to the Housing Division of PWA to see if a plan can not be developed for carrying out this proposal, utilizing the Park Service in supervising its operation. I am convinced that such a development would rival Williamsburg in popularity.

A. E. Demaray
Associate Director.

1271 334

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RESTORATION AND HOUSING PROJECT FOR PORTSMOUTH, NEW HAMPSHIRE.

It is proposed-

1. To restore the oldest and most historic section of Portsmouth, New Hampshire, embracing that part of the waterfront which was the center of the city's shipping business in the days of sail. This section is now the slums of the city. It covers, roughly, 30 acres containing about 225 houses, of which approximately 200 were built prior to the year 1800. Many of these houses are of great historic and architectural importance. Such buildings as were erected later than 1800 will be removed and as far as practicable all buildings that existed at that date will be repaired or reproduced. An old shipyard, old wharves and warehouses will be restored.

2. To furnish and maintain this restoration for the benefit of the American people as a permanent, visible record of the days of sailing ships. By means of appropriate exhibits, such replicas of the vessels which will be moored to the wharves, the appearance of this section of Portsmouth will be recreated exactly as when the shipping business of that port was at its height. Shipyard, ships, wharves, warehouses and the homes of seamen, captains and shipping merchants will be at all times open to the inspection of visitors.

3. To provide proper housing and living conditions for the present inhabitants of this section of the city, now slums. The old houses in the section will be restored outwardly, modernized within and rented at reasonable figures to their present occupants, thus providing proper housing for two hundred families now living under conditions far below present day standards. Stringent regulations will be enforced to preserve the atmosphere of the restoration.

4. To relieve unemployment in the district centering at Portsmouth. At least eighty per cent of the work can be handled locally and the project will absorb all unemployment as at present existing in the district for a period of at least two years. The stimulating effect of the project on the business of the district will be valuable and timely and is seriously needed.

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PROPOSED RECONSTRUCTION OF PART OF PORTSMOUTH, NEW HAMPSHIRE.

Suppose the pages of history could be turned back and we could again stroll along the waterfront of one of our great shipping ports at the height of its glory in the days of sail. No American could resist such an opportunity. No other scene could have such an appeal to the people of this country. The splendor of those days is gone forever, scarse a trace of them remains except in books. Yet in one place in this country, and in that one place only, it is entirely possible, and by no means difficult or expensive, to recreate the scene exactly as it was in the days when the existence of the young nation depended on its ships and its sailors.

In the fifty years following the Revolution, Portsmouth, New Hampshire, was one of the five great ports of the country. With the advent of railroads its importance began to decline. Steamships ended its commerce entirely and no new business arose to take the place of its shipping. Hence the old South End of the city, the section wherein the shipping had centered, did not alter materially, but slowly decayed until today it has become the slums of the city. The remains of the old wharves and warehouses are still there, its picturesque narrow streets are still lined with the houses of the mariners and shipping merchants. But today these old houses are often dilapidated tenaments, the old gardens filled with shacks or concerted into junk yards. This old district can be restored to all its old time character, but the work must be done now, a few years more and the old buildings will have completely disappeared.

This is the only one of the old time ports of our country where such possibilities exist today. It is evident that developements in Boston, New York and Philadelphia have wiped out the old scenes entirely; conditions in Salem are such as to render a similar project there impossible. Of the other ancient ports, only Newburyport, Mass. and Newport, R.I. could be considered as sufficiently representative and in both of them present conditions are such as to make a restoration impracticable.

Here are potent reasons enough to justify this restoration project. But the section selected has other features which render its preservation equally valuable to the American people. This is the oldest part of Portsmouth, the third permanent English settlement in the country (1623). In it were the houses of the first settlers and until

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a few years prior to the Revolution, it comprised the whole of the city.

Portsmouth was the Colonial capitol of New Hampshire. Only one or two of the other capitols, and those in the south could compare with it in the richness of its life and the variety of its interests. All this was reflected in the early development of this section of the town. The city is famous throughout the country for the beauty, elegance or quaintness of its old houses. This section is studded with them. All possess great historic and architectural importance. They range from the simple New England cottage, many dating from 1700 or even earlier, to the square mansions of the years immediately following the Revolution. An example of this latter type is the Wentworth-Gardner house, now owned by the Metropolitan Museum of Art on account of its superb interior woodwork. It is included in this restoration project. Between these two extreme types of constructions are the gambrel roofed houses of the middle years of the eighteenth century and the hip-roofed dwellings of the transitional period. No where else can such a complete display of the architectural development of New England be found, nor is there another spot where the life of a New England town in the eighteenth century can be so perfectly visualized.

Almost every house possesses ahistory connected with the early years of New Hampshire. Many were owned by men who took leading parts in the history of our country. The Wentworth Govenors, many of the members of the Provincial Council and most of the important men of the Colony lived here. Their houses can be restored. Here also are the homes of many of New Hampshires famous Revolutionary figures. Here the Liberty Pole was erected at the time of the Stamp Act. At one of the old warehouses, still standing, the Ranger, Paul Jones' first ship was fitted out and Shaw's Wharf, within the area, was the headquarters for the town's privateers during the Revolution and the War of 1812. Within the section, too, are the famous William Pitt Tavern and the home of Tobias Lear, Washington's Secretary. Incidently this section is the most naturally beautiful part of the old city.

Williamsburg, Virginia, is being restored by a private individual. The historic and educational value of that reconstruction is universally recognized. A somewhat similar undertaking in Portsmouth will be of even greater interest. For while it will allow the architecture and the life of an important early period in our history to be visualized for New England as Williamsburg does for Virginia, it will add the incomparable story of our seafaring days.

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The situation of Portsmouth is ideal for such a project. Practically every motor car touring New England north of Connecticut passes through it. It is the gateway to Maine and the White Mountains, the two great summer playgrounds of the country. It has adequate facilities to care for all visitors. During the summer season almost three thousand cars per day pass through the town in each direction. Nearly all would stop to see the reconstruction.

The value of such a project to the future of Portsmouth cannot be stressed too strongly. The city needs aid very badly. Nothing has taken the place of its dead shipping business. The town is almost stagnant, with few industries and no commerce. The immediate benefits which Portsmouth would receive through this project by the relief of unemployment and the stimulous to local business are too obvious for extended comment. In addition a much needed clearing up of its slums would result and adequate modern houses would be provided for upwards of two hundred families whose living conditions are now deplorable.

The restoration cannot be detrimental to any future development of Portsmouth. The waterfront involved is unsuited for modern commerce and the area, due to its situation, is valueless for business purposes. The reconstruction is planned to restore conditions as they were in the decade centering at the year 1800; first, as that was the period at which this section of the city reached its fullest development and, second, as that was the time when the shipping business was most important to the country. The cost of the restoration, considering its value, is very moderate. Estimates show that the total expenses will not exceed two and a half million dollars.

Analysis of Costs, etc.- Preliminary Estimates.

1.	Purchase of property	$600,000.
2.	Clear out area	150,000.
3.	Repair & restore existing old buildings	400,000.
4.	Landscaping	100,000.
5.	Construction of ships	150,000.
6.	Reproduction of old State House	100,000.
7.	Reconstruction of houses, wharves, etc.	350,000.
8.	Furnishings	150,000.
9.	Dredge & reconstruct Liberty Bridge	75,000.
10.	Administration, Legal & Taxes, Ins.	165,000.
11.	Contingencies-paving, sewers, etc.	110,000.
12.	Washington St. Improvement	100,000.
13.	Carrying charges	50,000.
		$2,500,000.

Notes on above

1. Figured at present assessed valuation, which if anything, is often above present actual value.

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2. This includes tearing down or moving undesirable structures, clearing up ground and similar work.

3. Approx.200 buildings at $2000.00 each average. An ample allowance.

4. Includes fencing,grading,gardens,tree planting -

5. One ship,$100,000.; one snow,$25,000; one fishing pinky and one gundelow. Plus equipment.

6. Replica of old State House to be constructed on land formerly Puddle Dock,now filled in and covered with junk yards. This space to be cleared and will give room for State House,parking area etc. State House to be used for Museum and Administration. Orig.building 30' x 84',2½ stories. Museum to receive gifts pertaining to old shipping days and history of district- Fire-proof construction.

7. This item covers suggested reconstruction of following.

Pickering House	$25,000.
Pickering Tidal Mill	25,000.
Old South Meeting House	25,000.
Atkinson House	50,000.
Marcy Ship Yard	25,000.
Shaw's & Ayer's wharves and warehouses	100,000.
Small piers,bulkheads,etc.	115,000.
Shears,etc.	5,000.
	$350,000.

8. Furnishings for State House and other buildings which are to be open to the public.

9. Dredge entrance and lower part of Puddle Dock to form small basin and reconstruct Liberty Bridge across it.

10. This item distributed

Formation of Corporation,Expenses of Commissioners and salary of Superintendent	25,000.
Architects and drafting	60,000.
Legal	35,000.
Taxes	20,000.
Insurance,office expenses,printing,etc.	25,000.
	$165,000.

11. This item includes also special fire protection.

12. Washington St. is to be widened and continued through on its southern end with a bridge across South Mill Pond connecting with South St. South St. will be improved thus forming a by-pass for through traffic without the business center of

1934

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the town and at the same time giving special access to the reconstruction area.

13. Carrying charges while work is underway.

Notes- This reconstruction is from the point of view of the area in the glory of its days of sailing ships. Certain houses, etc. to be maintained for inspection of visitors, remainder to be rented under proper restrictions to preserve the atmosphere of 1800. No parking, except in proper spaces, in the area.

Income from rentals of houses and concessions per year estimated at .....$75,000.

A Housing Corporation to be formed to handle the project.

It is suggested that admission to the area be free, but that a small admission fee, say 50¢ per adult and 25¢ per child, be charged for certain other exhibits. Estimating that 2000 cars per day would stop from middle of June to middle of September and 500 cars per day for 30 days before and after those dates, with an average receipt of one dollar per car, the income from visitors would thus amount to .....210,000.

Total	$285,000.
Operating Expenses	
Interest	80,000.
Taxes -city to agree to this figure	20,000.
Insurance	5,000.
Repairs and maintenance	35,000.
Administration and supplies	45,000.
	$185,000.

Leaving $100,000. for a sinking fund

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FEDERAL EMERGENCY ADMINISTRATOR
OF PUBLIC WORKS
WASHINGTON

November 14, 1934.

MEMORANDUM for Colonel Hackett.

If you can make a brief report on this proposal of the Associate Director of the National Park Service regarding the restoration of Portsmouth, New Hampshire, I think the Administrator would be glad to have it upon his return. Unless the Administrator later authorizes it, I would not go to any expense in connection with the preparation of your preliminary report.

E. K. Burlew

E. K. BURLEW
For the Administrator.

Attachment

12?1 NOV 16'34

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File

JOHN MEAD HOWELLS
ARCHITECT
156 EAST 46TH STREET NEW YORK
CHICAGO: TRIBUNE TOWER TRIBUNE SQUARE HOWELLS AND ALBERTSON :SEATTLE

November 15th, 1934.

Mr. Charles E. Peterson,
Deputy Chief Architect,
National Park Service,
Washington, D.C.

NATIONAL PARK SERVICE RECEIVED NOV 20 1934 MAILS AND FILES
NATIONAL PARK SERVICE NOV 26 1934 MAILS AND FILES
INTERIOR DEPT. RECEIVED DEC 1 1934 Branch of Plans & National Parks

Dear Mr. Peterson:

I was greatly pleased with your letter of November 7th, and that you and Mr. Demaray are interested and appreciative of what it would mean to vanishing America to have a little quarter of Portsmouth so restored that any American could walk about its tiny streets and find himself back in pre revolutionary days.

On getting your letter I telegraphed to the photographer to send me several sets of photographs and maps of Portsmouth. On the latter, I will mark out the district and forward to you.

I will then send copies of your letter to Mr. Marvin and Mr. Decatur who will be encouraged to get in touch with you. If it could fall under the National Park Service that would be ideal, and the only stumbling-block I see, is the one I first mentioned, of taking the little quarter by condemnation before local real estate sharks get excited.

I do not know how I, myself, could be related to the movement but I want to do anything I can.

Very truly yours,

John Mead Howells

JMH:R

PS. The only document I know of, on the now disappeared Colonial State House, is a very poor drawing in a publication, but it cannot to my mind be correct. If you will get out a copy of my "Lost Examples of Colonial Architecture" which William Helburn, Inc. published in 1931 you will see certain other examples of Colonial work that has disappeared, in the following plates: # 5-11-24-101-102-103-104-106-118-178-211-215-217-224-242 and 244 all in Portsmouth

Enc. 4 - Maps
2 sets 7 6 photos each
Nos. 7, 8, of each set will follow next week.
1 more copy of Report on Project.

J.M.H.

INTERIOR DEPT. RECEIVED NOV 19 1934 Branch of Plans & Design National Parks

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

NATIONAL PARK SERVICE
RECEIVED
NOV 20 1934
MAILS AND FILES

November 20, 1934.

Mr. John Mead Howells,
156 East 46th Street,
New York, New York.

My dear Mr. Howells:

Thank you for your kind letter of November 15 concerning the suggested restoration for the old quarter of Portsmouth. I am sending the extra copies of the maps and photographs around where they can be reviewed by members of the staff. The project proposed by you has already been the subject of a memorandum to the Secretary.

Sincerely yours,

Charles E. Peterson,
Deputy Chief Architect.

cc The Director.

CEP:RS

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FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

WASHINGTON, D.C.

November 21, 1934.

MEMORANDUM to the Administrator:

With reference to Mr. Burlew's memorandum, attached, I am submitting a summary of the study made by this Division relative to the restoration of Portsmouth, New Hampshire.

This is undoubtedly a worthy project and one which should be undertaken by some agency or group of agencies in the Government. As a housing project, there are too many diverse and unrelated elements for it to qualify in this Division.

It seems highly questionable that the project could be set up on a self-liquidating basis. The land cost is excessive, running over $.50 per square foot. The housing density assuming an average house size of six rooms is so low, 42 rooms per acre, as to make that land price increasedly high. The proposed income from tourist trade is,to say the least, optimistic.

The dislocation of 200 families (if all the houses to be remodeled are tenanted) in a town of the size of Portsmouth (14,500, U. S. Census, 1930) is a very serious matter and one for which conscious provision would have to be made. Knowing nothing of the town, I should still venture to guess that is this project were undertaken in its entirety at one time there would not be sufficient vacancies in the whole town to absorb dispossessed tenants from this area.

The housing itself could not conceivably be put on a paying basis. It would therefore have to be subsidized to large extent by revenues accruing from admission tickets and other concession sources which are unpredictable.

These observations are in no sense intended to reflect on the merits or great desirability of this project but merely to show that it could not be considered for financing by the Housing Division. Mayor Robert Marvin of Portsmouth was so informed by the Housing Division last spring and it was suggested that the Federal Housing Administration might undertake the work. The Federal Housing Administration, as a purely business organization, would not, I believe, consider the work.

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It should, to my mind, be regarded as a national monument the work to be undertaken by some agency such as the National Park Service, the financing possibly to be a Public Works loan. The Housing Division might act in an advisory capacity with respect to the housing set up, the temporary re-housing of present residents, and other related matters.

Horatio B Hackett

HORATIO B. HACKETT
Director of Housing

Attachment

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON

November 23, 1934.

File

MEMORANDUM for Mr. Demaray.

Please note Director Hackett's comments on your proposal for the restoration at Portsmouth, New Hampshire.

E. K. BURLEW
Administrative Assistant.

Attachment

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE NATIONAL PARKS, BUILDINGS
AND RESERVATIONS

3-25-35

Charleston
HCB

Dr. Gray and the files,

Last summer I think you visited Portsmouth, N. H., and made a memorandum report on what you thought of the historic background, &c.

John Mead Howells, architect, of New York, has a summer home there, as well as a beautiful winter home in the old historic part of Charleston, S. C. I consider him an authority on both Portsmouth and Charleston. He gave me the attachedfor our files, on Portsmouth, and is giving me furtherinformation on Charleston. He is a present member of the National Fine Arts Commission.

A B C

Charleston S.C.

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Mr. Cammerer
Mr Demaray
Dr Boyd
Mr Albright
Mr Lee
NPC
file

JOHN MEAD HOWELLS
ARCHITECT
156 EAST 46TH STREET NEW YORK
CHICAGO: TRIBUNE TOWER TRIBUNE SQUARE HOWELLS AND ALBERTSON :SEATTLE

NATIONAL PARK SERVICE
RECEIVED
APR 8 - 1935
DIRECTOR

April 4th,1935.

Arno B. Cammerer, Esq.,
Director National Park Service,
Department of the Interior,
Washington, D.C.

Dear Mr. Cammerer:

I want to add a personal word to Stephen Decatur's report on the pre-revolutionary quarter of Portsmouth, near which town my summer home has been for many years. Stephen Decatur, by the way, is the grand nephew of the old Commodore.

This is a little quarter of this old town isolated on the harbor mouth, untouched by change.

Many of our Atlantic board cities still have fine old Colonial houses, or even groups, but in this old quarter alone, as I believe, it is still possible to see whole tiny streets unaltered since pre-revolutionary days. At several points ,it is possible to stand and look down a little street sidewalkless and crooked,to the water and see it now as you would have seen it if you stood in shoebuckles and cocked hat in 1776.

Though Portsmouth itself has never suffered from prosperity, this little quarter was preserved by its abandonment to fisherman and other humble folk long ago. The quarter is so small and so complete that it could be restored without too much difficulty, and be made, I think a picture lesson for all Americans, and a historic gift to the whole country.

Yours very truly,

John Mead Howells

JMH:R

file Portsmouth

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TEL. CHARLESTON 3695

JOHN MEAD HOWELLS

106 TRADD STREET · CHARLESTON, S. C.

April 6. 1935

Dear Mr Cameron:

It was quite as much a pleasure to Mrs Howells & me - to have Mr Cameron and Yourself at our home — as it could have been to You. and your appreciation of the old town make it a double pleasure

I put in your hands. a set of photos. of Portsmouth New Hampshire little Streets & groups in the old Quarter.

I now enclose a formal note of Endorsement of that Project from me.

And I enclose one more photograph which I think was omitted from

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those I handed you.

So: to keep the Portsmouth Project
seperate from the Charleston Project

I am concerning this letter only with
the Fish.

I think you will find that Stephen
Decatur - or Bob Marvin (our Navy
mayor of Portsmouth) left the
whole matter also. somewhere in
your Dept.

I shd. sincerely like to see this
Portsmouth Project started

Yours ever

John Lord Howells.

more in a day or so. about Charleston

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

Herbert T. Gardner House

small

Courtesy, Volunteer Housing

Portsmouth, New Hampshire -

Rehabilitation Project

Small cut # 3

Arthur Cammerer

from Volunteer Housing - Oct '35

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KINGSBURY STUDIO,
Photographs of Quality,
PORTSMOUTH, N. H.

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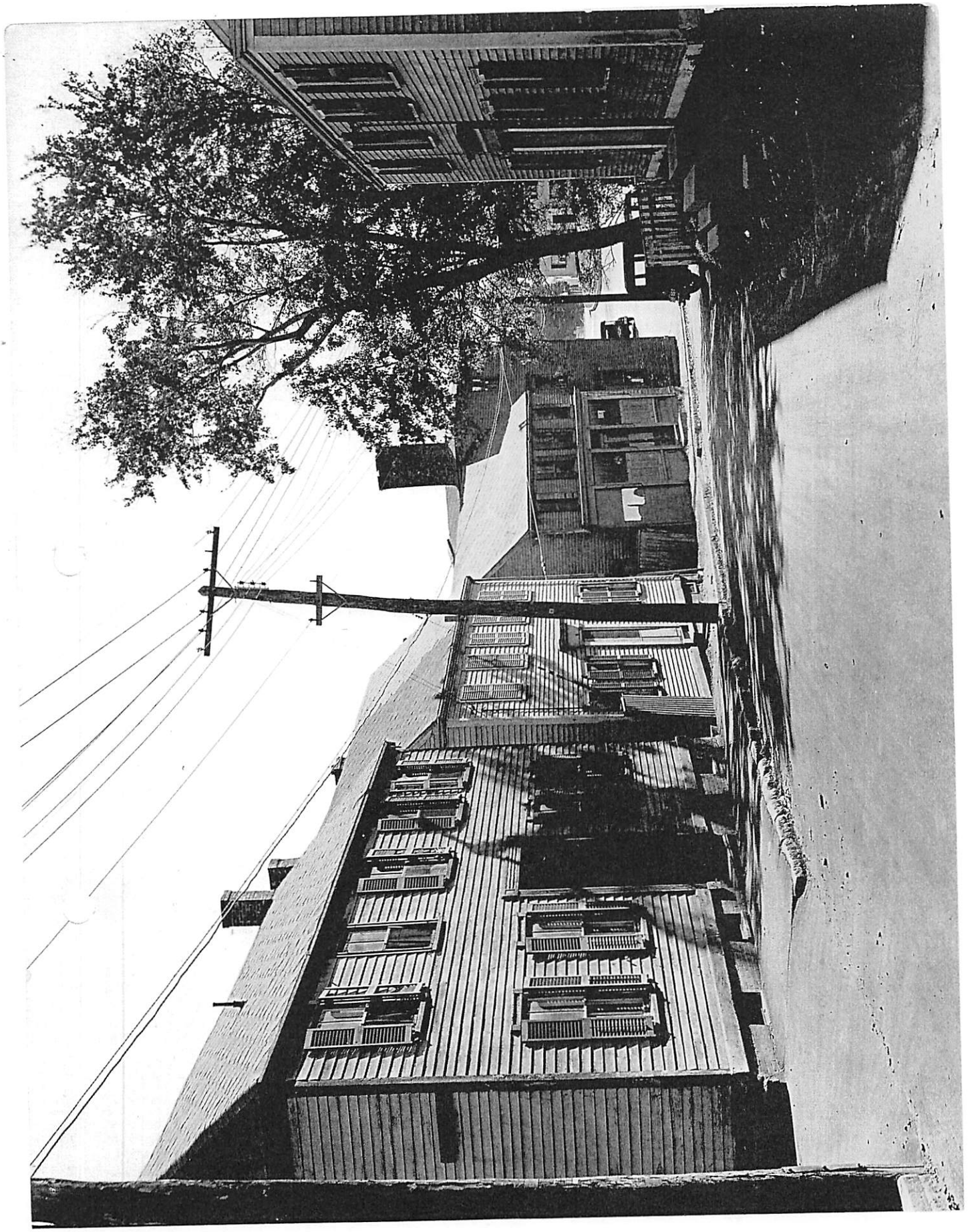

THE KINGSBURY STUDIO,
Photographs of Quality,
PORTSMOUTH, N. H

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THE KINGSBURY STUDIO,
Photographs of Quality,
PORTSMOUTH, N. H.

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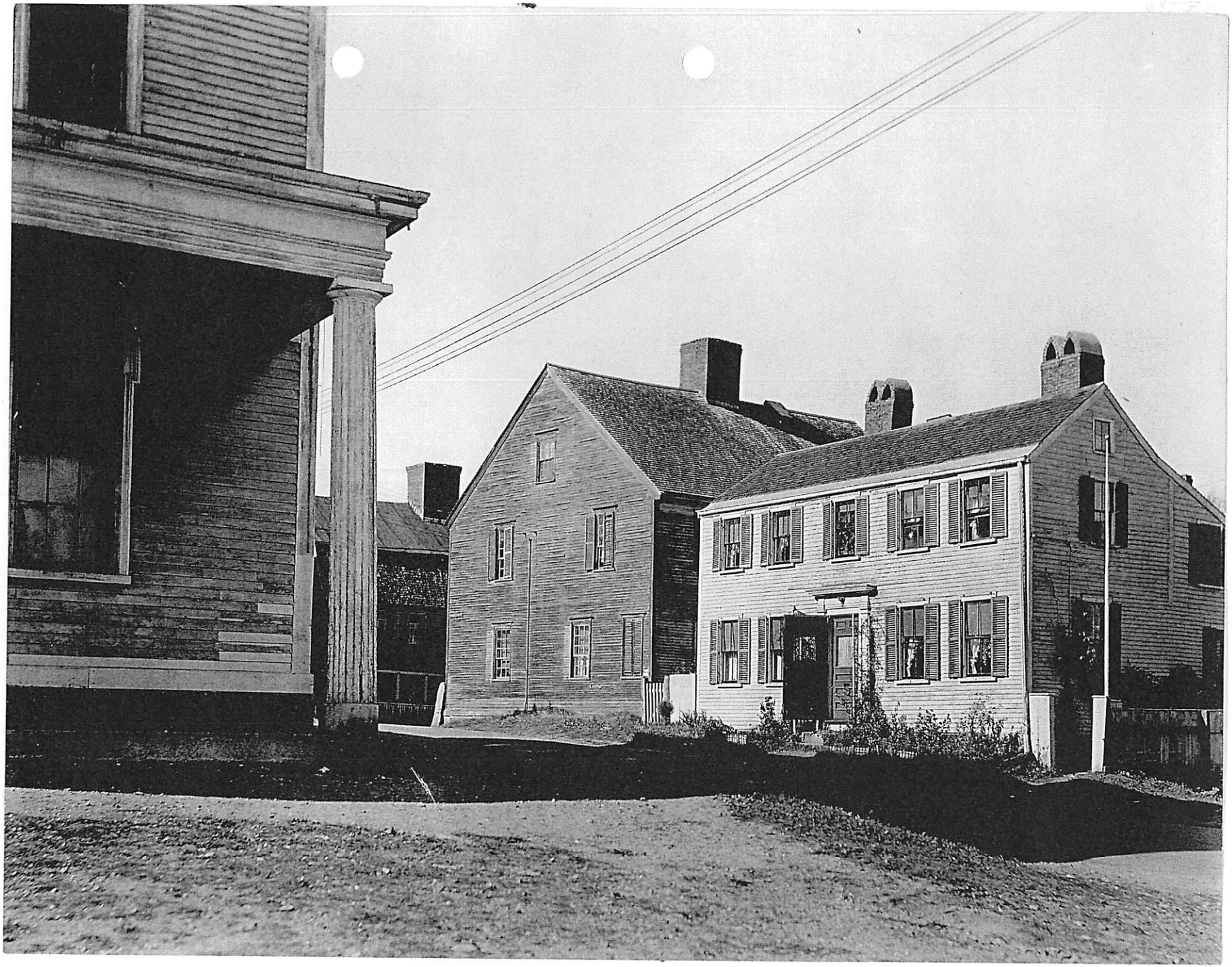

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H. 96. K

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Kingsbury Reg. H.39

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Arlington Garden Ho.

H-43

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Frontwork Gardner 140

4.45

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Brentwood Gardens H°

H. 40

MM2879 g
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DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

Mr Cammerer

Here is lots of material on the Portsmouth, New Hampshire Project. See particularly Col Hackett's memo of Nov 21, 1934 attached

Demaray

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE NATIONAL PARKS, BUILDINGS
AND RESERVATIONS

0-36
Potomac

4-8-35

Memorandum for Mr. Demaray,

I have glanced through the attached exhibits, which are very interesting. You yourself have visited the area, I understand, so with your knowledge and this information we have plenty of material available for future consideration. What Mr. Howells is furnishing is just material, and his readiness tobe of help. He has a summer home there, and doubtless could work up considerable local sentiment in favor of the project when the time comes. Let's keep it in mind, and the data ready for future consideration.

APN

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NATIONAL PARK SERVICE
RECEIVED
JAN 13 1937
MAILS AND FILES

Portsmouth, N. H.
January 9, 1937.

Mr. Lee

Department of the Interior
Washington, D. C.

Att: National Park Service

Dear Sirs:

In the New Hampshire State Senate a Bill was introduced April 18, 1933 to study the problem of a State Park at Portsmouth, New Hampshire. The report of the Commission was submitted to U. S. Senator H. Styles Bridges then Governor of our State, early in March, 1935. On September 1, 1935 I loaned to Mr. Donald Corley, Architectural Research Advisor, a group of plans, photographs and assessed valuations of an area greater than that necessary to establish a state and national park.

Under date of January 16, 1936, from Administrator Hopkins' Office in Washington, I received a communication from Mr. Corley as follows: "I would greatly appreciate it if you would be so kind as to let me retain the photographs, and plans that you loaned me. I still hope that we can find some way to develop the old section of Portsmouth and restore at least a portion of it."

The development to which we refer is in the immediate vicinity of the Liberty Pole, a shrine that certainly needs attention. Its restoration would weld a worth-while "link in the chain of historical shrines telling of the development of American History".

Under separate cover I am forwarding a booklet published in 1932. On pages 4, 5, 37 and 38 can be found a portion of the history closely associated with this shrine. I would indeed welcome, after your careful consideration and study of this development, any suggestion you might offer.

Most sincerely,

Arthur I. Hammond.
39 Aldrich Court
Portsmouth N. H.

NATIONAL PARK SERVICE
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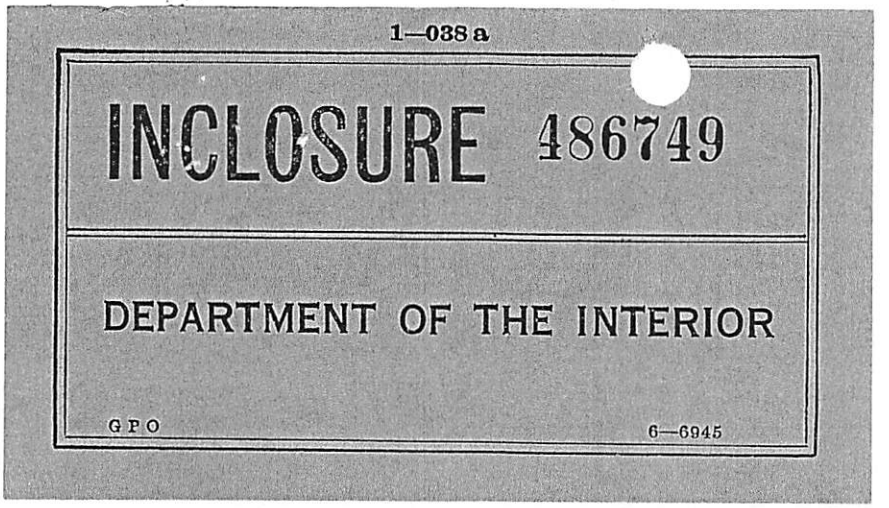

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Praises on Tombs in the Old North Burial Ground Where Sleep

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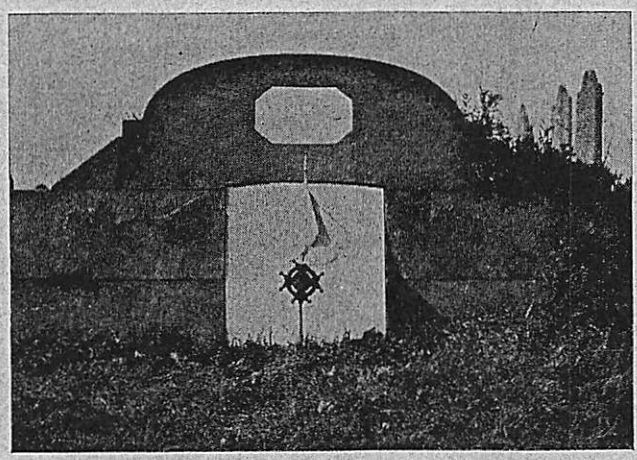

PATRIOTS OF THE REVOLUTION

It matters not what shore you're from,
If a daughter, or a native son,
It was for you as well as me
That deeds like these were done.

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PRAISES ON TOMBS

EULOGIES, EPITAPHS, INSCRIPTIONS

AND

HISTORICAL FACTS

OF

AMERICA'S STRUGGLE

FOR

INDEPENDENCE

BY

ARTHUR I. HARRIMAN

1932

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TO THE READER:

While the writer is conscious of a degree of sharpness in the following, I beg you to weigh this attempt in the spirit with which it was intended. Far be it from my thoughts to offend the reader in the slighest. History was not based on the most pleasing conditions, and as there must be some unpleasantness connected with history, I will endeavor to touch only on historical facts and the accomplishments of the worthy heroes of the Revolution, who saw their duty, met it unfalteringly with fortitude and in unison. Let our admiration place in our memory, if nothing more, that laurel wreath of glory which to them is justly due.

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Near the bank of the beautiful Piscataqua, whose green sloping shores and ever-changing landscape, with its background of stately elms, oaks, maples, pines, and the granite hills of old New Hampshire, were reared these frugal, hardy, industrious Yankees; here they enjoyed 'midst sunshine and shadows their happiest hours. Here they were called upon to resent the persecutions and wrongs unjustly bestowed upon them; with courage and decision of character they met these obstacles; faithfully they served, giving to the future generations the best from their lives for the good of others. After peace was restored these martyrs returned to their beloved shore to enjoy the contentment they justly earned. Now they sleep near an arm of the Piscataqua they loved so well; here on a green sloping shore, where the multi-colored sunset casts its lingering rays at close of day rests a group of worthy patriots who wrought our destiny.

In compiling the following events, we have gleaned from manuscripts and diaries through the courtesy of the Portsmouth Historical Society and Portsmouth Athenæum; also history, traditions and publications of that period. While in some instances you'll observe one reference, other events none, yet they have been verified several times. For instance, on page five references 10 and 11, referring to Adams' Annals of 1825, page 248; Brewster's Rambles, Series 1, 1859, page 217; Barstow's History of New Hampshire, page 231; and numerous other publications, including the *New Hampshire Gazette*, December 16, 1774, and the *New Hampshire Gazette*, August 22, 1775, in which appears the following:

General Sullivan's Answer To the Honorable the Committee of Safety for the County of Hillsboro:—

It gives me great Pleasure to find that so respectable a Number of the worthy Sons of Freedom, in the Colony to which I belong, have so (PUBLICKLY) given their Approbation of my Conduct in *assisting* to secure the *war-like Stores* at Fort William and Mary, and thereby preventing those Evils which must have resulted from our Enemies having the Possession of them.

Your most obedient Servant,
JOHN SULLIVAN.

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BY ARTHUR I. HARRIMAN, PORTSMOUTH, N. H.

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WHEN you visit Portsmouth in New Hampshire you will look with pride on our grand old city with its colonial atmosphere, its beautiful doorways unsurpassed in any locality and just enough of what is modern to show its antique charms to their best advantage. Upon entering these portals one is greeted with the interiors of the wealth of more than a century ago, colonial furnishings, furniture and their associates, paintings, pewter and silver; to hear the interesting stories related by their occupants, perchance their ancestors. Here also history was welded by the forge of time to enhance the beauties of these environments, yet to everyone of us belongs the outstanding jewel of them all, surpassing in brilliancy the crown jewels of royalty :—Liberty,—that heritage deeded to us by this noble race of patriots.

To the heroes of the Revolution wherever they may sleep, to them as well as to those herein mentioned we dedicate the following :

May we pause for a few brief moments to live in the past

with those who by their deeds and sacrifices helped to lay the keel of our Ship of State and navigate her through the sea of trouble, tyranny and turmoil, thus delivering us from oppression and laying the foundations and principles of the grandest nation on earth. Upon them who with an oath to heaven had declared "they would live free or die", the fate of this new world depended. Thousands sleep in unmarked graves near the spot where they fell, many died of pestilence and were placed within a common grave. As we pause before the silent markers where these Sons of Liberty repose we feel with gratitude the sermons they deliver to us should be passed on to coming generations. We should not suffer their deeds to sink into oblivion.

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With a full realization that I possess the ability of neither an author, poet nor writer, yet a sense of duty urges me on, some of the following data having been passed on to me by a granddaughter of the last survivor of the Revolution in Portsmouth, N. H. And with the feeling that it should not be allowed to pass on without some recognition, this tempts me to compile the following short eulogies:

As we turn back the pages of history let us visualize the boyhood of these patriots, their thirst for knowledge which so few were able to obtain, for books were a luxury which few could afford and even then a limited supply. Learning only from observation and the teachings of their elders; some followed the sea for their livelihood, others turned to the rivers, trading with the colonists and the Indians, while still another group grew up in the wilderness, assisting their parents to frame their homes from such material as mother nature had provided. Many had seen their parents fall before the tomahawk and the scalping knife of the Indians, who had already claimed hundreds of victims in this vicinity, while they themselves were taken captives to Canada, later escaping. Their lives were wrought with hardship, the flint-lock, powder horn and the bullet mould their only salvation. Thus we see a group of people, kind of heart, stern of countenance, void of fear, ever alert, with an unconquerable determination to meet any crisis. Such was the school that moulded these heroes.

(*1*) Let us in fancy pause before the abode of the Rev. Mr. Whitefield—it is Monday afternoon, the second of April, 1764. We find him in earnest conversation with Dr. Langdon and Mr. Haven, Congregational ministers. We catch these remarks: "Brethren, I cannot in conscience leave Portsmouth without acquainting you with a secret. My heart bleeds for America! Oh! poor New England! There is a deep laid plot against your civil and religious liberties, and they will be lost. Your golden days are at an end. You have nothing but trouble before you. My information comes from the best authority in Great Britain."

So with these thoughts uppermost in mind our attention is now focused on a weather-beaten shipmaster entering a humble

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dwelling. It is evening; by the flickering candle glow, which casts fantastic silhouettes adding to the sombre background, he places a document on an oaken table, the dim candle rays reflecting the troubled countenances of those assembled. We are startled by these words: (*2*)-(*3*) "Charles Townshend addressing the British Parliament on the right to tax the American colonies" said—" 'And now will these Americans, planted with our care, nourished up by our indulgence until they have grown to a degree of importance, and, protected by our arms —will they grudge to contribute their mite to relieve us from the burden we are under?' "

Col. Barre caught the words and boldly rejoins—

"*They, planted by your care!* No, your oppression planted them in America—they fled from your tyranny to a then uncultivated and inhospitable country, where they exposed themselves to almost all the hardships to which human nature is liable, and among others to the cruelties of a savage foe—the most subtle, and I will take upon me to say, the most formidable of any people upon the face of God's earth; and actuated by principles of true English liberty, they met all hardships with pleasure compared with those they suffered in their own country from the hands of those who should have been their friends.

"*They, nourished by your indulgence!* They grew from your neglect of them. As soon as you began to care about them that care was exercised in sending persons to rule them in one department and another, who were deputies of deputies to some member of this house, sent to prey upon them; men whose behavior on many occasions had caused the blood of those sons of liberty to recoil within them. Men promoted to the highest seats of justice, some of whom, to my knowledge, were glad, by going to a foreign country, to escape being brought to a bar of justice in their own.

"*They, protected by your arms!* They have nobly taken up arms in your defence, have exerted their valor amidst their constant and laborious industry for the defence of a country whose frontiers were drenched in blood, while the interior parts yielded all its little savings to your emolument. And

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believe me the same spirit of freedom which actuated that people at first will accompany them still."

(*4*) NOTE—It has ever been a source of reproach against the British that they employed the sanguinary Indians as one of their allies during the Revolution.

The document is read and reread, passed from group to group, and with that calm that had been theirs through religious difficulties, toil and hardship, for a shelter and a meagre existence, theirs was but to wait for the crisis then looming on the horizon. As a spark from the flint and steel ignites the tinder so the spark of liberty smouldered. (*5*) On the passage of the stamp tax the following year nowhere in the colonies was there a more determined spirit of resistance to the oppression of the mother country manifested then in Portsmouth. One night in the following September these determined patriots raised a triple effigy on Haymarket Square, representing Lord Bute, the father of the bill, Meserve, the stamp master, and the Devil. These effigies remained throughout the following day ; after a demonstration the following evening they were publicly burned.

(*6*) It is now November of the same year. The bells of Portsmouth and surrounding towns were tolled to denote the decease of liberty. Notice was given to the populace to attend her funeral. A coffin inscribed "Liberty, 145 years" was prepared for the funeral procession, which began from the old State House, attended with two unbraced drums. Minute guns were fired till the procession arrived at the grave. Here an oration was pronounced in honor of the deceased; but scarcely was it concluded when some remains of life having been discovered, the coffin is taken up and the inscription altered to "Liberty revived." The procession marching back to the long roll and lively beat of drums, mingling with joyous peal of church bells.

(*7*) Our next scene is in January of the following year, the stamp master's commission having arrived. Well knowing that "eternal vigilance is the price of liberty," a delegation of patriots, including Thomas Manning, George Gains and brother "Sons of Liberty," are seen in Vaughan street on

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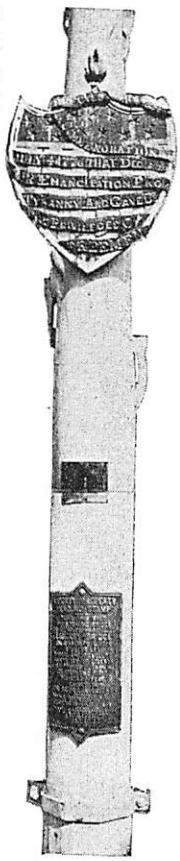
the steps of the stamp master's house. Meserve is summoned to the door, where he submits to the administration of an oath by Wyseman Clagett that he would not directly or indirectly attempt to execute the office. His commission is taken from him, the procession moves down Vaughan street, up King street; there the commission is placed on the point of a sword and hailed by the shouts of the "sons of liberty."

The procession moves to Swing bridge on Water street, where they erected a liberty standard, bearing the motto, "Liberty, Property and no Stamp." (*8*) Here the master of a ship, under oath, swears that on his arrival in England he will deliver the commission, pierced with the sword, wrapped in a flag on which was inscribed in large letters—"Liberty, Property and no Stamp." It arrived in Parliament just as a strong effort was being made to repeal the stamp tax.



In turning over the pages of history we find some omissions. (*9*) Mr. Hinton, in his English history of the United States, by some unaccountable mistake forgot to mention in any way the capture of powder and arms at Fort William and Mary, now Fort Constitution, the battles of Concord and Lexington, also the battle of Bunker Hill; contributing but three short lines on the battle of Bennington, which was the prelude to the capture of Gen. Burgoyne and proved to be the turning point of the Revolution, giving confidence to the disheartened patriots and recognition by foreign neighbors. Here British valor and veteran skill were successfully opposed by native bravery and patriotic ardor.

The tinder is fanned into flame (*10*)-(*11*) by the news that the King and council had prohibited the exportation of gunpowder and military stores to America. With ammunition so essential to their present needs, and news being received by ex-

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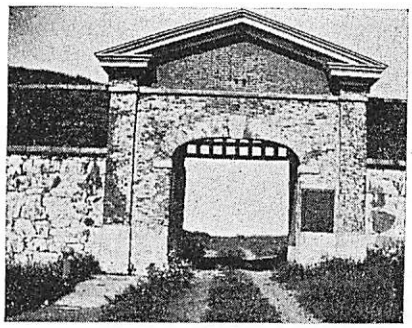
press, (Paul Revere, riding from Boston December 13, 1774,) —that two regiments were being sent to reinforce the garrison at Fort William and Mary, in New Castle, Captain Thomas Pickering, knowing that no time should be lost, called at once on his intimate friend Major, afterwards Governor, John Langdon, extending to him an invitation to take a glass of wine with Captain Cochran. "It will not do!" said Major Langdon, with his usual caution, "to take such a step under the present state of public affairs." When Captain Pickering fully disclosed to him his design, that if twenty-eight like themselves could be obtained, he would undertake to lead in the capture of the fort, Major Langdon heartily gave his assent. The company was soon made up in the most secret manner.



On the night of December 14th, by the light of the moon, which was nearing full, the gundalows were manned with this adventurous company and before midnight they landed at a place not far from the fort, unperceived by anyone. Pickering, in advance of the main body, scaled the ramparts, seized the sentinel, taking his gun and threatening death should he give an alarm. Signals of success are given—the company soon have him in charge. Captain Pickering entered the quarters of Captain Cochran before he was fairly awake, announced that the fort was captured and he was a prisoner. Cochran surrendered, gave his sword to Captain Pickering, who, handing it back, observed "that he being a gentleman should retain his side arms." Then, turning to leave, Cochran thought he had the gallant Pickering at his advantage, aimed a blow with his sword, which Pickering parried with his arm, and then without deigning to draw his own sword felled the officer with his clenched fist. Early in the morning the gun-

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powder in the magazine, amounting to ninety-seven barrels, was placed on board the gundalows, the party wading to their waists in the icy waters of the Piscataqua.

After their work was accomplished the patriots returned to Portsmouth, and so elated with their success were disposed to visit Governor Wentworth and other loyalists. But Major Langdon, Major Sullivan and others dissuaded them from their purpose. They again visited the castle and brought off fifteen cannon, some small arms and military stores. It all passed through the hands of Major Langdon and Samuel Drown, half brother of Captain Pickering. Part went to Durham Falls where Major Sullivan resided, was placed under the pulpit of the meeting house, afterwards stored in the magazine of Captain John Demeritt of Madbury, and on the 22nd of May, 1775, it was conveyed over the road to Cambridge, Mass., Captain Samuel Langdon and son of Portsmouth in

charge of six ox-cart loads of the powder. So six months after the capture of British powder at Fort William and Mary their powder was turned on the "Red Coats" with compound interest at the battle of Bunker Hill. One gundalow came from Durham with a party of twelve by order of Major Sullivan, meeting at Portsmouth Major Langdon and fellow patriots; both gundalows proceeded to the castle.

(*12*) In the *New Hampshire Gazette*, under date of December 16, 1774, we read: "We have been in confusion here for two days on account of an express from Boston informing that two regiments were coming to take possession of the fort. By the beat of the drum two hundred men immediately assembled and went to the castle in two gundalows."

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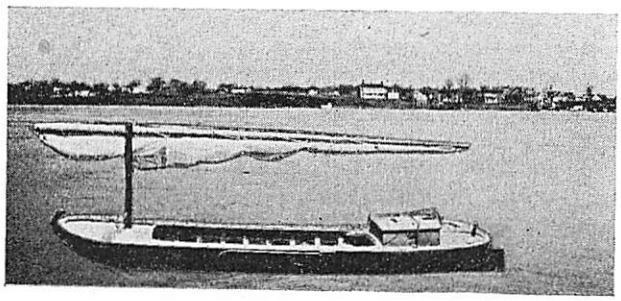
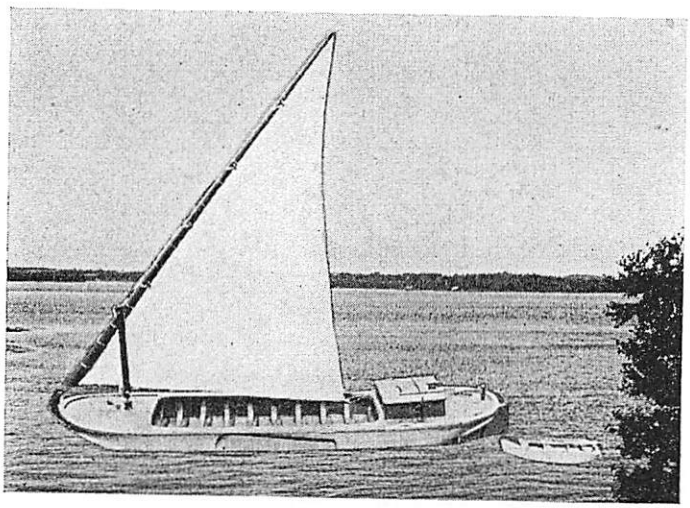
The *gundalow* was a large, sturdy, picturesque, flat-bottomed craft, with ample room for cargo, once used on the Piscataqua river and its winding tributaries, and without doubt



used in no other part of the world. With heavy hull of from thirty to sixty tons burden, short mast and "leg o' mutton" sail, any sloping shore served as a landing place for loading



and discharging cargoes. When merchandise was wanting, granite, in fact most anything, served as a cargo, the incom-

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ing tide floating them, the hardy boatmen hoisting sail, and then the jolly Yankee skipper squared her away before a spanking breeze. It is regrettable that this picture lingers in the memory of so few. Before the close of the last century the few remaining gundalows were dismasted and used for coal carriers for the up-river cities.

(*13*) We find mention of the gundalow in 1659, carrying boards and lumber from the sawmill at the foot of Islington creek. The silent monuments of their service they rendered: the early settlers' houses on the banks of the Piscataqua and its tributaries, the foundation of colonial buildings, the old flagstones where once these Revolutionary patriots trod. (*14*) And as the masts and spars for the Royal British navy were supplied chiefly from Piscataqua forests there is a reasonable excuse to believe they served as part of their cargoes. A model can be seen at the John Paul Jones house, the home of the Portsmouth Historical Society.

Events happened in rapid succession. A messenger on horseback brings news of the "battle of Concord and Lexington." They now have no doubt what course to pursue. (*15*) On the 30th of May men in arms went down to Jeffry's Point in New Castle and brought off eight cannon, twenty-four and thirty-two pounders, weighing each about 4800 pounds; also some warlike stores, bringing them to town. Here again gundalows were pressed into service, there being no connection with New Castle other than by water. Watch fires of liberty blazed from the hilltops, this being the quickest way to spread the alarm, newspapers, weeklies, and few at that, obtaining their news from messengers on horseback and incoming ships. Men from surrounding towns are gathered in groups, joined by local "minute men." There was no display of gaudy uniforms or gold lace—just plain homespun clothing with leather jerkins, while suspended from their shoulders a gunny bag, powder horn and, in few instances, a wooden canteen, and the flint-locks, which had defended their homes from the Indians in the past, were now called upon to do duty in liberty's cause. We see them marching towards Cambridge to join the Continental army. But learning that a battle was

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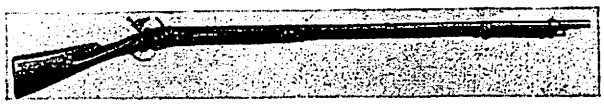
probable, they needed no orders, but grasped the opportunity to avenge the death of their countrymen.

Let us turn to the pages of history; also quote the newspapers of that period: (*16*) "The New Hampshire troops, under Stark, Dearborn and others, some at the rail-fence, marched from their native state towards Cambridge and went on the battle ground at Bunker Hill on their own impulses, not receiving orders from the commander-in-chief. (*17*) At eleven, other New Hampshire troops arrived, receiving orders but not being provided with ammunition, were quite unprepared to obey them Every man was immediately supplied with two flints, a gill of powder with fifteen balls to form their cartridges. Nearly all were destitute of cartouch boxes, employing powder horns only, scarcely any two of



their flint-locks agreeing in calibre. They were obliged to hammer the balls to the proper size to fit their pieces.

The brave New Hampshire troops, under Colonel Sargent, were also as earnest to be led against the enemy. The Americans, almost to a man, were without bayonets, powder was scarce; they were all marksmen, in fact the best in the world. They received these orders: "Reserve your fire and the enemy will be destroyed!" "Aim at the handsome coats!" "Pick off the commanders!" The same orders were reiterated by Prescott at the redoubt, and by General Stark and other veteran officers.

As the British troops advanced these provincials watched till they came to a point-blank shot distance. At that moment they poured in upon the approaching foe a most destructive volley. The British soldiery, expecting nothing but random shots from undisciplined militia, were astounded at such a deadly fire and their lines broke in confusion, some companies having not twenty soldiers fit for duty. The foe then advanced a second time with no better results.

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Generals Clinton and Howe again tried to rally their shattered troops. Both generals addressed their soldiers, calling to their minds their former wreaths of glory and the everlasting disgrace of being beaten by raw militia. The provincials were now attacked on east and west, and after beating their assailants with the butt of their guns and without powder or bayonets, they were forced to retreat. The British had between three and four thousand in the fray; they acknowledged ten hundred and forty-four killed and wounded, with a great proportion of officers. The "Patriots" had fifteen hundred in the battle, expended their powder and retreated, having one hundred and thirty-nine killed and three hundred and fourteen wounded and missing. A messenger on horseback spread the news from village to town, and as we arrive back in Portsmouth we watch its effect upon the populace.

(*18*)-(*19*) The Scarboro, a ship of war, came into the lower harbor, commanded by Captain Barclay. While in the lower harbor he seized some fishing crafts, also supplying himself with such provisions as our markets afforded. The vessels seized here were laden with provisions and sent by Captain Barclay to Boston for the King's forces. This so excited the indignation of Captain Pickering that he determined that the Scarboro's barge should never again approach our wharves. As they approached, a guard always accompanying them, Pickering, behind a pile of boards, fired a short across their bow. They, proceeding on their way, returned his fire; but so quickly did he serve them lead all but the oarsmen disappeared from sight. They plied their oars with such dexterity they were soon out of harm's way, landing below Pickering's mill. Captain Pickering finding the barge, hitched four horses to it, dragging it through town, standing in the bow assuming command. After wearing the bottom out he hauled the barge to the pound, locking it up. As he proceeded through the streets in command of this strange vehicle he was seen by his sister, who cried, "Tom, you'll be hanged for your rebellion against the king and country." The pulsation of patriotism is going steadily on.

(*20*) On October 1st, 1775, the British ship "Prince George"

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came into the lower harbor at Portsmouth in a storm. The following day Pickering, with a picked crew, boarded and took the ship, bringing her to town. The prize was very opportune, Washington's army at Cambridge being out of flour. The "Prince George" had on board 1894 barrels of flour, bound from Bristol, Eng., to Boston. About fifty barrels were kept at Portsmouth, and the remainder, at General Washington's request, sent to the army at Cambridge in ox carts.

The letters of the committee of safety and General Washington's request are on file at the New Hampshire State Secretary's office. Early in the year of 1776 the committee of safety received the Association Test, to which the greater portion of the population were eager to affix their signatures. Jonathan Warner, commissary to the crown, one whose signature failed to appear on the "Test," yet at heart a patriot, was visited by the sons of liberty, demanding the keys to his storehouse. With the sternness of an official he said, "What right have you to make such a demand? These keys are my private property. I will not give them up to anybody; but—if you break in my door what can I do?" The hint is taken and the materials of war removed. On the following day, meeting one of the patriots, he remarked: "What do you think! They broke open my storehouse last night and I should not be surprised if they do it again tonight." So for the second time the hint is taken, much to the gratification of Mr. Warner and to the satisfaction of the patriots.

Here permit me to quote from an Independence day address delivered shortly after the close of the Revolution. Within hearing of the speaker's voice were many patriots who served in the struggle for liberty.

"The mother country had proposed a plan designed to lay the foundation for the perpetual dependence and the slavery of the colonies. This plan was that the Royal governors, with one or more of their council, should form a convention to concert measures for the general defense; to erect fortifications, raise men, etc., with power to draw upon the British treasury to defray the charges, which charges should be reim-

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bursed by *taxes upon the colonies imposed by acts* of Parliament; but to concede the British government the right of taxation; to lay the colonies under the obligation of a debt to be thus liquidated; to subject themselves to the rapacity of the King's collectors.

"Four expeditions were planned against the French and Indians in Canada, unfortunate in their results for the colonists. Then the tide of success turned in favor of the English colonists, who continued, with some few exceptions, to achieve one victory after another until the whole of Canada surrendered to the *British* (?) By this early portion of our history it may be seen that these very steps which were taken by the mother country to cripple the American colonies were selfishly ordered to add to her strength. But by leaving them to bear this war almost alone, she showed them that they could not expect defense from her; she taught them the necessity of relying upon their own resources and energies; which gave them an opportunity to learn the art of war and to ascertain their own strength. While the continued test of British acts of oppression, devised to crush the colonies and to keep them in humble subjection, passed as they were in willful ignorance of the feelings and power of the colonists, awakened the spirit of the Revolution."

"On the first of July, 1776, a committee was appointed to propose a declaration to the effect of the resolution and elected by ballot on the following day. The discussions had been had, the day had arrived, the mandate had gone forth, the signatures have been affixed thereto, signatures that could but be regarded as treason and expose any man to the halter or the block. They have counted the cost and are prepared if defeat should follow, to lead the way to martyrdom without repining. None but the palsied hand of Stephen Hopkins evinces a want of firmness, while in the work of treason the way was led by John Hancock as president of Congress and by the force with which he wrote, he seems to have been determined that his name should never be erased. But in the struggle for freedom we see before us the feeble colonists, without an army, without a navy, without an established gov-

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ernment, without a revenue, without munitions of war, without fortifications, boldly stepping forth to meet the veteran armies of a proud, powerful and vindictive enemy. We see these colonies, amidst want, poverty and misfortune, supported by the pervading spirit of Liberty and guided by the good hand of Heaven."

The Declaration of Independence having been signed, the first copy which was received in New Hampshire arrives in Portsmouth. We see Sheriff Parker mount the balcony at the east end of the old state house. The venerable gentleman appears, wearing his old-fashioned coat, his sheriff's sword at his side, with the scroll in one hand, his cocked hat in the other, which he raises above his head ; silence follows. We can almost hear these words: "When in the course of human events." All eyes are riveted on the speaker; his voice rings clear and true, and may its echo reverberate on through the ages. "We hold these truths to be self evident: that all men are created equal; that they are endowed by their Creator with certain unalienable rights; that among these are life, liberty and the pursuit of happiness." On through the Declaration he reads, and with the closing words, "And for the support of this declaration, with a firm reliance on the protection of Divine Providence, we mutually pledge to each other our lives, our fortunes and our sacred honor." Sheriff Parker calls for a three times three cheer; needless to say an enthusiastic demonstration followed.

Undaunted they assumed their responsibility; to them it was as a rainbow on a stormy horizon, this document, the corner-stone of our "altar of liberty," on which they laid their faith, devotion, lives and their all. So from the shadows of oppression the structure of this our great nation began to assume form. Sheriff Parker walks back through the state house ; there on the steps at the west end of that historic old edifice he greets Thomas Manning, who asks for the privilege of placing his hand on the treasured document, then calls for three rousing cheers. We see Thomas Manning's tricornered hat ascend skywards, hearing him exclaim "Huzza for Congress street!" Thus King street sinks into oblivion,

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and has from that day kept the name "Congress" in honor of that worthy body of patriots who had held liberty's cause uppermost.

Let us change our scenes to other localities. General Washington is in flight through New Jersey; many of the patriots having no shoes leave their blood-stained footprints on the snow; the patriot army, a mere handful of ragged, disheartened fugitives. New York is in the hands of the British; an attempt is being made by them to cut New England from New York; then comes a messenger with the news of the fall of Ticonderoga.

The provincial legislature is in session, Major Langdon being speaker. Seeing the public credit exhausted and his co-patriots discouraged, he rises and says: "I have a thousand dollars in hard money; I will pledge my plate for three thousand more. I have seventy hogshead of Tobago rum, which will be sold for the most it will bring. They are at the service of the state. If we succeed in defending our firesides and homes I may be remunerated, if we do not then the property will be of no value to me. Our friend Stark, who so nobly maintained the honor of our state at Bunker Hill, may safely be entrusted with the honor of the enterprise, and we will check the progress of Burgoyne." It is a well known fact that from this noble offer sprang this gallant little army of Stark's that covered itself with glory at the battle of Bennington. Major Langdon, as a volunteer, joined in this expedition, serving at Bennington and at the capture of General Burgoyne.

John Stark when a lad was captured by the Indians and taken to Canada, being compelled to run the gauntlet. His demeanor in the face of death so won the admiration of the Indians that they christened him young chief, dressing him in the height of Indian fashion. Later he escaped, joining the Rangers, and during the French and Indian war rendered efficient service. We have already referred to him at the Battle of Bunker Hill; his exploits on other fields during the Revolution would fill volumes, and in the campaign of 1776 he proceeded from Canada through New York; and was in com-

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mand of the right wing at the battle of Trenton; also at Princeton. Being overlooked in a promotion of officers in the spring of 1777, he retired from the service of the confederation to his farm.

General Burgoyne issued these orders to Colonel Baume: "To proceed to the New Hampshire Grant, cross the mountains, scour the country, with Peters' corps (Tories) and the Indians from Rockingham to Otter Creek, to get horses, carriages and cattle, and mount Raidesel's dragoons; to go down the Connecticut river as far as Brattleboro and return by the great road to Albany. All officers, civil and military, to be made prisoners; to bring all horses fit to mount, etc." These orders fell into the hands of John Stark, who took the field by order of the New Hampshire Assembly, on condition that he should not be obliged to serve under any commanding officer. With his troops he marched towards the northwestern frontier. When congress heard of this a few days before the Battle of Bennington they passed this resolve: That the movements of General Stark were "destructive of military subordination and prejudicial to the common cause." By accident the same congress heard of his victory and immediately passed a vote of thanks to him, also promoting him to the rank of brigadier general. Recruiting a new force he assisted in the capture of General Burgoyne. General Stark continued in the Continental army until the Revolutionary conflict was over.

(*21*) The Americans were gratified early in 1777 by the arrival at Portsmouth, New Hampshire, of eleven thousand stand of arms and three thousand barrels of gunpowder from France.

As from the Piscataqua forests came masts and spars for the British Royal Navy, so also from the same locality came hull, masts and spars for many ships of our Continental Navy and privateers. Thus from the same forests came many of their crews. No modern machinery ever worked with greater precision then did these sturdy Yankees; as soon as one ship slid from off the ways into the Piscataqua the keel of another was laid. Some felled the trees, others hewed them into

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shape with broad-axe and adz; while still another group shaped the hulls, and we see the Continental warship "Ranger" taking form.

When lo! a man of striking appearance is before us, whose fame is indelibly written on the pages of time. It is none other than Captain John Paul Jones watching its completion and recruiting his crew to its full complement with able seamen, all native Americans. On November 1, 1777, the "Ranger" sailed with dispatches and news of the surrender of General Burgoyne with over six thousand British troops, over five thousand stand of arms, and supplies. Captain Jones, who received his commission to command the "Ranger" the day the National flag was adopted by Congress, said: "That flag and I are twins; we cannot be parted in life or in death; so long as we can float we shall float together; if we must sink we shall go down as one." As down the Piscataqua river she sailed, the flag of freedom floating from her mast-head, beneath a sky of blue, it sent a thrill of patriotic pride, loyalty and respect, coursing through the veins of those as firm in freedom's cause as the granite hills of old New Hampshire.

On her way across the broad Atlantic she captured two brigantines, arriving near Nantes, France, December 2, 1777; refitting, sailed from Nantes February 13, 1778, and on the following day, in the bay of Quiberon, France, the Stars and Stripes received in the fullest manner the first salute by any foreign power. With the thirteen stars and thirteen bars to the breeze our flag received the salute of the French admiral, gun for gun. Later Captain Jones, speaking of his command, said: "The best and the fastest ship with the finest crew he had ever seen." The "Ranger" was built and launched from Langdon's Island, now Badger's Island. From num-

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erous other ship-yards along the Piscataqua, privateers were on the ways or fitting for sea, as well as in many other harbors along the Atlantic seaboard.

(*22*) A multitude of privateers sprang into existence ; these vessels were commanded by high-spirited men, who were wonderfully successful : for three years they had taken double the number of their own guns from the enemy. In 1777 alone they captured four hundred and twenty-one British vessels. These "Hornets of the Sea" captured no less than twelve hundred and seventy-nine British ships, not including those taken by public vessels during the Revolution. To be sure many privateersmen were captured, but upon release immediately returned to liberty's cause.

(*23*) The British Frigate "Mumford," having captured a privateer called the "Warren," manned her with a crew, raiding along the New England coast. On the 25th of December, 1777, she was run aground at Little Harbor. The next day Captain Pickering, never wanting for followers for such an undertaking, boarded her, taking fifty officers and men prisoners, with a goodly supply of provisions and arms, landing them at Portsmouth. Later in command of the "Hampden," a ship of twenty guns, Captain Thomas Pickering was killed in a severe engagement with a heavy Britisher called the "East Indianman, of thirty guns, at Annapolis, Nova Scotia, in March, 1779. As the "Hampden," commanded by Captain Mead, sailed up the Piscataqua, with flag half-mast high, minute guns were fired. All Portsmouth was in mourning for her illustrious son, Thomas Pickering, whose father had been cut to pieces by the Indians. As a boy he was an apt pupil. When the struggle for liberty began he was scarcely thirty years of age. He never wanted for followers in any undertaking. In him the community had implicit confidence ; intrepid and daring, he would never overlook an insult or bow to oppression. Gallantly he fought and passed on beneath the thirteen stars and stripes, our flag, then nearing the second year of its age.

Kindly do not infer that the Revolution was won by Portsmouth heroes ; they did their duty and did it well, as did

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thousands of others. So remember as you journey along the smooth highways of today, there was then a trackless wilderness through which these noble patriots marched, infested with British, Indians, Tories and Hessians, the most formidable of them all the Indians, all paid allies of the King in his endeavor to pound into submission this handful of determined patriots upon whom our all depended. To them our respect is due. The principle they fought for it is well to bear in mind, and from that principle we have and will continue to draw compound interest as we journey through life.

These patriots have passed on, the tongue of the "Liberty Bell" is stilled. Cannot we for a few moments pause at these sacred spots where these noble heroes repose? Without doubt we will leave with a friendlier feeling towards ourselves and to our fellow-man. Much to the writer's regret it will be impossible to enumerate the services of these Revolutionary heroes; volumes could not contain their deeds of valor, but I will endeavor to outline a few authentic sketches and reminiscences, and will vouch for the following inscriptions and epitaphs which are within the Old North Burial Ground. May I beg the liberty to add one who was not a Revolutionary patriot. We find two brothers sleeping side by side: Samuel Hill, a merchant of wealth, rich in these worldly goods; James Hill, a Revolutionary soldier, poor of purse, but rich in loyalty and the fire of patriotism, beloved and esteemed by all. The erection of Samuel Hill's memorial came first—

Inscribed thereon the following:

Samuel Hill, Esquire, Merchant.

Who was distinguished in early life for his industry and close application to business, and who always sustained the reputation of the strictest honesty and punctuality. These habits early commenced and uniformly followed, with discretion in the management of his affairs, terminated in the acquisition of a large estate. After having acquired what he himself said was a sufficiency of wealth, he quitted the active *persuits* of

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commerce and attended chiefly to agricultural improvements. In the doctrines of the gospel his faith was firm and lively, and his virtues were operative in all the duties of life. Of that charity which vaunteth not itself and which never faileth, of that simplicity so seldom combined with maturity of understanding; of that sympathy that fulfills the gospel precept. To weep with them that weep, and to rejoice with them that rejoice: he exhibited a striking example, his religion was not a barren speculation, but an operating sentiment. Sacred is the memory of the just and hallowed the place where the ashes of the good man repose.

He was born February 12th, 1745.
He died March 19th, 1812.

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James Hill's head-stone, but a few inches from his brother's, with an epitaph short and to the point, but a sermon worthy of more than passing notice :

In
Memory of
James Hill
who died
Decr. 29, 1811.
AEt 58

☞**Praises on Tombs are Titles vainly spent.**
Man's good name is his best Monument.

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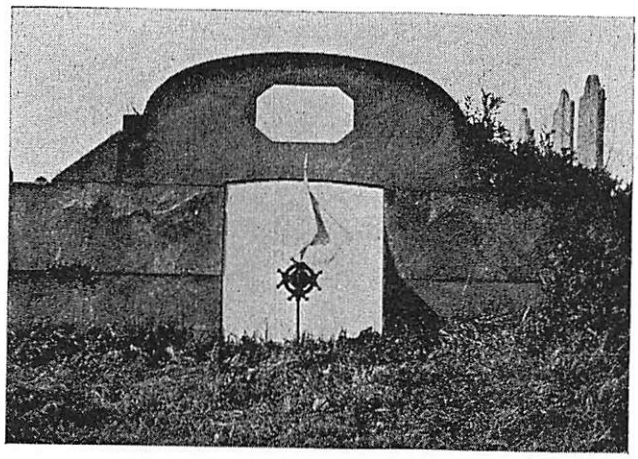

Here sleeps the first president of the United States senate, Hon. John Langdon, who declared the vote of the nation which elected General George Washington as president and John Adams as vice president of the United States and administered to them their oath of office. John Langdon, in after years, Governor John Langdon, was a firm believer in the "Divine right of Liberty in man." The influence of his example was more powerful than the tongue of eloquence. His deserved popularity arose from his devotion to the interests of his country, sacrificing his property and endangering his life in the cause of liberty.

Born 1739. Died September 18, 1819.

SACRED
TO THE MEMORY OF
CAPT. NATHANIEL KENNARD,
WHO DEPARTED THIS LIFE
JAN. 24, 1823,
AGED 68.

Imbued with the spirit of liberty and resenting the persecutions to which the colonies had been subjected, after serving a year in the Continental Army, in November, 1776, he

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enlisted on the privateer "Dalton," sailing from the Piscataqua November 26, 1776; a month later he was captured by the British war ship "Reasonable" and taken to Mill Prison in England, remaining until March 15, 1779, over two and a quarter years; then sent to Nantes, France, in cartel. He again enlisted April 14, 1779, for one year in the Continental Navy, on the "Bon Homme Richard," Captain John Paul Jones. And on September 23, 1779, they captured the British ship "Seraphis." This action was fought within sight of the British shore. Never before had a British ship been beaten by such an inferior force. Later Mr. Kennard was put on board a prize, which in turn was captured by the British. Again he was carried to Hull, transported to Spithead, put on board the man-o-war "Unicon" and compelled to do duty until he escaped to the island of Jamaica. Returning to Kittery, he enlisted on the privateer "Venus." She was captured June 1, 1781, and again he was committed to Mill Prison. At the close of the Revolution he lived in Portsmouth, following the sea as a ship master until 1808, when he was commissioned to the revenue cutter service, promoted to captain November 5, 1812, and served throughout the second war with Great Britain.

THOMAS HARVEY,
A WORTHY
SOLDIER OF THE
REVOLUTION,
DIED
JAN. 18, 1837,
AGED, 84 YEARS.

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Sergeant Thomas Harvey enlisted in the Continental Army February 17, 1776, being discharged in June, 1783, at Newburg, N. Y. At the battle of Brandywine, when General Lafayette was wounded, Mr. Harvey bore him from off the battlefield on his back to a place of safety. The following story was related to me by an eye witness and participant in the celebration tendered General Lafayette September 21, 1824.

As one enters Portsmouth over the Lafayette road, named in honor of General Lafayette, through Middle street, on both sides of the then new and narrow highway, the school children stood. As General Lafayette and his party arrived at the point where now stands the Masonic Home they joined the procession and as was the custom of the times they sang while they marched to the old state house, which until 1836 stood in the middle of Market Square, nearly filling the space; thence to the old Franklin house. Speaking of his experiences General Lafayette said: "I was carried from off the field of Brandywine on a faithful soldier's back." Mr. Harvey had edged his way to the general's side; the hand of time had indeed been unkind to him, his bent back changing his appearance. The general failed to recognize him. Mr. Harvey asked "Who was the man?" The general replied, "A man Thomas Harvey." "I am that man!" But as years rolled by some had forgotten the service he rendered to his country and to them.

(*25*) He sat on the steps of Mr. T.'s establishment as a headstone for a departed hero was being transferred to the cemetery. From his head came his dilapidated tri-cornered hat; tears came into the grand old hero's eyes. Mr. T. asked, "What seems to be the trouble, Thomas?" Mr. Harvey replied, "I suppose when I have passed on no one will think enough of me to place a headstone over my head." "Let that subject rest easy in your mind, Thomas! Should there not be one over your head at the close of a year, I will surely place one there." Mr. T. fulfilled his promise. This incident perhaps is worthy of mention. Mr. T., "Thomas, you were a long while in the Continental Army." Mr. H.,

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"Seven years, sir." "And in that seven years how many red-coats do you suppose you killed?" "I can't say that I killed any, sir; I have drawn bead over 'Uncle Sam'l, as he called his old flint-lock, at many of those handsome coats and it seldom misfired." While he would never admit that he killed any of the foe, and being an excellent marksman with a long service in the Continental Army to his credit, the opinion was many times expressed by Mr. Samuel Treat "that at least he must have done some little damage."

MR. AMMI R. HALL
DEPARTED THIS LIFE
JUNE 9, 1833.
Ætat. 75.

He was a Patriot of the Revolution.
And through a long life was characterized
For Uncorruptible integrity.

One of those who served at the battle of Bunker Hill.

IN
MEMORY OF
AMMI R. CUTTER
DIED DEC. 8, 1820,
AGED 85.

As surgeon he served with a regiment raised in this province to oppose the French and Indians, who were then threatening the northern settlements. He continued with his regiment after it was ordered to Cape Breton and served also at the second capture of Louisburg in 1758. Dr. Cutter in 1777 accepted charge of the medical department of the Northern Continental Army, remaining in charge until the surrender of General Burgoyne, returning to practice in Portsmouth.

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Through the yellow fever epidemic he unfalteringly ministered to the sufferers of that dread disease. (*26*) Before the Revolution Dr. Cutter, as family physician to Governor John and Lady Wentworth, usually accompanied them when they sojourned at their summer estate, the Governor's Farm, near Wolfeboro, N. H., his estate comprising in the neighborhood of thirty-eight hundred acres. A journey before the Revolution over fifty miles of rough, winding roads, fording streams, through what might be termed a wildnerness, was indeed no small undertaking, a goodly portion of the party being on foot. Dr. Cutter was always in readiness should any disaster occur on the way. The Governor's mansion, a house of large proportions, was situated about a hundred rods from the shore of Smith's pond, just east of Lake Winnepesaukee. It has been said that Lady Wentworth while at the farm was occasionally headstrong, and one evening attended a husking bee without the Governor's consent. She was highly incensed to find the door barred on her return. The governor hearing her threaten that she would jump into the lake, rushed from his chamber in a fright to her rescue. She was out of sight when the door opened; down the path he dashed madly to the water's edge, while she, standing close to the side of the door, quickly stepped in, barring it, and leaving the last Royal Governor of this province standing thinly clad out in the night to get in as best he might.

PRINCE WHIPPLE, CONT'L TROOPS, REV. WAR.

(*27-28*) He was brought in one of the dark cargoes from the coast of Africa prior to 1766, and retained in slavery. When Brigadier-General Whipple was ordered to the northwestern frontier to stop the progress of the enemy, Prince, his slave, accompanied him, and for some unknown reason his accustomed smile was missing; he appeared ill-humored. General Whipple, puzzled at his unusual demeanor, upbraided

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him for his misconduct. Prince, with head bowed, replied: "Master, you are going to fight for your liberty, but I have none to fight for." This was indeed food for thought for General Whipple, one of the signers of the Declaration of Independence. "Prince," he said, "do your duty, behave like a man, and from this hour you shall be free!" Prince needed no other incentive, serving throughout the campaign with honor, which ended with the surrender of General Burgoyne. In after years public functions were incomplete without him. He was held in high esteem by the whites as well as his own people. He passed on November 18, 1796.

IN
MEMORY OF
MR. RICHARD BILLINGS,
WHO DIED
DEC.r 19th, 1808,
AGED 75.

(*29*) A soldier of the Revolution and clerk to John Hancock. His old master, whenever he visited Portsmouth, always honored him with a call. In after years he conducted a general store on Congress street, where Congress block now stands, near its westerly end; his stock in trade ranging from chalk to spinning wheels, tea, Dutch and Spanish pipes from the length of one's finger to the length of one's arm, brass cooking utensils; but nothing was more attractive than his pewter ware, shining great platters as bright as new silver dollars. He had behind the back shelves a few blue kegs, which sometimes gave men the blues. Mr. Billings, always pleasant and affable, with an abundance of pleasing remarks, blended into the setting. The diamond glass windows, his tri-cornered hat, which he most courteously removed, occasionally adjusting his long white wig, must indeed have been exceedingly pleasing.

He served on the reception committee when President Washington visited Portsmouth from October 31 to November 4, 1789, as did James Hill, Dr. Ammi R. Cutter, Jacob Walden and George Gains.

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JACOB WALDEN,
DIED
DEC. 24, 1831,
AGED 83.

Steward on the Continental warship "Ranger," and from her deck had the privilege of seeing the Stars and Stripes receive its first salute in the bay of Quiberon, France, in 1778.

SACRED
TO THE MEMORY
OF
CAPt. RICHARD SALTER,
WHO DEPARTED
THIS LIFE
MAY 2, 1812,
AGED 68 YEARS.

Captain of the privateer "Swan," a brig of four guns and twelve men, captured several vessels and he in turn was captured by the British. Captain Salter and crew were sent prisoners to Halifax, N. S.

THOMAS THOMPSON,
DIED—FEB. 22, 1809,
AGED 86.
No Stone

One of the first naval officers commissioned by the Continental Congress. His commission, dated October 10, 1776, was signed by John Hancock. Captain Thomas Thompson commanded the Continental frigate "Raleigh," which sailed

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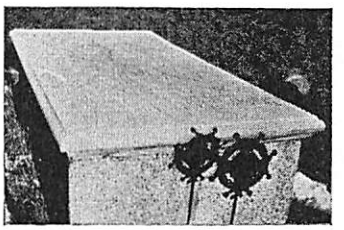
from the Piscataqua river August 12, 1777, with a crew of one hundred and fifty-two men for France, arriving the latter part of October. Military stores were loaded at La Orient, France, the "Raleigh" sailing in February, 1778, arriving at Portsmouth early in April of the same year.



Here are depoſited the remains
of the Honorable William Whipple,
who departed this Life
on the 28th day of November, 1785,
in the 55th Year of his Age.
He was often elected
and thrice attended
the Continental Congreſs
as Delegate
from the State of New Hampshire,
particularly in that memorable Year
in which
America declared itself independent
of Great Britain.
a Judge
of the ſupreme Court of Judicature.
In Him
a firm & ardent Patriotiſm
was united with
Universal benevolence
and every ſocial Virtue.

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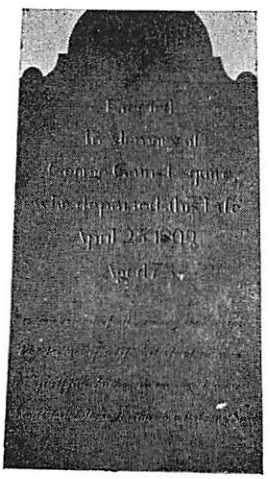
In early life he followed the sea and at twenty-one was made master of a vessel ; at twenty-nine retiring from sea. For seventeen years a merchant of Portsmouth, being elected in 1776 to the Continental Congress. William Whipple was a signer of the Declaration of Independence. He continued in Congress until 1779. Brigadier General Whipple, in 1777, was ordered to the northwestern frontier to join General Stark to aid in checking the progress of Burgoyne. After the capture of Burgoyne and over six thousand troops Brigadier General Whipple was chosen as one of the officers to guard the captured troops to Winter Hill, near Boston.



ERECTED
IN MEMORY OF
GEORGE GAINS, ESQUIRE,
WHO DEPARTED THIS LIFE
APRIL 25th, 1809,
AGED 73.

O'er these remains fond memory shall retain
The Virtues of a life not spent in vain.
The faithfull Father in an age to come
Shall teach these Virtues to a listning Son.

(*30*) He took an active part among the most patriotic of the times, participating zealously with the committee of safety, the sons of liberty, and as major at the battle of Bennington,

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also at the capture of General Burgoyne. He served thirty years as selectman of Portsmouth. A man of strong will, with a high sense of justice, honest and upright, he never abused a confidence placed in him. One of the keys of his popularity was leaving the town to fix his compensations, instead of bringing a bill, which, if ever so small, some might object to; this shows that he knew how to promote his own interests as well as to preserve public favor. During the epidemic of yellow fever in 1789, which claimed at least a hundred lives by that dread disease, Mr. Gains here again proved himself to be a hero. Without thought of self he went about ministering to the sick and dying, many of whom were his comrades in liberty's cause. He was often referred to as the "Father of Portsmouth."

MR. JOHN FERNALD,
OBT. NOV: 23d, 1792.
Æ. 50.

Thr'o all this large extended hOllow ground
Where sleep the rich, the poor, the humble & the brave
Not one more honest or more friendly e'er waſ found
Than he who ſleeps within this silent grave.

Soldier of the Revolution.

Served also at Fort Washington and Fort Sullivan in Portsmouth Harbor.

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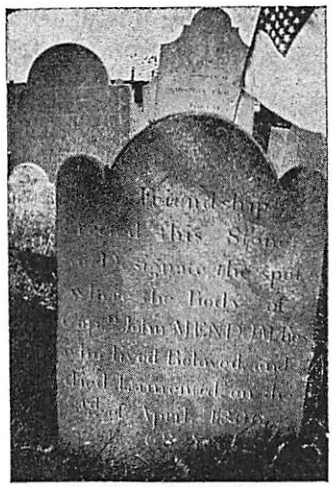
FRIENDSHIP
ERECTED THIS STONE
TO DESIGNATE THE SPOT
WHERE THE BODY OF
CAPT.n JOHN MENDUM LIES
WHO LIVED BELOVED, AND
DIED LAMENTED, ON THE
3rd OF APRIL, 1806
Æt. 68 YEARS.



Quartermaster and seaman on the Continental frigate "Raleigh." His name was on the town list of three year men in 1778. A captain in after years.

IN MEMORY OF
HALL JACKSON ESQUIRE, M. D.
WHO DEPARTED THIS LIFE
ON THE 28th OF SEPT. 1797.
Ætat. 58

To heal diſeaſe, to calm the widow's ſigh,
And wipe the tears from poverty's *ſwolen* eye;
Was thine! but ah! that skill on others ſhown,
Tho' life to them, could not preserve thy own.
Yet ſtill thou liv'ſt in many grateful breaſt
And works like thine *enthron* thee, with the bleſt.

During the Revolution he served as chief surgeon of the New Hampshire troops in the Continental Army. As a physician, successful; as a surgeon, eminent; as a friend, beloved by all. (*31*) In 1773, Dr. Jackson, having been a sufferer of small-pox, as a duty to humanity, upon his return arrangements were made for a general inoculation to guard

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against an epidemic. Small-pox parties, as they were called, were held throughout the summers until 1797 on Shapleigh's island. Those wishing to rid themselves of the fear of small-pox were withdrawn from intercourse with the world for three or four weeks and would endeavor to induce some friend to participate with them. These small-pox parties were frequently made social gatherings and as one could but once be a member of such a party it remained a novelty through life. The flower of youth and beauty congregated there; as nothing more unpleasant was experienced other than the ordinary results of vaccination, their hilarity knew no bounds. Many of the participants in after years referred to their sojourn as one of their pleasantest memories. Reminiscences of these gatherings have been pleasingly touched upon by many authors. There was no connection to New Castle other than by water prior to January 8, 1822, Shapleigh's Island being the first of the group in Portsmouth.

IN MEMORY
OF
WILLIAM MARDEN,
WHO DIED
MARCH 11, 1838,
AGED 83.

Soldier of the Revolution.

Served three years and three months in the Continental Army.

IN
MEMORY OF
SAMUEL HOLBROOK,
DIED
SEPT. 15, 1836
AGED 79.

Seaman on the Continental warship "Ranger." Served with Captain John Paul Jones and witnessed the first salute to the Stars and Stripes by any foreign power.

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MARK GREEN
A REVOLUTIONARY SOLDIER,
DIED SEPT. 18, 1851,
AGED 89.

Royal Governor Benning Wentworth was the brother of Mark Hunking Wentworth, who sponsored young Green and wished to educate him in England, but education without liberty meant naught to him. Participating in the stirring events of the time, Mr. Green later shipped on board the privateer "Swan." This vessel was fortunate in the capture of four prizes, but in turn was captured by a British man-of-war. Mr. Green was sent prisoner with the crew to Halifax, N. S., exchanged and sent in cartel to Gloucester, Mass. On reaching home he enlisted in the Continental Army, serving until the close of the war. With his regiment he witnessed the evacuation of New York by the British, being discharged December 31, 1783, by Major-General Knox, walking from New York and arriving at the Merrimac river, which, blocked by ice, in no way retarded his progress or that of his brother patriots, so eager were they to be home with friends. Sixty-eight years after the close of the Revolution he survived, he being the last resident of freedom's cause in Portsmouth. On the day of his departure his thoughts were wandering back over his early scenes with such intensity that he remarked: "Hark! I hear bells! Do you hear those guns? General Washington is reviewing his troops!" And with that loyalty and military bearing which had been his in earlier years, he sits erect, his hand raised to his head, saluting—and with that gesture of respect, he passed on to join General Washington and fellow patriots who served for US in Liberty's cause.

With flags half-staff and muffled drum,
When the sunset of life to them had come,
There laid to rest 'neath heaven's blue dome,
Their work completed and well done.

O'er those intrusted to freedom's cause,
May the Stars and Stripes forever wave,
With an oath to heaven "to live free or die,"
Their pledge,—Liberty,—to us they gave.

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Little was their realization as they felled the pines of the forests for their homes, that through their efforts villages would spring into existence. This scant population near the rivers, close to the Atlantic seaboard, where the seeds of Liberty were planted by these heroes, who drove the Indians to the forests and their other enemies across the Atlantic. They then turned to cultivate this garden of freedom. We see the Constitution ratified and the establishment of a stable government. Then from every clime beneath the sun every creed and race to America came, to share in the harvest of the fruits of their toil, and accept the privileges of the grandest nation on earth.

May we commemorate the memory of our women of Colonial times for their devotion, sacrifice and fortitude at the spinning wheel and loom, in field and in prayer, for the service they rendered to this our infant country. May the wave of their influence ripple on as an inspiration and a guiding star for all.

For a few moments may we bask in the sunshine and shadows of by-gone days, and as the mists of time roll by may we see as in the panorama of the past these historical events; also the participants, whose devotion endowed us with priceless privileges.

We see before us a determined group of patriots erecting a standard—the flag, Liberty, Property and No Stamp, is now run to the mast-head, to be followed by the Pine Tree flag, An Appeal to Heaven, and many other emblems. Then appears the Thirteen Stars and Stripes; we see these patriots on Liberty Bridge and around Liberty Pole, with heads bared and in prayer. Along this thoroughfare has passed the patriots of the Revolution and the returning heroes. (*32*) Then from the Fort at Liberty Bridge we hear a salute of thirteen guns, the Britannic Majesty acknowledging the United States of North America.

After a lapse of five years a large concourse of inhabitants is seen crossing Liberty Bridge, and as the procession moves along we notice nine yoke of oxen drawing a plow, the ship

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"Union," completely armed and manned, under easy sail, with colors flying, drawn by nine horses, a tenth horse (emblematic of Virginia) completely harnessed, led and ready to join the rest.

(*33*) "Eight states, some of them by a small majority, had given their assent to the Constitution. The *ninth* only was necessary to its ratification. At this crisis, therefore, all eyes were directed to New Hampshire, as the state upon whose decision the fate of the Constitution seemed in a great measure to depend. Its assent on the one hand would settle the question in its favor; its dissent on the other, in the divided state of public opinion, might create a popular impulse against it."

The panorama moves on and with a degree of confidence that the future held in store for them—unity, prosperity and success. We see tradesmen, whose vocations unheard of today, forced by necessity to manufacture by hand in the locality in which they lived whatever conditions demanded. With roads few and poor, the waterways their principal source of transportation, the candle their only means of light. In appreciation of our privileges may we pay a moment's tribute to them.

Then surmounting the standard the fifteen stars and fifteen stripes appear floating majestically to the breeze. Liberty Bridge is raised, permitting privateers to pass to the Piscataqua. Our flag has been insulted and many of our seamen have been impressed into British service. These hardy privateersmen and seamen of the American navy, many of whom had seen service in the Revolution, went forth to teach the vaunted mistress of the ocean that she was no longer invincible on that element. They dreaded not the foe they had once conquered. With the conflict o'er and once more victorious, what a feeling of pride must have permeated these gallant patriots of 1812 upon seeing our flag floating triumphantly o'er land and sea.

President Washington, Adams, Munroe, Polk, Pierce, Langdon, Stark, Lafayette, Louis Phillippe, Pickering and Lear, in their turn, have tarried here.

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On July 4, 1824, the original Liberty Pole on this spot was replaced by one bearing the shield, which adorns it at the present time, decorated and carved thereon the following:

ERECTED JULY 4, 1824,
IN COMMEMORATION OF
JULY 4, 1776, THAT DECLARED
OUR EMANCIPATION FROM
TYRANNY AND GAVE US
THE PRIVILEGES OF
FREEMEN.

Now out of the mist of time we see the Sons and Daughters of 1853, home ties welcome thee, your banners bespeak your "Jubilee." (Here are but four of their expressions of loyalty):

"The Spirit of '76 lingers yet."

"The Heroes of the Revolution
We venerate their memory."

"No place like home—rejoice with us."

"Welcome the present and remember the absent."

Let us not forget the boys of 1861 and 1863 who fought for Union and Liberty, and the returning comrades of 1865, on the Boys in Blue we look with pride. Then swinging into line we see the Sons and Daughters of 1873. Amongst us yet some boys of 1898 still dwell, and to us many interesting experiences tell. To the boys who sleep on foreign shores, honored be their memory forevermore; to the disabled veterans of the late war we extend our gratitude, respect and sympathy; to the veterans still in line, it is your duty as well as mine to extend to them our gratitude and appreciation.

By this sacred spot on Independence and Decoration Day the heroes of many conflicts have passed in review this way, thousands strong, and saluted their flag, and as their ranks thin and decline it befalls the coming generation to do their best and ne'er neglect the spot where these heroes rest.

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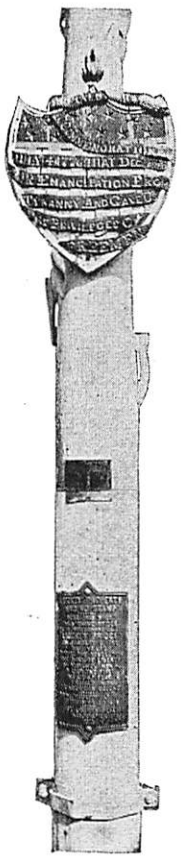
It seems befitting these surroundings should be Transformed and dedicated to Liberty.



This sacred spot, where young and old
And those to come can here unfold
The deeds of heroes who on every field
Would not to tyrants or oppression yield.
Their hands extended to the weak,
May we their glorious associations keep,
And to this generation and in years to come
Teach Loyalty and Fidelity to every son.
Beneath our flag, the emblem of the free,
May we one and all add LOYALTY.

—A. I. H., 1932.

And as the lengthening shadows of sunset fall this standard casts its reflection o'er the resting place of the Pickerings, Wentworths, Vaughans, Cutts and Lears, and many other pioneers of American enterprise. We find within this enclosure two worth-while epitaphs, which in conclusion I will quote :

"Our Life contains a thousand strings,
And dies if one be gone ;
Strange that a harp of a thousand strings,
Should keep in tune so long."

"A Wits a feather and a Chief's a Rod ;
An HONEST MAN'S the noblest work of GOD."

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REFERENCES

The History of the United States of North America, both the English and American versions, dedicated to Washington Irving in 1834 :

1—Page 183, 2—181, 4—257, 6—190, 9—5, 16—226, 21—255, 22—230.

Adams' Annals, 1825 :

8—Page 216, 10—248, 13—43, 14—259, 15—252, 19—252, 28—283, 32—217, 277.

Brewster's Rambles About Portsmouth, Volume I, 1859 :

5—Page 176, 7—177, 11—217, 12—220, 18—222, 24—359, 26—111, 27—152, 29—333, 30—133.

Brewster's Rambles About Portsmouth, Second Series, 1869:

20—Page 114, 23—115, 31, 263.

Bunker Hill Centennial, 1875 :

11—Page 4.

Barstow's History of New Hampshire, 1842 :

3—Page 221, 33—276.

25—From reminiscences of Mr. Samuel Treat, son of Major John Treat, who served throughout the Revolution, participating in numerous engagements, including the Battle of Brandywine. His discharge was signed by General Washington June 12, 1783. A direct descendant of Governor Robert Treat, Commander-in-Chief of the Connecticut forces during King Philip's War. Through his efforts and those of his comrades at Northampton, Bloody Brook, Hadley, Deerfield, Swamp Fight and other fields, the depredations of the Indians for a time were checked. Commissioned August 25, 1675. For thirty years he served as Governor and Deputy-Governor of the Colony of Connecticut, being instrumental in hiding the charter in the famous Charter Oak October 31, 1687.

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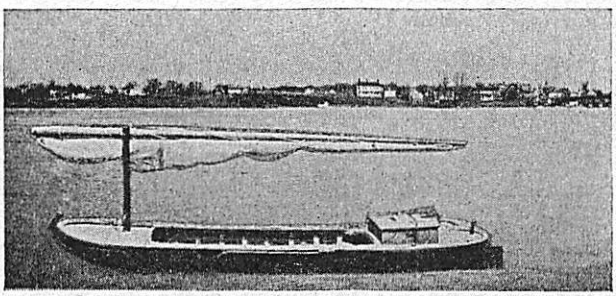

From yonder shore was launched the Continental Ship Ranger. Here Captain John Paul Jones assumed command and raised to the mast-head the thirteen stars and stripes. This same flag received the first salute by any foreign power while in command of Captain Jones and his gallant crew over a century and a half ago.

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THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

CHARLES MOORE, Chairman
GILMORE D. CLARKE — EUGENE F. SAVAGE
LEE LAWRIE — CHARLES L. BORIE, Jr.
JOHN MEAD HOWELLS — HENRY R. SHEPLEY
H. P. CAEMMERER, Secretary

NATIONAL PARK SERVICE
RECEIVED
JAN 21 1937

OFFICE OF THE SECRETARY, NAVY DEPARTMENT BUILDING, WASHINGTON, D.C.

January 18, 1937

Mr. Arno Cammerer, Director
National Park Service
Department of the Interior
Washington, D.C.

Dear Mr. Cammerer:

I have spoken to you about the proposed rehabilitation project of the little old Maritime quarter of Portsmouth, New Hampshire and I remember the last time we lunched together we both felt that the Administration was slowing down on projects of this kind. However, I think you thought as I did that under the recently passed legislation, a group of houses and sites, such as forms this little old quarter, might be taken over in some way and possibly regarded as forming an historical group of national interest.

I wish you could get a moment to read over Stephen Decatur's first report on the matter (it is short) and see the photographs of seven or eight little streets and house groups which I filed at the same time. I think these were in charge of your Mr. Petterson and anyway I know that your Mr. Corley has it at his finger ends, because he and I spent two rather hard days in Portsmouth in inspecting every house on the old quarter and deciding upon data for the blueprint map which has just been completed a few weeks ago.

Considering how to present this, and your own belief like my own that the usual channels are pretty well dried up, we thought that we might try to get an audience for Stephen Decatur to see the President personally. Our idea was partly that the President loves the Navy and Naval history and is sure to be interested in Stephen's name. He is a charming fellow and would well present our ideas.

However, we seem to be getting no nearer a solution and I decided to write the enclosed word to Mr. Roosevelt himself, using the stationery of the Commission of Fine Arts, after talking it over with our Chairman, Mr. Moore. I am sending the copy of my letter to the President and this letter to you at once, just in case there might be some inquiry from the White House in which case the gentlemen mentioned above can give full information. Of course I would come at any moment and get Stephen Decatur up, if we could be of any help; but it would have to be generally really a Government matter.

I had a very friendly talk about you the other day with Mr. Slocum of this City. The next meeting of the Commission is the 29th of this month.

Sincerely yours,

John Mead Howells

John Mead Howells

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January 18, 1937

Franklin Delano Roosevelt, President
The White House
Washington, D.C.

Dear Mr. President:

Reading your own sympathetic introduction to the volume on Lee's "Stratford Hall" emboldens me to call to your attention the Portsmouth Rehabilitation project. The ancient Maritime quarter of Portsmouth New Hampshire, intact on its little peninsula, shows today entire little streets as they were before the Revolution. There is nowhere else so complete a Colonial example, encluding the docks where John Paul Jones' "Ranger" lay, and its rehabilitation would preserve for every American a picture and a lesson whose educational and patriotic value would be beyond price.

The rehabilitation and slum-clearance project is tentatively worked out in the Interior Department under the National Park Service and Mr. Arno Cammerer, Director of that service and his assistants know about it. My collaborator in beginning the movement is Stephen Decatur of Portsmouth, descendant of the Commodore. My father, William Dean Howells lived next door to the Decaturs and shared their love of Portsmouth. I cannot too deeply recommend the value of this project. Williamsburg was reconstructed, but this Colonial picture is practically there today.

Respectfully yours,

John Mead Howells

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THE WHITE HOUSE
WASHINGTON

INTERIOR DEPT.
* RECEIVED *
JAN 25 1937
OFFICE
THE SECRETARY

January 23, 1937.

MEMORANDUM FOR

THE SECRETARY OF THE INTERIOR

FOR PREPARATION OF REPLY

FOR MY SIGNATURE.

F. D. R.

DEPT. OF THE INTERIOR
RECEIVED
JAN 25 1937
TO NATIONAL PARKS
SECY'S. OFF. - DIV. OF MAIL & FILES

DEPT. OF THE INTERIOR
JAN 25 1937
FOR SECY'S. SIGNATURE
SECY'S. OFF. - DIV. OF MAIL & FILES

NATIONAL PARK SERVICE
JAN 25 1937

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Lee

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

January 25, 1937

O-3/e Portsmouth

Mr. Arthur I. Harriman,
39 Aldrich Court,
Portsmouth, New Hampshire.

Dear Mr. Harriman:

The National Park Service has received your letter of January 9, concerning a proposed park at Portsmouth, New Hampshire.

Under the authority of the Act of August 21, 1935, this Service is now conducting a nation-wide survey of historic sites for the purpose of determining which of them are of sufficient significance to warrant national recognition. As a part of that survey a representative of this Service has already visited Portsmouth and we are giving this area very careful consideration.

If you desire further information regarding this area it is suggested that you get in touch with Assistant Historian Edwin W. Small, National Park Service, 211 Congress Street, Boston, Massachusetts, who is thoroughly familiar with this subject.

Your interest in this matter is appreciated.

Sincerely yours,

Ronald F. Lee,
Acting Assistant Director.

cc-Mr. Small

isg

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Stein
Duncan
Jackson

THE SECRETARY OF THE INTERIOR
WASHINGTON

NATIONAL PARK SERVICE OFFICE COPY

PRS 59

FELLOWS NOTED

Hon. Marvin H. McIntyre,

Assistant Secretary to the President.

My dear Colonel McIntyre:

I have received Mr. John Mead Howells' letter of January 16, and in accordance with your request I am submitting a draft of a reply to him for the President's signature.

Mr. Howells' letter is enclosed.

Sincerely yours,

Enclosure 1359493

Secretary of the Interior.

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cms

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THE WHITE HOUSE
WASHINGTON

PRS 59

Mr. John Mead Howells,
105 Tradd Street,
Charleston, South Carolina.

My dear Mr. Howells:

I have received your letter of January 18 concerning the project to save the old maritime quarter of Portsmouth, New Hampshire.

Since the enactment of the historic sites legislation of 1935, the Department of the Interior, as you may know, has been giving increasing attention to the important problem of preserving the most significant physical survivals of our Nation's history. Under the supervision of that Department, a survey is now in progress on the basis of which there will be developed a long-term program to accomplish the purposes of the Act.

I am advised by Secretary Ickes that the problem of preserving the historic sites and structures at Portsmouth, New Hampshire, will be carefully studied as the survey proceeds.

Your thoughtfulness in writing to me is appreciated.

Very sincerely yours,

DRAFT REPLY SENT TO THE WHITE HOUSE FOR SIGNATURE FEB -4 1937

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UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REGION ONE DISTRICT A
211 Congress Street,
Boston, Massachusetts.

FEB 16 1937

FEB 26 1937

Mr. Lee, this just came in this morning at 9:30 & Barnett has left - just what do you want done with it now? S

Portsmouth

File S

February 15, 1937.

The Director,
National Park Service,
Washington, D. C.

Subject: Maritime Area at Portsmouth, New Hampshire.

Attention: Mr. Branch Spalding

Dear Sir:

Mr. Frederick P. Clarke, Director - Consultant of the New Hampshire Planning and Development Commission is assembling data for the use of a committee appointed by the Commission to study and report upon the maritime section of Portsmouth, New Hampshire. He is particularly interested in securing a copy of the report on this area prepared by Mr.Donald Corley, Architectural Research Advisor in the Works Progress Administration. Could your office obtain or secure the loan of a copy of this report for the Commission? It is our thought that Mr. Corley may have an extra copy that he would be glad to place in the hands of the Commission.

Your early attention to this matter will be appreciated inasmuch as the Commission wishes to make recommendations soon enough so that a bill may be drafted for the action of the Legislature now in session.

An investigation of the Portsmouth area on February 9 and 10 indicated that unnamed benevolent citizens have acquired the property controlling the landing between two wharves on Water Street and have had a firm of contractors on the site for nearly two months. Two buildings have already been destroyed and granite blocks are now being unloaded from barges preparatory to the construction of an elaborate stone basin to be used as a public landing.

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It is believed that the main purpose of the bill to be presented to the Legislature will be to secure the right of condemnation, which will be needed if further operations contemplated by the generous citizens are to be carried out. An appropriation will also be sought to cover the purchase of property, but it is doubtful whether more than the right of condemnation can be secured from the Legislature at this time. The new city administration headed by Mayor Goldsmith and the New Hampshire Seacoast Regional Development Association comprising representatives from twenty-one municipalities, towns, and incorporated precincts are extremely interested and may succeed in getting more cooperation than is expected from the State.

If favorable action of the Legislature enables the public benefactors to continue with their enterprise, this observer is of the opinion that precautions will have to be taken to prevent the loss of buildings and settings of historical interest and value. The public benefactors had the misfortune to select as designers for their undertaking a firm of Boston architects that is well known for its adherence to mediaevalism in the construction of religious edifices, but with no reputation or considerable experience in dealing with buildings or landscapes of colonial America. The writer regrets to advise that the formal type of landing and plaza planned for the property already purchased is unsuited to the Portsmouth waterfront and if further extended would destroy the traces of historical reality that remain.

The view has been strongly urged upon interested individuals of Portsmouth and Mr. Clarke that proper consideration be given the historic structures which may be in the path of this private enterprise and of the increasing attraction and worth of such remains in contrast with the products of architectural license. In this connection, it is our thought, that the report prepared by Mr. Corley would be illuminating and of value to parties who are unaware of the possibilities of the area. It is, therefore, hoped that a copy of the report can be made available.

Sincerely yours,

Edwin W. Small

Edwin W.Small
Assistant Historian
Region One, District "A"

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Feb 12 th

MRS. BARRETT WENDELL · 358 MARLBOROUGH STREET · BOSTON · MASSACHUSETTS

INTERIOR DEPT.
* RECEIVED *
FEB 18 1937
OFFICE
THE SECRETARY

My dear Mr President

Interior Mr John Howells has taken the liberty of sending me a copy of your letter in regard to the project to save the old Maritime quarters of Portsmouth N.H. I live there in Summer in one of the old houses & am deeply interested in preserving the rare quality

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of Portsmouth. The little city
is so worthy of restoration
quite as much as Williamsburg
if not more so, for in Ports-
mouth we possess the
old buildings in Williamsburg
the important ones were
built new. I beg for your
interest in this worthwhile
project — say the word &
I save the work started.

Yours sincerely

Edith G Wendell

Mrs Barrett Wendell

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Paul

COPY

FEB 19 1937

INTERIOR DEPT.
* RECEIVED *
FEB 18 1937
OFFICE
THE SECRETARY

NATIONAL PARK SERVICE
RECEIVED
FEB 19 1937
MAILS AND FILES

THE WHITE HOUSE

WASHINGTON

DEPT. OF THE INTERIOR
RECEIVED
FEB 18 1937
TO NATIONAL PARKS
SECYS. OFF. - DIV. OF MAIL & FILES

February 17, 1937.

Mr. Lee

Respectfully referred Department of Interior for consideration and acknowledgment.

M. H. McINTYRE
Assistant Secretary
to the President.

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UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REGION ONE DISTRICT A
211 Congress Street,
Boston, Massachusetts.

February 24, 1937.

The Director,
National Park Service,
Washington, D. C.

Subject: Maritime Quarter
Portsmouth, New Hampshire.

Attention: Mr. Branch Spalding

Dear Sir:

This will acknowledge receipt of your wire of February 20 advising that Mr. Lee and Architect Barnette plan to arrive in Boston on Friday morning, February 26, and also receipt of your letter of February 10 concerning immediate investigation of the maritime quarter at Portsmouth, New Hampshire. This letter was sent to the Custom House at Salem and was not forwarded to this office until February 23.

Present plans call for the transfer of the office of District "A" to the Custom House at Salem on February 26. It is our belief, however, that it would be best for Mr. Lee and Architect Barnette to come to the office at 211 Congress Street, Boston, on that date whence it will be possible to proceed by car to Portsmouth, New Hampshire. It is hoped that a visit of more than one day is planned so that contacts may be made at Concord as well as Portsmouth, New Hampshire. We are advising Mr. Arthur Harriman of the intended visit so that individuals with whom it is desirable to confer at Portsmouth may be available either on Friday or Saturday. These, we believe, should include Mayor Goldsmith, Mr. Frank W. Randall, Chairman of the New Hampshire Seacoast Regional Development Association and Mr. Dale, a former member of the Governor's Council and prominent lawyer of Portsmouth, who is more closely associated with the potential benefactors of the City than is Mr. Harriman, who may be most accurately described as an amateur historian and enthusiast. We did not have the opportunity to talk with Mr. Dale on our visit to Portsmouth on February 9 and 10, and until the interest of this agency can be more clearly defined

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postponement of a meeting is perhaps best.

It is our thought that every effort must be made to make the potential benefactors responsive to a more ambitious plan than that contemplated by themselves and their architects. The problem would seem to be one of securing some modification of present plans and for inclusion of a larger area containing historic houses. This, to a large extent, would mean greater expenditures for purchases that are needed for the historic village and less for creative work that may be faultily conceived by the architects. Dependence for effecting this, we believe, will have to be placed on these benefactors rather than the State of New Hampshire. It is, therefore, extremely desirable that nothing transpires to cool their ardor in the process of adjusting it to a larger and more worthwhile program. Only the most sanguine can expect more than an act giving the right of condemnation from the State Legislature.

We have discussed the operations now going on at Portsmouth with Mr. Frank Chouteau Brown, Division Chief of the Historic American Buildings Survey. Mr. Brown concurrs in our opinion that the selection of designers for the undertaking was unfortunate, and he was unable to recall the name of any specialist in colonial architecture connected with the firm.

To our knowledge there have been no developments since our visit of February 9 and 10. It is expected that a report will be made by a committee of investigation to the State Planning and Development Commission, possibly during the next week. It is believed that a conference at Concord with Mr. Clarke, Director-Consultant of the Commission would be desirable if a visit of more than one day is planned.

Sincerely yours,

Edwin W. Small

Edwin W.Small
Assistant Historian
Region One, District "A"

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Lee
Talson
Dunning

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

February 27, 1937

O-3C
Portsmouth

Mrs. Barrett Wendell,
368 Marlborough Street,
Boston, Massachusetts.

Dear Mrs. Wendell:

The National Park Service has received by reference from the White House your letter of February 12, concerning the proposed restoration of the Maritime quarter of Portsmouth, New Hampshire.

This matter is, as you know, being given careful consideration by this Service as one of the most outstanding and interesting areas along the eastern seaboard. We shall be glad to assist in any way possible in preserving this quarter of Portsmouth.

Your interest in this matter is appreciated.

Sincerely yours,

(SGD.) ARNO B. CAMMERER

Arno B. Cammerer,
Director.

cc-Mr. Small

isg

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MAR 9 1937

MS
Lee

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

March 2, 1937

0 file
Portsmouth

Memorandum for Mr. Spalding:

Subject: Maritime Portsmouth

I left Washington Thursday night at 9 p.m. and arrived in Boston at 7:45 a.m. the next day. Here I was met by Assistant Historian Edwin W. Small, who drove me to Portsmouth to interview the parties mentioned below and to make a preliminary reconnaissance of the area under discussion.

Our first step upon our arrival was to go over the area recently recommended by WPA. The area we would recommend reduces by about 50% that previously proposed. The justification for such a reduction is based upon the fact that in the territory we selected are represented practically all the "TYPES" of buildings included in the other proposal as well as the Puddle Dock area and the waterfront. It is our opinion that to include a larger area might be to present a possibly monotonous and tiresome tour to visitors to this section. This selection is, however, only tentative and is subject to revision after a more intensive survey. The feasibility of acquiring and restoring Peirces Island was also agreed upon.

In the absence of Messrs. Howell and Decateur we enlisted the aid of Mr. Arthur H. Harriman in obtaining introductions to parties interested in this phase of the development of Portsmouth. Mr. Harriman first introduced us to Mr. G. M. Dale, the attorney for the Misses Prescott, who have commissioned R. A. Cram, Boston architect, to design and construct a municipal landing and waterfront park. This development has already reached the stage of demolishing several holdings - one of which I believe, was erected circa 1830. Across the street from this park are several buildings of 1870 vintage. These were to have been included in the program of demolition.

Although neither of these is important from either a purely architectural or historical standpoint, they are both definitely a part of the picture of the social development of a typical American seaport during the supremacy of the American clipper. One was a brothel and while in the opinion of the local citizenry stands as a stain on the reputation of their fair city, it cannot be denied that it presents one side of the social conditions existing at that time. As such it is important. On the first floor is a generous bar-room. The second floor was devoted entirely to a dance hall. On the floors above are 38 small bed rooms. It was called "Angel's Rest" or "Mary Baker's". It is easy to understand the attitude of the people of Portsmouth but from a broader viewpoint it is a

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shame it must go. The H.A.B.S. has been notified of its eminent danger. Sheafe warehouse, built circa 1740 and another interesting brick-ended house were to be included in the future demolition plan of the Prescotts. It was not difficult to point out the importance of these buildings, however, and it is believed they are safe from this quarter for a while at least. In fact, the Misses Prescotts' ambition for 1937 stops upon the acquisition of a wharf adjacent to their development, which contains two gas tanks. Any legal action sought through the 1937 legilsture will embrace only action necessary to condemn this property.

Mr. Dale told us that detailed drawings for the public landing had not been prepared yet but that their ultimate design would not include any feature not in harmony with the proposed early American restoration. Although I am convinced of the sincerity of such an assertion, I question whether Mr. Dale is sufficiently familiar with architectural styles to make such a statement. Both Mr. Small and I agree, however, that in dealing with all parties in this area we must make haste slowly. It is, however, our ambition to eventually contact the architect through a circuitous route and engage his cooperation by enlisting his sympathy for our project. A means of accomplishing this aim has not been decided upon.

This same Mr. Dale who we have reason to believe is one of the most influential figures in New Hampshire politics, and a member of the Governor's council, further assured us that we have every reason to feel optimistic concerning our hopes for state and city cooperation in developing our project.

The same evening Mr. Harriman arranged for us to meet Mr. Frank W. Randall, Chairman of the New Hampshire Seacoast Regional Development Association. This Association comprises twenty-odd towns throughout the tidewater section of New Hampshire and is a very active organization. Mr. Randall told us that his group had been interested in plans similar to ours, for a long time and if we would prepare an outline of our plans for the area under discussion he would present it to the Association.

This group, he felt, would give it a cordial reception and cooperate to the extent of their ability. This cooperation I interpret as political pressure, advertising, etc. for the organization has no funds to finance other activities.

Later that evening we visited the home of Messrs. McGraw and Harlow who have accumulated a vast store of architectural and historical data on Portsmouth and vicinity which they graciously offered to place at our disposal.

In the meantime, the new Mayor of Portsmouth who was, unfortunately, called out of town sent word that his office would cooperate 100% with National Park Service activities in every way possible.

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The morning of the 27th we drove to Concord where we talked with Mr. Fred P. Clark, Chairman of State Planning and Development Commission. Mr. Clark had already prepared a report for the New Hampshire legislature which included in its recommendations for the future, the development of Historic Maritime Portsmouth. He suggested that the National Park Service prepare a graphic and written plan for the preservation and restoration of the area. Upon completion of such a plan his Commission would be glad to attempt to reach with our representatives an equitable financial agreement to be entered into by the U. S. Government, the State of New Hampshire and the city of Portsmouth. Upon arriving at such an agreement his department would attempt to sell the idea to state and city authorities. His reception of all our overtures and suggestions was extremely optimistic and enthusiastic.

Mr. Small and I felt that we had contacted all the key figures apt to be interested in our project and had ascertained the reaction of representative groups. In all quarters the response was very reassuring. We then set about to outline plans to procure and present the information requested by all parties.

We decided the WPA report which is the result of two months work in Portsmouth by Donald Corley, architectural research adviser for WPA, was in our humble opinion obviously inadequate for our purpose. We further decided that if that report is a fair example of two months work in the area it would be impossible for us to prepare our report in time to submit it to the present session of New Hampshire legislature. We, therefore, plan to complete our report in time to allow the State Planning and Development Commission to formulate a financial plan this summer, agreeable to and supported by all interested agencies. This plan and our technical graphic and written proposals would then be presented to a special session of the legislature to be called next October.

This technical report will include a written historical background of the area and of spedific sites and buildings. It will further incorporate maps showing the area to be included, structures to be acquired, those to be restored, removed or rebuilt, estimates covering costs of these operations as well as present evaluation of land and buildings thereon.

The "piece de resistance" with which we hope to kindle the imagination of indifferent parties and eventually to sell the idea is to be a birds-eye perspective map of the whole area - showing the restored community complete with excavated Puddle Dock - bridges - ships - wharfs - warehouses - gardens - mills, etc.

Such a report will embody similar recommendations made by Mr. Demaray some time ago.

Stuart M. Barnette

Stuart M. Barnette,
Assistant Architect.

cc - Mr. Small

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

Mr. Demaray:

I think you will be interested in reading Barnett's report on Portsmouth.

Spalding

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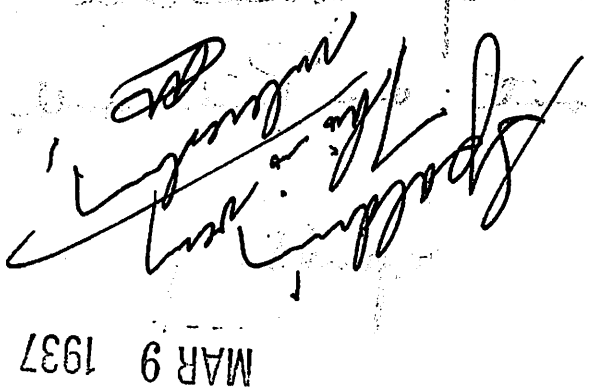

MAR 9 1937

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Lee Adams

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

March 4, 1937

Mr. Frank W. Randall,
Chairman, New Hampshire Seacoast
Regional Development Association,
Portsmouth, New Hampshire.

O-3le Portsmouth

Dear Mr. Randall:

Your cordial reception of the plan for a careful study of the maritime quarter of Portsmouth is appreciated by the National Park Service. It is the desire of this Service to cooperate closely with the New Hampshire Seacoast Regional Development Association as this study proceeds.

Sincerely yours,

(SGD.) A. E. DEMARAY
A. E. Demaray,
Associate Director.

cc - Mr. Small

SMB:tvw

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Lee Salaun

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

March 4, 1937

Mr. Frederick P. Clark,
State Planning & Development Commission,
Concord, New Hampshire.

O-Ste Portsmouth

Dear Mr. Clark:

The National Park Service appreciates your offer of cooperation recently extended to our field representative, in the plans of this Service to undertake a careful study of the maritime quarter of Portsmouth, New Hampshire.

The accumulation of data for a graphic and written presentation of the problems involved in the possible preservation of that area is already under way and should be available by fall. We shall keep in touch with you as this study progresses.

We have transmitted to the WPA headquarters your request for a copy of their 1934 report on Portsmouth. Unfortunately, they do not feel at liberty to release such data unless the request comes from you through their official channels.

Sincerely yours,

(SGD.) A. E. DEMARAY

A. E. Demaray,
Associate Director.

AMB:tvw
cc - Mr. Small

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Lee Folsom

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

March 4, 1937

0-36 Portsmouth

Mr. Arthur I. Harriman,
Portsmouth,
New Hampshire.

Dear Mr. Harriman:

Your hospitable and cooperative reception to representatives of the National Park Service, who recently visited Portsmouth in the interests of a careful study of the maritime quarter, is much appreciated. We plan to keep in close touch with you as this study progresses.

Under separate cover we are forwarding a photostat of an early map of the Piscataqua area which we hope will supplement the collection of Portsmouth history which you have so kindly offered to place at our disposal.

Sincerely yours,

(SGD.) A. E. DEMARAY

A. E. Demaray,
Associate Director.

cc - Mr. Small
SMB:tvw

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Lee

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

March 8, 1937

The Librarian,
Library of Congress,
Washington, D. C.

Attention: Map Division.

O-36
Portsmouth

Dear Sir:

In pursuance of our conversation with the Map Division of this date, please lend us, for a short time, the 1815 map of Portsmouth, New Hampshire, which is on file in that office.

Your kindness in lending this map to us for a few days will be great appreciated.

Sincerely yours,

Branch Spalding,
Acting Assistant Director.

By_____
Ronald F. Lee,
Acting Deputy Assistant
Director.

isg

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"The Seacoast Region of New Hampshire"

FROM

New Hampshire Seacoast Regional Development Association

PORTSMOUTH, NEW HAMPSHIRE

Return Postage Guaranteed

CONTENTS
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PORTSMOUTH N.H.

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POINTS OF HISTORIC INTEREST

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PORTSMOUTH, NEW HAMPSHIRE

Although Portsmouth was settled in 1623, our shores had been visited a score of years earlier. Captain Martin Pring sailed up the Piscataqua River in 1603. Captain John Smith explored the Isles of Shoals in 1614. Many others engaged in fishing reported an abundance of fish in these waters with the result that David Thomson, his wife and eight others, established themselves at Odiorne's Point then called Pannaway, in 1623. A fish-flake was established and in June of that year Miles Standish himself visited Pannaway in search of provisions. A flourishing community was established on Great Island, now New Castle-By-The-Sea, and also on Strawberry Banke, the site of the present city. A simple form of government was established in 1635, but in 1641 it came under the jurisdiction of Massachusetts and so remained until 1679 when it became a Royal Province. The name was changed from Strawberry Banke to Portsmouth in 1653 by petition.

The hundred years from 1720 to 1820 form the most picturesque in the City's History, for it was during that period that all the famous houses were built, ships bearing famous names were launched, the first blow for American Liberty was struck, Washington visited the city and the foundations for the present "City of the Open Door" were laid.

Portsmouth today is a typical New England city of about 15,000 people. It is so situated that it can be justly called the "Gateway to Vacationland." Excellent highways connect it with the sea, the lakes region and the mountain area. Here are modern ideas and opportunities in an atmosphere of established things founded on the traditions of three centuries of progress.

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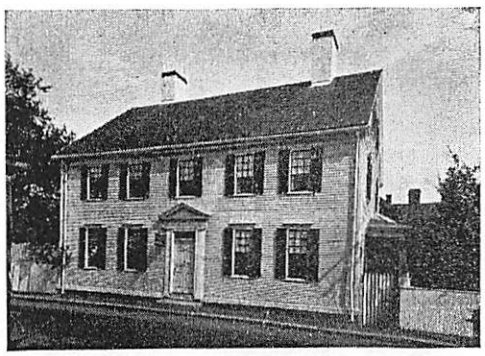
POINTS OF INTEREST IN PORTSMOUTH



THOMAS BAILEY ALDRICH HOUSE—386 Court Street. Built 1769. Known to readers of "The Story of a Bad Boy" as the Nutter House. This was the boyhood home of Thomas Bailey Aldrich. It is furnished even to the most minute details exactly as described in "The Story of a Bad Boy." In the garden are the flowers mentioned in Aldrich's poems. Open daily during the summer months, 10.00 a. m. to 5.00 p. m. Admission twenty-five cents.

MARKET SQUARE AND OLD PARADE—Former site of State House, Town Pump and Whipping Post. Here the Declaration of Independence was read July 18, 1776. Oct. 30, 1789, President Washington addressed a great throng from the balcony of the State House.

PORTSMOUTH ATHENÆUM, Market Square—Erected 1803. A notable example of early nineteenth century architecture. Contains interesting portraits, models of ships built in Portsmouth and valuable Portsmouthiana.

NORTH CHURCH, Market Square—December 16th, 1773, in an earlier building the Portsmouth Tea Party was held in protest against the Tea Tax. President Washington attended service here, occupying the pew of General William Whipple. Among other pew holders in the old church were Governor John Langdon, first President of the United States Senate, and Daniel Webster.

CUTTER HOUSE, 154 Congress Street corner Middle, opposite Public Library—Built in 1750. Later home of Dr. Ammi R. Cutter. Occupied by Colonel Storer, Commander of the first division of the New Hampshire Artillery in 1814, and after he became a member of Congress. He entertained here President James Munroe, Brigadier-General James Miller, hero of Lundy's Lane.

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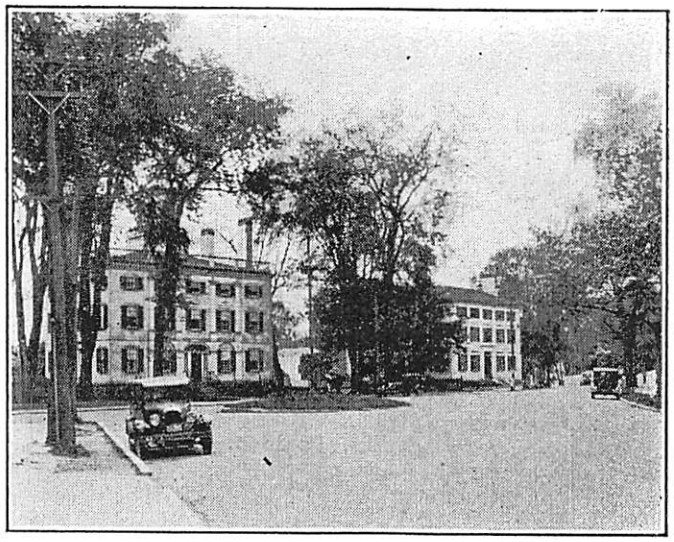

HAYMARKET SQ. AND PEIRCE HOUSE

PORTSMOUTH PUBLIC LIBRARY, Middle and Islington Streets—Erected in 1809 from design of Charles Bulfinch, renowned architect, for the Portsmouth Academy. It was used as a public school from 1868 to 1896. Since that time it has been occupied by the Public Library.

HAYMARKET SQUARE AND PEIRCE HOUSE—Here in 1755 was located a hay market with scales. September 12, 1765 the effigies of George Meserve, Stamp Agent, and Lord Bute, head of the British Ministry, were hung throughout the day, carried through the town in the evening, and burned. The Peirce House, built in 1800, has noteworthy furniture.

BOARDMAN HOUSE, 152 Middle Street—Built in 1805 by Langley Boardman. Its beautiful façade is much admired and copied by architects.

LARKIN HOUSE, 180 Middle Street—Built by Samuel Larkin in 1815.

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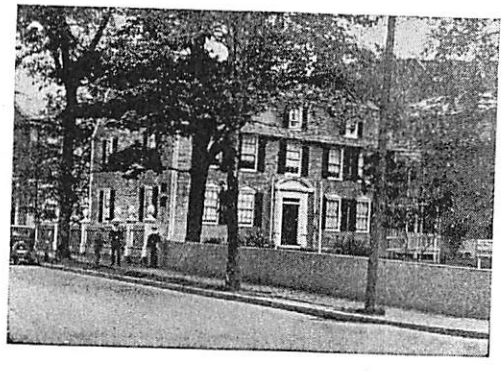
JOHN PAUL JONES HOUSE, Portsmouth Historical Society, Middle and State Streets—Erected in 1758 by Captain Purcell, well-known merchant, whose widow, after his death, maintained it as a boarding-house in 1777 and here entertained Captain John Paul Jones during his stay in Portsmouth while he was superintending the construction of the "Ranger" on Badger's Island. Open to the public daily during June, July, August and September, 10.00 a. m. to 5 p. m. Admission twenty-five cents.

RUNDLETT-MAY HOUSE, 364 Middle Street—Built by James Rundlett in 1806.

SOUTH UNITARIAN CHURCH, State Street—Parish organized 1714. This building was erected 1826.

GOVERNOR LANGDON HOUSE, Pleasant and Court Streets—Built in 1784, by Governor John Langdon, delegate to Continental Congress, commander of cadets at Burgoyne's surrender, first president of the United States Senate, administering to Washington and Adams the oath of office as President and Vice-President. President Washington, Louis Philippe, later King of France, President Munroe, and President Taft were entertained in this house.



JOHN PAUL JONES HOUSE

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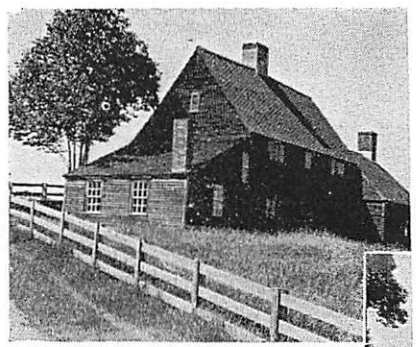
JACOB WENDELL HOUSE, 222 Pleasant Street, corner Edwards—Erected in 1789. It is preserved in every detail as it stood a century ago and is filled with excellent types of furnishings of other days.

DANIEL WEBSTER HOUSE, 139 Vaughan Street—Built in 1760. Daniel Webster brought his bride, Grace Fletcher, to this house.

JACKSON HOUSE — 76 Northwest Street (Christian Shore.)—Built in 1664 by Robert Jackson. It is the oldest house now standing within the city limits of Portsmouth. Its charm is its long sloping roof and leaded windows. Open daily. Admission ten cents.



TOBIAS LEAR HOUSE, 51 Hunking Street near Marcy Street—This is the birthplace of Tobias Lear, born 1760, graduated from Harvard in 1783, who became private secretary to General Washington and the tutor of his two stepchildren. He continued as Washington's secretary until the latter's death, living with him at Mt. Vernon. This house was visited by President Washington, November 3, 1789.

POINT OF GRAVES, Mechanic Street—Set apart as a cemetery March 2, 1672. Here are buried Lieut. Gov. Vaughan, and Captain Tobias Lear, builder of the Continental sloop, "Ranger."

LEVI WOODBURY HOUSE, 146 Woodbury Ave., between Boyd Road and Cottage Street—Built in 1809 by Captain Samuel Ham. It was later purchased by Honorable Levi Woodbury, Governor of New Hampshire 1823-1824, United States Senator 1825-1831. Secretary of the Navy under President Jackson, Secretary of the Treasury, and for ten years beginning 1841, a Justice of the United States Supreme Court.

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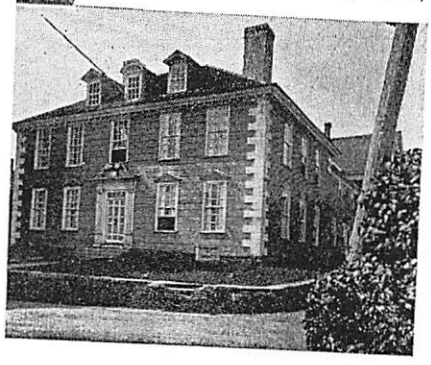
WILLIAM PITT TAVERN, 420 Court Street, corner Atkinson—Built in 1770 and originally called "Earl of Halifax." This was the meeting place of Portsmouth Tories and officers of the Crown. In 1777 the Sons of Liberty threatened the proprietor and the name was changed to "William Pitt." Among its famous visitors have been President Washington, Marquis de Lafayette, when the French fleet visited Portsmouth Harbor in 1782, John Hancock, Elbridge Gerry, General Knox and Louis Philippe.

CHASE HOUSE, 358 Court Street, corner Washington—Built about 1730. A good example of the gambrel-roofed house of the period.

EQUESTRIAN STATUE OF GENERAL FITZ JOHN PORTER, Haven Park, Pleasant Street—The gift of R. H. Eddy, of Boston, a friend of General Porter. The statue was designed by James E. Kelley of New York.



WENTWORTH-GARDNER HOUSE, 140 Mechanic St. cor. Gardner—Erected in 1760 by Madam Mark Hunking Wentworth. Owned by the Metropolitan Museum of Fine Arts. Open to public from 10.00 a. m. to 5 p. m. daily. Admission 25 cents.

LIBERTY POLE, 151 Marcy Street—On the original pole was raised, January 9, 1766, a flag bearing the motto "Liberty, Property, and No Stamp," in opposition to the British Tax Act.

MARK H. WENTWORTH HOME, 346 Pleasant St. corner Wentworth—Built in 1767 for Governor John Wentworth, last of the Royal Governors of New Hampshire, who, at the outbreak of the Revolution, left the country.

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GOVERNOR BENNING WENTWORTH MANSION, end of Little Harbor Road—Built by Governor Benning Wentworth 1750. This house is the scene of Longfellow's poem "Lady Wentworth."

WARNER HOUSE. 150 Daniels Street corner Chapel —Built in 1772. It is a noted example of early Georgian architecture in America. At the time it was one of the most costly houses in this region, being constructed of brick brought from Holland, with walls 18 inches thick. The lightning rod was installed by Benjamin Franklin. There are fine examples of bull's-eye glass in the door, and several interesting frescoes of unknown origin. Now owned by the Warner House Association. Open to the public daily during the summer months, 10 a. m. to 5 p. m. Admission twenty-five cents.

WARNER HOUSE

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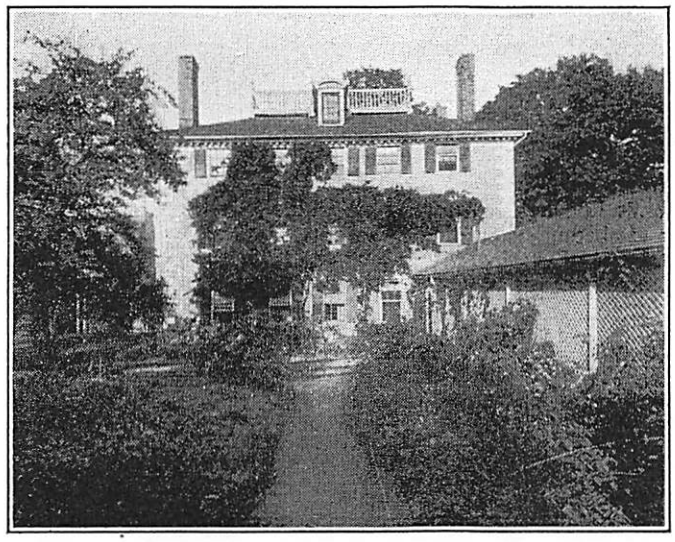

COLONIAL GARDEN, MOFFATT LADD HOUSE

MOFFATT-LADD HOUSE, 146 Market Street—The home of the Society of Colonial Dames of New Hampshire. It was built in 1763 by Captain John Moffatt, commander of one of the King's ships carrying masts from Kittery Point to England. It became the home of General William Whipple, a son-in-law, who was elected a member of the Continental Congress in 1775, and was a signer of the Declaration of Independence. A wood-carving in this house was done by Grinling Gibbons, a celebrated English architect. At the rear of the house is a spacious and splendid old garden of Colonial type. Open to the Public daily during June, July, August and September, 10.00 a. m. to 5 p. m. Admission twenty-five cents.

LAUNCHING PLACE OF "RANGER," Badger's Island, Kittery end of Memorial Bridge—A tablet marks the spot where John Paul Jones' sloop of war slid into the harbor on May 10, 1777.

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ST. JOHN'S CHURCH AND CEMETERY, Chapel Street—In 1732 Queen's Chapel, named in honor of Queen Caroline, was erected on Strawberry Bank. The present building was erected 1807-1808. This parish owns one of the four American copies of the "Vinegar Bible." The bell was brought by Sir William Pepperell in 1745 as part of the plunder from Louisburg, and was recast by Paul Revere in 1806. In the church is an organ built in England in 1710, used in King's Chapel, Boston, and brought to Portsmouth in 1836 for St. John's Chapel. President Washington and his secretary, Tobias Lear, once sat in the Governor's pew in this church.

UNITED STATES NAVY YARD, Kittery—Principal Yard for building, fitting out, repairing and overhauling submarines. Here the Peace Conference at the conclusion of the Russian-Japanese War was held in August-September 1905, and the Treaty of Peace between those nations was signed.

FORT WILLIAM AND MARY, later Fort Constitution, New Castle, N. H., at the entrance of Portsmouth Harbor—Originally built about 1630. Here in 1774 one of the first blows for liberty was struck when the British garrison was overpowered and arms and powder seized by the Colonists.

ISLES OF SHOALS—Nine miles seaward and reached by steamer from Portsmouth, round trips daily. First reported by Captain John Smith in 1614 who gave them his name. The town of Gosport, a colony of 600 fisherfolk, existed here until the middle '60's. Home for years of Celia Thaxter, poet and authoress. The Gosport Church, rebuilt after fire in 1830, still crowns the highest point on Star Island.

PEIRCE ISLAND—The earthworks of Fort Washington, of Revolutionary times, still crown the high harborside of the islands.

FORT McCLARY—At Kittery Point, Me., three miles away. The old blockhouse, underground chamber and breastworks still remain.

ODIORNE'S POINT—It was here in 1623 that David Thomson established himself in a settlement later called Pannaway.

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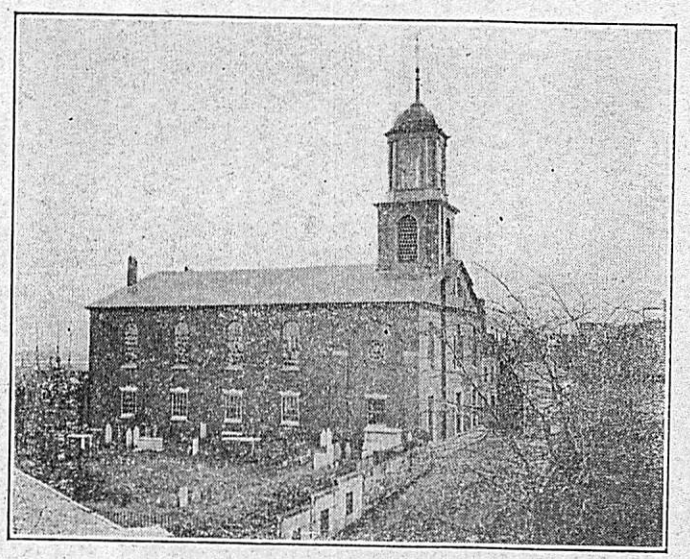

HISTORIC ST. JOHN'S CHURCH

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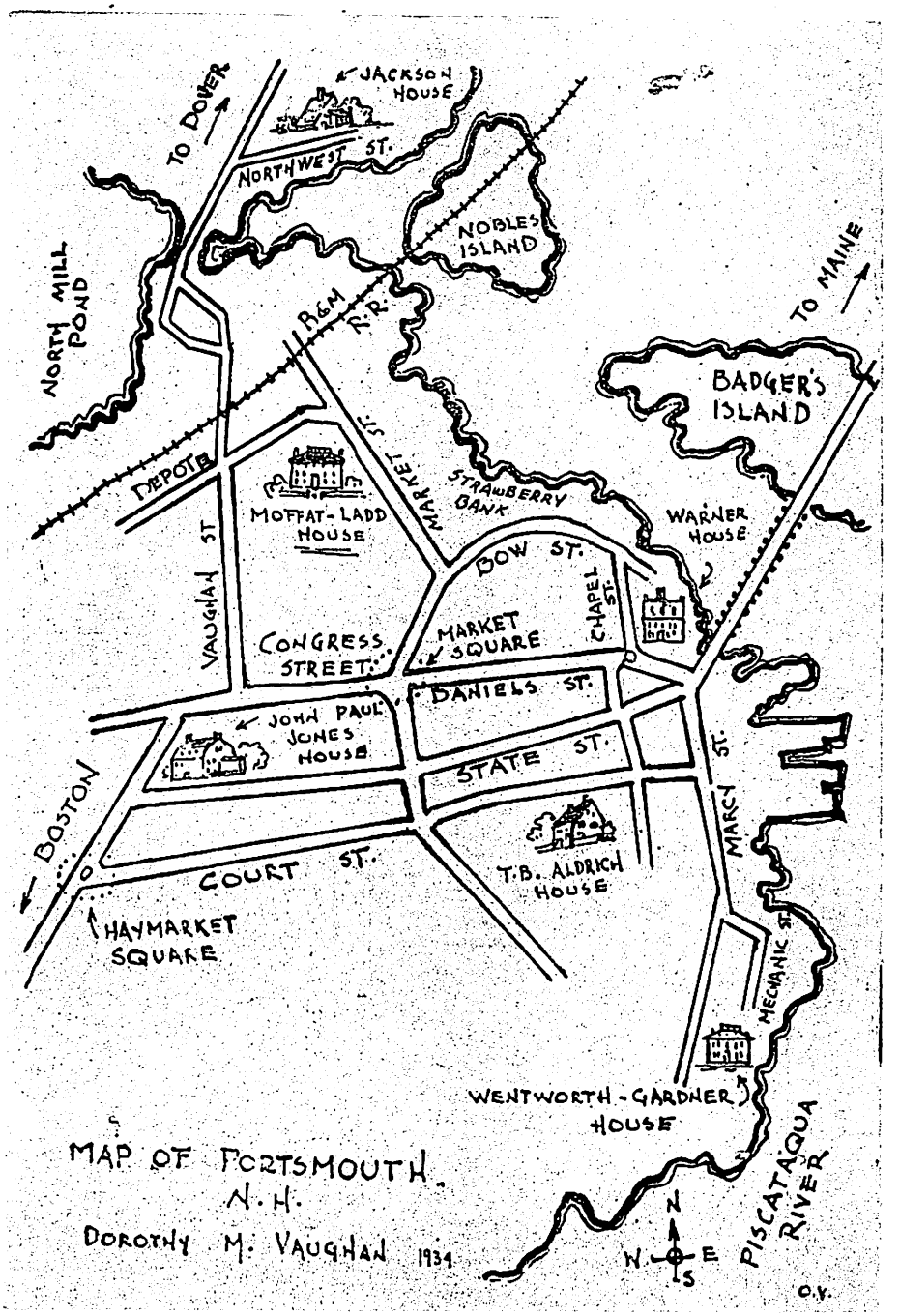

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

0-36 Portsmouth

March 9, 1937

Mr. Edwin W. Small,
Acting Superintendent,
Derby Wharf National Historic Site Project,
Custom House,
Derby Street,
Salem, Massachusetts.

Dear Sir:

Assistant Architect Stuart Barnette has prepared the attached suggested outline for the proposed study of Portsmouth, New Hampshire. Please review this and give us your comments so that they will be available in advance of the Advisory Board meeting, which has been called for March 25.

Sincerely yours,

(SGD) Branch Spalding

Acting Assistant Director.

Enclosure 1259850

rfl:isg

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

March 12, 1937

Mr. Stephen Decatur,
114 Fourth Street,
Garden City, New York.

My dear Mr. Decatur:

Recently the National Park Service received an inquiry from Mr. Frederick Clark, Chairman, State Planning and Development Commission, Concord, New Hampshire, concerning the interest of this Service in the maritime quarter of Portsmouth, New Hampshire. The inquiry seems to have been caused by the desire of the New Hampshire State Legislature to enact at its present session a law which will enable the condemnation of certain properties near that section for the development of a municipal wharf. Because of your great interest in this entire area, I am passing the following information on to you.

While the project planned at present will not apparently directly affect the historic quarter of Portsmouth, the activity in that vicinity has an important, though indirect, bearing on the maritime section. Our field representatives have been in touch with Mr. Clark as well as other individuals in Portsmouth and Concord, who are interested in the wharf project, as well as in the preservation of the historic section. The outcome is that we are planning to make a careful historical and architectural survey of that quarter, developing our results into the form of a comprehensive report to be available by October, outlining accurately the possibilities and cost of a major project to preserve the maritime area.

I want you to know that we are hard at work on this problem and that in preparing this report it is our desire to work very closely with you. We want to make it one which will have the full endorsement of yourself and Mr. Howells, and one that will be of material aid in securing the cooperation of agencies which will have to assist in such a major project if it is undertaken at all.

Inasmuch as this matter is becoming active, we would like to have one of our field representatives, who will work on this report, get in touch with you at your convenience. Any comments or suggestions that you may wish to make regarding the formulation and the progressive development of this project, will, as you know, be welcome.

Sincerely yours,

(SGD.) ARNO B. CAMMERER

Arno B. Cammerer,
Director.

cc-Mr. Small
rfl:isg

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

March 13, 1937

D-32 Portsmouth

Mr. Frederick Clark,
Chairman, State Planning and Development Commission,
Concord, New Hampshire.

Dear Mr. Clark:

The mailing room has advised us that the original tracings of the Portsmouth maps, copies of which we furnished you, were rolled up inside the cardboard tube accompanying the prints.

If the original tracings were sent to you in this manner, by mistake, will you be good enough to return them to this office?

Your kindness in this matter will be appreciated.

Sincerely yours,

(SGD) Branch Spalding

Branch Spalding,
Acting Assistant Director.

smb:isg

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12 3/19

JAMES M. LANGLEY, CHAIRMAN ALLEN HOLLIS EDMUND F. JEWELL ROBERT MARVIN GUY L. SHOREY

NEW HAMPSHIRE

State Planning and Development Commission

CONCORD

FREDERICK P. CLARK, PLANNING DIRECTOR DONALD D. TUTTLE, PUBLICITY DIRECTOR

B. Spalding
Maps - received
3/22/37
Files

March 17, 1937

0-34
Portsmouth

Mr. Branch Spalding, Acting Assistant Director
National Park Service
Department of the Interior
Washington, D. C.

Dear Mr. Spalding:

In answer to your letter of inquiry concerning the Portsmouth tracings, we wish to inform you that they did accompany the prints by mistake in the manner you described.

They will be returned, under separate cover, to your office as soon as possible.

Yours very truly,

N. K. Leggett

N. K. Leggett
Chief Draftsman

NKL:J

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UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REGION ONE DISTRICT A
Custom House, Derby Street,
Salem, Massachusetts.

NATIONAL PARK SERVICE
RECEIVED
MAR 23 1937
MAILS AND FILES

March 22, 1937.

The Director,
National Park Service,
Washington, D. C.

Subject: Study of Maritime
Portsmouth, New Hampshire.

Dear Sir:

Reference is made to the letter of Acting Assistant Director Spalding of March 9 enclosing a suggested outline for the study of the maritime quarter at Portsmouth, New Hampshire, prepared by Assistant Architect Stuart Barnette.

The outline provides for most of the items discussed with Mr. Barnette several weeks ago on a visit to Portsmouth. It is assumed that the column headed "Historical" has been left vacant for insertions at this office. The following entries are suggested and are numbered to correspond with items in columns headed "Archaeological" and "Financial":

1. Statement of the basis of historical interest of the area. (An account of maritime Portsmouth from 1623 to about 1860, with particular emphasis upon the period that parallels the architecture, approximately 1740-1820.)

5. Statement of the historical interest of structures to be preserved. (Comments to accompany photographs. It is thought this may be more conveniently done in connection with photographs under item No. 5 than with item No. 2 - Map showing structures etc. Statement on each structure would also include comments on architectural merit if desired.)

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It is suggested that the caption "Architectural" replace "Archaeological" as probably was intended for the first column.

Under items No. 2 and No. 3 in the first column the question arises whether docks and wharves are covered under structures in No. 2 or are included in No. 3 with gardens, roads and bridges. It is our opinion that docks and wharves are not structures and should preferably come under No. 3. In this connection it occurs to us that photographs of docks, wharves, bridges etc., to be preserved or rebuilt might be added as an item No. 6 to follow No. 5. Old photographs of Puddle Dock, for instance, exist and might be included in the report accompanied by explanatory comments as has been suggested for item No. 5.

It may be felt that a fourth column entitled "Recreational" should be added explaining uses other than the cultural of the prospective historic site. In this way the potential resources of Pierce's Island could be described. If this is done, care must be taken not to cause too much of a diversion from the chief aim of the survey, which, it is thought, is, namely, the compilation of data for plans of an historical restoration in the maritime quarter. The tendency of the public to think of "recreation" most often only as "physical exertion" or "amusement" might in this case prevent a proper grasp of the real objective. The writer has been shocked to find the commonalty in the vicinity of Derby Wharf anticipating the eventual existence of a "pleasure park". With emphasis upon the maritime quarter and the bulk of the report devoted to the historical value of its architectural forms, this danger should be averted with the groups concerned in New Hampshire.

With the addition of the two historical items listed in this letter, the writer thinks the minimum requirements of the outline would be met. The remainder may be omitted entirely or adjusted as is thought best for improvements in arrangement.

Sincerely yours,

Edwin W. Small

Edwin W.Small
Acting Superintendent.

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114 Fourth St
Garden City, N. Y.
Mar. 30, 1937

NATIONAL PARK SERVICE
RECEIVED
APR 1 - 1937
DIRECTOR

APR 5 - 1937

Mr. Arno B. Cammerer
National Park Service
Washington, D.C.

Dear Mr. Cammerer

Thank you very much for your letter of March 12th, which would have been acknowledged sooner had I not been away. I am very glad indeed to hear the project for the restoration of the historic section of Portsmouth is becoming active and sincerely hope something may come of it. I shall be glad to see one of your field

Glad to get P.C. and forward to Mr. Barnett

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representatives and will give him all the help I can. He can get in touch with me here at any time within the next three months. If he is in New York, I can easily go in to meet him.

Your letter gave me the first information I have had concerning the development of a municipal wharf. I trust this is not going in a place to interfere with the restoration project. I mention this because last January, in talking to Miss Prescott who, I understand, is contributing largely to the work now underway, she mentioned trying to buy the wharf and land now owned by Charles Stewart. This old wharf is next north of the site of

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the "Liberty Bridge" and adjoins the Gas Company's property - It is the most northerly piece of waterfront property included in the restoration plans. She intended to move off or tear down the old buildings & wharf to make a park area. I explained to her this would be a serious loss to the restoration - The buildings are old warehouses, most advisable to retain from an historic veirpoint, while the wharf, known as "Shaw's," was the one used for many years by Portsmouth privateers and so very important to our plans. Miss Prescott told me she had not realized these points and, if she obtained the

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property, would do nothing to spoil it from an historic standpoint. However, she was doubtful of obtaining it as Stewart was asking a very high price. Is it possible that this is the property to be taken by condemnation for the municipal pier? I know also she tried to buy, unsuccessfully, the Gas Co. property, but I understood had obtained all that north of it to the bridge across the river.

May I suggest that the matter be taken up with Mr. Clark, provided you approve, of having the bill to be introduced in the N. H. Legislature made broad enough in its terms to permit condemnation of the property desired for the restoration project? If it is

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possible to do this, it seems to me our future procedure would be greatly simplified. I suggest this as it is my impression the legislature only meets every two years.

If there is anything I can do to help matters along, I shall be only too glad to follow your suggestions.

Sincerely yours

Stephen Decatur

P.S. I expect to go to Portsmouth, or rather, Kittery Point, Maine, across the river, about the first of July for two months and will so be in a better position to work

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activity on the restoration plans -

S.D.

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Kaler Folsom

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

April 15, 1937

D 36 Portsmouth

Mr. Stephen Decatur,
114 Fourth Street,
Garden City, New York.

Dear Mr. Decatur:

We have received your letter of March 30, offering your cooperation in the development of the survey of Portsmouth, New Hampshire, and we appreciate your expression of interest and assistance.

Concerning the condemnation proceedings necessary to complete the projected municipal wharf, it is our understanding that the interested parties intend to acquire only that property north of, and including, the gas works. We hesitate to recommend broadening of the bill until our plans are more mature.

The direction these plans will take depends largely on the action of the Historic Areas Committee of the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, which we believe will meet this coming June.

In the meantime, we shall be glad to keep you informed on the development of this project.

Sincerely yours,

(SGD.) A. E. DEMARAY
A. E. Demaray,
Acting Director.

cc-Mr. Small (under covering letter)
Mr. Appleman

smb:isg

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U. S. NAVY YARD,
Portsmouth, N. H.

NATIONAL PARK SERVICE
RECEIVED
DEC 15 1937
DIRECTOR

DEC 16 1937

14 December 1937

The Honorable A. B. Camerer
Director National Park Service
Interior Department
Washington
D. C.

Dear Sir:

A group of citizens of Portsmouth, N. H. have been working for some months gathering together material to be used in preparation of a plan for the restoration of historic Portsmouth.

In no other city in the United States is found such a wonderful collection of historic buildings starting from the 16th century and replete in splendid examples of 18th century architucture. Not only is the city most interesting from the viewpoint of architecture, but woven into this is the drama of history and historical personages who have dwelt in these houses.

The group that are engaged in this work have amassed a great deal of information but as their work is entirely voluntary and their time is limited, there is a great deal yet to be done and this work consists mainly of historical research and preparation of architectural data.

I am therefore placing this matter before you with the request that you assign us such assistance as you may find possible. I suggest one person competent to conduct historical research and one with architectural training.

The data gathered by our group with such assistance as you may lend will be of inestimable value

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to the Government, to the National Park Service, for housing purposes, etc.

We hope that after you have looked into our project you will afford us this needed assistance. I append a very brief outline of data already gathered.

I am,

Sincerely yours,

C. G. Mayo

Chairman
Historical Restoration Committee
Wm. S. Appleton, Secty, Soc.
Pres. New Eng. Antiquities
Mrs. J. Templeman Coolidge
Hon. Charles M. Dale
Mrs. H. W. Englund
Hon. K. E. Goldsmith, Mayor
of Portsmouth
Mrs. H. M. S. Harlow
H. M. S. Harlow
Hon. F. W. Hartford
Ben Hartshorn
J. M. Howells
Rev. Wm. S. Jones
J. E. Seybolt
E. T. Trefethen
Miss Dorothy Vaughan
J. R. Waldron
Mrs. Barrett Wendell
Mr. M. E. Witmer

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

12-20-37.

Memorandum for Mr. DeMaray:

This is the type of thing that we would logically and normally do if we had adequate personnel. For the present I am afraid we can not help much. However, I shall ask Small to get in touch with these people and discuss with them the data that we have already assembled.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

December 20, 1937.

0.36 Portsm.

The Acting Superintendent,
Derby Wharf National Historic Site,
Old Customs House, Derby Street,
Salem, Massachusetts.

Dear Sir:

You will please note the attached copy of Mr. C. G. Mayo's letter of December 14 with regard to historical sites in Portsmouth, New Hampshire.

Kindly discuss with Mr. Mayo the data that the Park Service has already assembled and give him what assistance your present duties will permit. Explain to him our limitation of personnel which prevents our participation in such projects in proportion to our interest.

Sincerely yours,

(SGD) Branch Spalding

Acting Assistant Director.

CC-Regional Office,
Region One. ✓

Enclosure 957848.

bs:rms.

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Todd Jackson

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

December 20, 1937.

0.36 Portsmouth

Mr. C. C. Mayo,
Chairman, Historical Restoration Committee,
Society for the Preservation of New
England Antiquities,
Portsmouth, New Hampshire.

Dear Mr. Mayo:

Reply is made to your letter of December 14 with regard to plans for the restoration of historic Portsmouth, New Hampshire.

We are very much interested in this project and shall be glad to extend to you such cooperation as our limited personnel will permit. Our field historian at Salem, Massachusetts, Mr. Edwin W. Small, will be asked to call on you in this connection.

Sincerely yours,

(SGD) A. E. DEMARAY

A. E. Demaray
Acting Director.

CC-Mr. Small ✓
Regional Office, Region One. ✓

bs:rms.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
Custom House, Derby Street
Salem, Massachusetts

JAN 26 1938

NATIONAL PARK SERVICE
RECEIVED
JAN 25 1938
MAILS AND FILES

January 24, 1938

0-36 Portsmouth

The Director
National Park Service
Washington, D. C.

Dear Sir:

Reference is made to Acting Assistant Director Spalding's letter of December 20, 1937 requesting that we get in touch with Captain C. G. Mayo of Portsmouth, New Hampshire, and give whatever assistance possible to a study of historic buildings in Portsmouth being attempted by a committee on historical restoration of which Captain Mayo is Chairman.

Captain Mayo and other members of the committee were met at Portsmouth on January 21 and 22 and the content and scope of the work that the committee wants accomplished discussed in some detail. To date the committee has assembled historical data on 46 structures still in existance and 43 that are gone. The information gathered is based primarily on material found in the several published historical accounts and on tradition, and exceeds the sum of information secured by the writer from time to time.

Naturally a great amount of work remains to be done before the committee can approach a potential financier concerning a proposed restoration. A thorough search of the public documents in the Registry of Deeds and Probate at Exeter and the Town Records at Portsmouth should be made and the present data corrected and improved therefrom. In addition data on the architecture of Portsmouth should be assembled and all sources of information exhausted in order that it may be ascertained how far the proposed undertaking might be carried on an authentic basis.

To do the research and compile the information required by the restoration committee within the space of one year, it is thought that a staff of eight or ten full time employees would be required.

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As Captain Mayo's committee has been officially recognized by the Mayor of Portsmouth, it was suggested to Captain Mayo that the City of Portsmouth be interested in sponsoring a W. P. A. project for the committee. The writer, furthermore, recommended Mr. Eugene Clark of Durham, Deputy Officer of the Historic American Building Survey in New Hampshire, as a person well qualified to direct the project. Mr. Clark instituted and directed a research project on the garrison houses of the Great Bay Region about two years ago under the auspices of the H.A.B.S. and as a result is familiar with the problems of research in the documents of Portsmouth and other towns in Rockingham County.

Any cooperation that the Historic American Building Survey might give Captain Mayo's committee in getting a project set up through Mr. Clark, it is felt, would be greatly appreciated. A concentration of the work of the Survey in New Hampshire at Portsmouth would not only help to complete an important architectural record, but a record for which there is prospect of use.

Sincerely yours,

Edwin W. Small

Edwin W. Small
Acting Superintendent

cc Washington
Regional Office

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UNITED STATE
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

RFL —

I recommend Mr. Clark as an excellent choice as supervisor of the proposed Patowmack research project. However WPA is not paying for supervision on small projects in most states. Mr. Clark teaches at the University of Maryland. We

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

have not yet found a means to establish a survey project on Glacier NPA in W.W.II, but would be glad to concentrate on Fort Vancouver if such a special program would be the means of getting a field unit set up. JPO -

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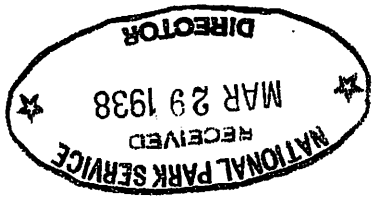
Mr.

WORKS PROGRESS ADMINISTRATION

WALKER-JOHNSON BUILDING
1734 NEW YORK AVENUE NW.
WASHINGTON, D. C.

HARRY L. HOPKINS
ADMINISTRATOR



March 29, 1938

In reply refer to
C-5
Registry #336952
State Application #20155
PAUC

Mr. Arno B. Cammerer, Director
National Park Service
U. S. Department of the Interior
Washington, D. C.

Attention: Mr. Ronald F. Lee

Dear Mr. Cammerer:

Attached to this letter is the above designated project application which proposes to identify historic sites and buildings of old Portsmouth and to collect and make available, for public records, the historical significance of these sites; project to operate in Rockingham, Strafford, Merrimack and Hillsboro Counties, New Hampshire.

This "B" copy of the project application described herein is submitted to your office for consideration and comment. We request that your comment include a recommendation as to the desirability of the project from your viewpoint, as well as the assurance that the work in the proposed project will not result in the performance, or the duplication, of a normal function of your office.

Please return this application at your earliest convenience, and attach thereto, with two carbon copies, your letter of comment.

Very truly yours,

G. E. Texter
Acting Director
Project Control Division

Enclosure

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

R F Lee
Hyppel
Jenning
Dolson
Dmary

April 4, 1936

Mr. C. E. Textor,
Acting Director, Project Control Division,
Works Progress Administration,
Washington, D. C.

0-36 Portsmouth

Dear Mr. Textor:

The National Park Service has received your letter of March 25, concerning State of New Hampshire Application No. 20155, WPA Registry No. 330882, which proposes to identify historic sites and buildings of old Portsmouth and to collect and make available, for public records, the historical significance of those sites; project to operate in Rockingham, Strafford, Merrimack and Hillsboro Counties, New Hampshire. This non-Federal project, which is sponsored by the City Council of Portsmouth and which requires an expenditure of $5,797 of Federal funds, was referred to this Service for review under the terms of Operating Procedure G-4.

The National Park Service waives jurisdiction over the administration of this project and recommends it to you for favorable consideration.

In accordance with your request, the "p" copy of this project application is returned herewith, together with two carbon copies of this letter.

Sincerely yours,

(SGD) Arno B. Cammerer

Arno B. Cammerer,
Director.

Enclosure 1701514

cc-Mr. Wirth
Region I - Appleman
Supt., Salem Maritime N.H.S.
R. F. Lee

isg

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PC

NATIONAL PARK SERVICE
RECEIVED
MAY 6 - 1938
9:30
ASSOCIATE DIRECTOR

MAY 10 1938

U. S. NAVY YARD,
Portsmouth, N. H.

5 May 1938

A. E. Demaray, Acting Director
U. S. Dept. of Interior
National Park Service
Washington
D. C.

Subject: Restoration of Historic Portsmouth

Reference: (a) My letter of 14 Dec. 1937
(b) Your letter of 20 Dec. 1937

My dear Mr. Demaray:

Shortly after your letter I had the pleasure of receiving a call from Mr. Edward W. Small of Salem and discussing with him Portsmouth's plans for the restoration and shortly after his visit we inaugurated a project which would give us invaluable assistance in this matter. This project (No. 1120155) sponsored by the City of Portsmouth has been approved by your headquarters in Manchester, N. H. and is now in Washington for approval there. I understand that it has received approval by some of the bureaus concerned and is now in the Bureau of Budget.

I am writing this letter to ask if you can and are willing to look it up and perhaps facilitate its approval as we are most anxious to see it under way in the very near future.

Thanking you in advance for your courtesy and with kind regards, I am

Sincerely yours,

C. G. Mayo

C. G. Mayo
Captain

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

Ronald
-R F Lee
Jenning

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

May 14, 1938

Captain C. G. Mayo,
U. S. Navy Yard,
Portsmouth, New Hampshire.

Dear Captain Mayo:

I have received your letter of May 5, concerning the WPA project for the restoration of historic Portsmouth, which you state is under consideration by the Bureau of the Budget.

The Washington Office of the Works Progress Administration has advised us that the State Administrator for New Hampshire, Mr. William T. Fahey, Silver and Lincoln Streets, Manchester, New Hampshire, is in full possession of the facts on this project, and they suggest that you contact him.

I regret that I am not able to give you definite word, but I believe that the information obtained from Mr. Fahey will be satisfactory.

Sincerely yours,

(SGD) A. E. DEMARAY,
Acting Director.

cc-R. F. Lee

isg

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NATIONAL PARK SERVICE
RECEIVED
MAY 19 1938
ASSOCIATE DIRECTOR

V-20-38
9:41

PC

U. S. NAVY YARD,
Portsmouth, N. H.

~~Mr. Demaray~~
~~Mr. J. R. Roj 5/21~~
~~Mr. R. J. Lee~~
Lee
File

18 May 1938

A. E. Demaray, Acting Director
National Park Service
Dept. of the Interior
Washington
D. C.

My dear Mr. Demaray:

Thank you for your letter of the 14th. My letter of the 5th was written in the hopes that you could get behind the project in question and hurry it out of Washington, but I gather from your letter that the Washington office of the W.P.A. does not care to give out information.

We have been, of course, in contact with Mr. Fahey's office in Manchester and they have been most courteous and kind, but, of course, have no information except that the project is still in Washington.

With kind regards,

Sincerely yours,

C. G. Mayo

C. G. Mayo
Captain

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C
O
P
Y

JOHN MEAD HOWELLS KITTERY POINT, MAINE

February 8, 1944

Franklin Delano Roosevelt
President of the United States
The White House
Washington, D.C.

Dear Mr. President:

I venture to lay before you, for post-war employment, a project of rehabilitating, and saving for the education of Americans, the old Maritime Quarter of Portsmouth, N.H.; a greater gift to American citizens than Williamsburg, Va., because this Portsmouth quarter does not need to be recreated, but is there today, much as when it was the home of Tobias Lear, Paul Jones and Langdon.

A copy of the brief report has gone to Mr. Drury of the Nat. Park Service, but I venture to try for your own approval.

I know from your foreword to the book on Stratford Hall, and from my own service on the Nat. Fine Arts Commission, lately ended, that you personally believe in the value to the average American, of such pictures of the past.

I know that in these solemn days your time is needed for great matters, but perhaps you may be able to read this note, if not the short report.

Yours very truly,

/s/

John Mead Howells

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A PISCATAQUA PROJECT

The intention is that this patriotic American rehabilitation project may be now examined and prepared, so that at the close of the war, instant occupation can be given to engineers, architects, surveyors, draughtsmen, archeologists, as well as artisans and workmen of all kinds.

By "A Piscataqua Project" is meant the possibility of reclaiming for the use and education of Americans the unique ancient maritime quarter of the town of Portsmouth, N.H., with the possible inclusion of the group of three Sir William Pepperell Houses (pre-revolutionary) across the Piscataqua River from Portsmouth in Kittery, Maine.

The rehabilitation of Williamsburg, Virginia has shown that Americans are only too ready to profit by a chance to see and enjoy such a picture of early America. It has proved difficult to accommodate the crowds who visit that Colonial town; and Portsmouth on the vacation route to New England and the White Mountains should prove equally enticing and educational.

But there is a difference. Williamsburg had to be largely recreated, - while at Portsmouth there exists today - down on the waterfront - an ancient maritime quarter with great numbers of Colonial houses on its little streets standing today, as many stood before the Revolution. I am fairly familiar with the architecture of our Atlantic

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seaboard and there is nothing else like this strangely complete little quarter which could be put back into a true picture of part of an early American town as it was.

It would be of deep value as a means of teaching Americans an understanding of, and pride in America - and they apparently would be glad and ready to profit by it. It would have the particular value of being constantly accessible in summer to a poorer type of family tourist passing to the northern resorts, - or just tripping - than can afford to go to a definite isolated place like Williamsburg.

Here Paul Jones fitted out his "Ranger" - the first ship to take the salute of a foreign nation for the American Flag. The typical old warehouse where she was fitted still stands. Here also the patriots took the powder kegs at night from Fort William and Mary, which stands today. Here stands the Lear House, the home of George Washington's secretary, who married two of his nieces. This was already an antique house when Paul Revere rode to Lexington.

This self-contained little maritime quarter could easily be put back into a real fact, not a reproduced picture - and the tourist could actually be in an old Revolutionary American town. I think I can say there is no other such possibility in America.

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Besides this maritime quarter, there are standing in the nearby streets of Portsmouth, the great Gardner-Wentworth Mansion, the Moffat-Ladd house with its terraced gardens, the ancient palace of Governor John Wentworth, (who escaped through his back garden) and a large group of the finest old houses of the Colonial and the Federal periods.

So small is the old city that these could all be visited on foot.

The hotels are good and the tourist camps plentiful.

(Signed) John Mead Howells

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MEMORANDUM ON 3 GREAT EARLY AMERICAN HOUSES, IN NEED OF REPAIR

The intention is that these American houses of the Revolutionary Period shall be rehabilitated by government agency and thus restored to the public for education and American history.

At the small town of Kittery Point, in the southern extremity of the State of Maine, within easy reach of Boston, still stand a unique group of early American houses, now in need of restoration to their place in the possession of the American public. There is no other similar group of our early work.

These early houses were all three built by one man, between, say, 1690 and 1760. He was Sir William Pepperrell, the American conqueror of Louisburg in Canada, the only American baronet, and the son of a still earlier sea captain, master of a fishing fleet.

1. Original Sir William Pepperrell House, including the father's original house of about 1690 and greatly enlarged by his son, before the Revolution. Greatly in need of study and rebuilding.

2. Sparhawk Mansion - built for the daughter when she married Sparhawk. This is the largest of the three, a splendid house, still on its own ample land. Greatly in need of repair.

3. The Lady Pepperrell House. This is on a small piece of land with fine trees. It was built for the wife as a "dower-house" in 1760 when the

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daughter married. This house is in fine condition and repair and is at present in charge of the Society for Preservation of New England Antiquities.

There was a fourth great house built for the son which has disappeared.

The restoration, and perhaps taking over by the Government, of this group of houses, would:

A. Give immediate employment to architects, draftsmen, surveyors, mechanics, artisans and laborers of all building trades. As the three are close together, the trades could keep employed, by shifting from one to another as the work progressed.

B. Restore to the educational use and patriotism of the public - these now vanishing pictures of what the earlier Americans could do.

C. Together with beautiful Kittery harbor, Sir William's tomb, etc. - this group of houses would create a centre of American education and recreation, near Boston and beside the Portsmouth Navy Yard, similar - although comparatively very small - to

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the restored group at Williamsburg, Va., which are visited and studied each year by untold thousands of American tourists.

. . . . .

Houses Nos. 1 and 2 are occupied by their present owners. Any government or other agency undertaking the restoration would have to make mutually satisfactory arrangements with these owners.

(Signed) John Mead Howells

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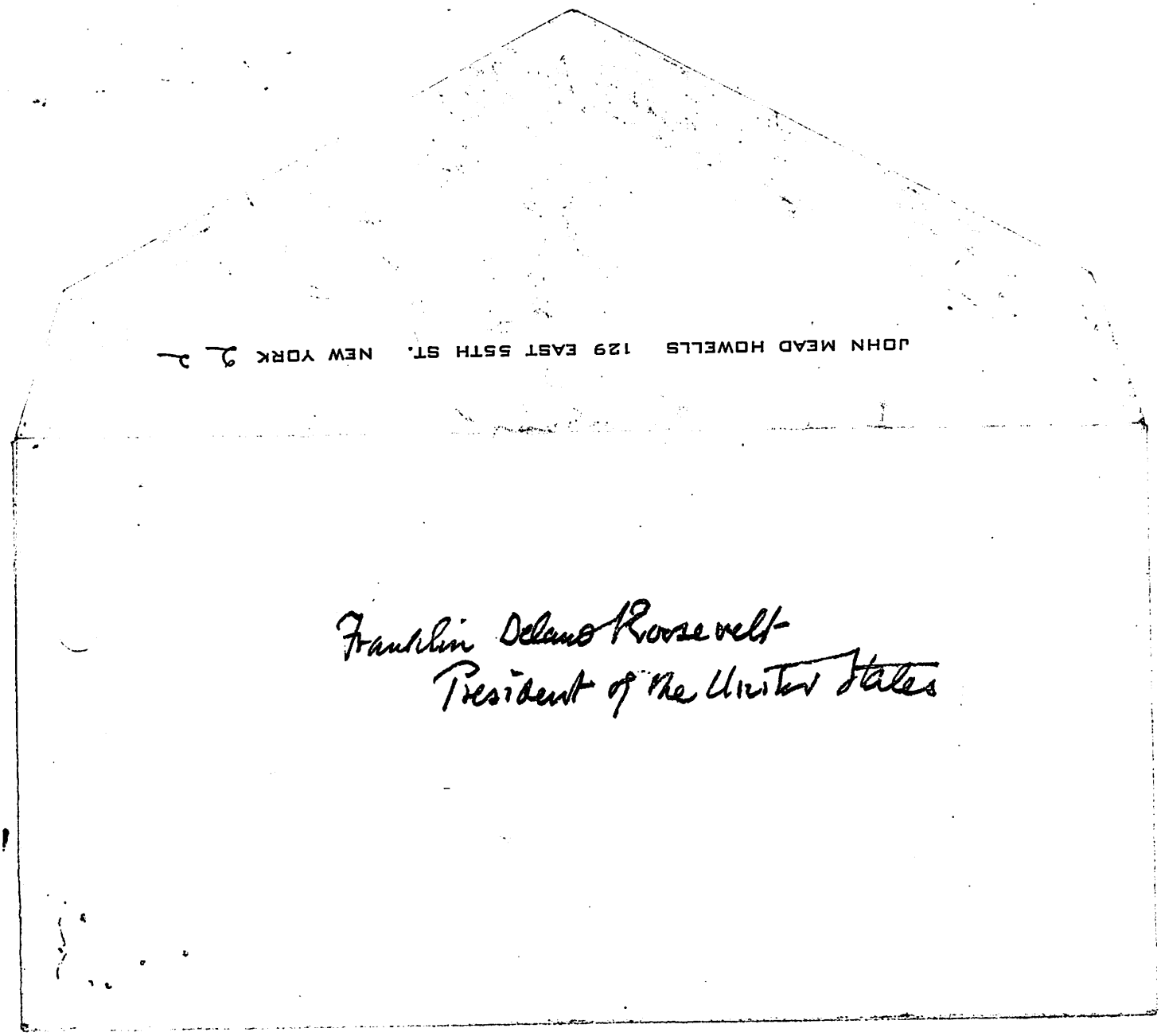

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NATIONAL PARK SERVICE RECEIVED FEB 21 1944

FEDERAL WORKS AGENCY
WASHINGTON

OFFICE OF THE ADMINISTRATOR

February 17, 1944

2/21 IVEK (2) (1)

National Park Service
Merchandise Mart
Chicago, Illinois

Gentlemen:

I am enclosing copy of a letter and a report from Mr. John Mead Howells of Kittery Point, Maine, which is self-explanatory.

Mr. Howell's letter has not been acknowledged by this office.

Sincerely yours,

George H. Field

George H. Field
Assistant to the Administrator

Enclosures

FEB 22 1944

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SUNDAY
APRIL 1943

11

IVEK

Kuhler: Believe Barnett made a report on this when he was on loan to Bur of Hist - Has it been before advisory board? - If not why not submit it so we would have a definite position when this comes up again

Just

FEB 25 1944

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LAST MONTH

1943 March 1943

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April 1943

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NEXT MONTH

1943 May 1943

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102— MONDAY, APRIL 12, 1943 —263

8 A. M. 8 [illegible]

9 A. M.

10 A. M.

11 A. M. 11:30 CPS.

12 Noon 12:30 Lunch Tavern Club Holabird Supp

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Porter
Kahler
Vint

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
CHICAGO, ILLINOIS

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

February 26, 1944.

Mr. John Mead Howells,

Kittery Point, Maine.

My dear Mr. Howells:

Your letter of February 8 to President Roosevelt regarding the rehabilitation and preservation of the old maritime quarter of Portsmouth, New Hampshire, has been referred to me for reply by Mr. George H. Field of the Federal Works Agency to whom the President had sent the letter in the first instance. The distance of our Office from Washington explains the short delay in acknowledging your communication.

As you know, the National Park Service has sought to encourage local groups and individuals who have been active in preserving the historic old maritime quarter of Portsmouth. In fact, this Service gave advisory assistance to local groups in 1937 and 1938 when the New Hampshire Planning and Development Commission was making a study of the problem of preserving these historical values. We also favorably recommended a non-Federal W.P.A. project sponsored by the city council to collect and make available, for public record, the historical significance of these sites. In addition, measured drawings were made of a number of important historic structures in Portsmouth by the Historic American Buildings Survey.

At the present time, there are no funds available to the National Park Service which could be used to assist the City of Portsmouth in making suitable plans for the preservation and restoration of the historic old maritime quarter in the postwar period when construction again becomes possible. The technical staff of this Service has been greatly reduced and we must, of necessity, concentrate upon the protection, administration, and interpretation of areas and structures already included in the National Park System. However, we are glad to learn of your continued interest in the preservation of historic sites in and near Portsmouth, and trust that means can be found locally to prepare plans which will enable the City to carry out a constructive program of historical conservation in the period following the war. We are quite in agreement with you as to the value to the average American of such pictures of the past.

CWP:lc

Sincerely yours,

Hillory A. Tolson

Hillory A. Tolson,
Acting Director.

cc: Regional Director, Region One
Mr. Vint.
Mr. Wirth.
Dr. Porter.

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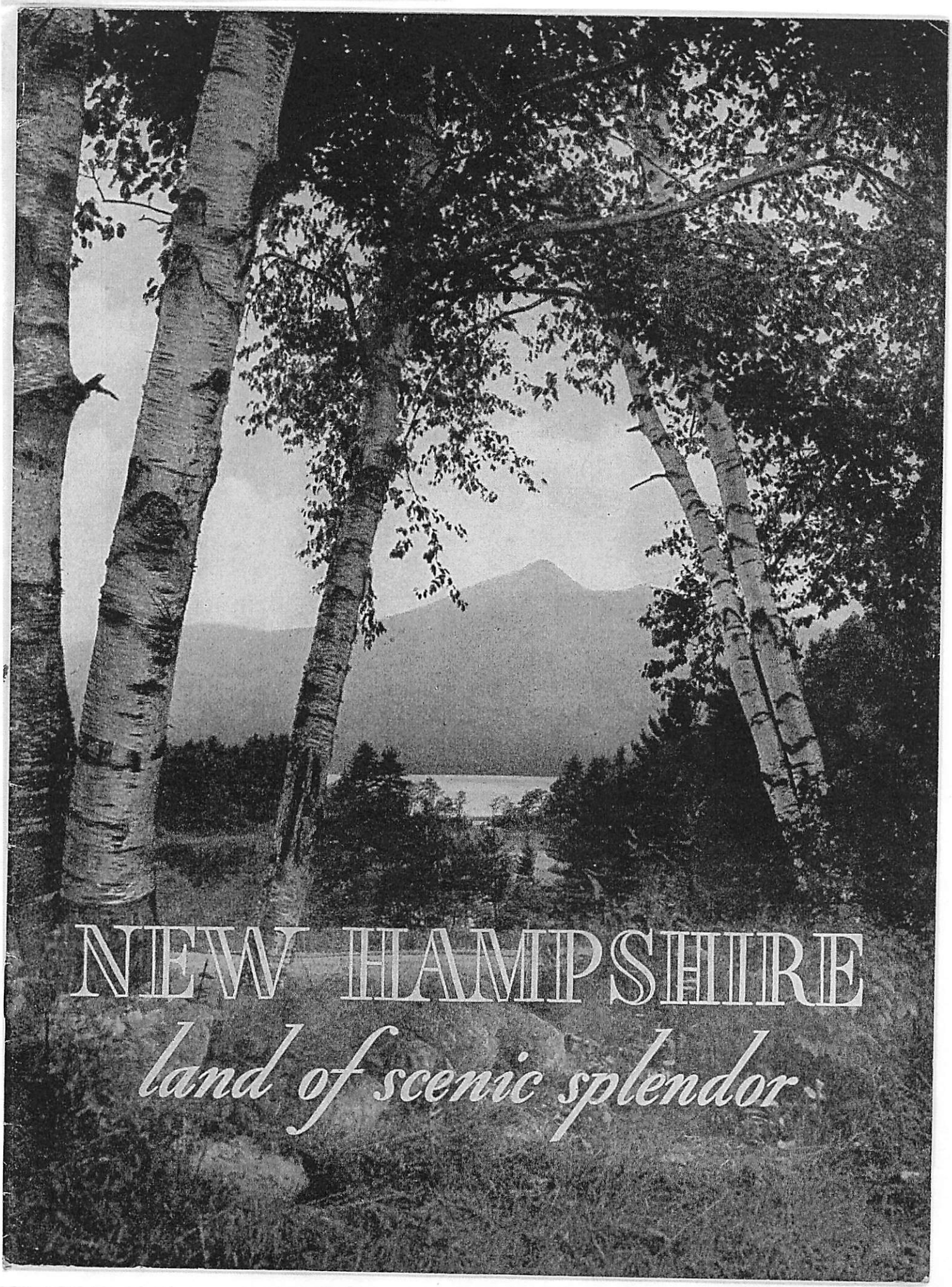

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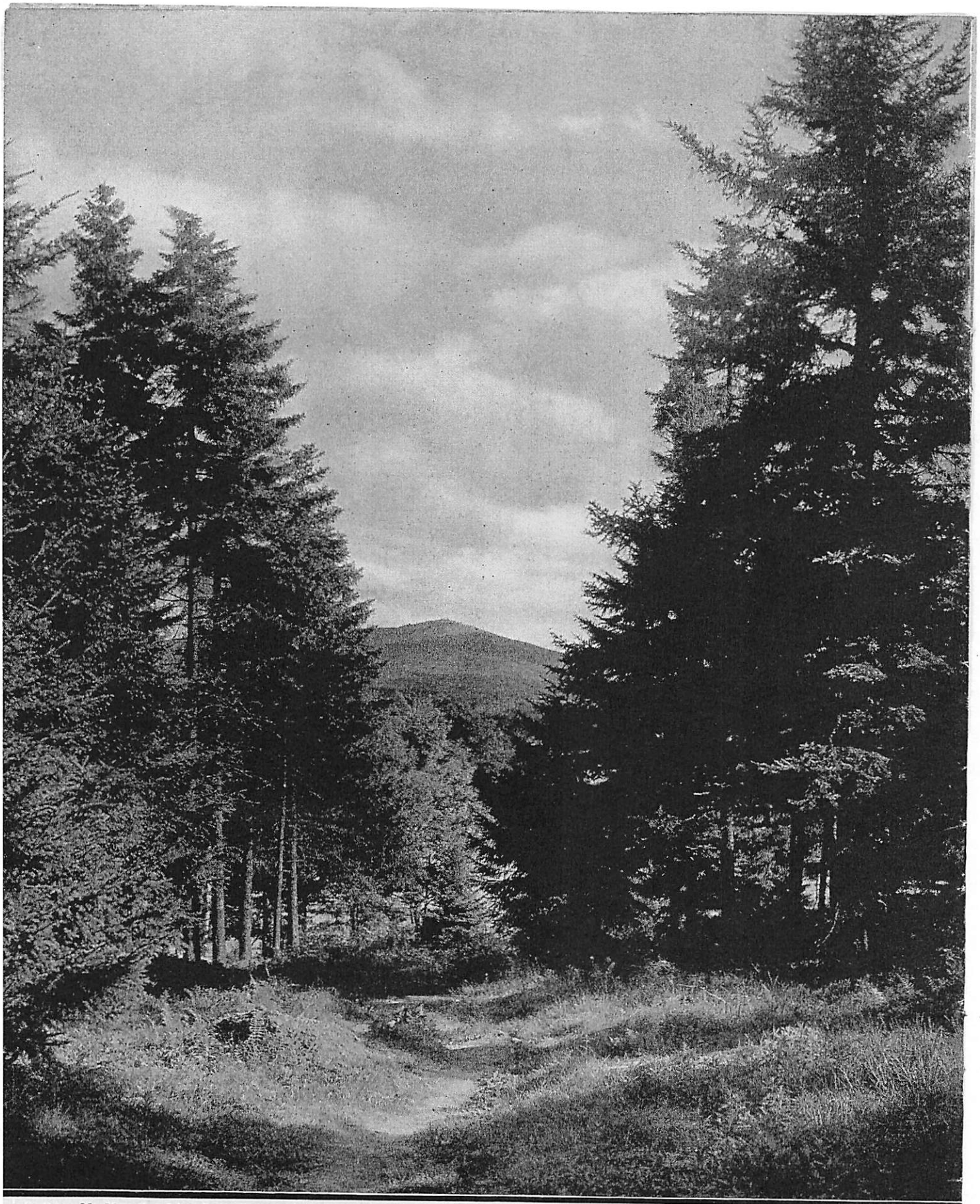

Mt. Monadnock is called "The most isolated summit in the State and one of the most interesting in New England." It rises 3166 feet above sea level. Most of the mountain is owned by the State, the town of Jaffrey, and the Society for the Protection of New Hampshire Forests

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New Hampshire

LAND OF SCENIC SPLENDOR

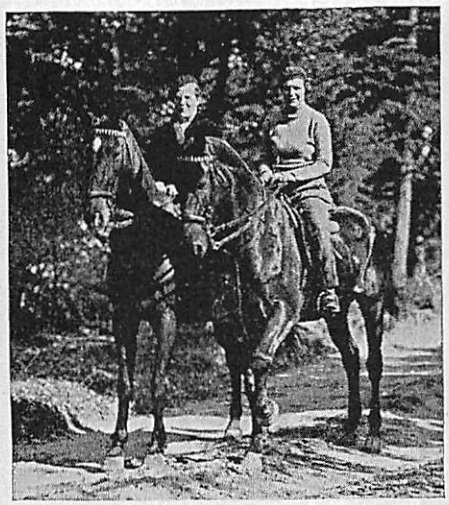
This book is designed to give the prospective visitor to New Hampshire a clear, composite picture of this "Land of Scenic Splendor." Ours is a small State — only 200 miles from north to south, and less than 100 miles from east to west. But in this small territory, are mountains, lakes, seacoast, and countryside in such bewildering profusion that a world traveler has called it "the most consistently beautiful country of its size anywhere in the world."

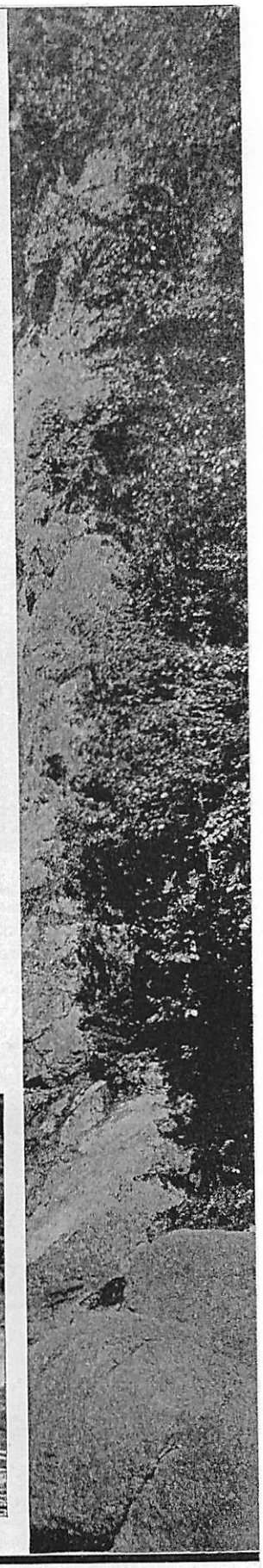
If you would like any assistance in planning your vacation: suggestions about routes, hotels, boarding homes, or camps: if you are interested in a summer home, or a year-around home, in a farm, or in a manufacturing plant: or if there is any information or assistance that we can give, we shall be delighted to hear from you.

The tax situation here is a relatively comfortable one; New Hampshire has no general state income tax, but instead a tax on interest and dividends which is assessed at the average property rate tax for the State each year. Every cent of money derived from the gasoline road toll (gas tax) has always been devoted to the construction and maintenance of highways and bridges.

STATE PLANNING AND DEVELOPMENT COMMISSION

CONCORD, NEW HAMPSHIRE





Glen Ellis Falls, one of the best known of New Hampshire's many famous waterfalls, is in Pinkham Notch, eight and one-half miles north of Jackson. Horseback riding is growing in popularity. There are hundreds of miles of soft-surfaced roads, which are ideal for this great sport

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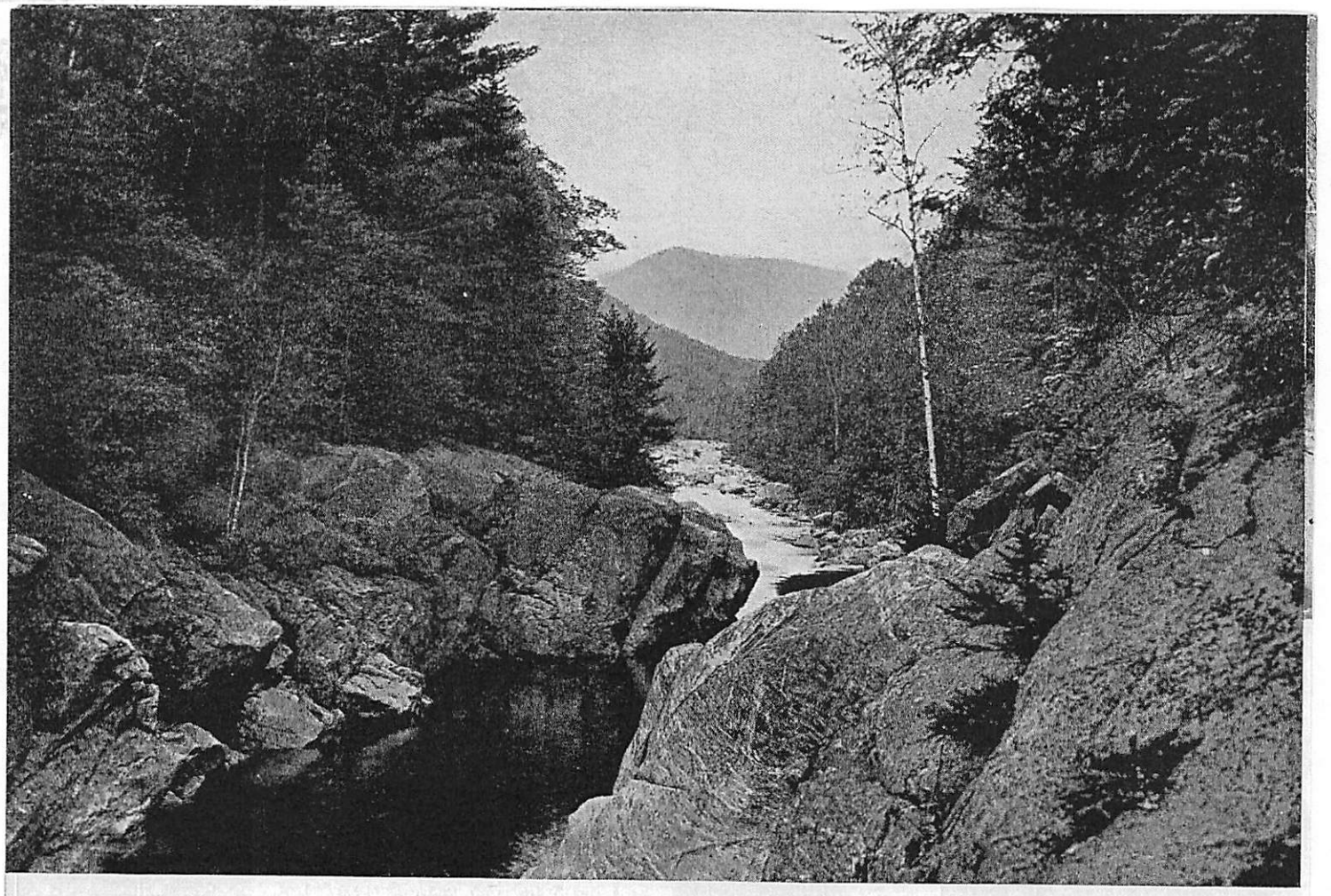
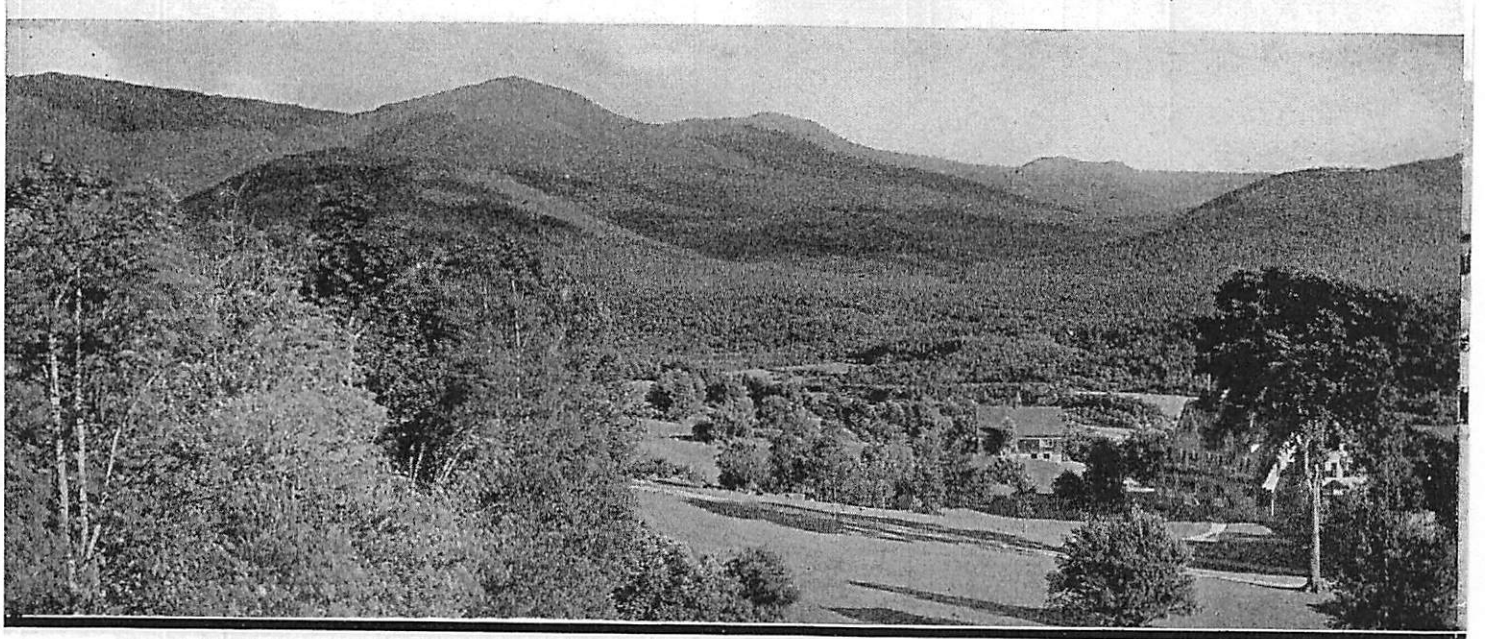


"The White Mountains constitute a section of the country which is unrivaled in variety of natural interests. It may be ventured that nowhere else, within so small a radius, is there such concentrated wealth of spectacular formation in peaks, valleys, and waterfalls. Since the early exploration of the mountains, they have grown steadily in popularity so that they have come to be a national resort. The climate, natural resources and superb accommodations make an irresistible combination whether the visitor occupies a tent or the most luxurious hotel."

— From "*The Book of the White Mountains*" by Anderson and Morse



Upper picture shows Saco River in Crawford Notch. After dodging its way through the Notch, it resumes its tranquil way through Bartlett and Conway into Maine. Lower picture shows the Presidential Range across the lovely valley at Jefferson

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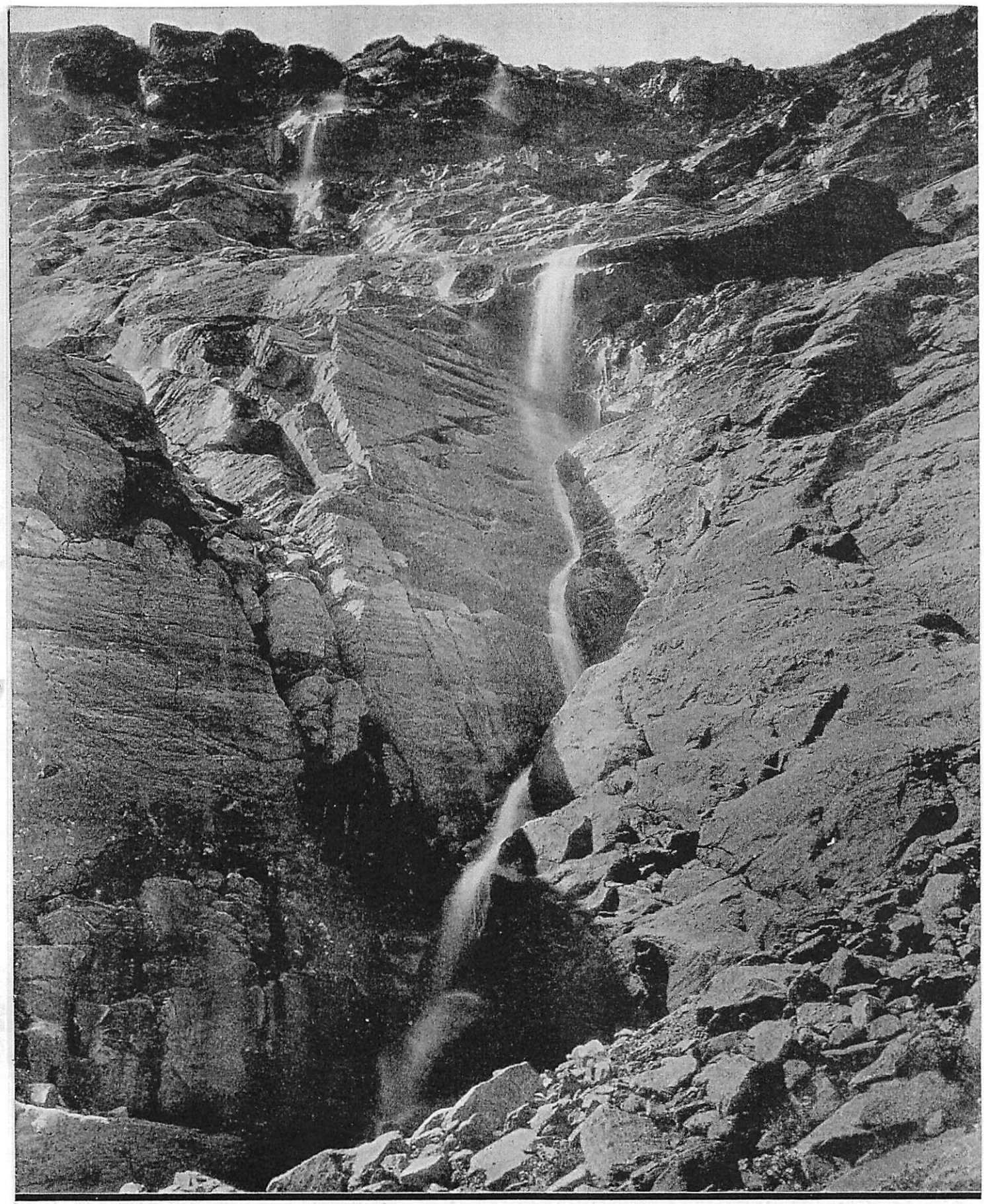

The Fall of a Thousand Streams, Tuckerman Ravine, Mt. Washington. Here the famous Snow Arch forms and usually lasts until the third week of August. In the winter the snow here lies 150 feet deep and spring skiing is enjoyed into late June and frequently until early July

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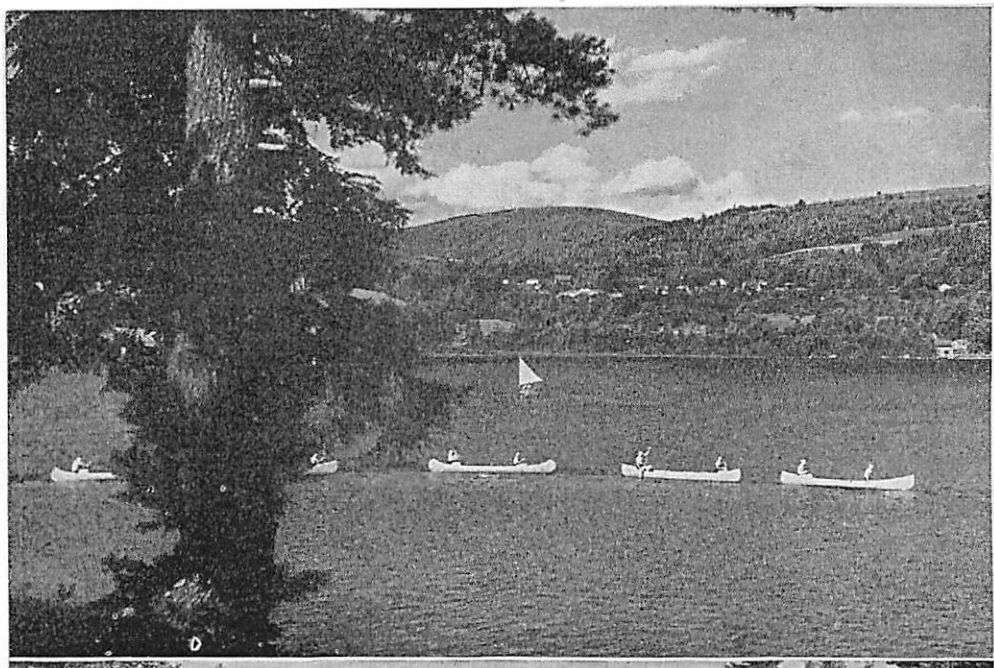
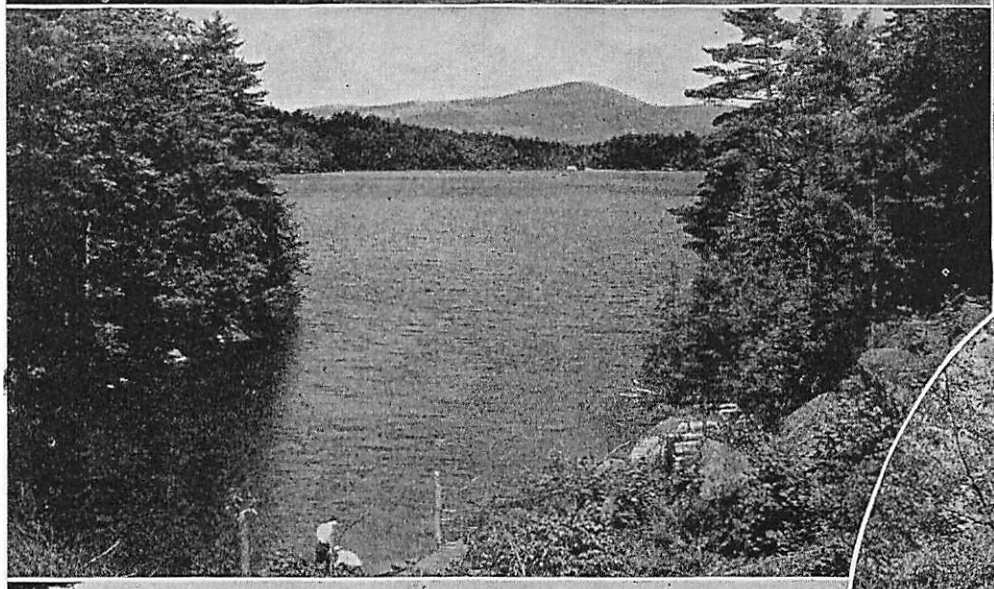
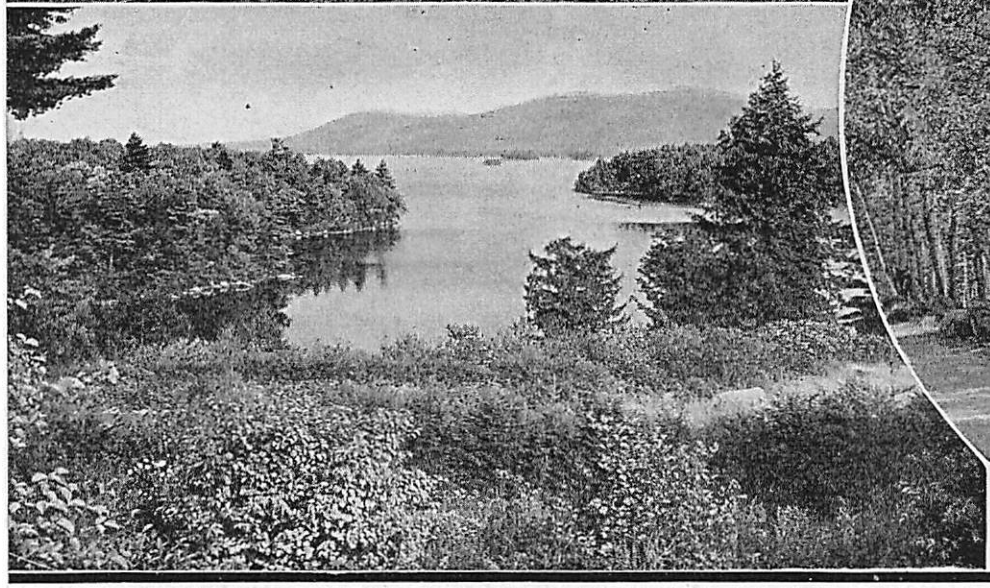




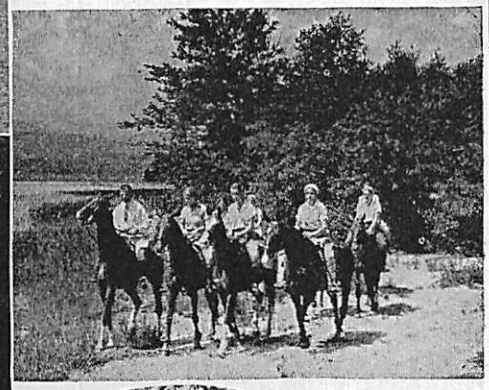


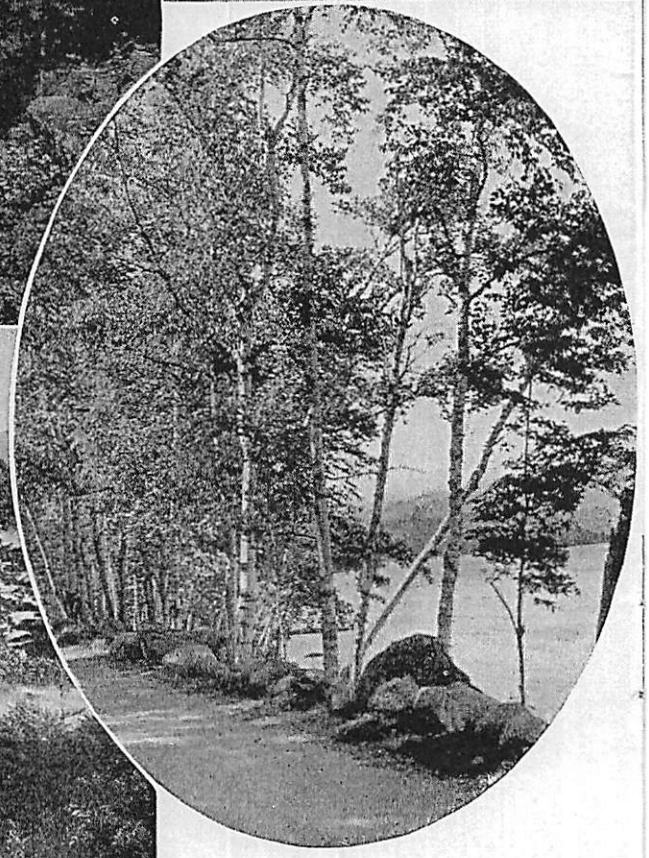
New Hampshire

AIR-CONDITIONED BY NATURE

The ideal climate has been described by Professor Ellsworth Huntington of Yale University in a book called "Civilization and Climate."

From his research, Professor Huntington finds that the ideal summer temperature for physical health, comfort and activity is an average of 63 degrees Fahrenheit. This means that





Top: A boys' camp at Post Pond, Lyme. Center: Loon Lake, Hillsboro, with Lovewell Mountain in background. Bottom: Squam Lake. Oval: A glimpse of Newfound Lake through the birches. Upper right: Horseback riders from a girls' camp at Ossipee Lake, Ossipee

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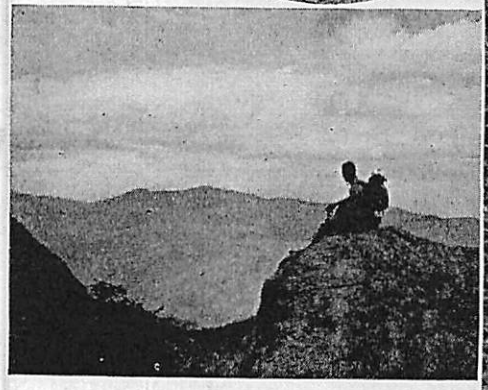

by day the thermometer usually rises above 70 degrees so that the air is pleasantly warm, while at night it falls to perhaps 56 degrees, so that one always sleeps comfortably. The greater part of New Hampshire lies within the area where this range of temperature prevails and nowhere else is there so perfect a combination of factors favorable to summer vacations within so small an area.

Quoted from pamphlet by the New Hampshire Foundation

Oval: These wood roads are ideal for tramping and horseback riding. Left: A tramper rests on Tuckerman headwall. The Appalachian Mountain Club and Dartmouth Outing Club maintain over 300 miles of trails with cabins and shelters. Right: Beaver Falls, Colebrook

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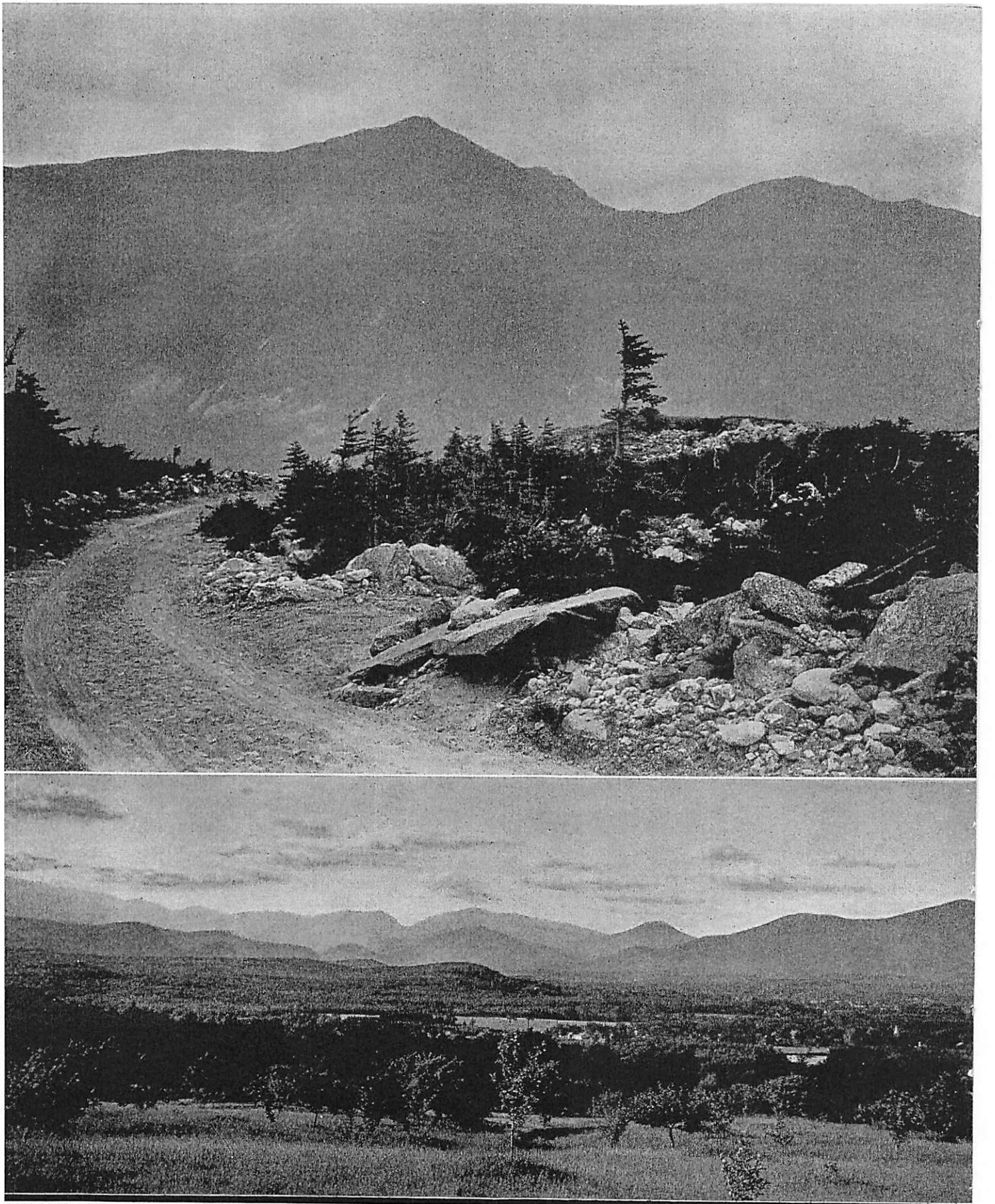

Above: Mts. Adams and Madison from Mt. Washington Automobile Road. This road is eight miles long and has an average grade of 26 per cent. You can drive your own car in perfect safety or can hire one, if you prefer. Below: View of the White Mountains over Conway

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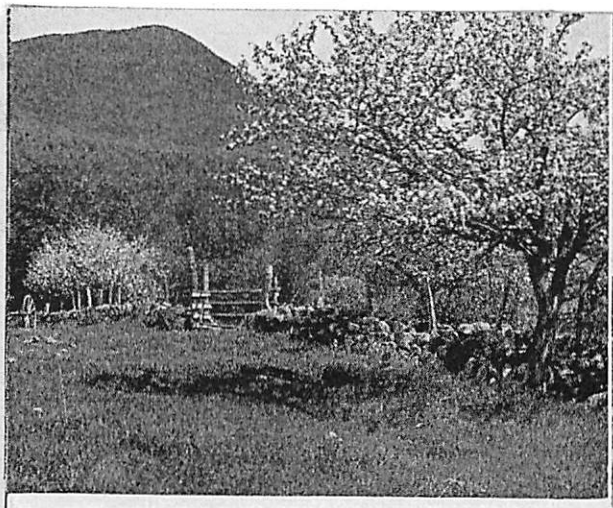
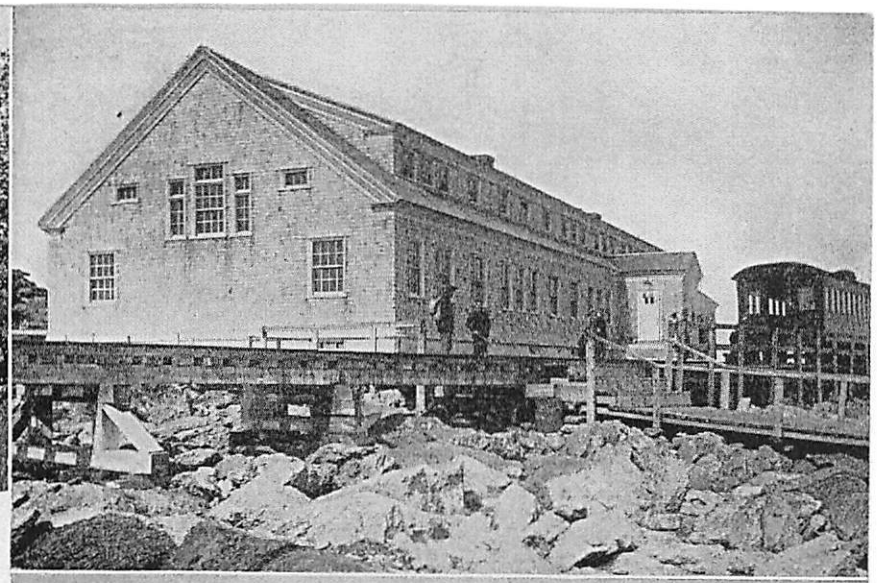




WHY I DO NOT LIKE

New Hampshire

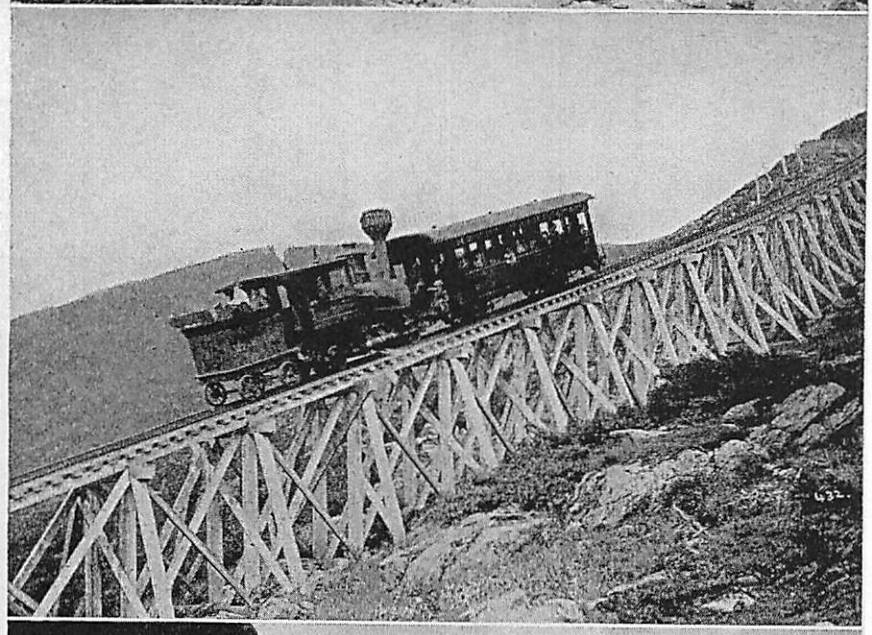
BY EDWIN ROBERT PETRE

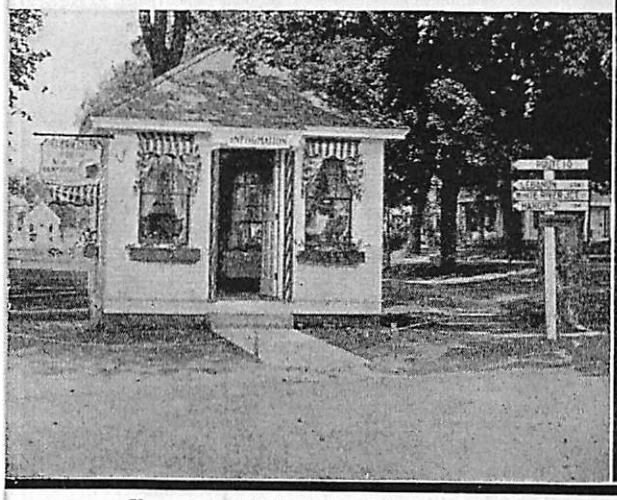
Director — Institute of Foreign Travel

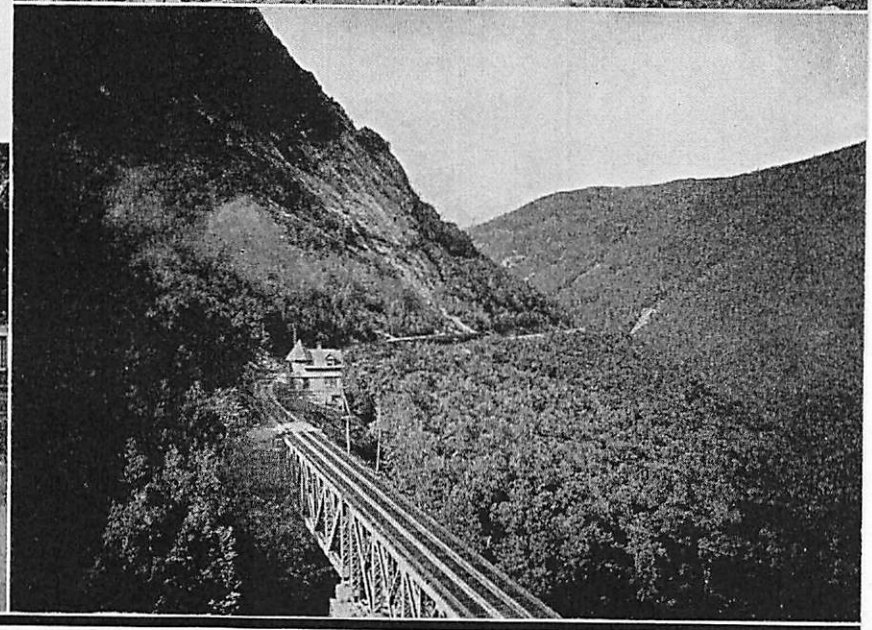
I do not like New Hampshire. . . . It is part of my job not to like New Hampshire. . . . Almost every check I receive seems to have written across it — "This is given to you because you do not like New Hampshire." . . . I spend many hours every day trying to get folk to like old Hampshire in merrie England, and places like old Hampshire in France, Germany, Italy, and lots of other European countries, but not New Hampshire.

No, sir, I do not like New Hampshire because I do not know how I am going to compete with its attractions. . . . I do not like to have folk writing about places that I am not paid to advertise. . . . I do not like New Hampshire because folk who go there once want to go again, and do go again. . . . I do not like New Hampshire because the people who go to New Hampshire are just the kind of folk I like to go to Europe — folk who love real attractions, comfort and fine living, simple in taste and sterling in character. . . . I do not like New Hampshire. . . . It is my job not to like New Hampshire.

— From "*The New Hampshire Troubadour*"







Upper left: Mt. Doublehead, Jackson. Lower left: One of New Hampshire's 24 Tourist Information Booths. Upper right: Summit House on Mt. Washington. Center: Jacob's Ladder on the famous Mt. Washington Cog Railway. Lower right: Willey Brook Bridge, Crawford Notch

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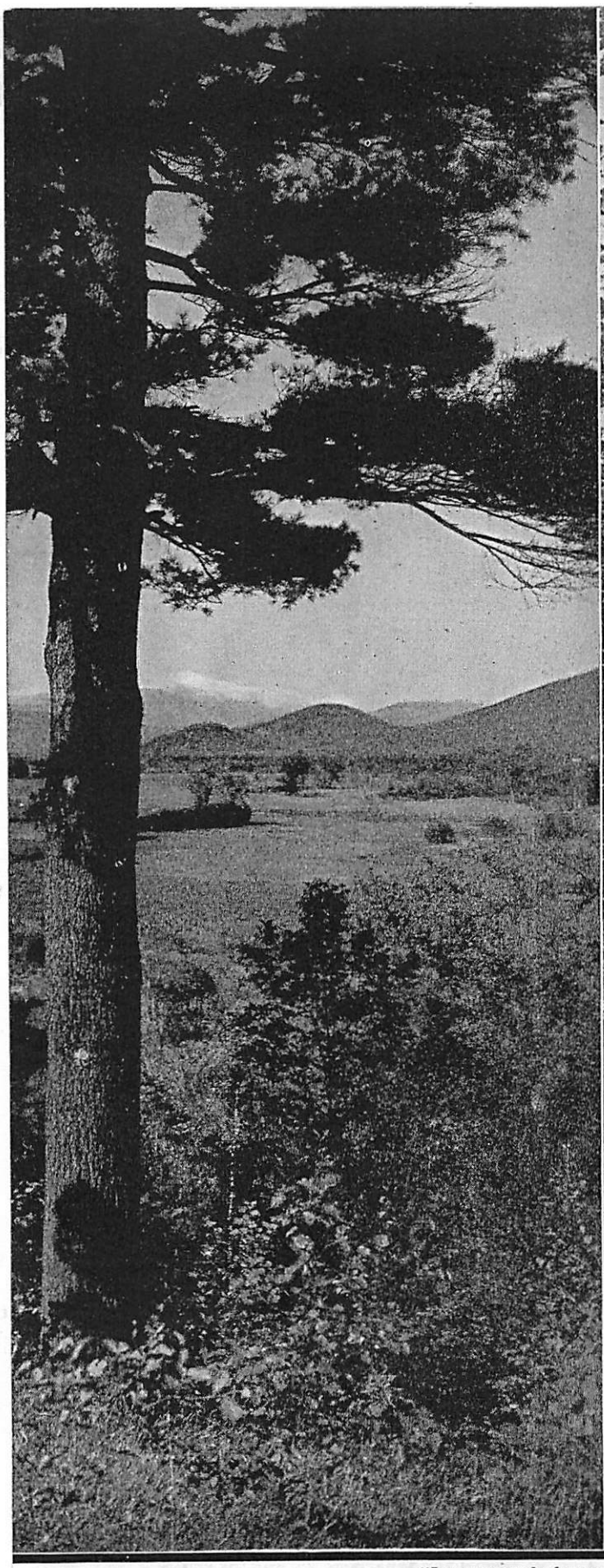

The Art of Loafing

ARTHUR SISSON

Our highly organized city life runs in a groove. Office hours, the same trains, the same people, the same four walls. We are pretty much compelled to organize our time to avoid waste, to conserve energy which, during times of pressure, drains dangerously fast. We dare not upset the routine. Yet we should. Days, months go by, very much the same,

"I am not much of a travel commentator," wrote Adela Rogers St. Johns, in the Hearst newspapers, "but this note is bubbling over and will out. Just returned from a visit to Dick and Jessica Barthelmess in the hills of

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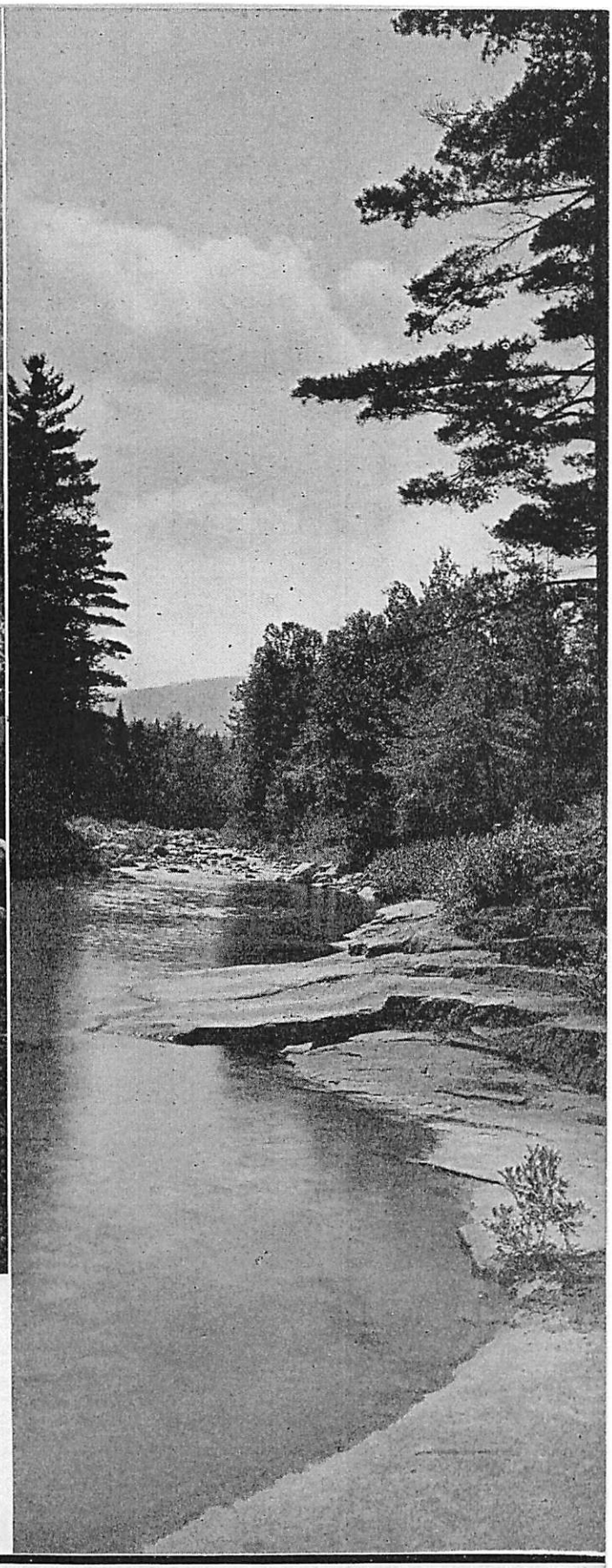

till something startles us to realize how groove-like our efforts are. The futility challenges us. And this has been particularly true during the past few years, when most of us have been beating our way out of the woods. We must be careful not to get stuck in the rut. So it's good to be up here even for a few days, to loaf, and be happy doing so.

One cannot walk for miles on soft carpets of pine spills or feast on a panorama of lakes and mountains without establishing new values. Time is not money up here. Time is health. Time is companionship. Time is happiness. — From *The New Hampshire Troubadour.*

New Hampshire, and never in my life did I see such sheer loveliness as the lakes and trees at sunset and moon-rise. It was my first trip into that part of New England and I am still all a-dither. What a country that is!"

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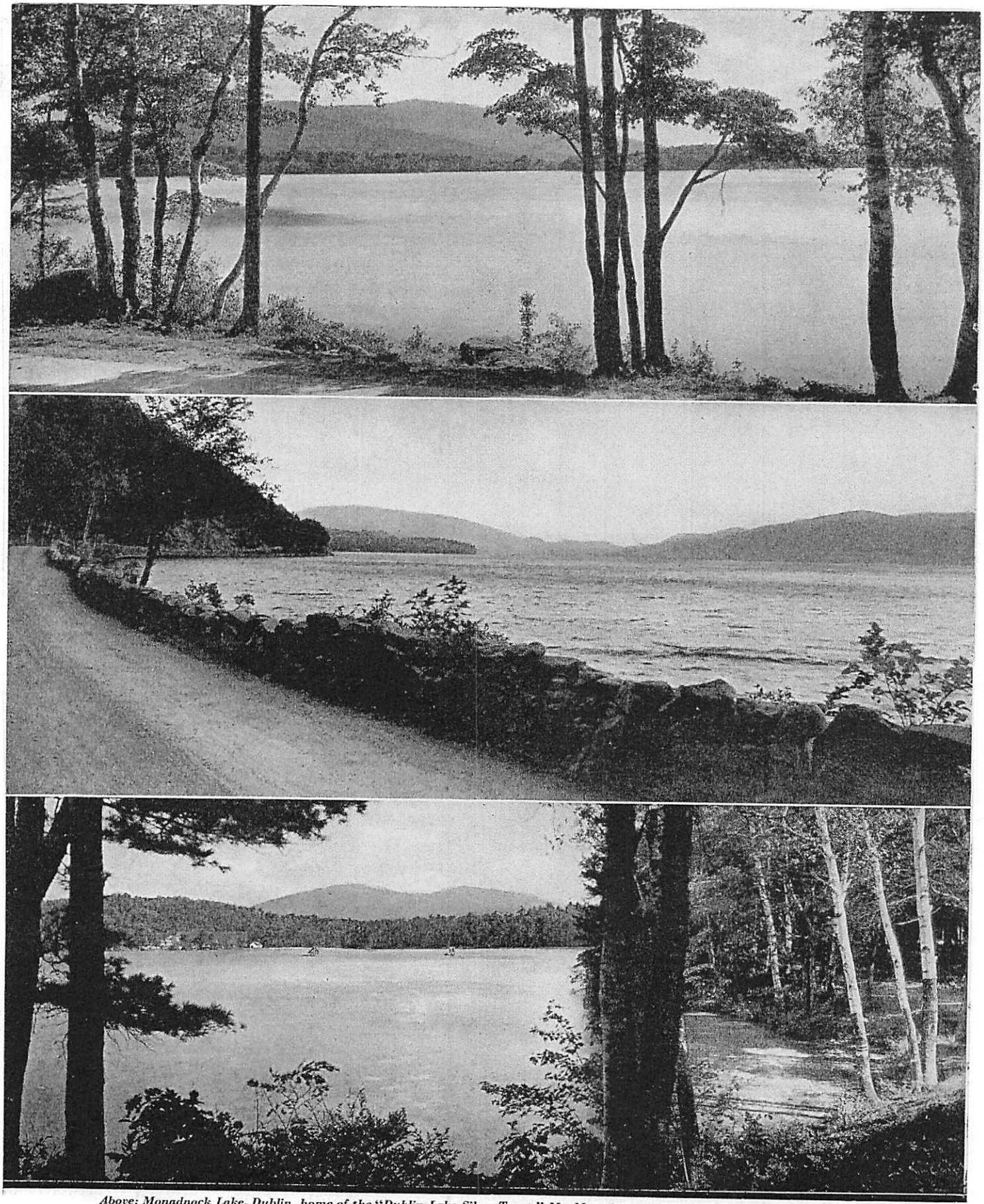

Above: Monadnock Lake, Dublin, home of the "Dublin Lake Silver Trout." Mt. Monadnock in background. Center: Newfound Lake, Bristol and Hebron. Famous for its trout and salmon fishing. Below: Kezar Lake, Sutton. Typical of the many smaller lakes of the State

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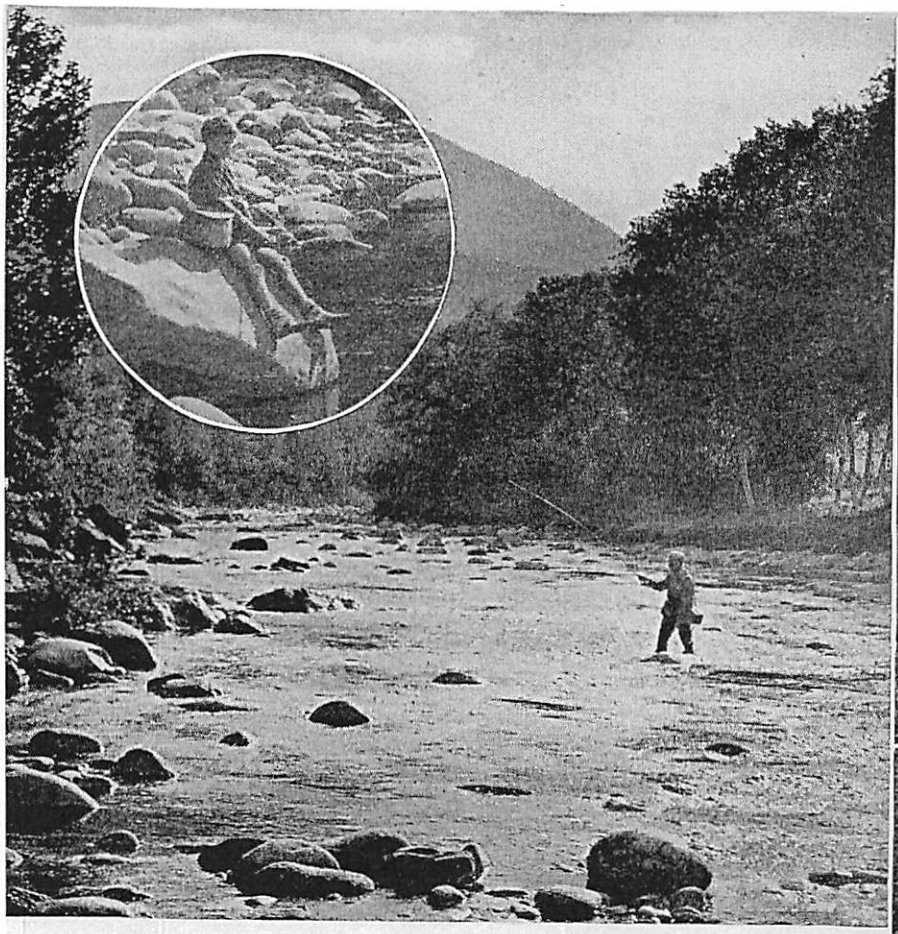

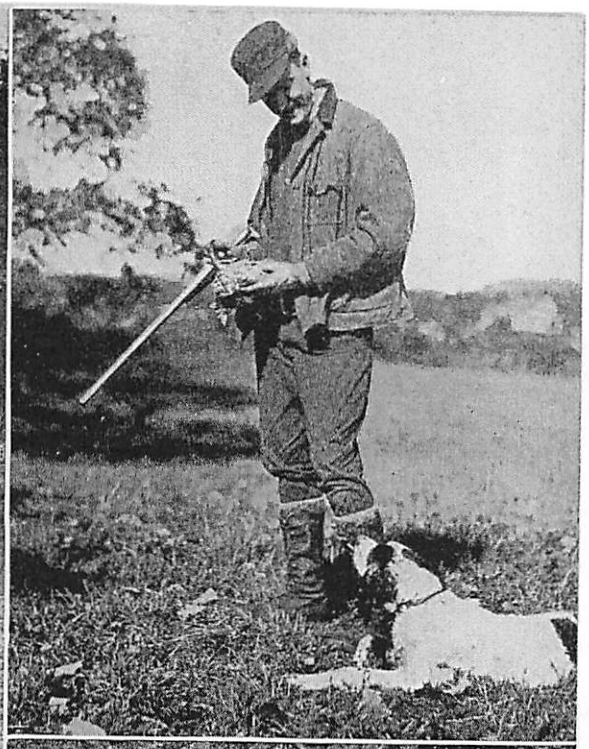

Fishermen, hunters and trampers will find their heart's desires in New Hampshire. Write us for the folder "NEW HAMPSHIRE HUNTING AND FISHING," the State Fish and Game Laws, and the A. M. C. folder "TRAMPING THROUGH THE WHITE MOUNTAINS."

For an investment in health and fun and for an additional annuity insurance policy, why not consider a piece of country real estate like the one at Freedom in picture at bottom of page?

Upper left: The fisherman is trying his luck in the Saco River at Crawford Notch. Upper right: The coverts in New Hampshire offer ideal grouse and woodcock gunning. Center: Two young gentlemen are taking life easy at the A. M. C. Mizpah Spring Shelter on Mt. Clinton

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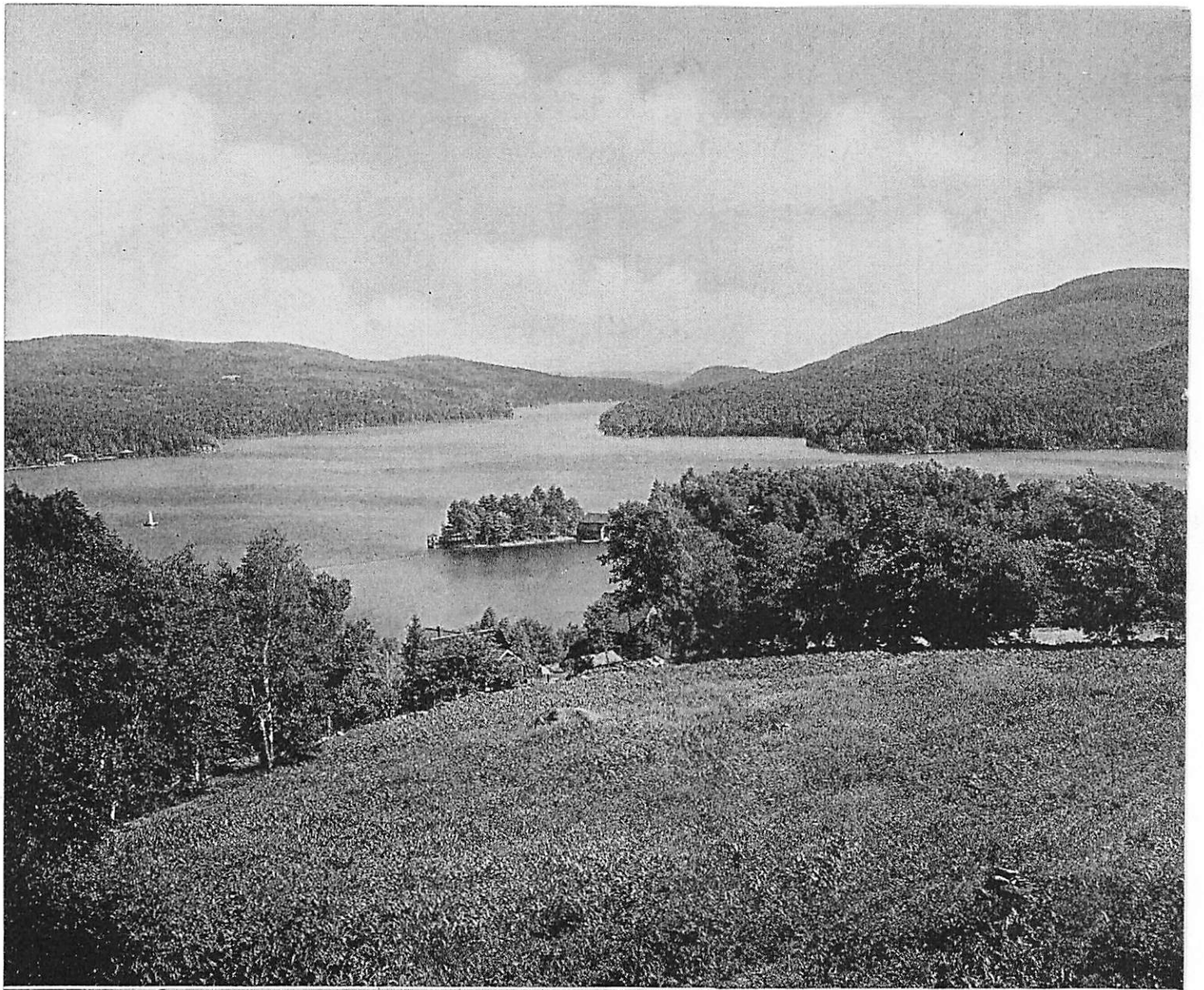

Do you prefer your golf courses horizontal or perpendicular? And your breezes off the ocean, the lakes, or the mountains?

Top: Lake Sunapee called by Indians "Soonipi" or "Goose Water" because of abundance of water fowl — Fine Salmon and aureolus trout fishing. Left: Twin Arch Bridge over Contoocook River at Hillsboro. Right: A group of girl riders from one of the summer camps

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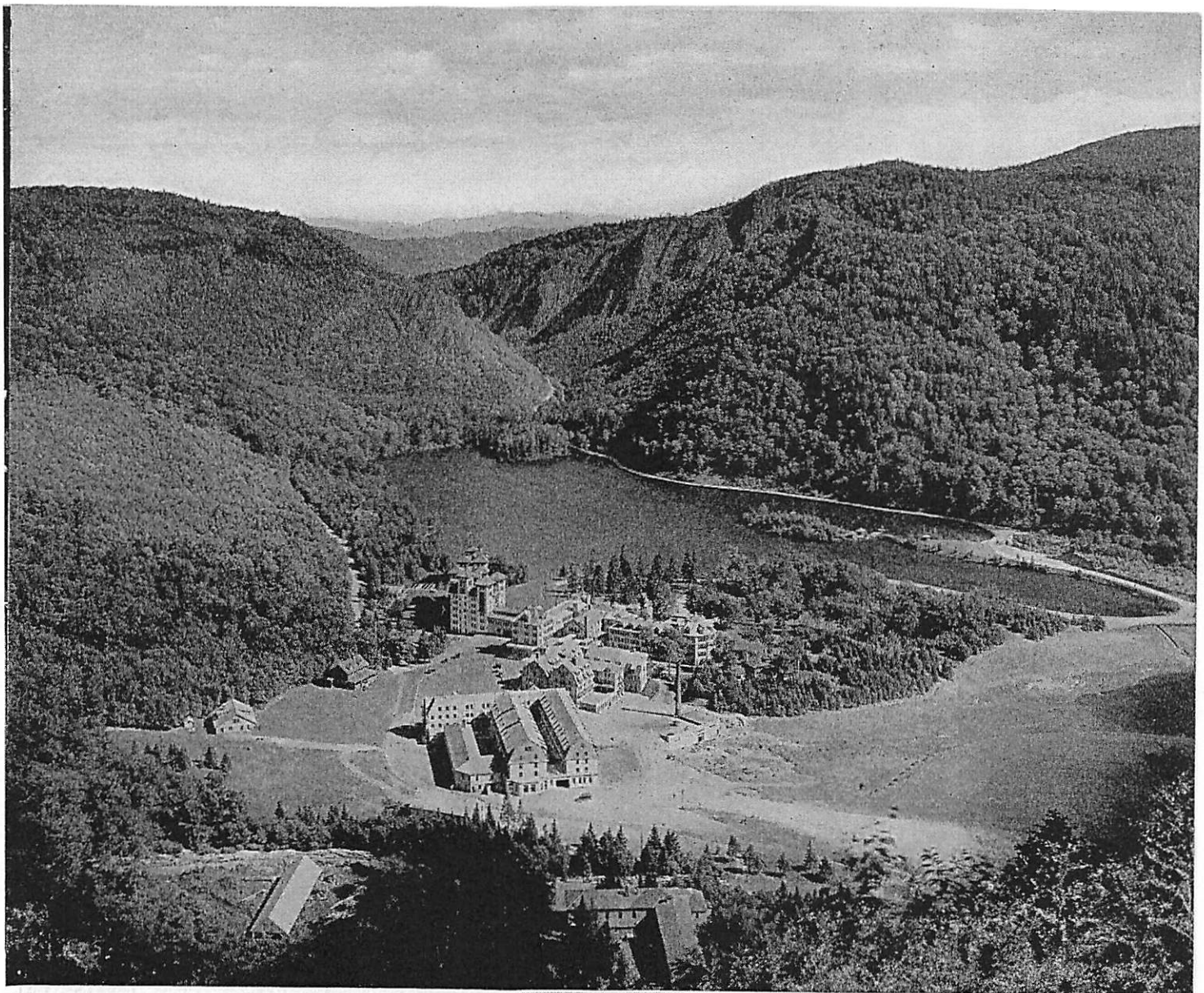
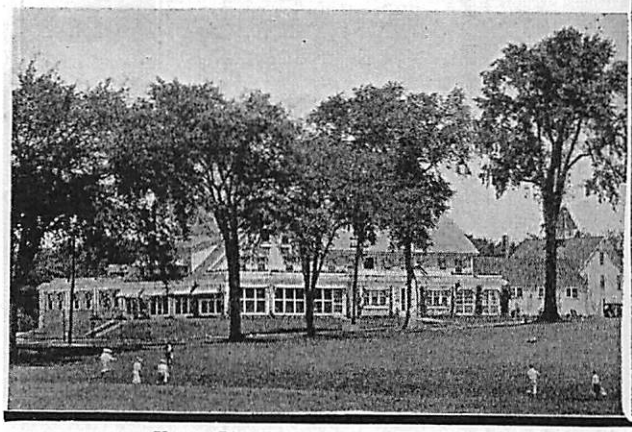
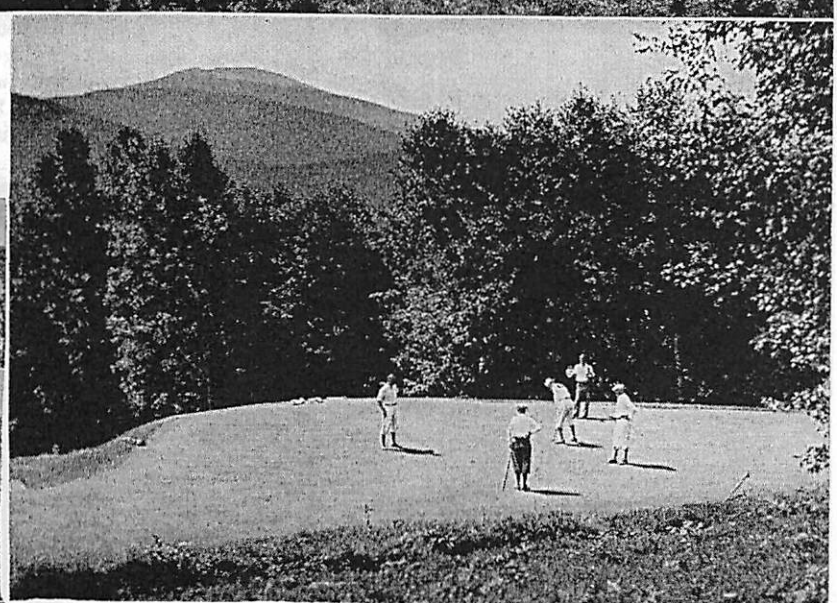


Among the 72 New Hampshire Golf Courses are all kinds, some easy, some of championship calibre. Our map folder contains a complete list.





Upper: Dixville Notch, "The Balsams" and Lake Gloriette in the center of the wild and beautiful country of northern New Hampshire. Left: Nashua Country Club, famed for its golf and hospitality. Right: Mt. Moosilauke, looks down on the golf course bearing its name

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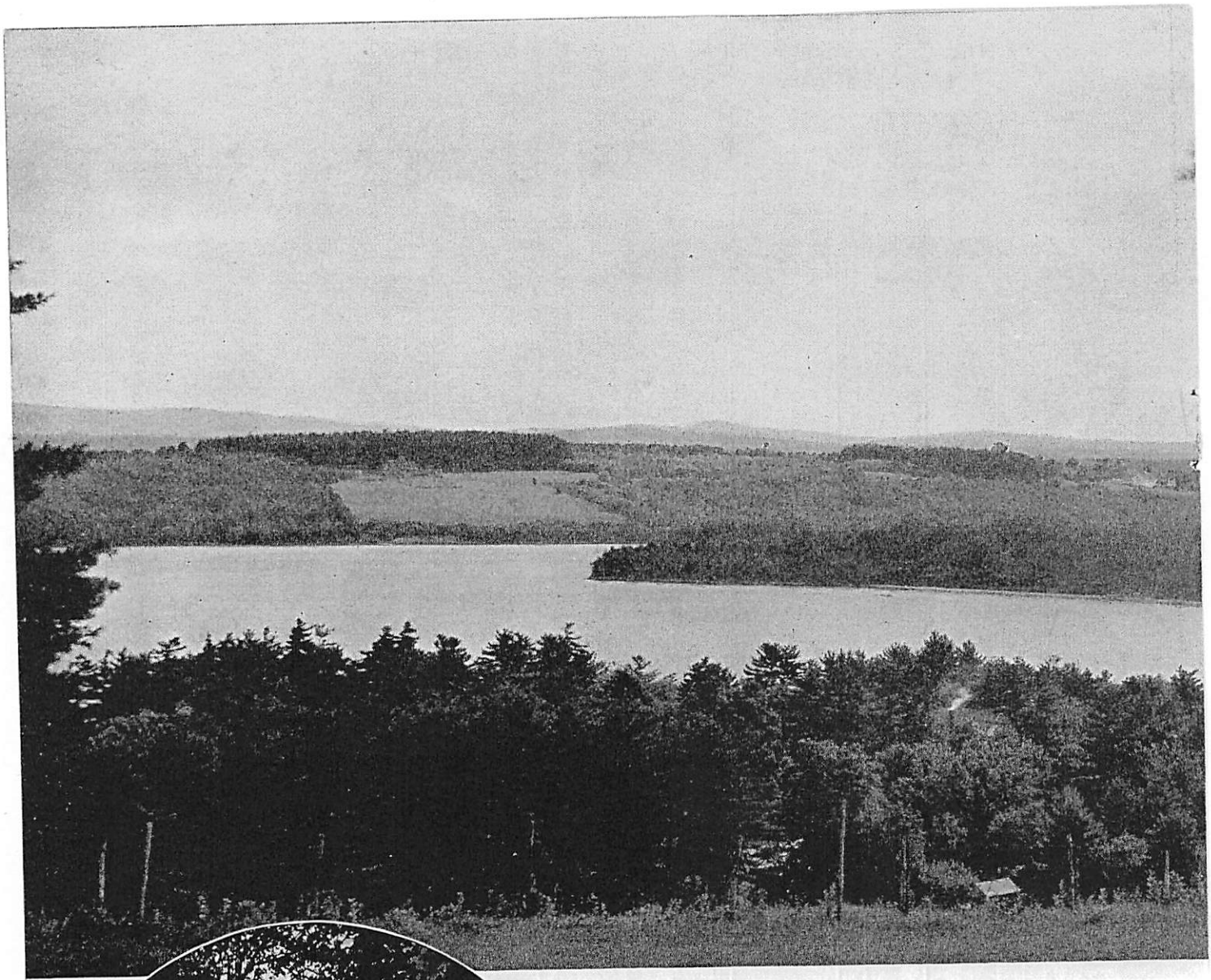
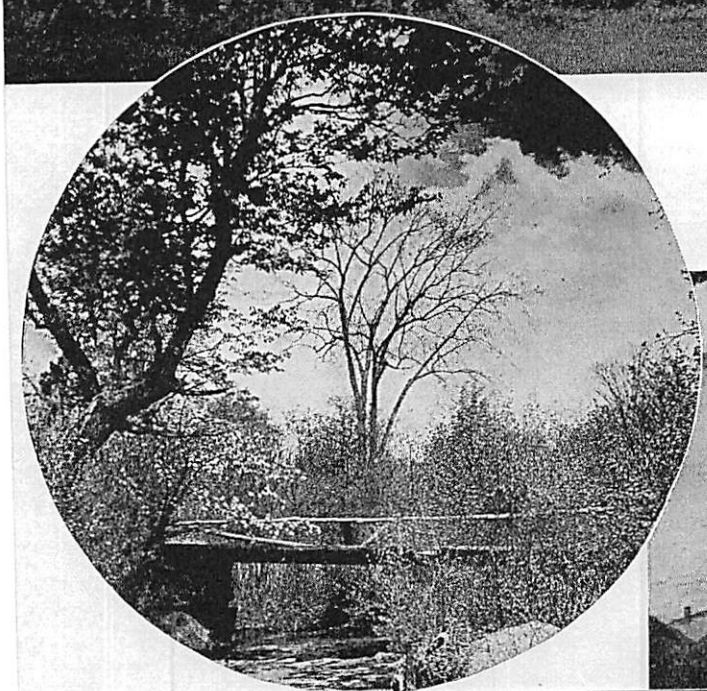
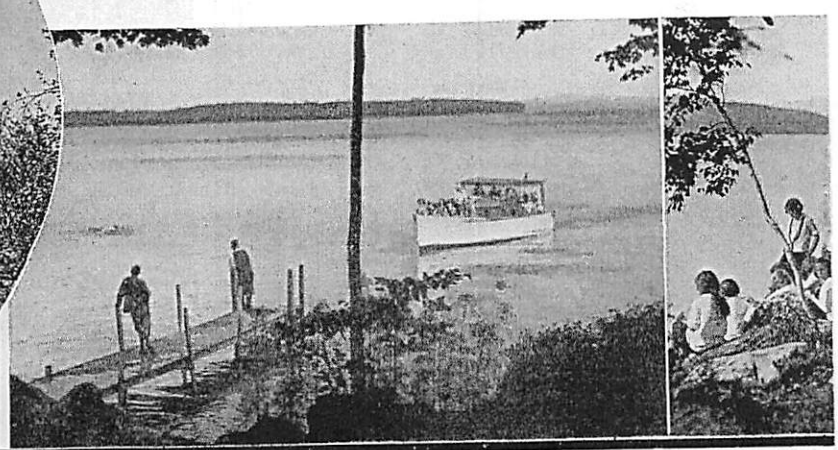




Here's to you New Hampshire, from those of us who have come to know well your broad and fertile valleys, the sanctuary of your hills, the hospitality of your people and the inestimable value of the peace and content you give so bounteously. We thank you for your lakes, jewels of shimmering crystal in a setting of green clad hills, quiet and peaceful be-



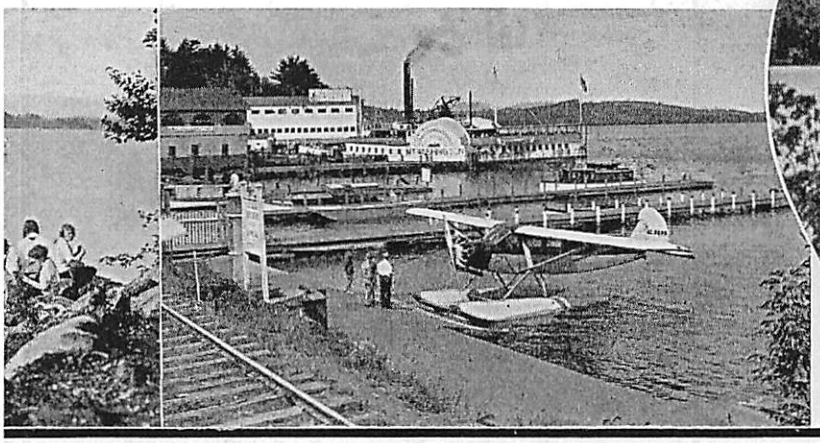
Top: Lake Winnipesaukee — in Indian language signifying "The Smile of the Great Spirit" — is 25 miles long, contains 267 islands and has a shore line of 136 miles. Bottom, left to right: A rustic bridge over one of the countless, crystal-clear streams in the lovely Monadnock Region.

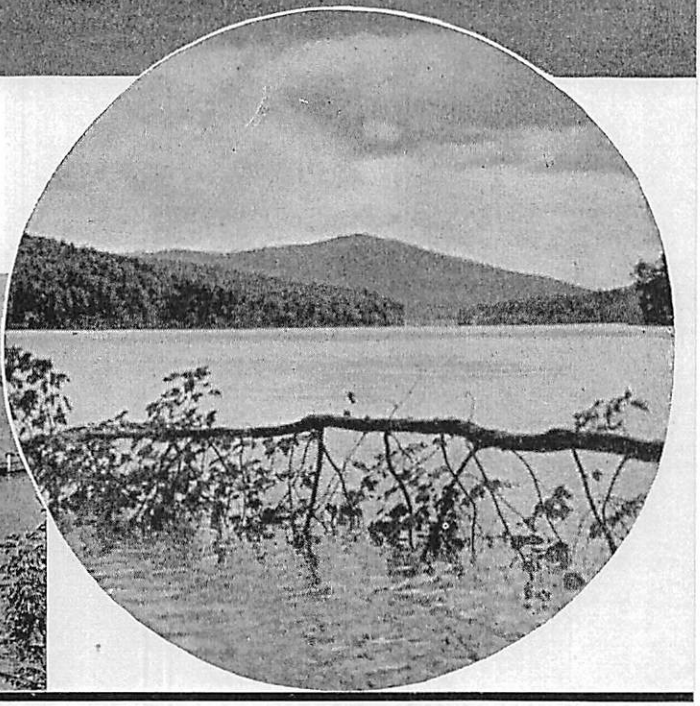
Reproduced from the Unclassified / Declassified Holdings of the National Archives

neath the summer sun. Along their shores the sweet-scented, cooling shade of spruce, pine and fir offer rest and a deep content to all.

Here is perfect harmony in Nature, there is no room for disturbing thought, no place for worry or care — just rest, and peace.

— Almon C. Ashley in *The New Hampshire Troubadour*





One of the more than one thousand motor boats on Lake Winnipesaukee. A picnic group from a girls' summer camp. The famous old Steamer Mt. Washington starting on one of her two daily 40-mile trips around Lake Winnipesaukee. Mt. Monadnock over Silver Lake, Chesham

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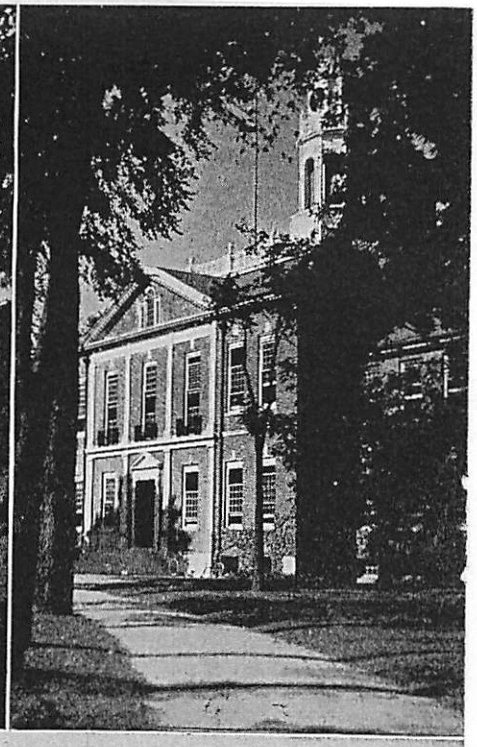

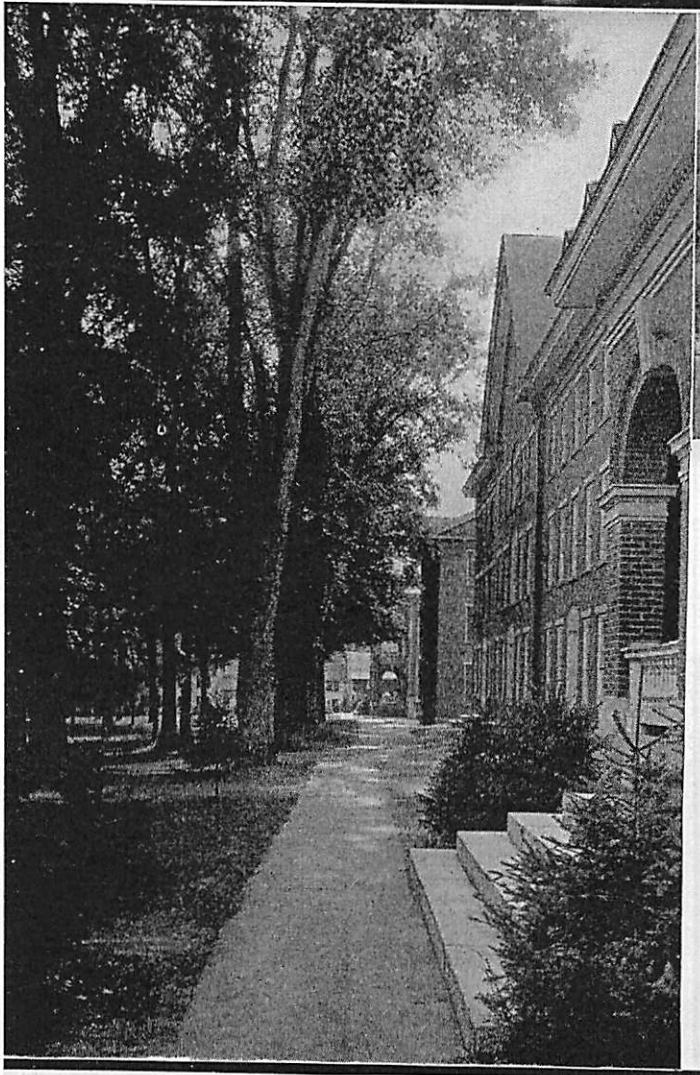

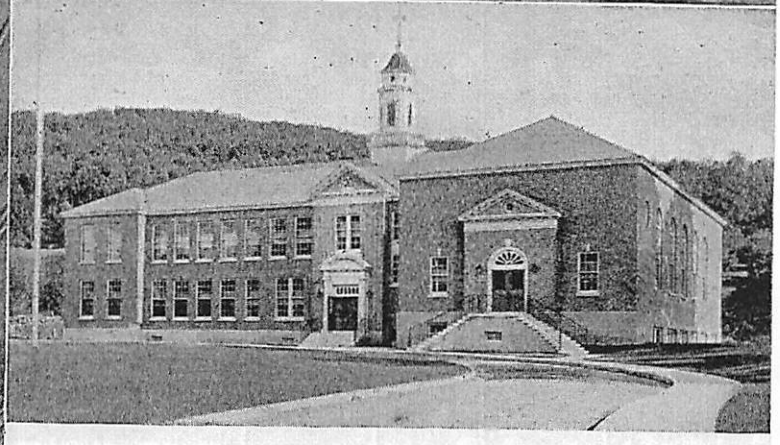

Vilas High School, Alstead. An endowed public high school

PRIVATE SCHOOLS OF NEW HAMPSHIRE

BOYS' SCHOOLS

Clark School, Hanover
Dublin School, Dublin
Emerson School, Exeter
Holderness School, Plymouth
Kimball Union Academy, Meriden
New Hampton School, New Hampton
Phillips Exeter Academy, Exeter
Proctor Academy, Andover
Saint Paul's School, Concord
Stearns School, Mont Vernon
Tilton School, Tilton

GIRLS' SCHOOLS

Kendall Hall School, Peterborough
Saint Mary's School, Sugar Hill

COEDUCATIONAL SCHOOLS

Austin-Cate Academy, Center Strafford
Brewster Free Academy, Wolfeboro
Sanborn Seminary, Kingston

New Hampshire's beautiful scenery, her vigorous mountain air, and her educational traditions have combined to make her one of the most important private school centers of the country. For over a century her schools have drawn to them boys and girls from all over the nation

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COLLEGES IN NEW HAMPSHIRE

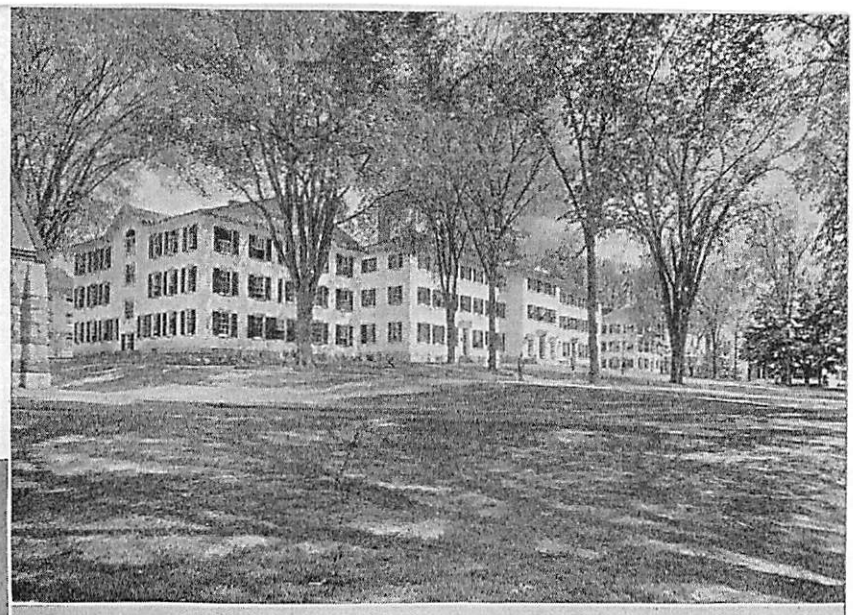
Dartmouth College, Hanover
Mt. Saint Mary College, Hooksett
Rivier College, Hudson
St. Anselm's College, Manchester
University of New Hampshire, Durham

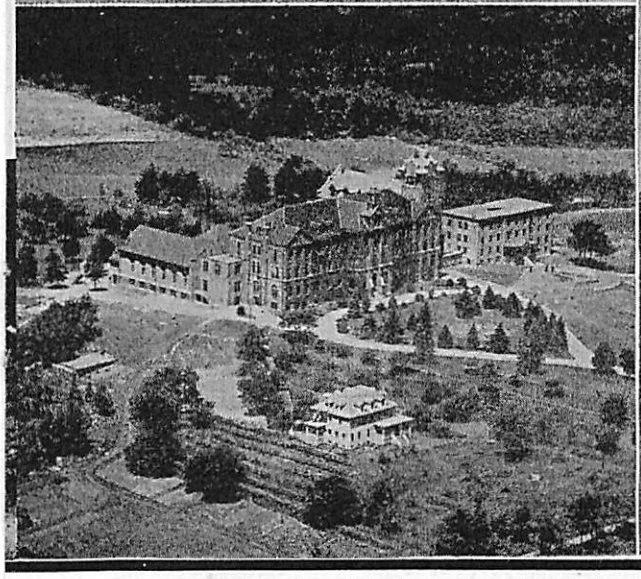
JUNIOR COLLEGES

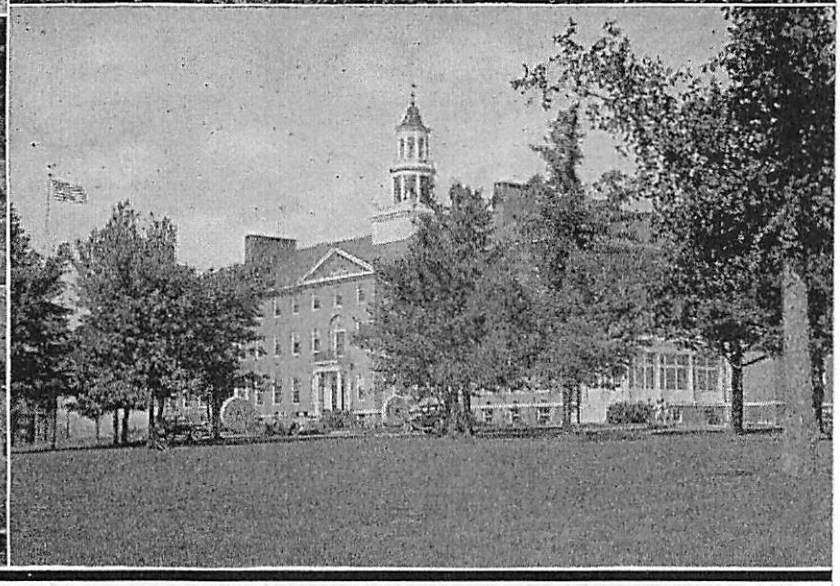
Colby Junior College for Women, New London
Stoneleigh College for Women, Rye

STATE NORMAL SCHOOLS

Plymouth Normal School, Plymouth
Keene Normal School, Keene







Upper left: Stoneleigh College. Lower left: St. Anselm's College. Upper right: "The Old Row," dear to the hearts of all Dartmouth men. Center right: Upper campus, University of New Hampshire. Lower right: Administration Building, Colby Junior College for Women

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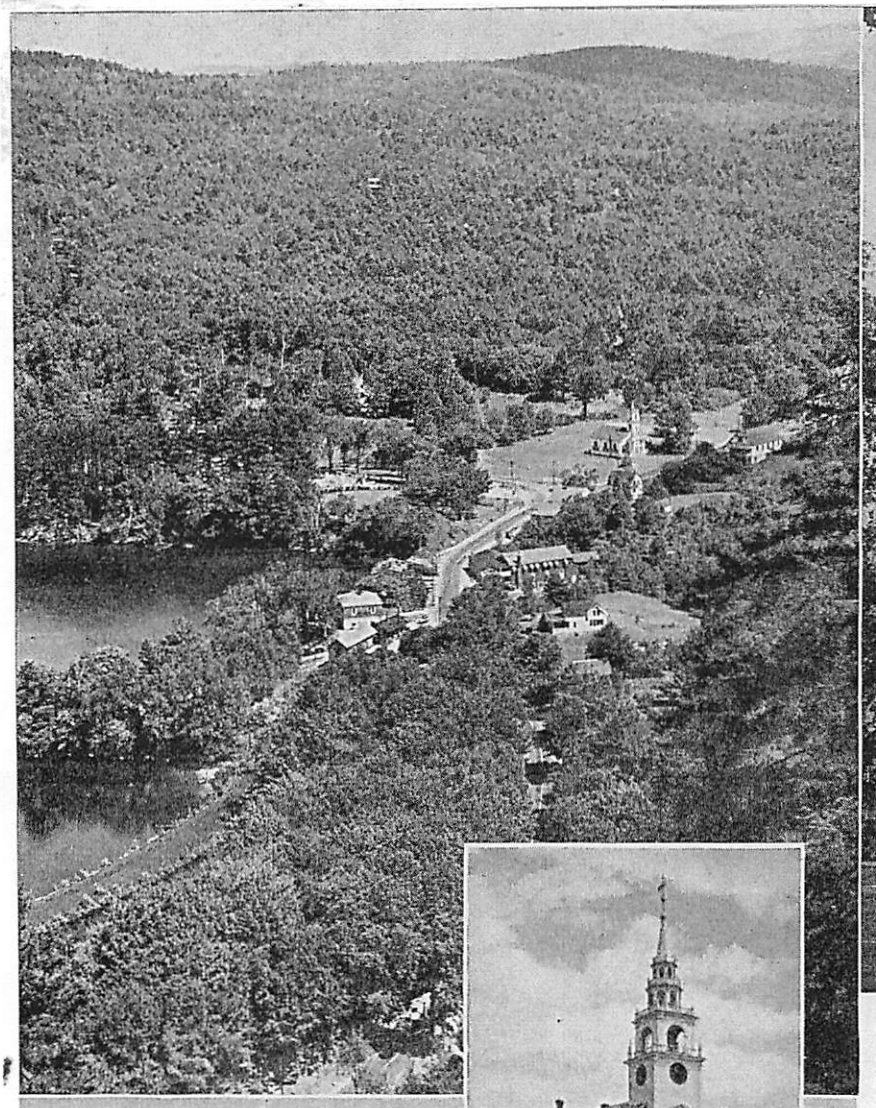
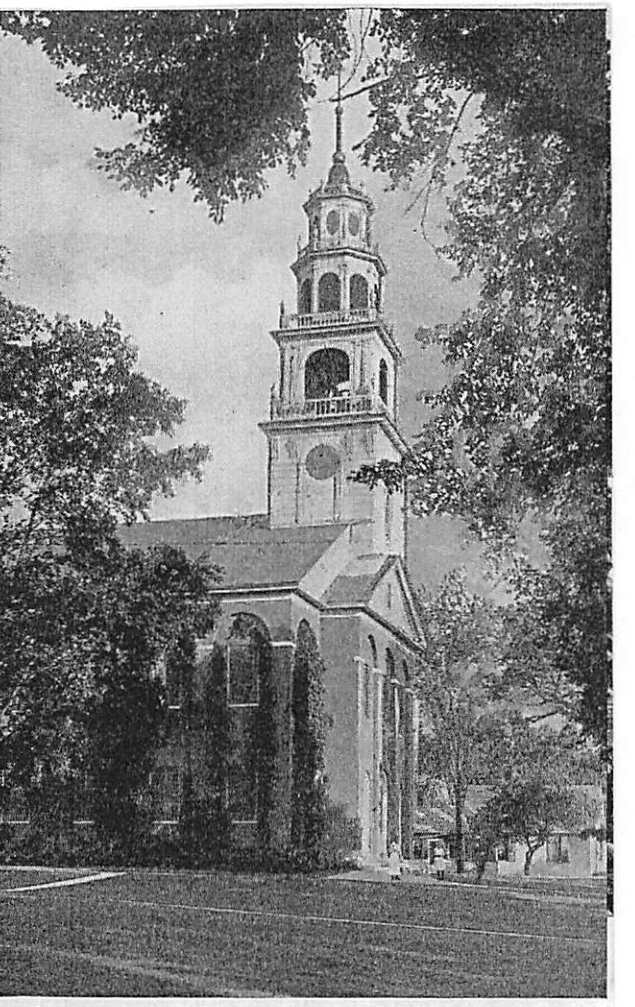
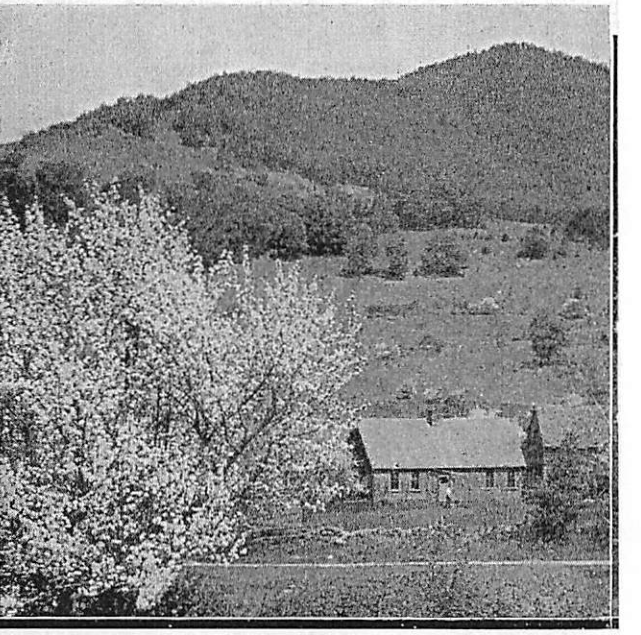




In every New Hampshire village is the church, usually with a spire, and almost invariably painted white. Many of these date back to the 18th Century.



Upper left: The village of Newbury at the southern end of Lake Sunapee. Lower left: Hancock, typical old New Hampshire town. The church (see insert) is over one hundred years old. Upper right: South Congregational Church, Newport. Lower right: Black Mountain, Jackson

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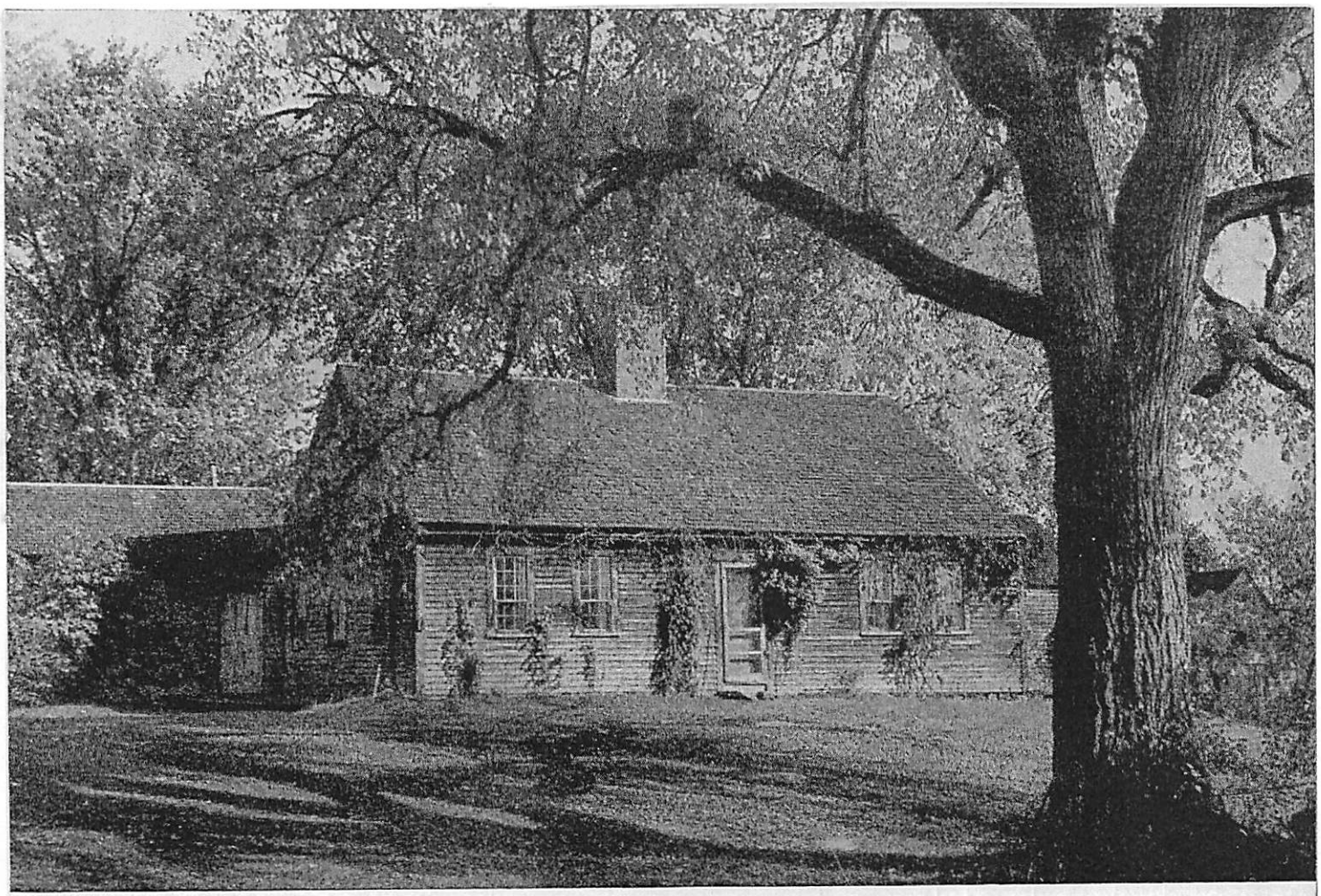
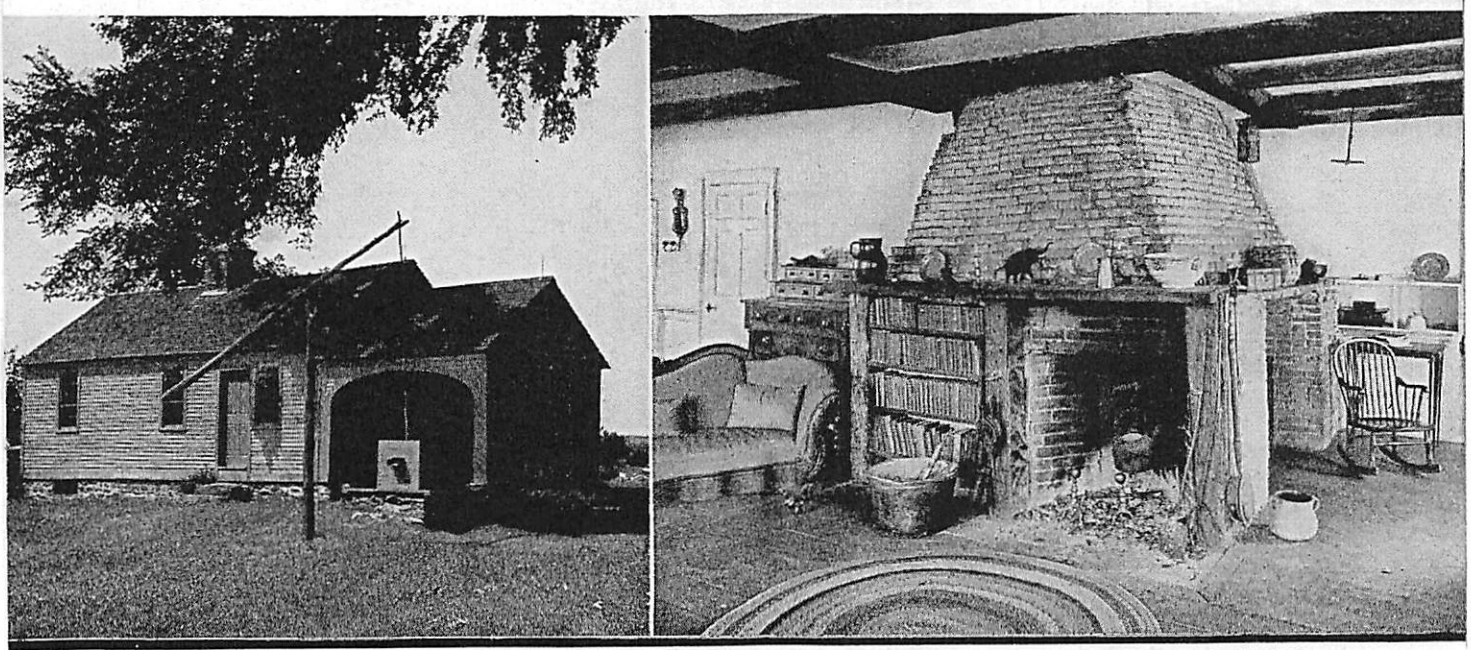


A place in the country appeals because it promises to become a refuge to which one may retire. It offers a new way of living. It offers simplicity, neighborliness, quietness, leisure for reading, work in the open air, lower costs for food and clothing, freedom from great mental strain, longer life.



Top: The Reuben Thurston House, Madison, now the summer home of a city physician. Lower left: The Birthplace of Daniel Webster at Franklin. Owned by the State and open to the public. Lower right: The original fireplace in the Reuben Thurston House

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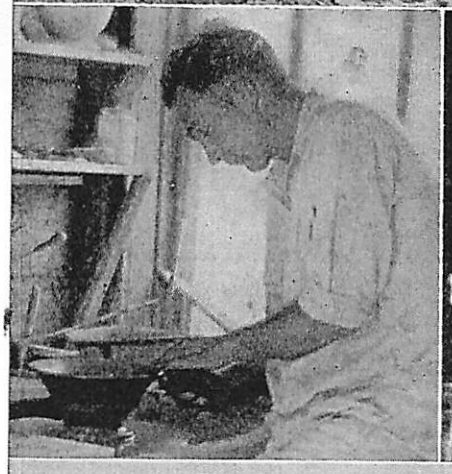
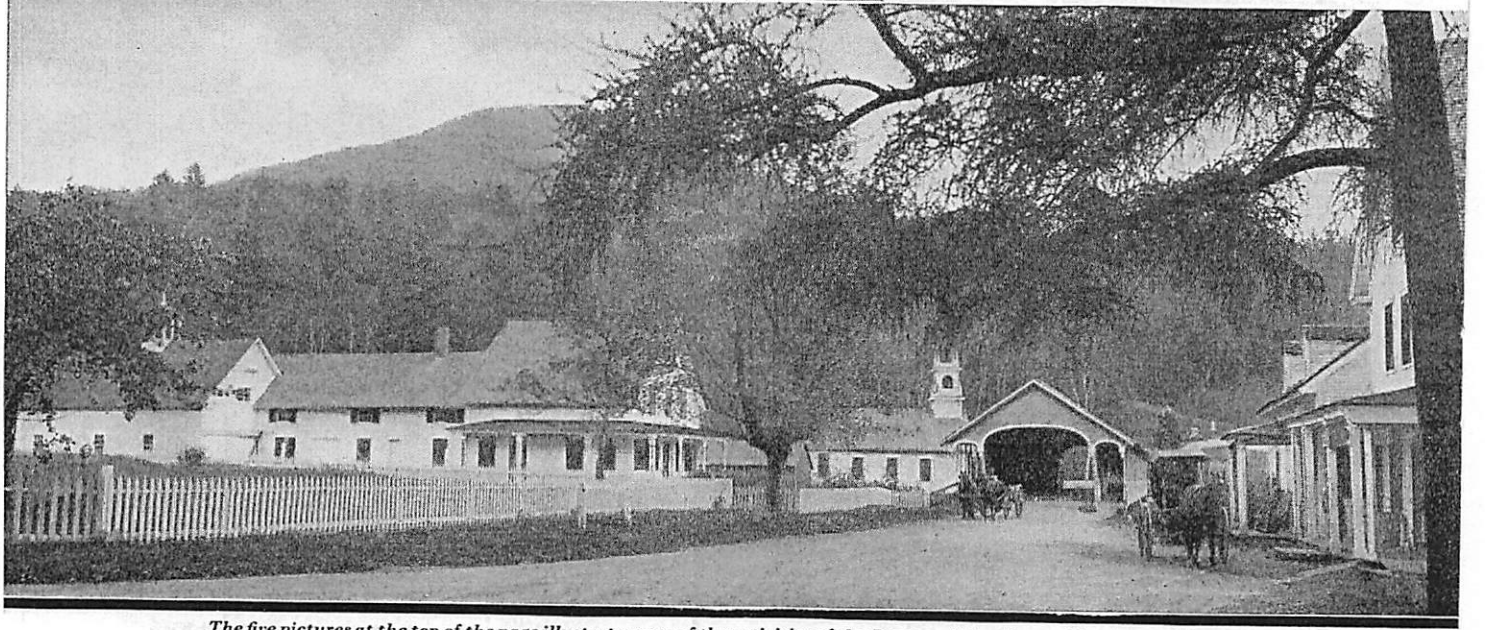


LEAGUE OF NEW HAMPSHIRE

Arts and Crafts

New Hampshire was the first state to finance and develop a state-wide program of handicraft. Forty-seven groups have been formed. These are given instruction in design and workmanship, helped to secure supplies, and through the twenty-four shops those products which are of a standard high enough to be accepted by the "Jury" are marketed on a commission basis.



The five pictures at the top of the page illustrate some of the activities of the League of New Hampshire Arts and Crafts. Below: The village of Stark, serene in its possession of old treasures which "Progress" has not been able to take away

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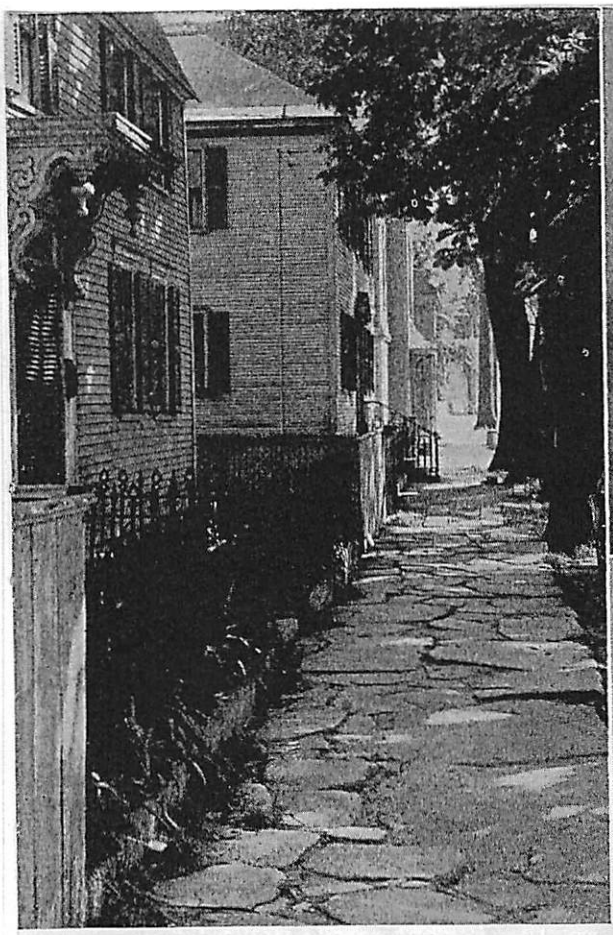
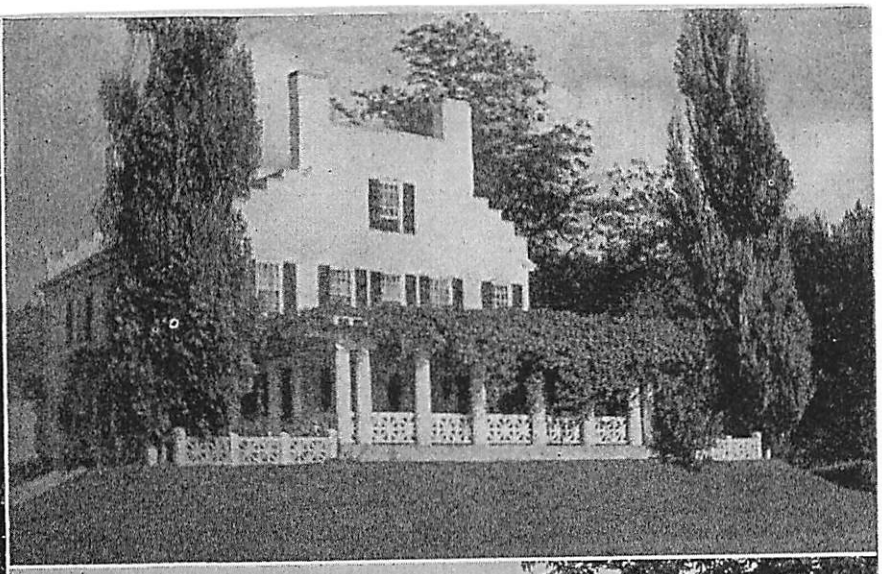




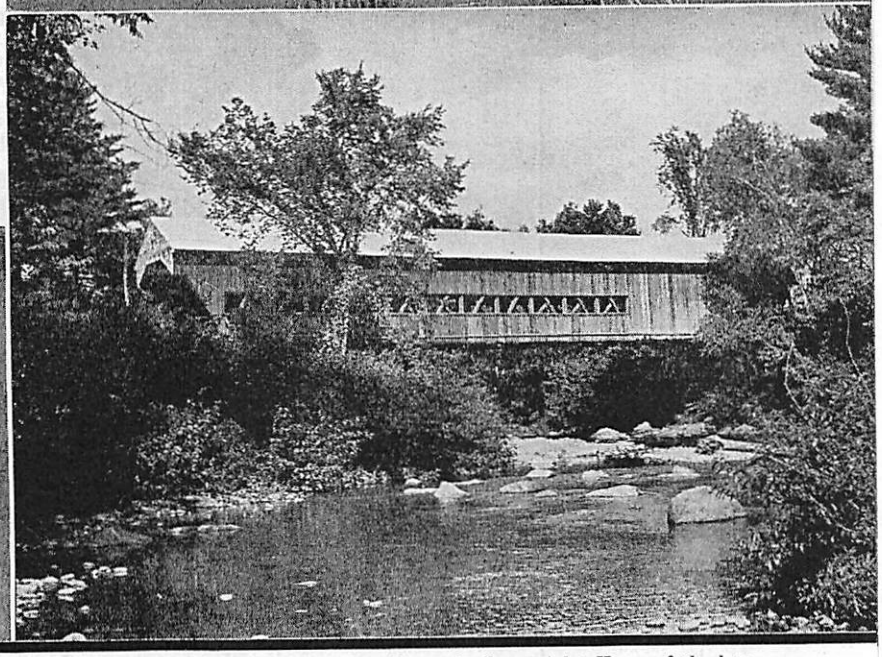
There are many interesting things to see in beautiful, historic Portsmouth, "The City of the Open Door."

At the MacDowell Colony creative artists are furnished ideal working conditions at trifling cost.

The Saint-Gaudens Memorial and the Wentworth House are open to the public during the summer.

Many of these fine old covered bridges may be seen throughout the State.

We should be glad to send you regional booklets which will suggest many other places you will wish to visit when you come to New Hampshire.



Upper left: Old Flagstone Walk, Portsmouth. Lower left: Log Cabin at MacDowell Colony, Peterborough. Upper right: Home of the late Augustus Saint-Gaudens, Cornish. Right center: Col. Paul Wentworth House, Salmon Falls. Lower right: Covered bridge at Conway

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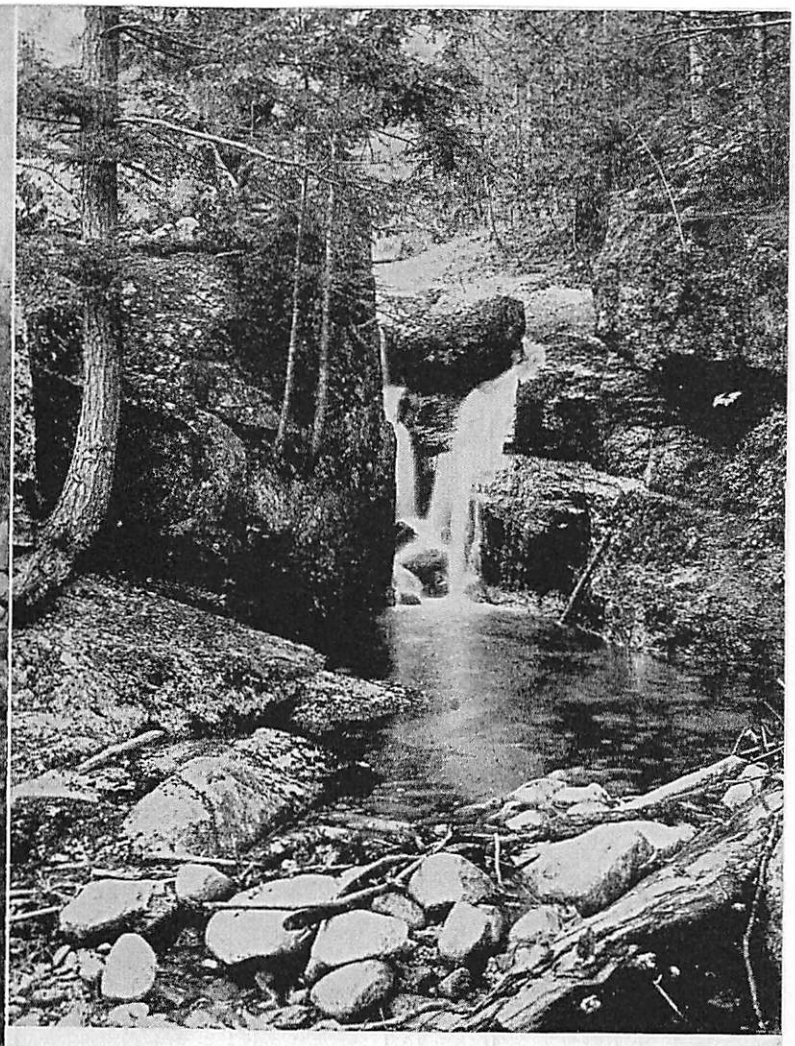

A STATION AGENT

Talks to a "City Feller"

Impressed by the ability, hustle and personality of the local station agent, one of our prominent summer residents who is planning soon to retire and become a permanent resident of New Hampshire, asked him why he didn't go after a better job. Here's the reply he got:

"You see those hills and those trees? You can't get a view like that out of your Boston office window. You see those goats over there? Well I own those goats. And I have a lot of small potatoes. I also have a lot of children. Goats' milk and small potatoes are good for children.

"I can take you around here in an old Ford car and in an hour show you half a dozen men over eighty years old. You can't do that for me in Boston. You and all the other city fellows left the country and now you are coming up here and buying places and wanting to get back to it. I had more brains than that — I knew what I wanted in the first place and I don't intend to leave it."

And the city feller's comment was, "I think the bird made a pretty complete case."

Left: Crystal Cascade in Pinkham Notch is near the Tuckerman Ravine Trail, shortest and easiest way of climbing Mt. Washington on foot. The fall is about eighty feet high. Right: Artist Falls, North Conway. Both of these falls are easily reached on foot

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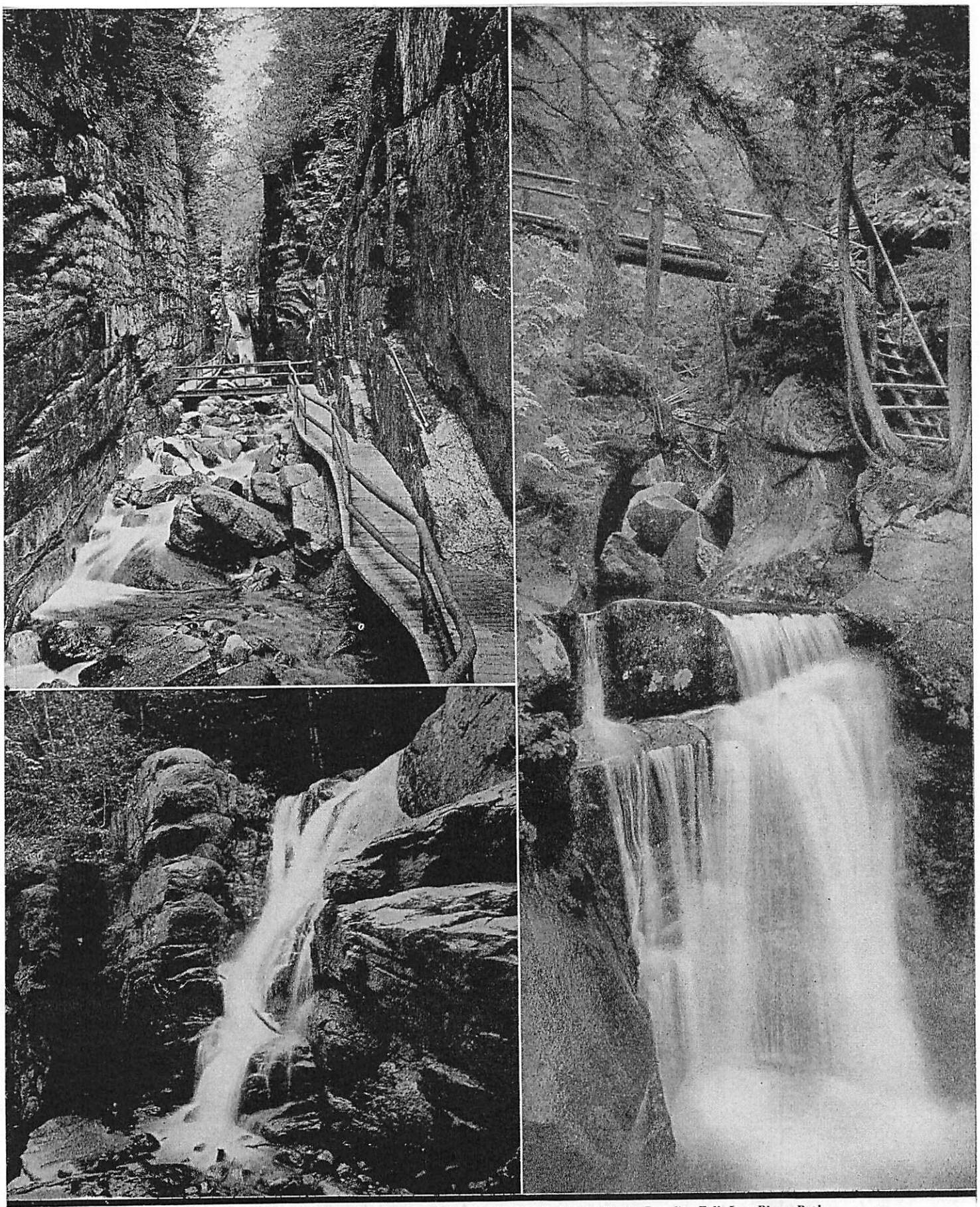

Upper left and lower left: The Flume and Flume Falls in Franconia Notch. Right: Paradise Fall, Lost River. Both The Flume and Lost River Reservations are administered by the Society for Protection of New Hampshire Forests

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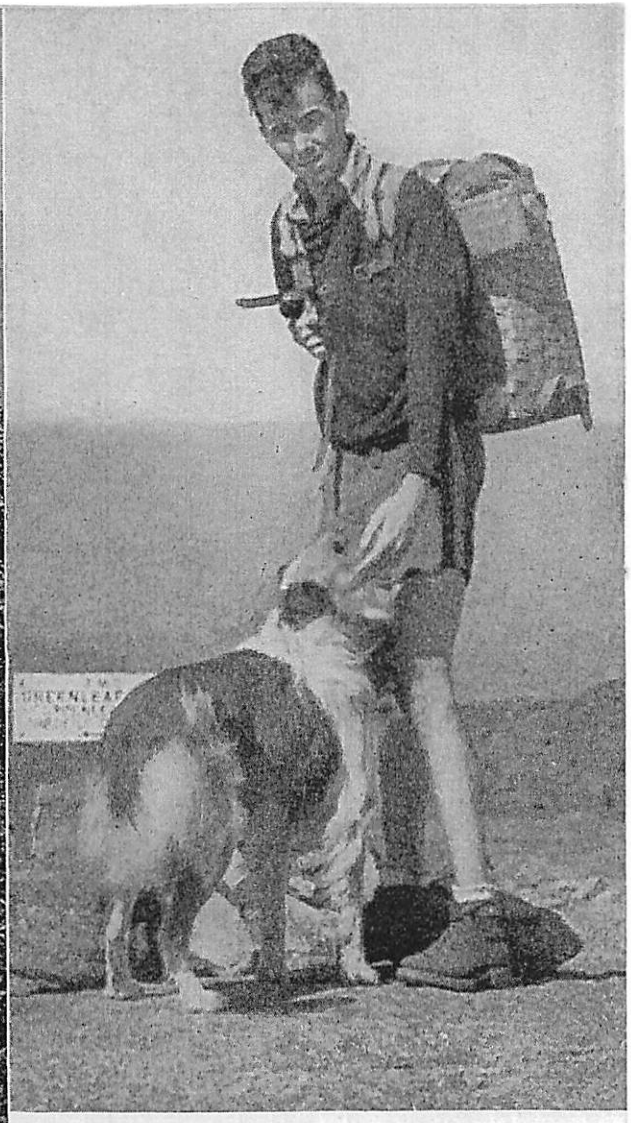

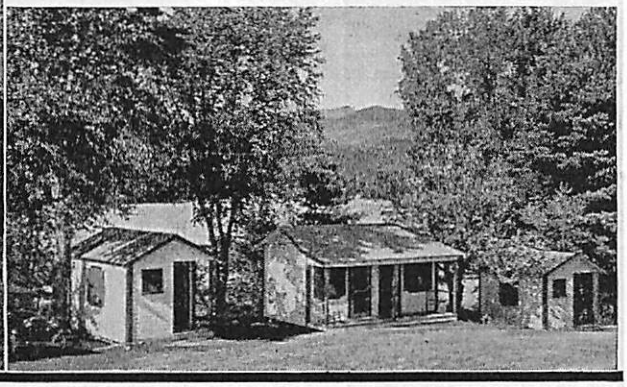

HERITAGE

BY FRANCES M. FROST

Let a child live in these hills.
When he is old
He will remember woods where a wild thrush fills
Shadows with a bold
Shower of loveliness. He will walk and dream
Of a strong and darkened crest.
He will keep forever grasses and wind and the stream
And a bird in his breast!

"Perhaps the little fellow looking at Mts. Adams and Madison is planning the same trip as the one the big boy and his dog are taking." Lower left: Woodcraft Circle at a boys' summer camp. Lower right: There are many fine over-night cabins in New Hampshire

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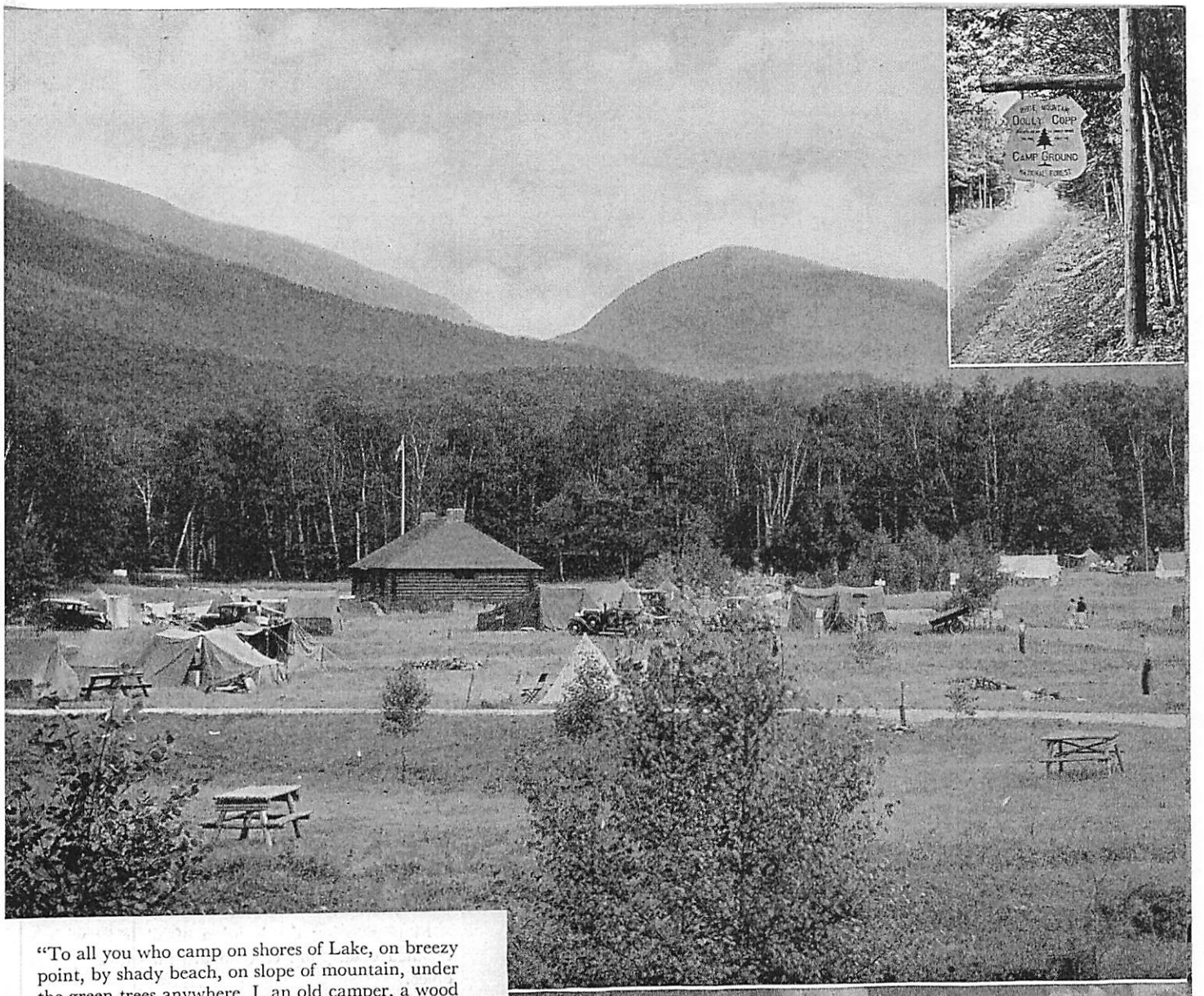
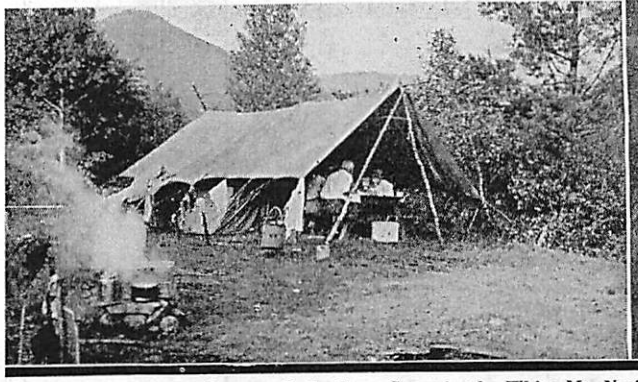
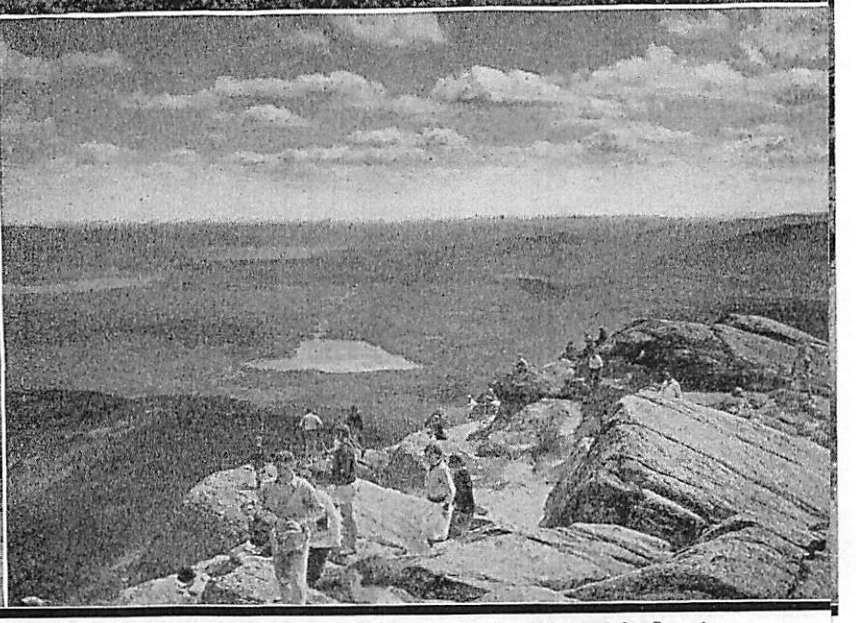


"To all you who camp on shores of Lake, on breezy point, by shady beach, on slope of mountain, under the green trees anywhere, I, an old camper, a wood lover, send greetings. I thank God for the multitude of you; for the strength and beauty of you; for the healthfulness of your tastes and the naturalness of your nature. I eat and drink with you, and boat and swim and hunt and fish with you; and with you day and night enjoy the gifts of this good world."
— "Adirondack" Murray





Above: Famous Dolly Copp Camp in the White Mt. National Forest. During 1935, 81,000 campers spent a day here. Lower left: Camping party at Swift River, Passaconaway. Lower right: View from Mt. Chocorua "most photographed mountain in America." (See front cover)

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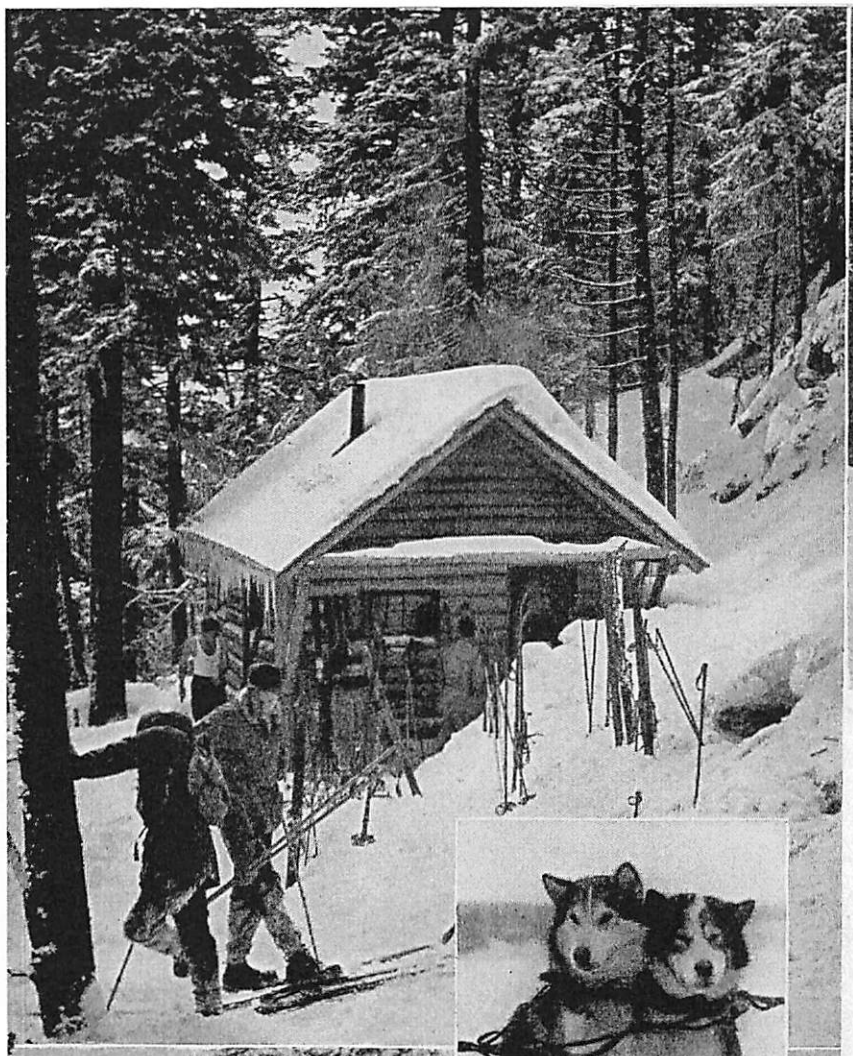
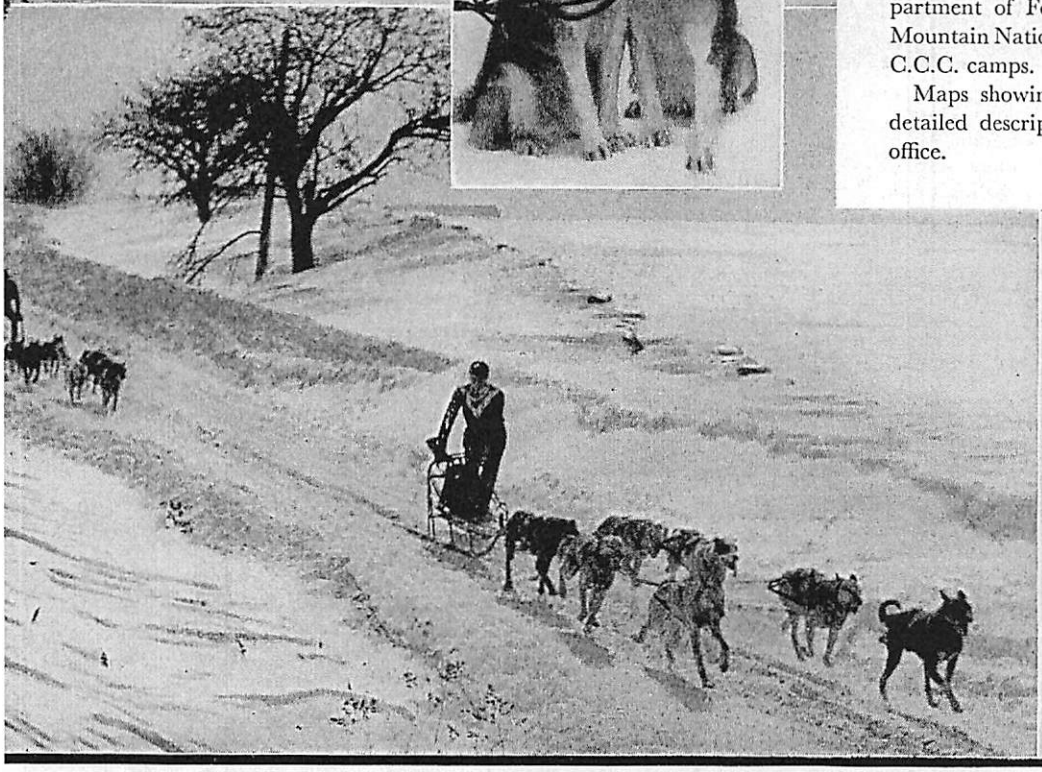


WINTER IN

New Hampshire

New Hampshire is the winter sports center of the Northeast. The terrain is ideal and in many sections the snow comes early and stays late. After careful engineering studies, ski trails for all classes of skiers have been developed with the aid of the State Department of Forestry and Recreation, the White Mountain National Forest and the State and Federal C.C.C. camps.

Maps showing the location of all trails with a detailed description of each are furnished by this office.



Upper left: White Mountain National Forest ski cabin on Wildcat Ridge, Pinkham Notch. Upper right: Skiers looking at Mt. Adams from the Mt. Washington Carriage Road. Lower left: Finish of a New England Sled Dog Club race. Lower right: Ski jumper just after the take-off

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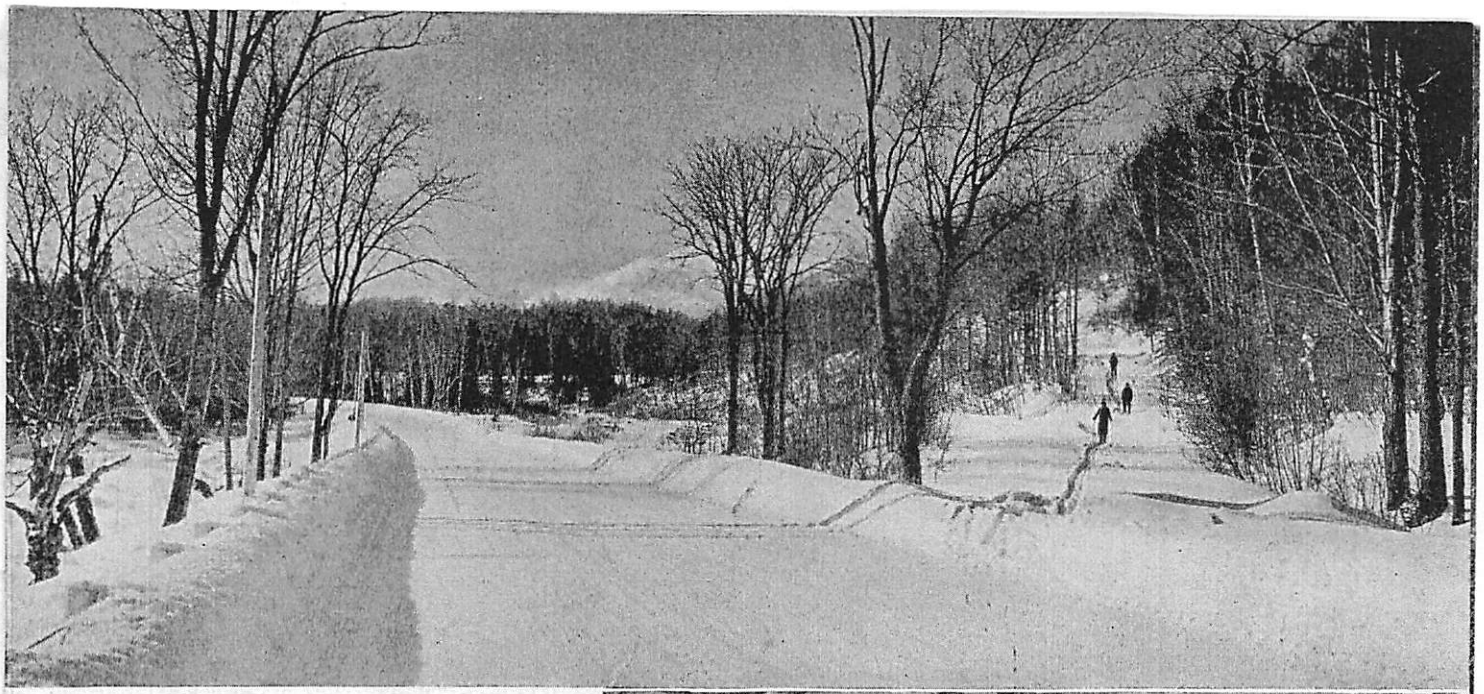
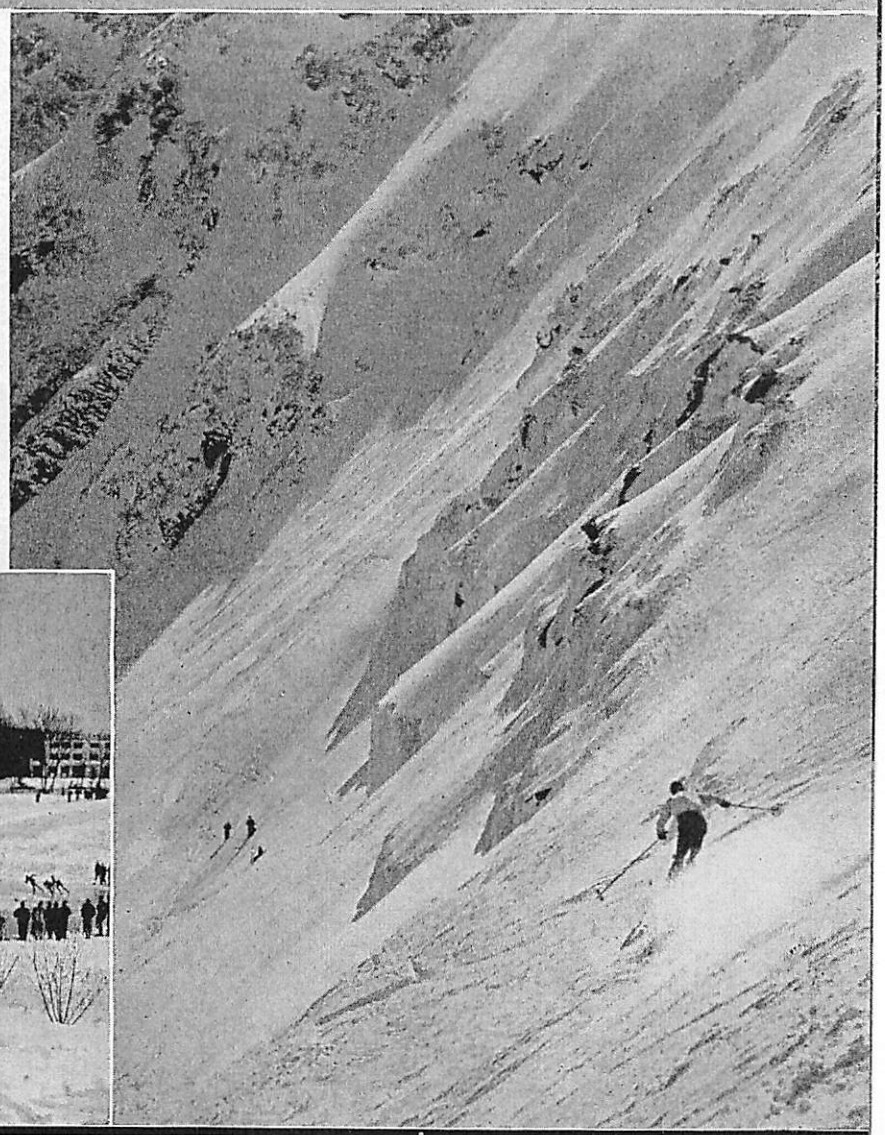


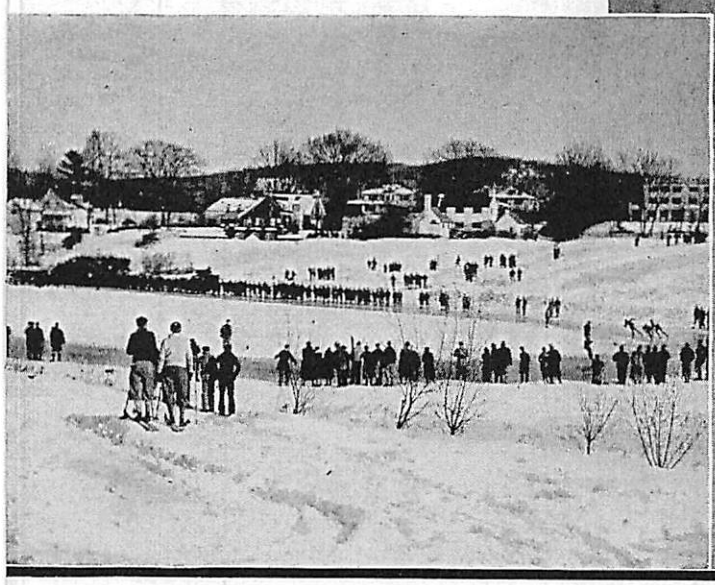
In addition to skiing there is great interest in sled dog racing under the auspices of the New England Sled Dog Club and the Laconia Sled Dog Club.

The Dartmouth Winter Carnival is one of the important annual events. The Dartmouth Outing Club which sponsors it is one of the pioneers in winter sports.

Last year the Boston and Maine Snow Trains carried over 24,000 winter sport enthusiasts into New Hampshire.

All main highways are kept plowed throughout the winter and curves and icy spots are sanded. Winter motoring is as easy as summer motoring in New Hampshire.





Top: Mt. Washington from the Pinkham Notch Road. Perfect winter driving. Right: Snow blowing over headwall is pocketed in Tuckerman Ravine. Spring skiing here lasts until late June and sometimes early July. Left: Skating races on Occum Pond at Dartmouth College

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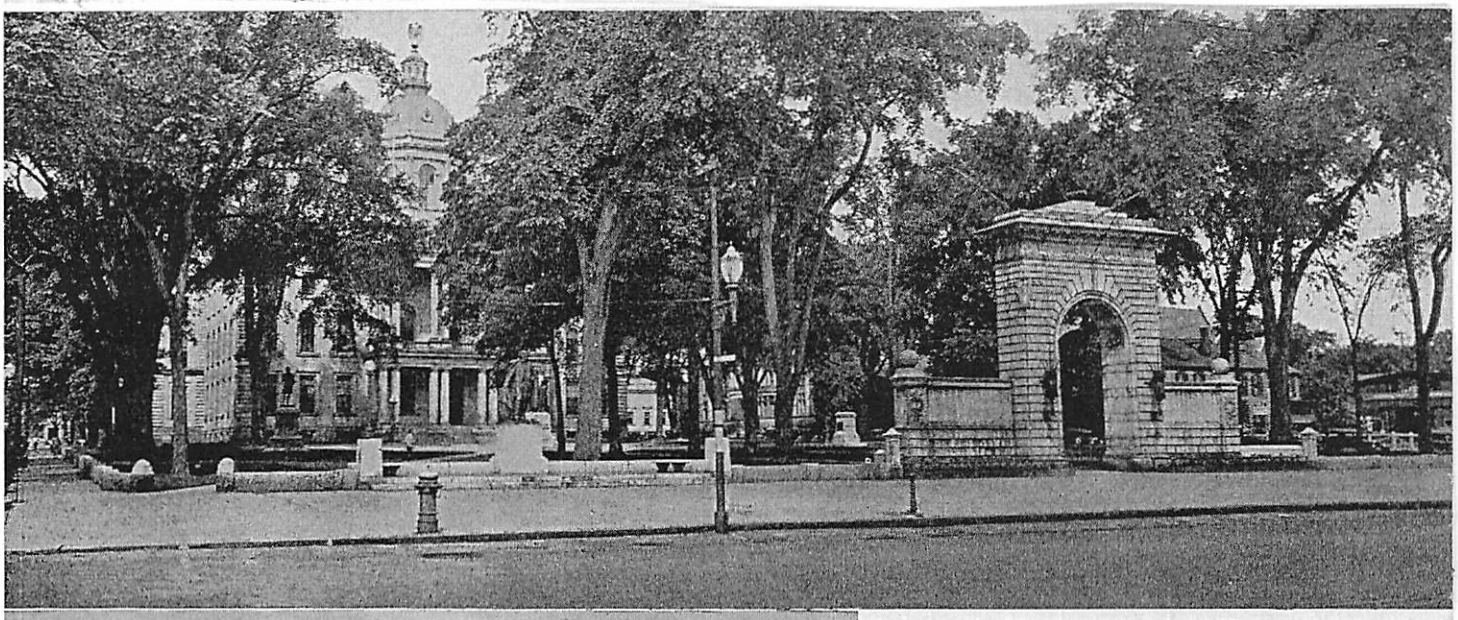

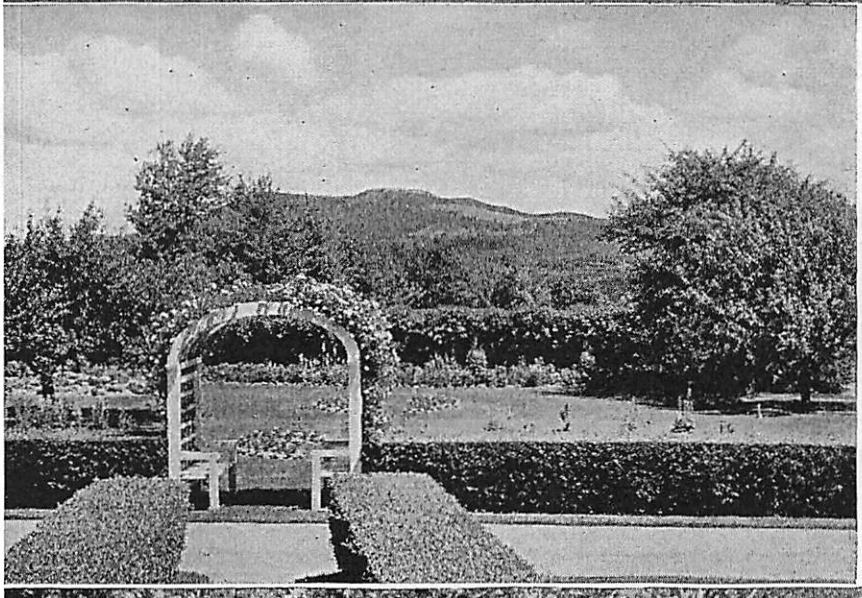

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University of New Hampshire
Paul Weber
Granite State Studios

The picture on the outside back cover is "The Old Man of the Mountain" in Franconia Notch.

Top: New Hampshire State House, Concord. In the left foreground is the statue of Franklin Pierce of New Hampshire, Fourteenth President of the United States. Center: Mt. Crotched from Bennington. Bottom: Birch lined highway at Shelburne on the Presidential Highway

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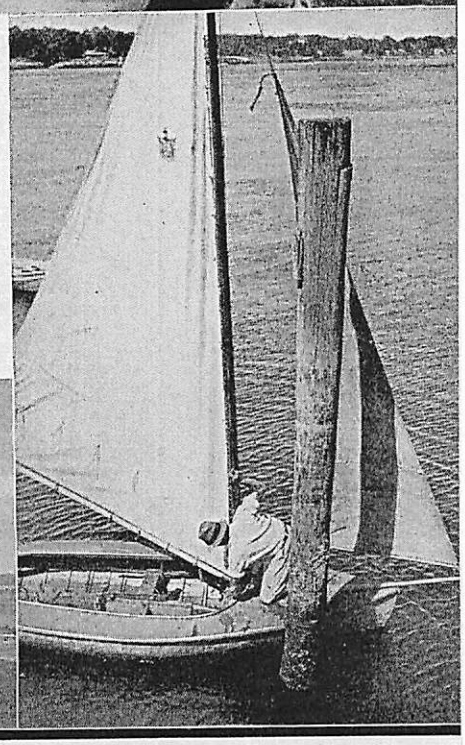
The New Hampshire Seacoast

New Hampshire's shore line is small in miles but great in beauty. Portsmouth, with its shaded streets, fine old houses and famous doorways; New Castle, with its narrow streets and old Fort Constitution; Rye, with its series of beaches that include a third of New Hampshire's seacoast and beautiful homes and estates; Little Boar's Head, Great Boar's Head; Hampton Beach; Seabrook Beach; all these combine to form an eighteen-mile coastal stretch of rare charm. Nine miles off the coast lie The Isles of Shoals which are reached by steamer from Portsmouth.



Top: Hampton Beach deserves its tremendous popularity for there is no finer, cleaner beach on the Atlantic Coast. Left: A ball game at Farragut House, Rye. Center: Little Boar's Head. Right: There are safe harbors, moorings and anchorage for yachts along the seacoast

NEW HAMPSHIRE—LAND OF SCENIC SPLENDOR ... 31

NH-6 RUMFORD PRESS, CONCORD, N. H.

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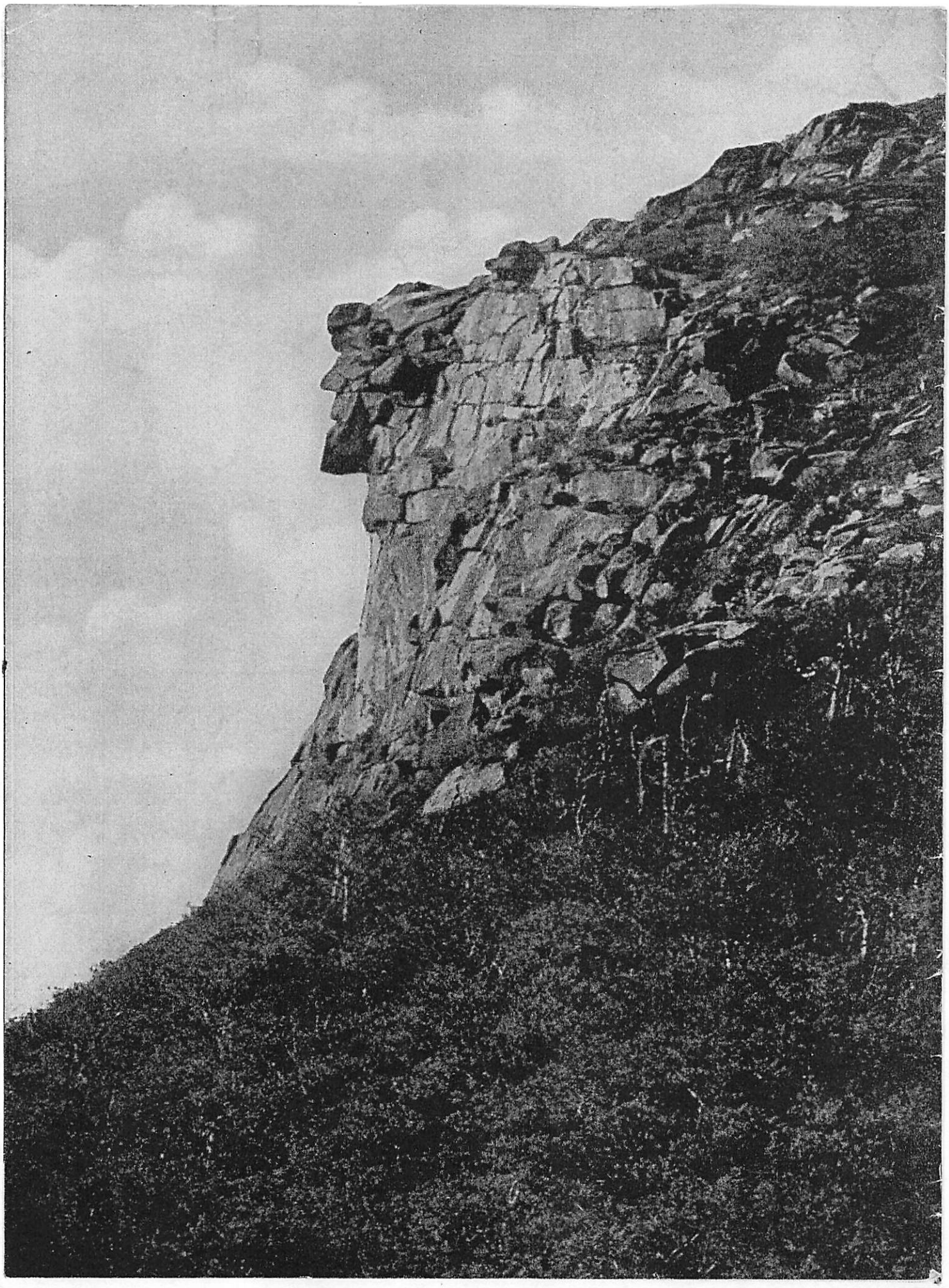

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THE SEACOAST REGION
OF NEW HAMPSHIRE

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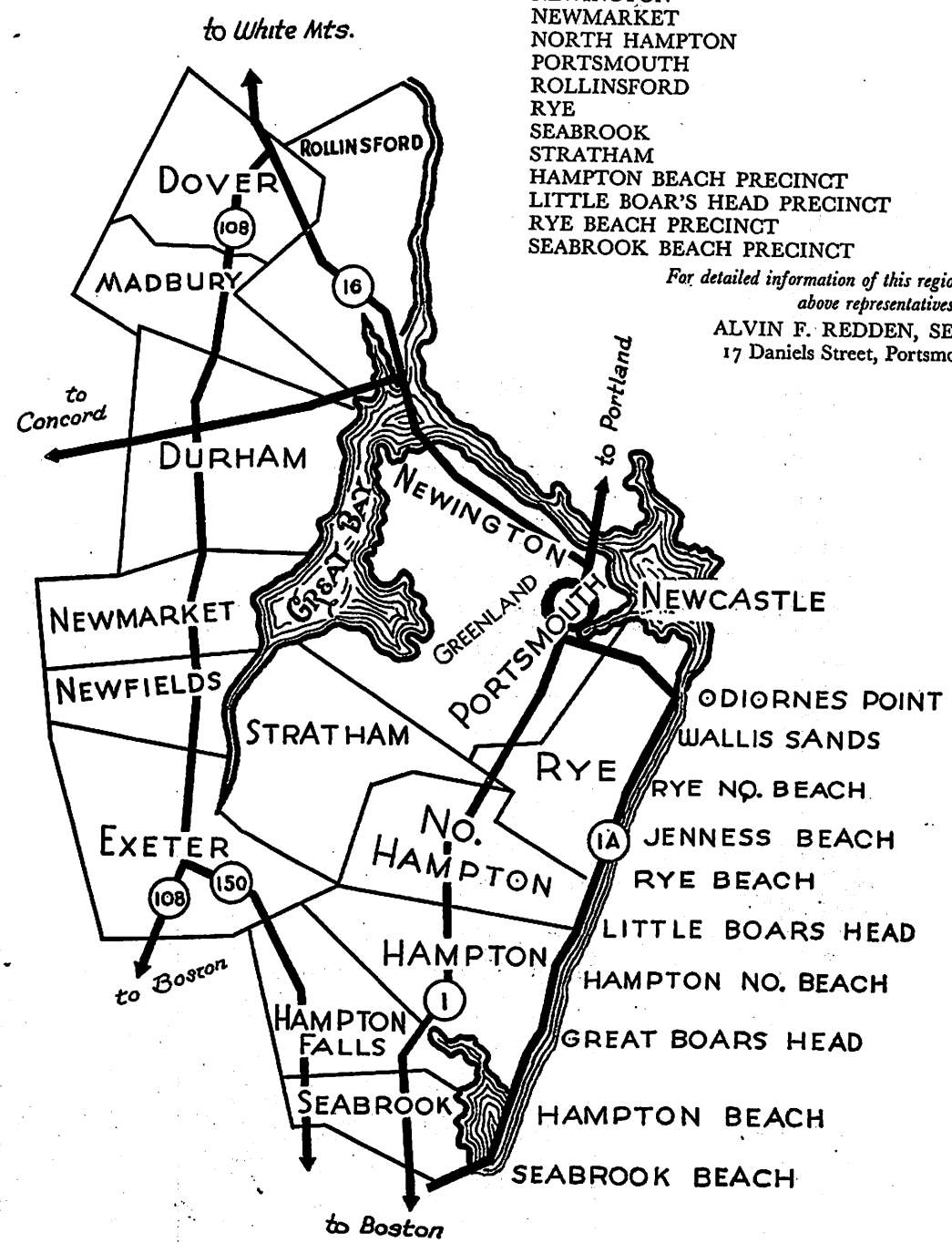
Municipalities, Towns and Incorporated Precincts Comprising the New Hampshire Seacoast Regional Development Association are listed below together with their Official Representatives On The Executive Board.

DOVER	Mayor James P. Keenan
DURHAM	O. V. Henderson
EXETER	Frank A. Batchelder
GREENLAND	Charles H. Brackett
HAMPTON	Charles E. Greenman
HAMPTON FALLS	Arthur W. Brown
MADBURY	Chairman, Board of Selectmen
NEW CASTLE	Edmund A. Tarbell
NEWFIELDS	W. George Nixon
NEWINGTON	Simes Frink
NEWMARKET	Percy H. Burrowes
NORTH HAMPTON	Gordon S. Dow
PORTSMOUTH	Frank W. Randall, Chairman
ROLLINSFORD	Chairman, Board of Selectmen
RYE	Willard H. Drake
SEABROOK	Elihu T. Adams
STRATHAM	Frank H. Pearson
HAMPTON BEACH PRECINCT	George Ashworth
LITTLE BOAR'S HEAD PRECINCT	Philip N. Hobson
RYE BEACH PRECINCT	Abbot B. Drake, Vice Chairman
SEABROOK BEACH PRECINCT	James P. Smith

For detailed information of this region address any of the above representatives or

ALVIN F. REDDEN, SECRETARY
17 Daniels Street, Portsmouth, N. H.



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The Seacoast Region of New Hampshire

WHATEVER the Seacoast Region of New Hampshire may lack in size — it is a comparatively small section of the State — is more than compensated by its rare beauty and the infinite variety of its lure. In its eighteen miles of actual seacoast rocky promontory alternates with sandy beach. Great Bay offers the largest inland body of salt water on the New England coast for sheltered bathing and boating in Summer, and for unequalled smelt fishing through the ice in Winter.

There are residential sites from the most imposing to the most modest. The many hotels meet the requirements of every purse and taste. Every conceivable form of summer sport and entertainment is available. Facilities for bathing, fishing, yachting, golf, tennis, baseball, riding, motoring are not excelled anywhere. From the center of this section Boston is fifty-odd miles to the south, Portland an equal distance to the north.

Cool breezes, the tang of salt in them, make the Summer climate ideal. Here, too, is a section rich in tradition, its history part and parcel with the history of the country from the very beginning.

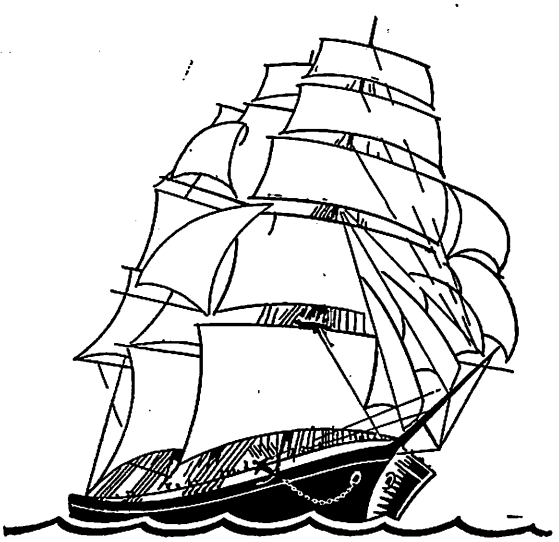
What is your pleasure?

Historic cities? — Portsmouth and Dover, both of them settled in 1623. The serenity of years and experience in Portsmouth's shaded streets, its beautiful old doorways, its Colonial and early nineteenth century staircases and façades, many of them widely copied. At Dover, the old garrison house, the new municipal building, wide streets, arched by centuries-old elms.

Quaint islands? — The Isles of Shoals, nine miles off the coast, reached by steamer from Portsmouth making round trips daily.

A town with narrow, winding streets, the houses flush to the curb, so like an English fishing village, and an old fort where the first blow for American independence was struck? — New Castle.

Beaches, you say? — Try the beaches at Rye which take up one-third of the New Hampshire coast, where, at what is now Odiorne's Point the first settlement in New Hampshire was made early in 1623, and from which the following winter went supplies to the hard-pressed colonists at Plymouth to avert a threatened famine; rockbound headland and gleaming stretch of sand succeeding each other; a combination of splendid hotels, long-established boarding houses known the country over, and large private estates; quiet, colorful, reserved, with an atmosphere all its own. — Or Little Boar's head, a residential section by the sea where summer estates with wide lawns and superb gardens line the roadway facing the sea, and where the New Hampshire Music Festival is held annually. — Or Hampton Beach which offers every modern city convenience, yet retains the clean, restful air of seaside simplicity; theatres, ballrooms and other places of clean amusement; a wonderful free playground for children; a unique "Singing Tower", four band concerts daily, splendid surf bathing. — Or Seabrook Beach, a big private development carefully planned and carried out on a restricted building basis; a quiet seaside community of substantial summer cottages, growing steadily in number each year.



Academic atmosphere? — Durham, site of New Hampshire University. — Exeter with the world-famed Phillips Exeter Academy.

One of the few typical New England towns left us? — Newfields, settled in 1637, an indescribable charm in the quiet calm of its streets lined with maples and elms and fine old houses.

A town whose industrial rehabilitation is a veritable wonder story? — Newmarket.

A town on an alluring peninsular jutting out between Great Bay and the Piscataqua River? — Newington.

Agriculture, horticulture, dairy farms and orchards? — A wide field to choose from. — Stratham, its name changed from Winnicott in 1716 because of a bell presented to its church by Lady Stratham

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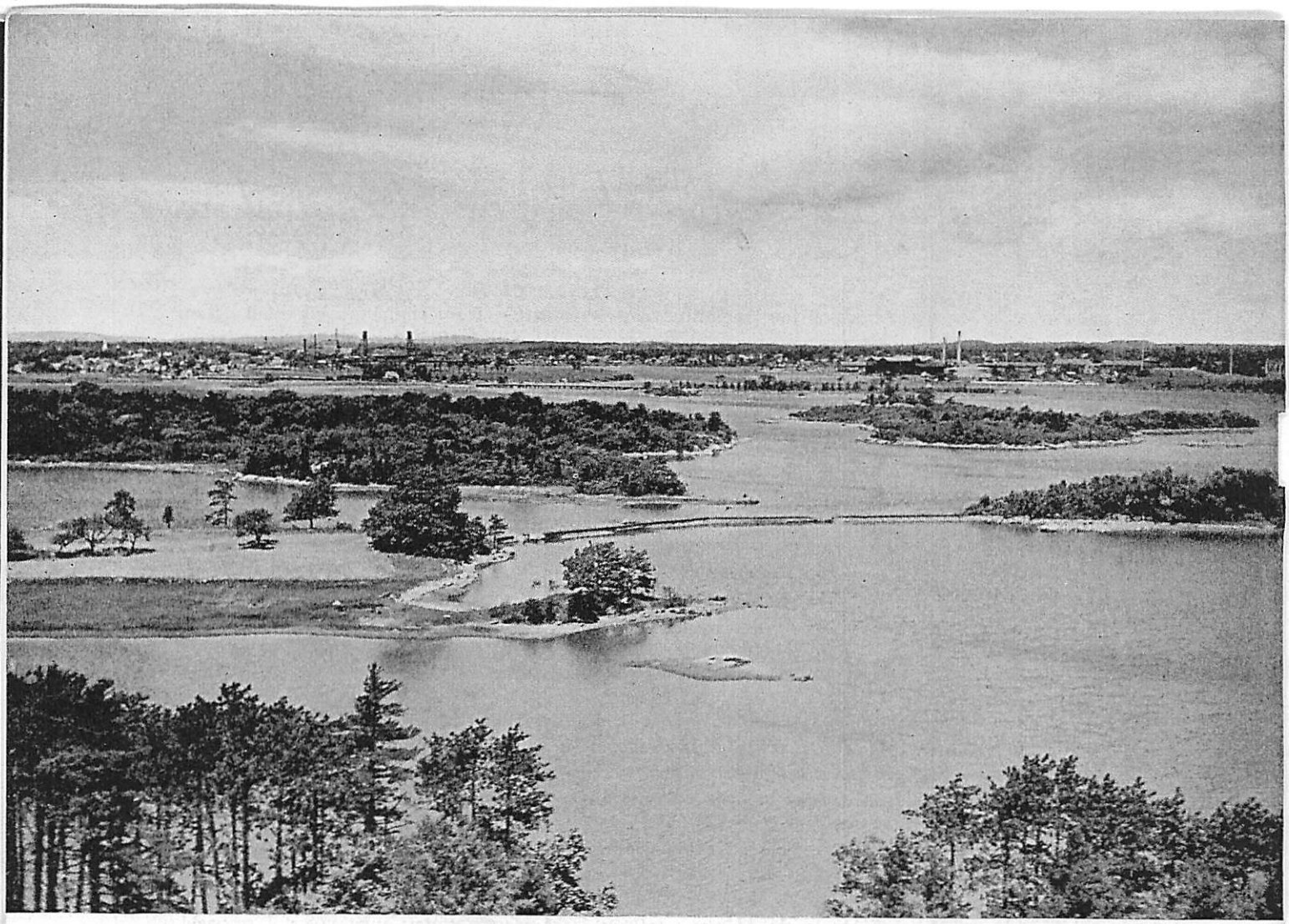

Looking up Portsmouth Harbor.

with that proviso; a flourishing agricultural town with the dairy industry predominating, and large herds of registered Ayrshires and Holsteins — Greenland, boasting the oldest brick house in New England, with its dairy farms, stretches of orchards on sloping hillsides and up-to-date market gardens. — Seabrook where you can see one of the largest gladioli farms in the East — Hampton Falls, home of the first governor of New Hampshire and a large-scale orchard development.

Odd bits of history, tradition, legend? — The General Jonathan Moulton house in Hampton (another old town, settled in 1638) built in 1769; scene of Whittier's poem, "The New Wife And The Old." — The Paul Revere bell in the Town Hall at North Hampton — Bound Rock at Seabrook Beach, its first date 1657; original boundary line between Salisbury and Hampton; through the years alternately covered by sand and washed free by the tide; recently located and excavated after long burial.

For comfort, for pleasure, for peace; for the atmosphere of the established dignity of the years, felt rather than seen, come to the Seacoast Region of New Hampshire.

New Hampshire Seacoast Regional Development Association

Portsmouth, New Hampshire

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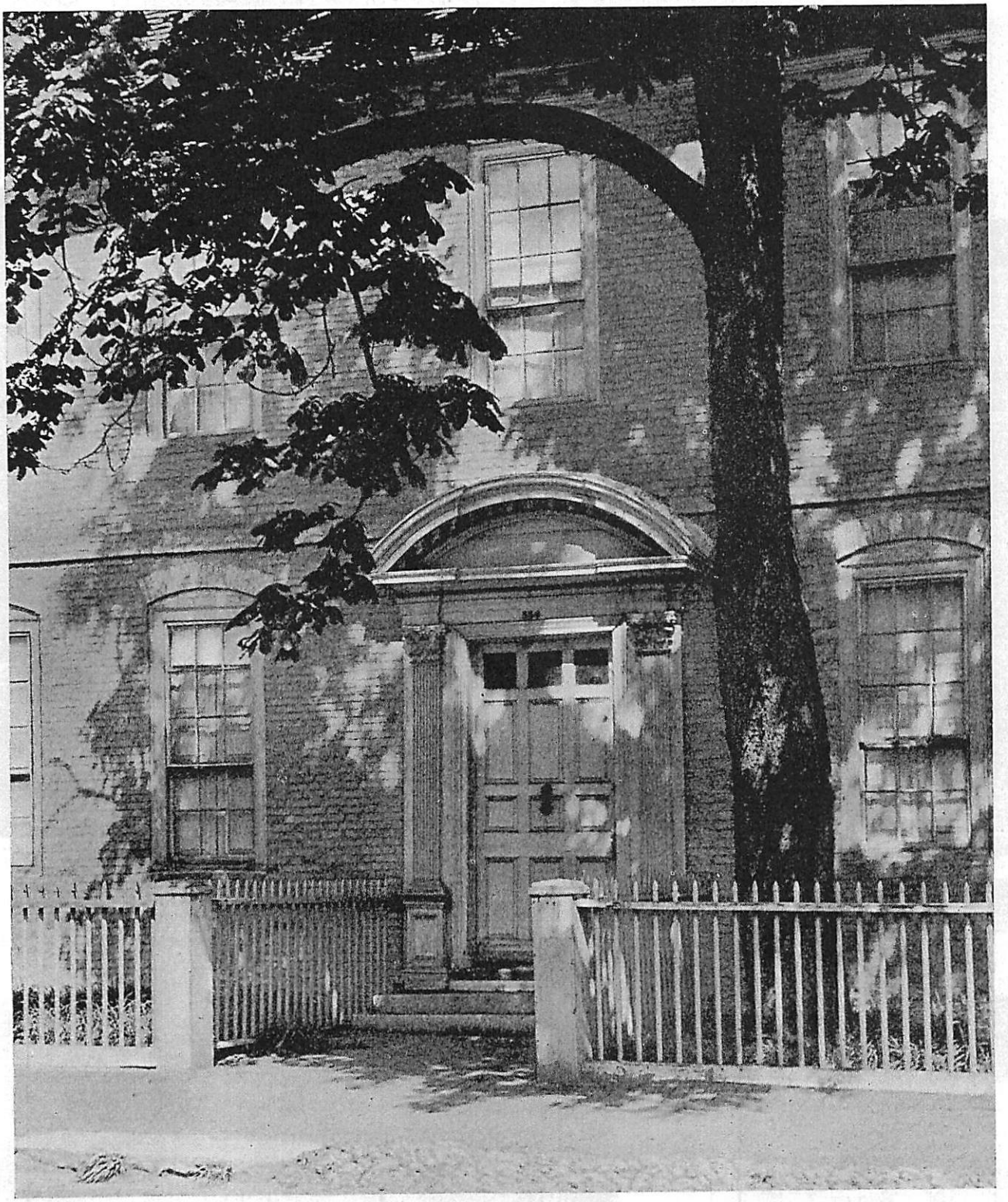

Typical of Portsmouth. Serenity of the years in the doorway and facade of the Warner House, Daniels Street.

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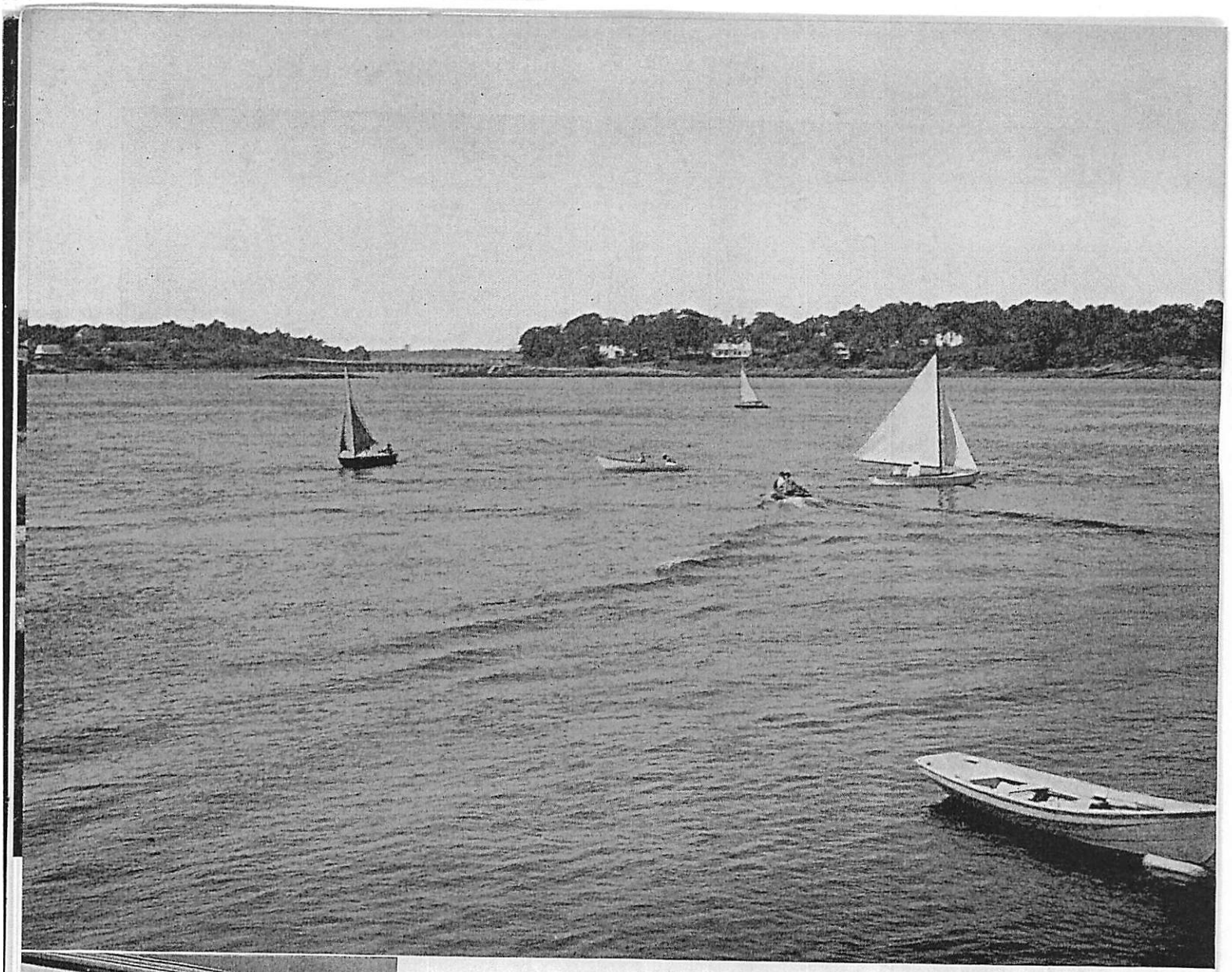
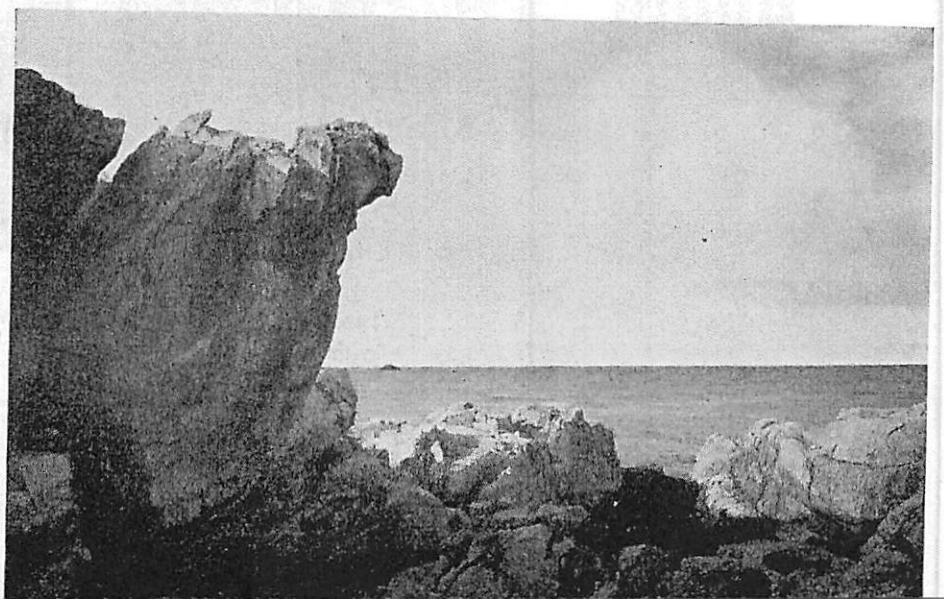


Above: Sunday races, Great Island Boat Club, lower harbor, Portsmouth. Left: Early nineteenth century porch, Marvin-Boardman house, Middle Street, Portsmouth. Below: Dog's Head, north side of Appledore Island, Isles of Shoals.



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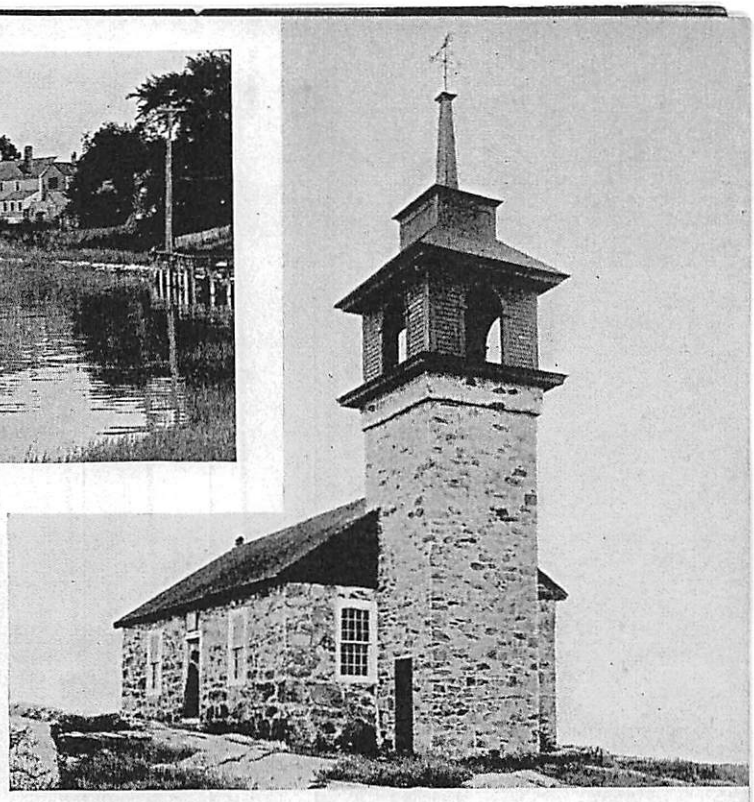
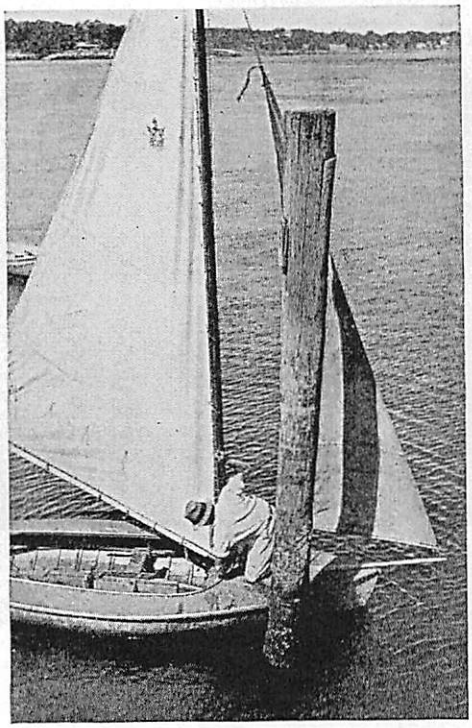
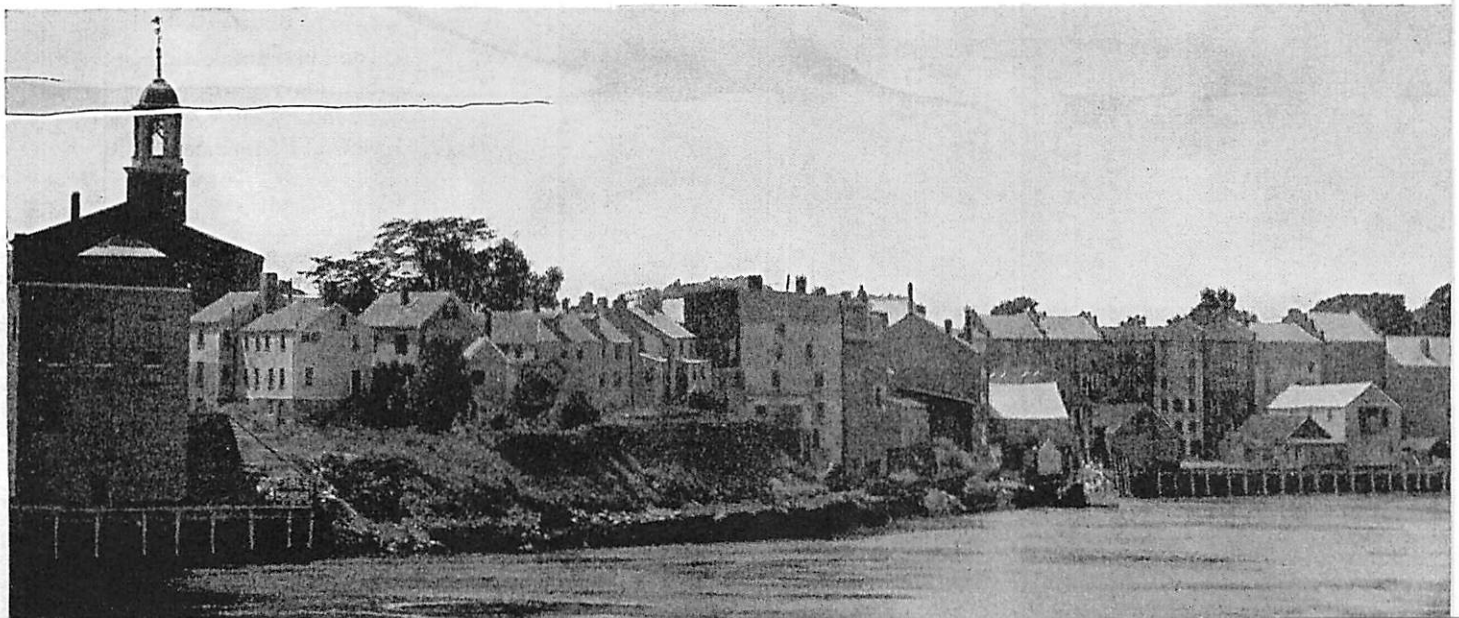




Above, left: Upper Cove, New Castle. Above, right: Old Stone Church, Star Island, Isles of Shoals. Left: Back from the races, New Castle. Below: Old Strawberry Bank, scene of first settlement in Portsmouth, 1623.



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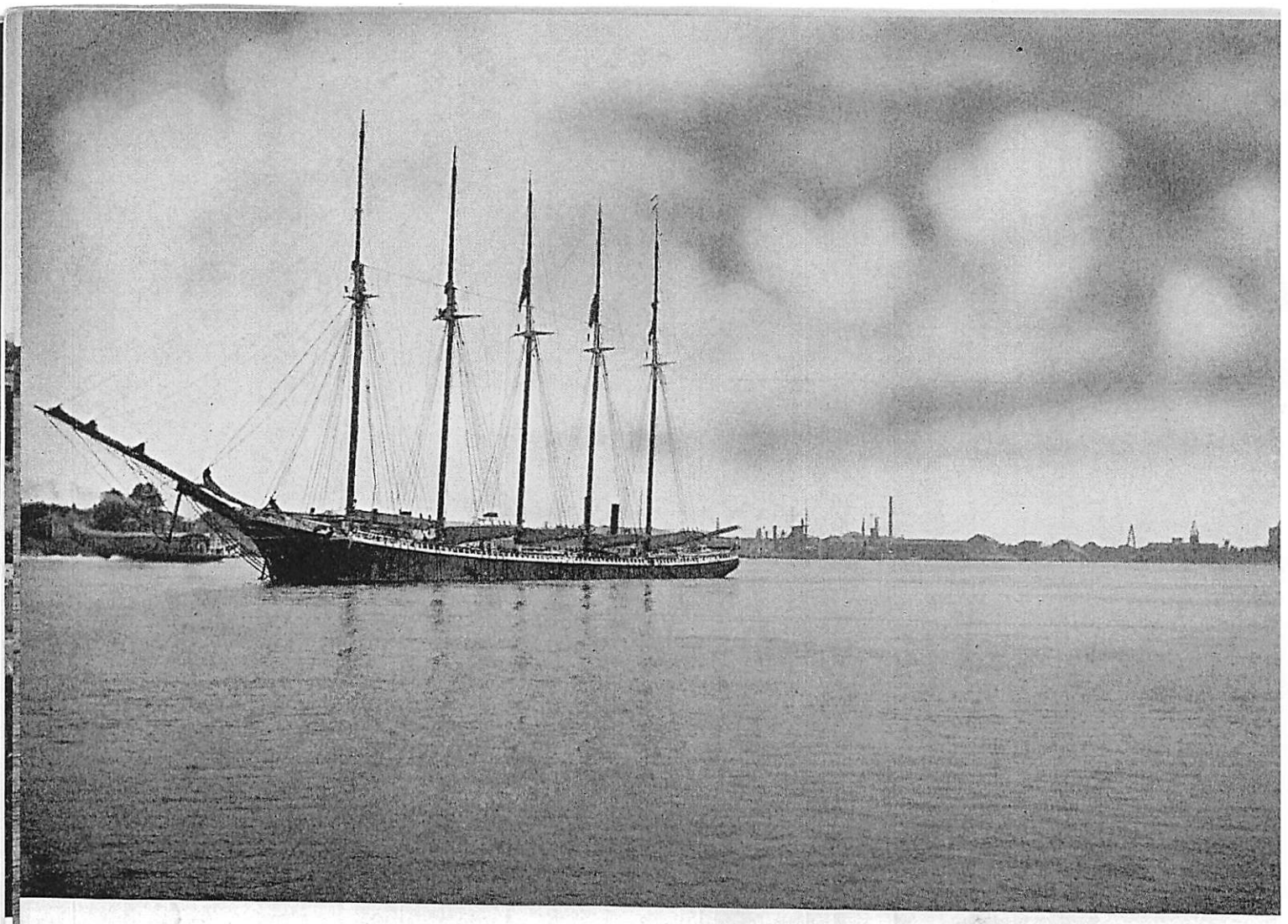

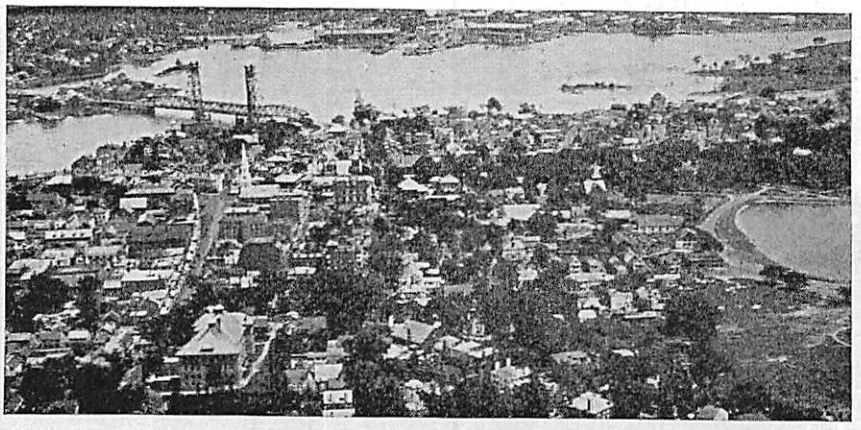

Top: In Portsmouth Harbor, Navy Yard in background. Left: Airplane view of Portsmouth.

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Top: Wentworth-by-the-Sea from the air and view of New Castle and the upper harbor, Portsmouth. Left: Portcullis of Castle William and Mary, afterwards Fort Constitution, New Castle. Center: Ruins of Walbach Tower, Fort Constitution, its building and use still a mystery. Right: The John Pepperell Frost House, New Castle, built in 1730 by Commodore Frost and restored to its original condition in 1931 by Edmund C. Tarbell, well-known artist of Boston and New Castle.

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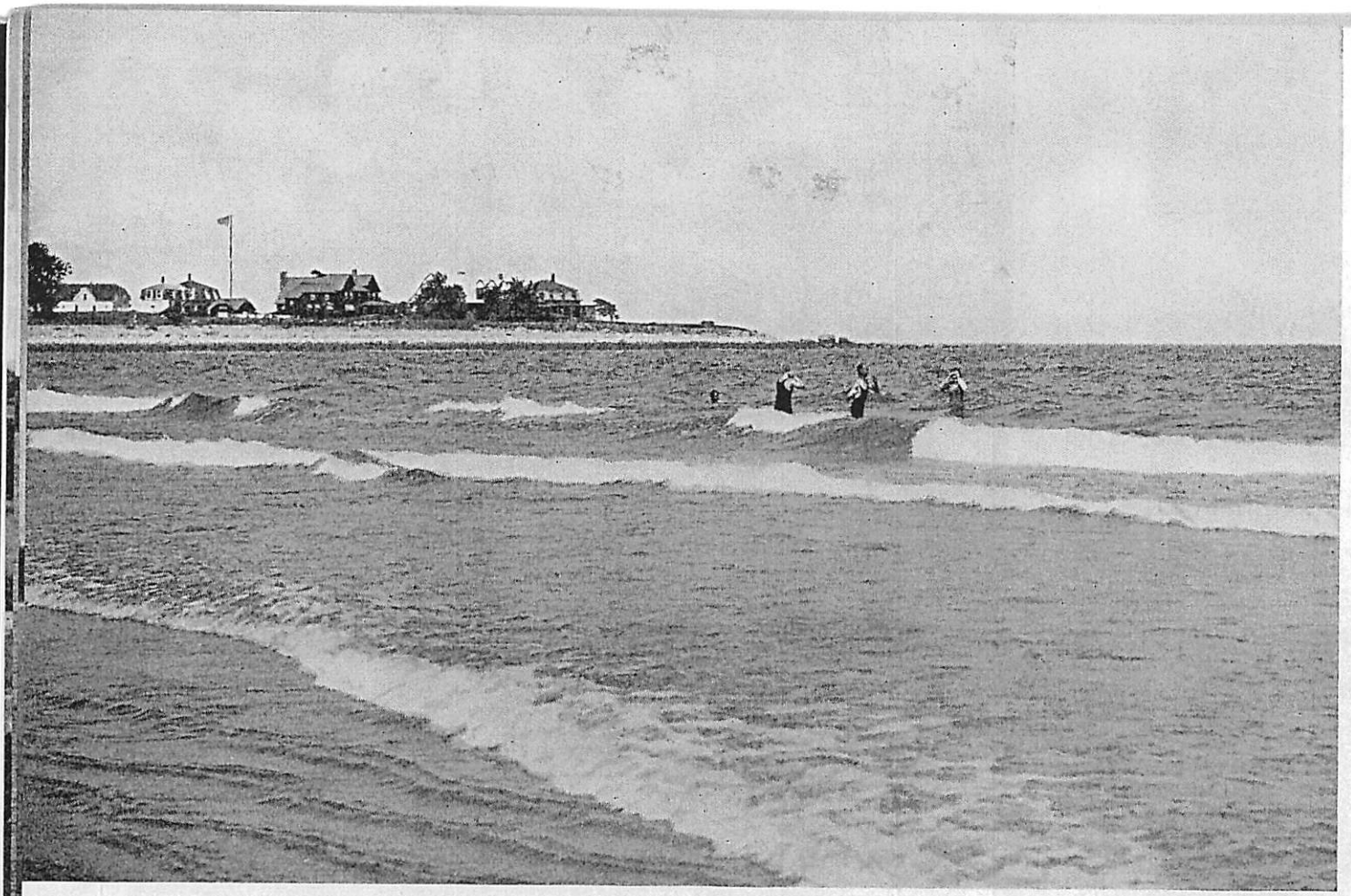

Top: Straw's Point, Rye, from Jenness Beach. Upper left: Woodland walk. Lower left: Lovelane Pond. Lower right: Sunken forest, Jenness Beach, with the original Atlantic cable running through it, sometimes covered with tons of sand, and at other times plainly visible as in the picture.

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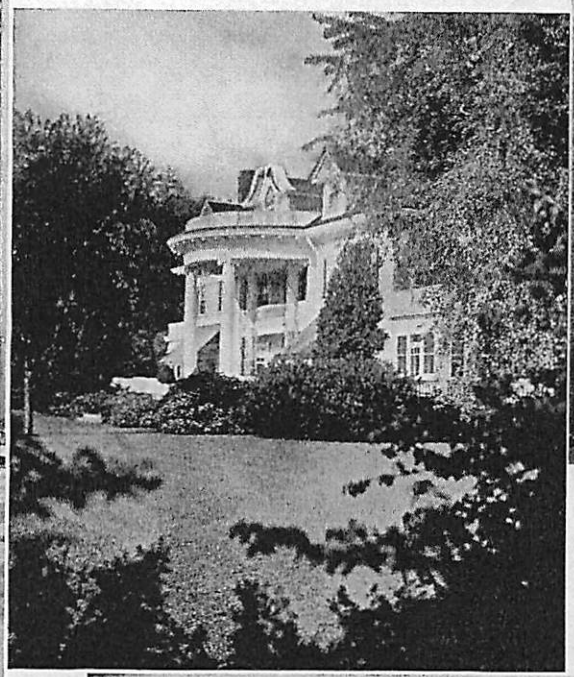
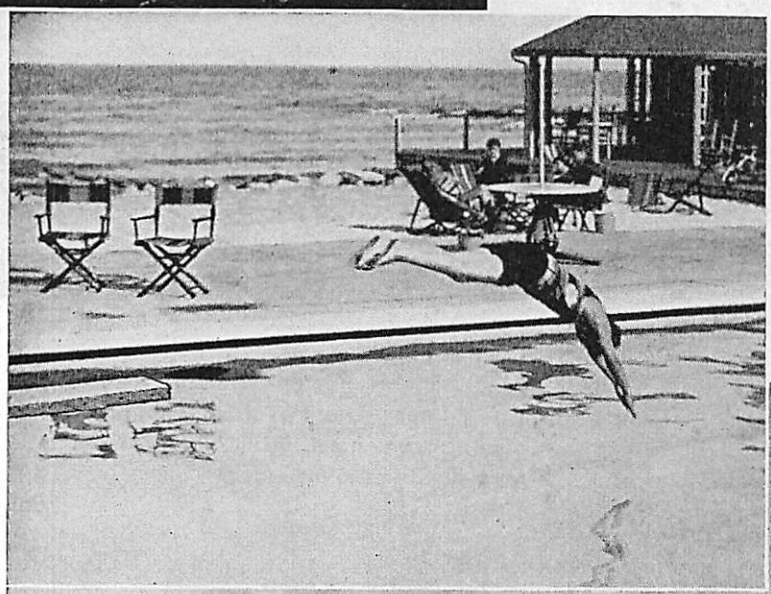


In Rye: The porch and gardens of a summer mansion. The golf links and Stoneleigh College, the ocean beyond. A dive into the pool at the Beach Club. Beach Club and public bath houses.



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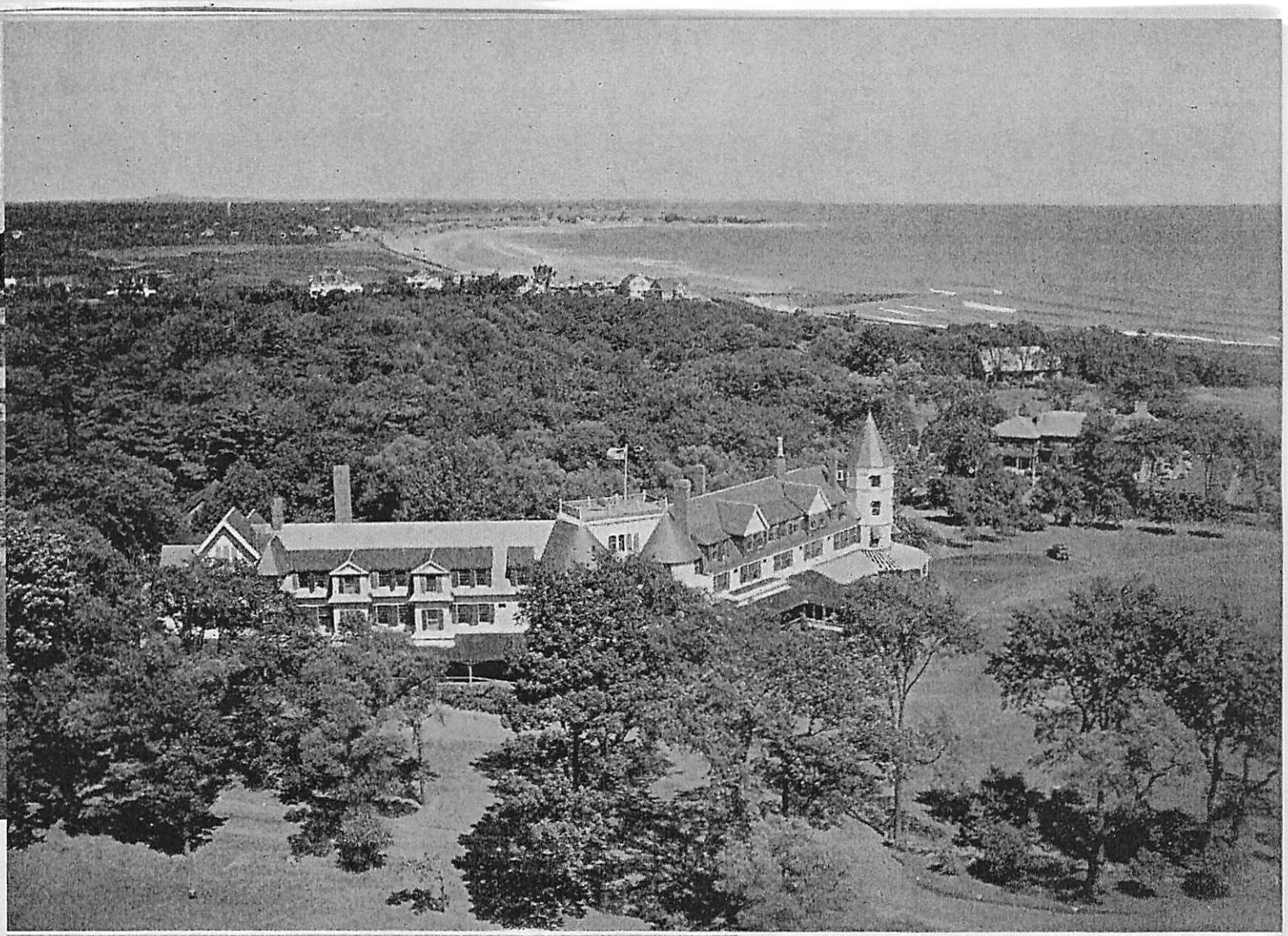

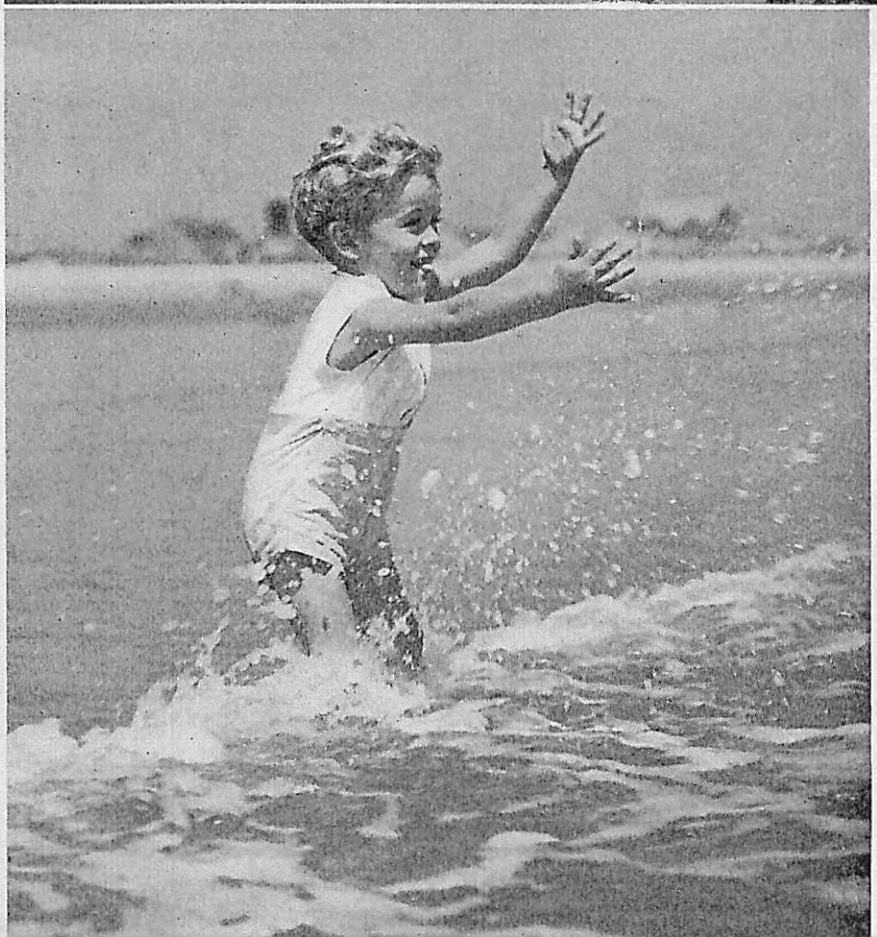

Farragut House, Rye beach, and beyond it, the gleaming crescent of Jenness Beach sand, Straw's point in the distance. A youngster takes to the surf.

Top: Airplane view of Little Boar's Head, showing the coast line with its out-thrusting promontories and intervening stretches of sandy beach. Bottom: Residences of Former-Governor Spaulding of New Hampshire (left) and Former-Governor Fuller of Massachusetts, at Little Boar's Head.

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Gardens of the beautiful Hobson estate, Little Boar's Head. At the left, the early makings of a shore dinner.

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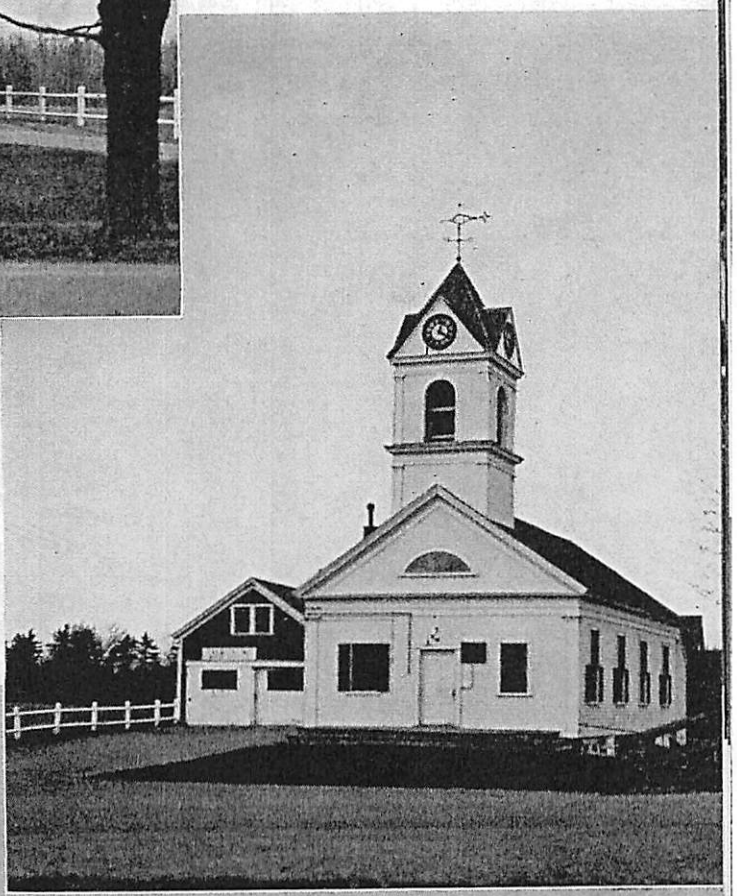
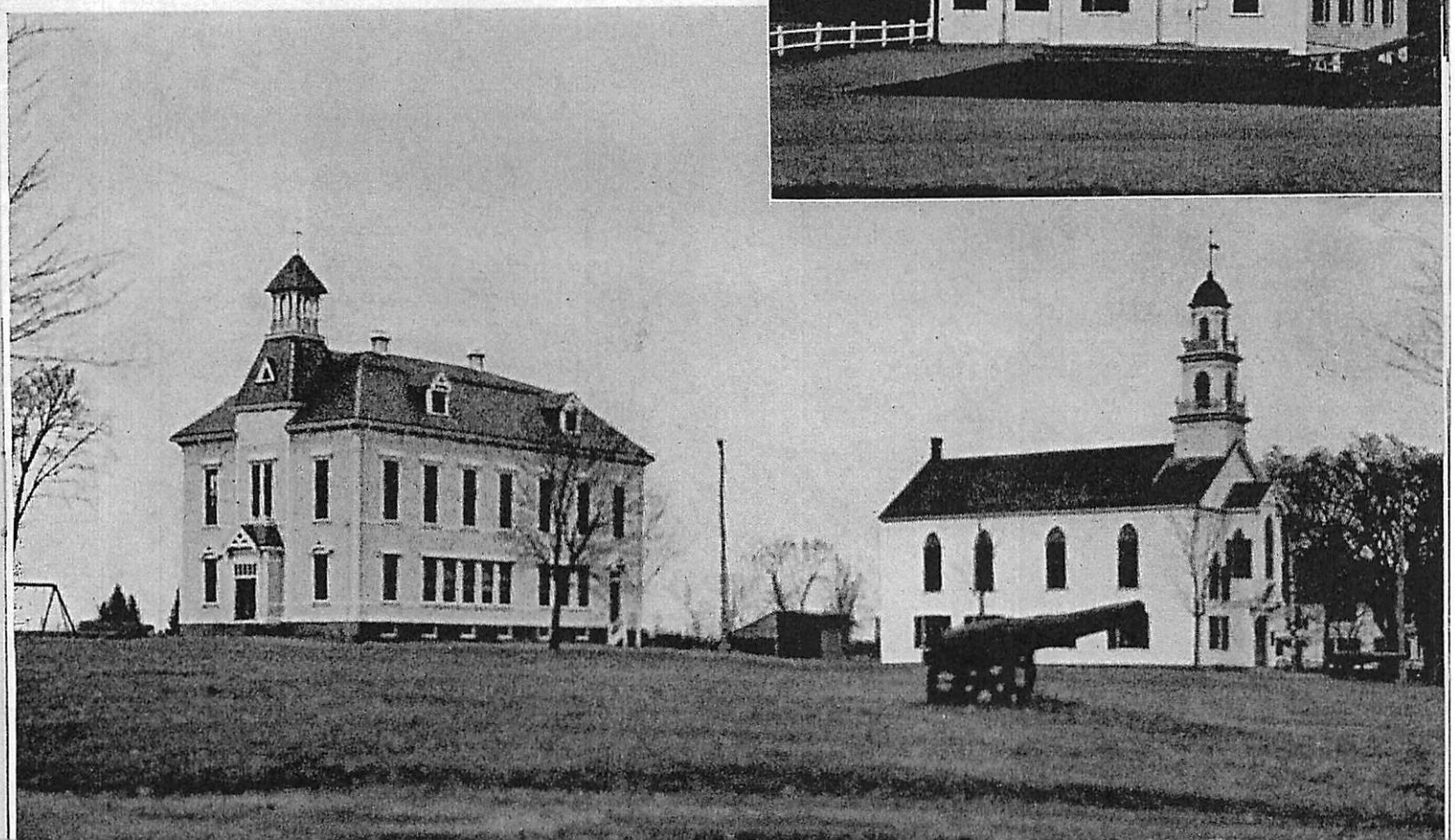


North Hampton vistas. The library (above). The Town Hall with the Paul Revere Bell (right). Centennial Hall (below) and the church responsible for the separation of the town from Hampton of which it was originally a part.



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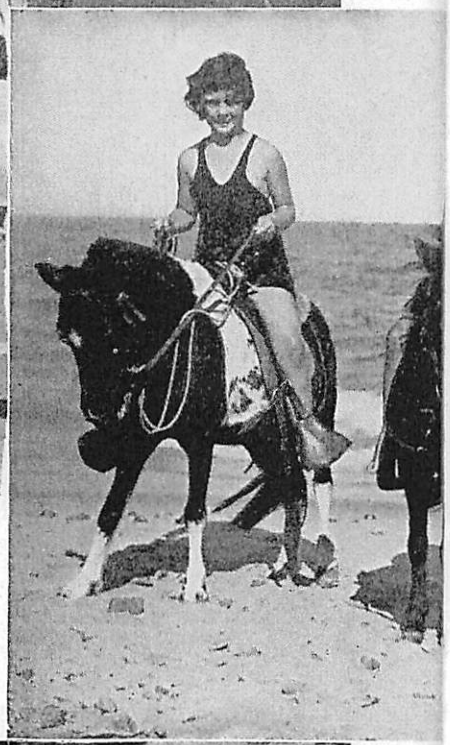
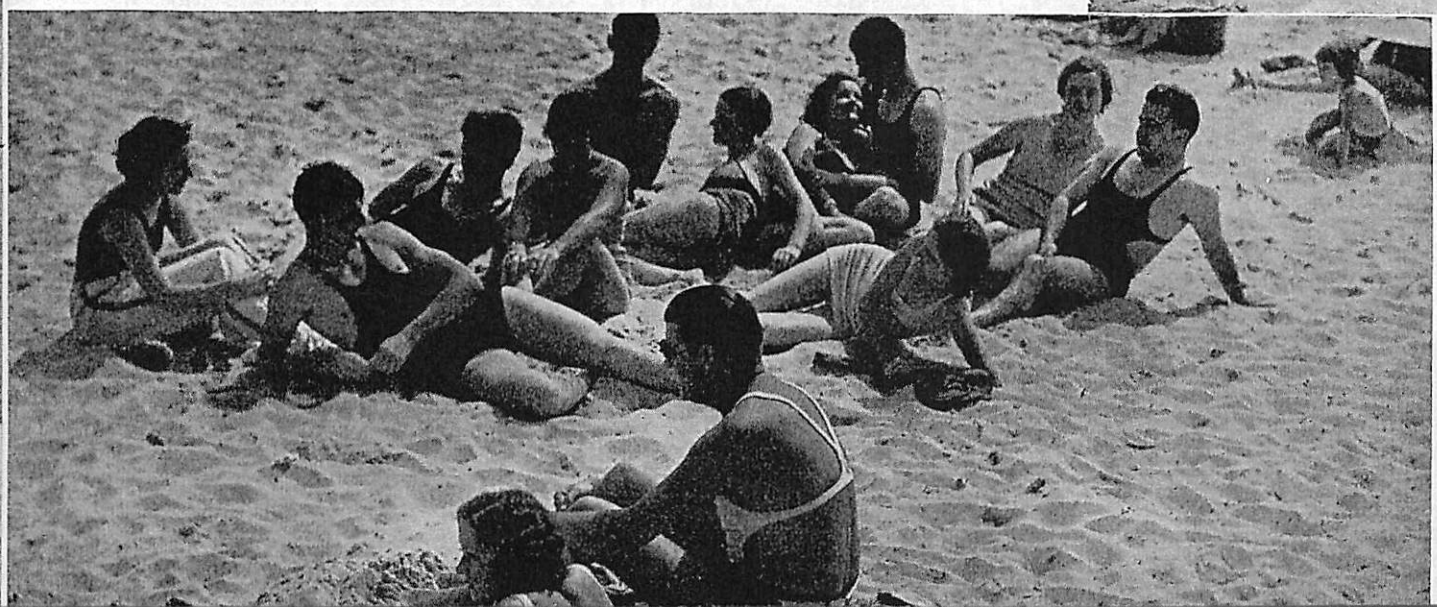


Above: Mid-season at Hampton Beach. Center: Ready for a canter on the sands. Below: Sand and sun bathing are popular pastimes.



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An airplane view of Happy Hampton and the children's free playground. The magnificent width of the beach is shown in the center as two charming visitors look north from the bandstand towards Great Boar's Head.

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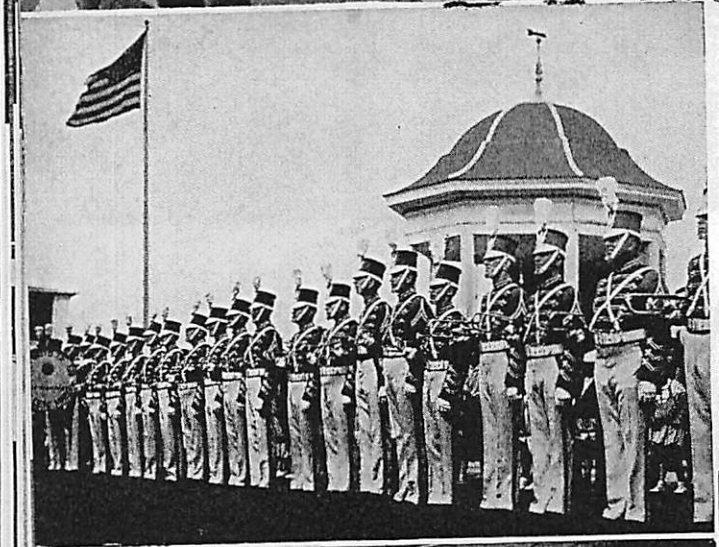

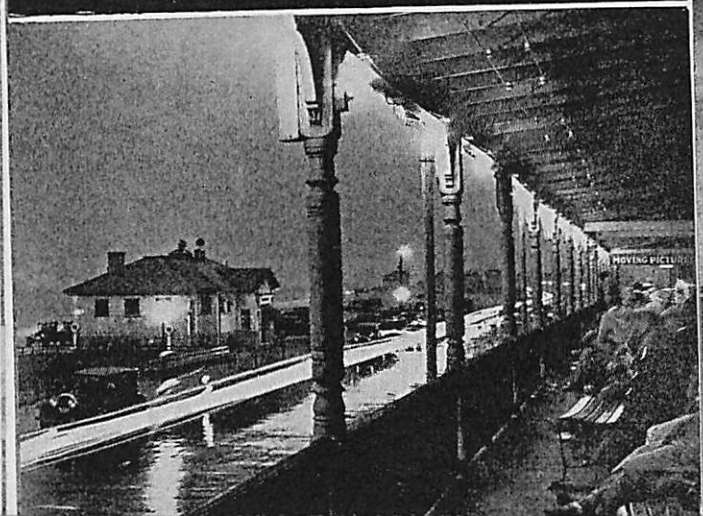

Hampton Beach, full of the life and color which make this resort famous. Center: a Legion Drum Corps at Hampton Beach. The Casino verandas are shower shelters for thousands. The "Mile Long Bridge" connecting Hampton Beach and Seabrook.

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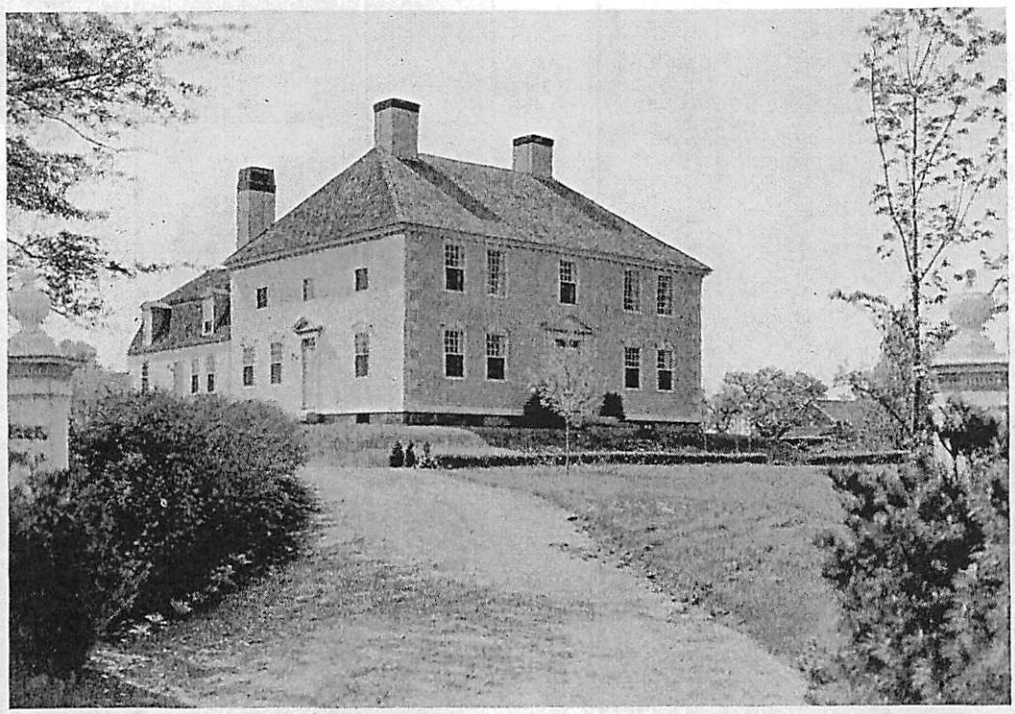
Airplane view of Hampton, showing the center of the town. The General Moulton House, known as the "haunted house," stands in a famous old-fashioned garden.



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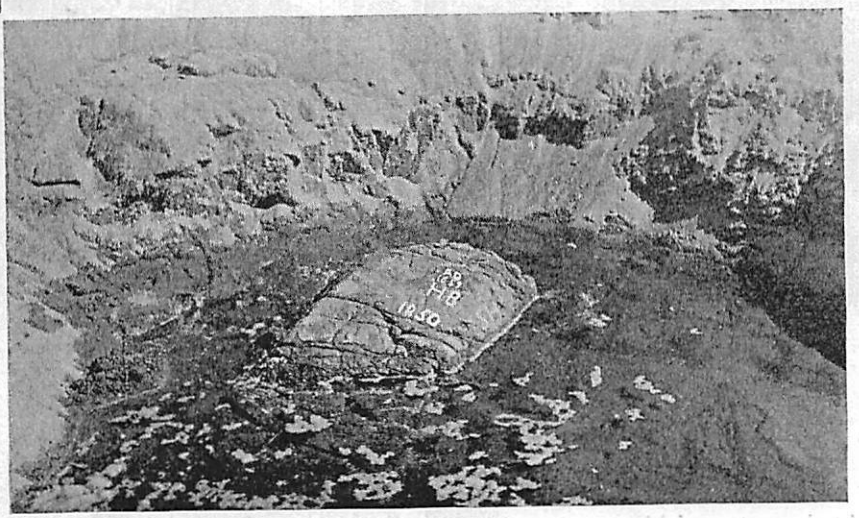
Gladiola farm, Seabrook; Bound Rock, Seabrook Beach; Cottages, Seabrook Beach. Below: A dam in Hampton Falls, built in 1648 and still doing yeoman service, and the Gov. Weare House, home of the first governor of the State, built in 1748.



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State deer farm and Piscataqua Fish and Game Club trout rearing pools, Brackett's Spring, Greenland. Right: Weeks House, Greenland, oldest brick house in New England, built in 1638 with bricks made on the land of the farm, and used as a blockhouse in days of Indian warfare. Still owned and occupied by descendants of original builder.

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Winter smelt fishing on Great Bay, five miles from Portsmouth and bordered by the towns of Newington, Newfields, Greenland, Stratham, Newmarket and Durham. Undoubtedly the finest Winter fishing waters in New England. From 500 to 1000 fishermen come here every pleasant day and take from one to two tons of fish. The huts shown in these views minimize the discomfort of this great Winter sport.

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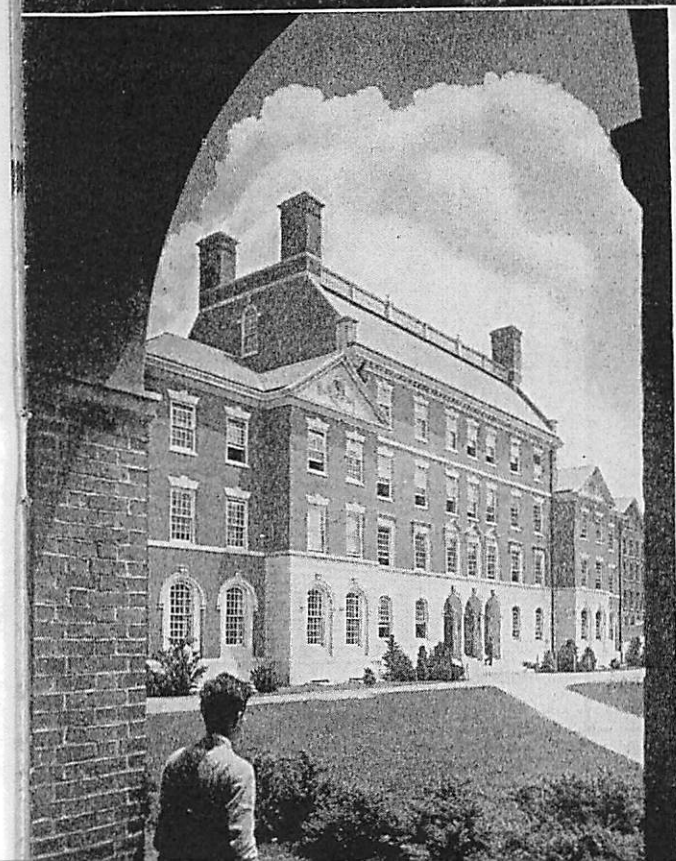
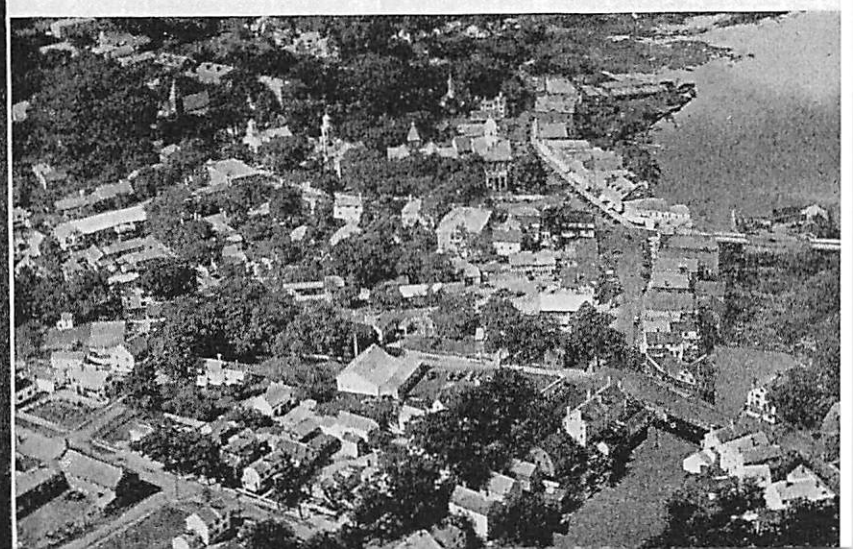


Beautiful Swasey Parkway, bordering the Squamscott River. Gift of Ambrose Swasey to the Town of Exeter, 1930. Left: Budding manhood looks out on Phillips Hall at Phillips Exeter Academy. Below: An airplane view of the town.



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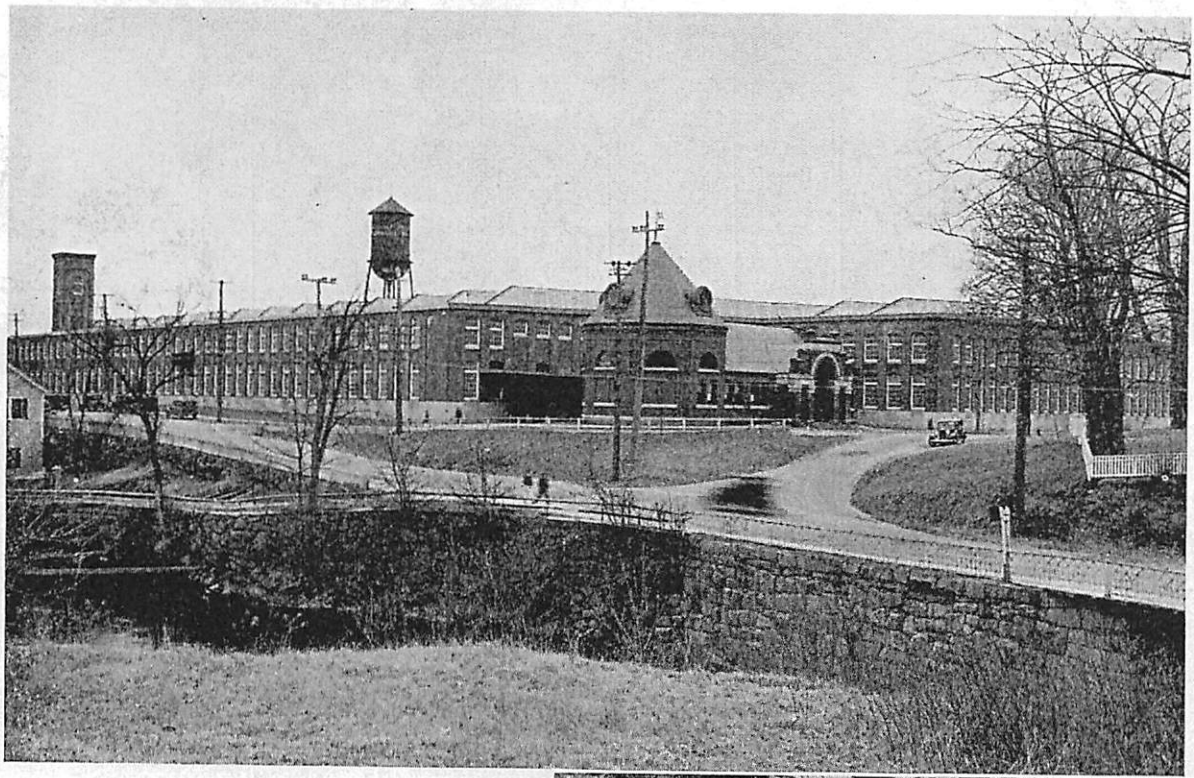
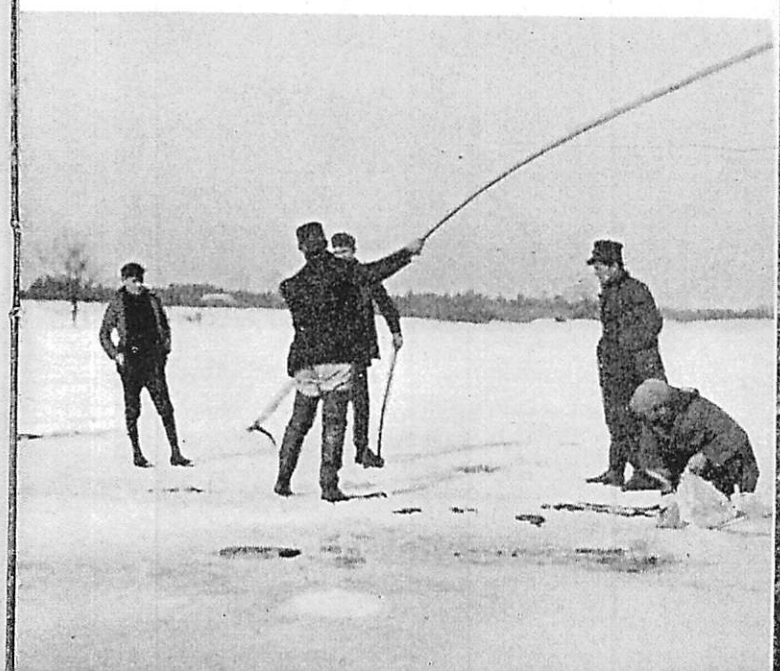
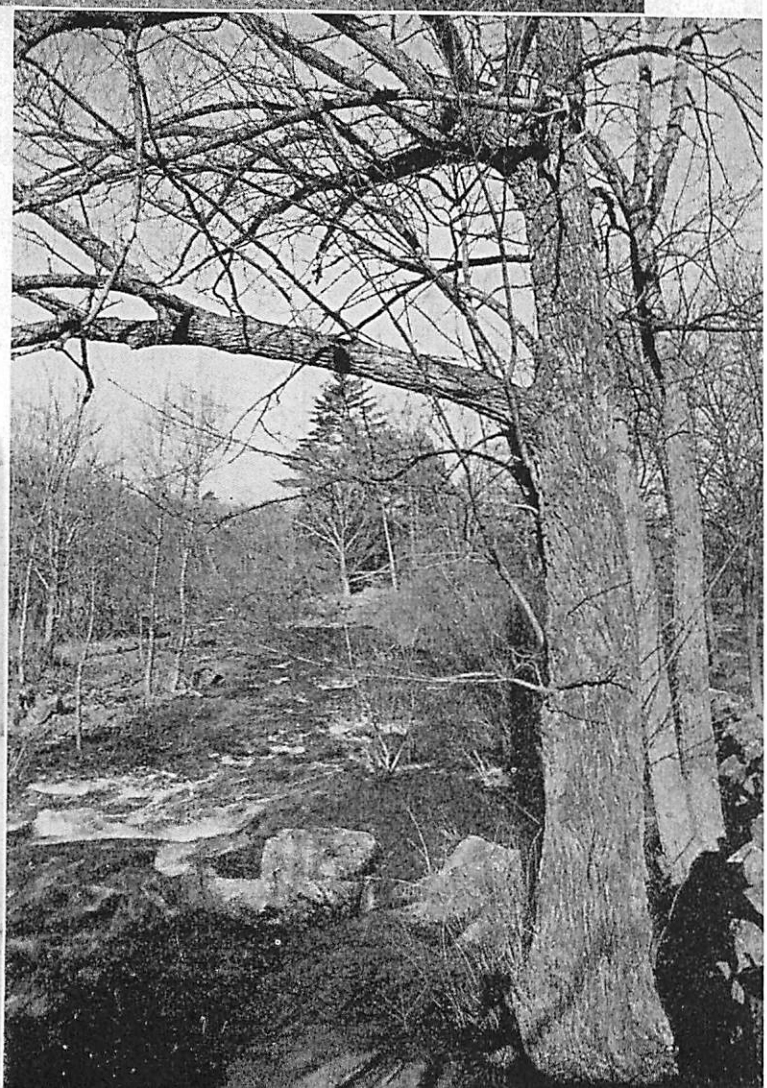


The great mills at Newmarket, and old elms near the river. Below: Eeling through the ice on the Squamscott River at Stratham. On the opposite page: The glories of apple-blossom time in Stratham.





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Dignity and repose mark this beautiful village street in Newfields, and the Newfields Town Hall.

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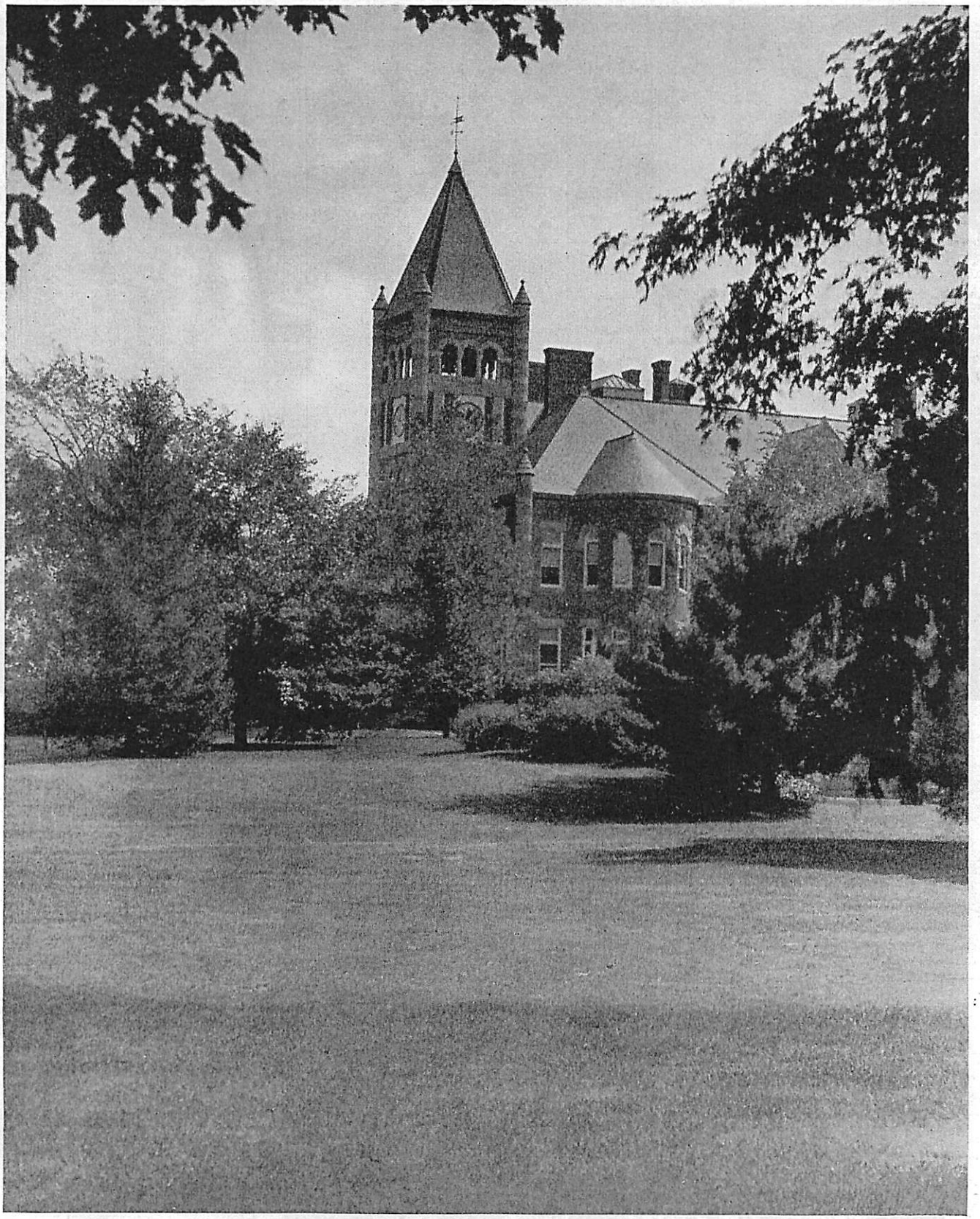

Thompson Hall, administration building at
New Hampshire University, Durham.

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The upper campus, showing Cc
greve, Morrill, Charles James, I
Merritt, Murkland and Thomps
Halls with Durham village in t
background. Left: The Oyster Ri
Dam, where fresh water meets t
sea.

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The University of New Hampshire Forest, a marvelous stand of almost virgin timber, is adjacent to the campus and serves as a laboratory for students in Forestry in the College of Agriculture.

The Sullivan Homestead in Durham, home from 1760–1795 of Major-General John Sullivan, member of the First Continental Congress, one of Washington's ablest generals, and three-times Governor of New Hampshire. This homestead on the brink of the Oyster River was the scene of many a council of war and state before and after the Revolution.

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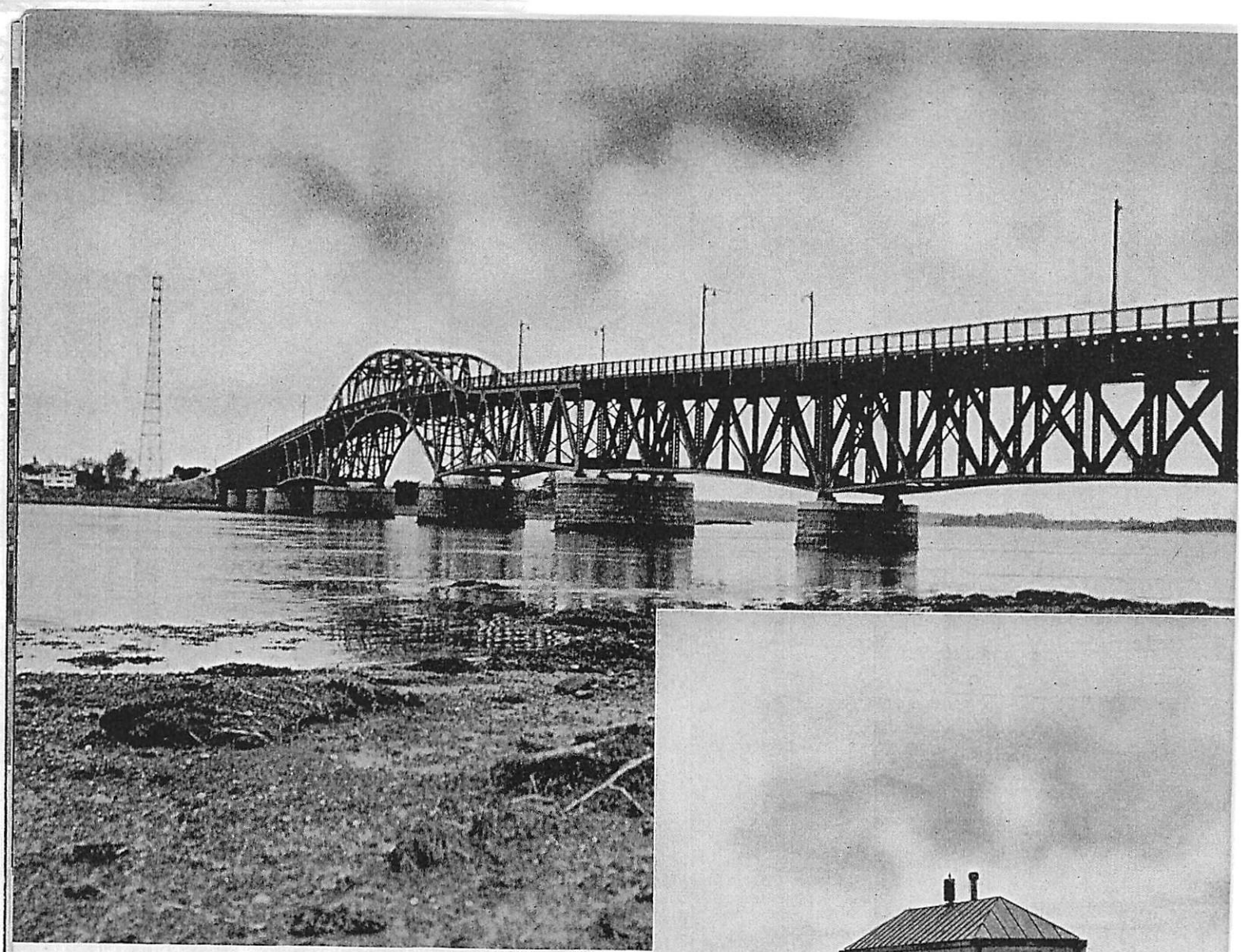

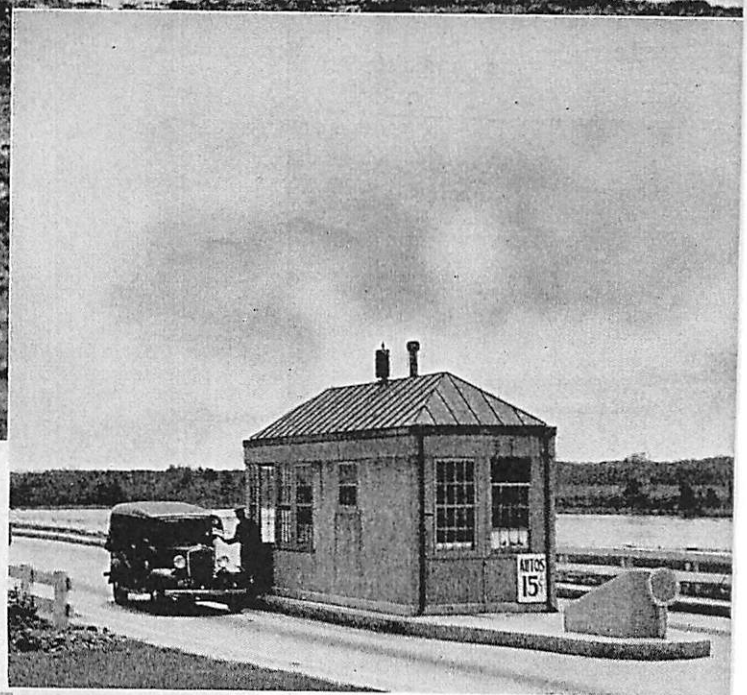

The new bridge from Newington to Dover Point on the main East Side route to the White Mountains. Inset: The bridge is a self-liquidating project, hence the toll-house.

Old Shattuck Shipyard, Newington, now home of Atlantic Terminal and Shell Corporations. Desirable locations for industries depending on water shipments. Over forty feet depth of water in channel.

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The magnificent new City Hall, Dover. Right: Museum and garrison house (behind the patio) Dover.

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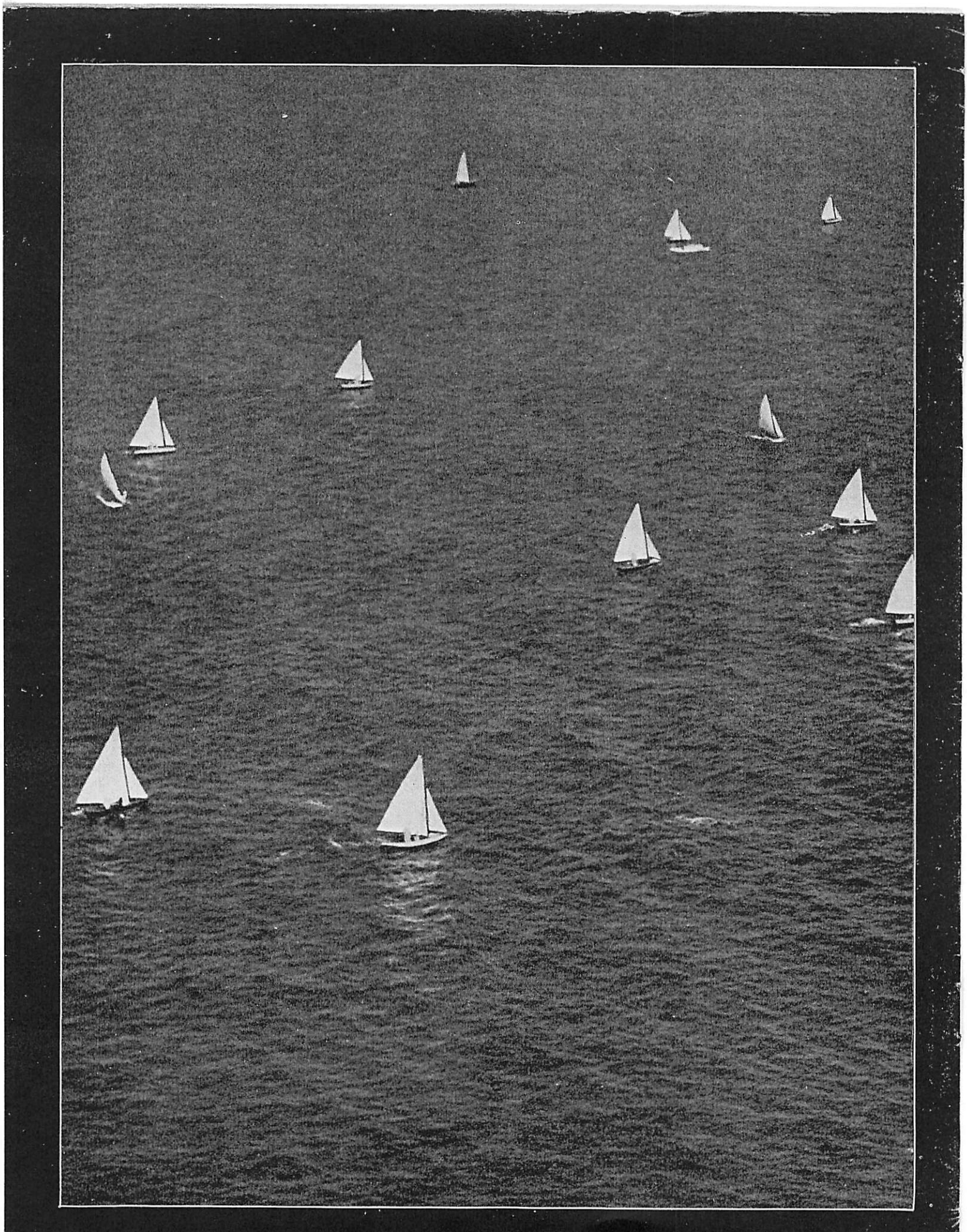

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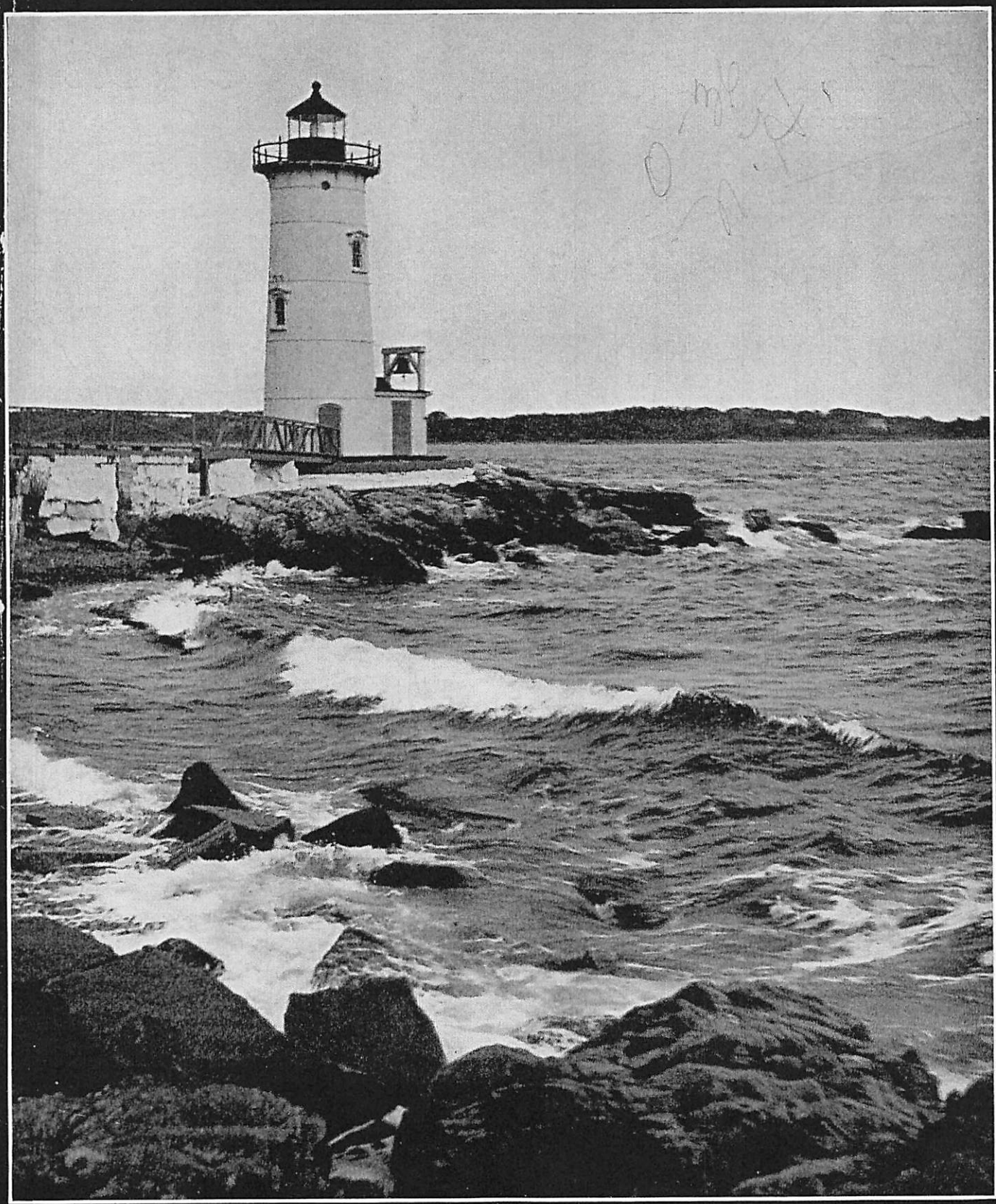
THE SEACOAST REGION
OF NEW HAMPSHIRE



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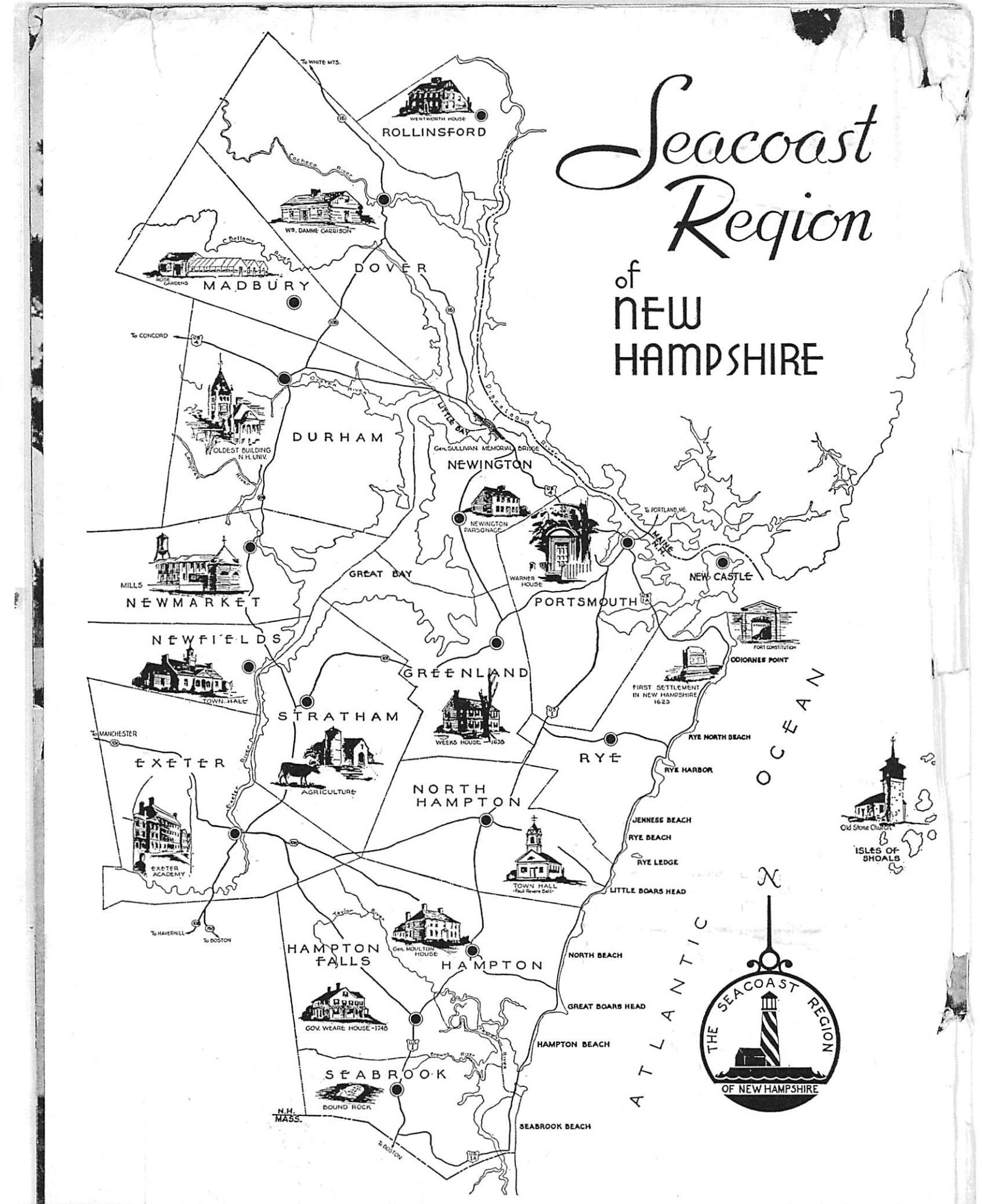
Seacoast Region of NEW HAMPSHIRE



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NEW ENGLAND

Scenic beauty our vast nation o'er spreads,
Forests, lakes and snow-clad hills,
Lofty mountains in all their grandeur,
Sunsets golden beyond wooded hills.
With all its charm our nation craves things historic,
Realizing in the east only can they be found,
Great colonial mansions, real New England settings,
Where architectural beauty abounds.

Desirous to step within their portals,
Rich in the attractiveness of olden days,
Where lived the forefathers and mothers of our nation,
Amid treasures of Colonial days.
Spacious halls, grand winding staircases,
Those stairs of easy tread,
Homes where sentiment ever lingers,
Of heroes who for our nation bled.

Still the great clock ticks on with measured stroke,
Close by the very chairs in which they sat
By the generous old fireplaces
Where heroes congregated to chat.
Gambrill roofed, picturesque old heritages,
With restful atmosphere sublime
The crowning glory of an appreciative nation,
Where history and architectural beauty combine.

Alas, one by one, they're passing on
As did heroes who to us they gave,
One of the greatest assets of our state
Only cooperative efforts can save.
Today on the same foundation they stand,
Just where they stood before the birth of our nation,
Architectural gems the finest in existence,
Slowly passing on overburdened by taxation.

Financed only through public generosity,
By societies endeavoring to keep these heritages alive,
Grant them a reasonable assistance
Or these treasures cannot long survive,
More than a century and a half have they endured,
An overwhelming burden of tax,
These historical landmarks, architectural gems,
Grant them an exemption from tax

Glean could we an object lesson,
As taught by our sister state.
By helping societies historically founded
And save these treasures for our nation and state.
Ask the nation what makes New England—New England?
Surely not the smooth highways and modern cities they find,
To the charming quaint picturesqueness,
Of architectural beauty and history combined.

Homes where lived the forefathers of our nation,
Stately elms, flagstone walks, stone walls and winding lanes,
Silver sands, the restless waves of old ocean,
Create in all that longing to remain.
So let's keep New England—New England,
Save these heritages for generations to come,
Realize what they mean to our natio
england that was
done
SHould

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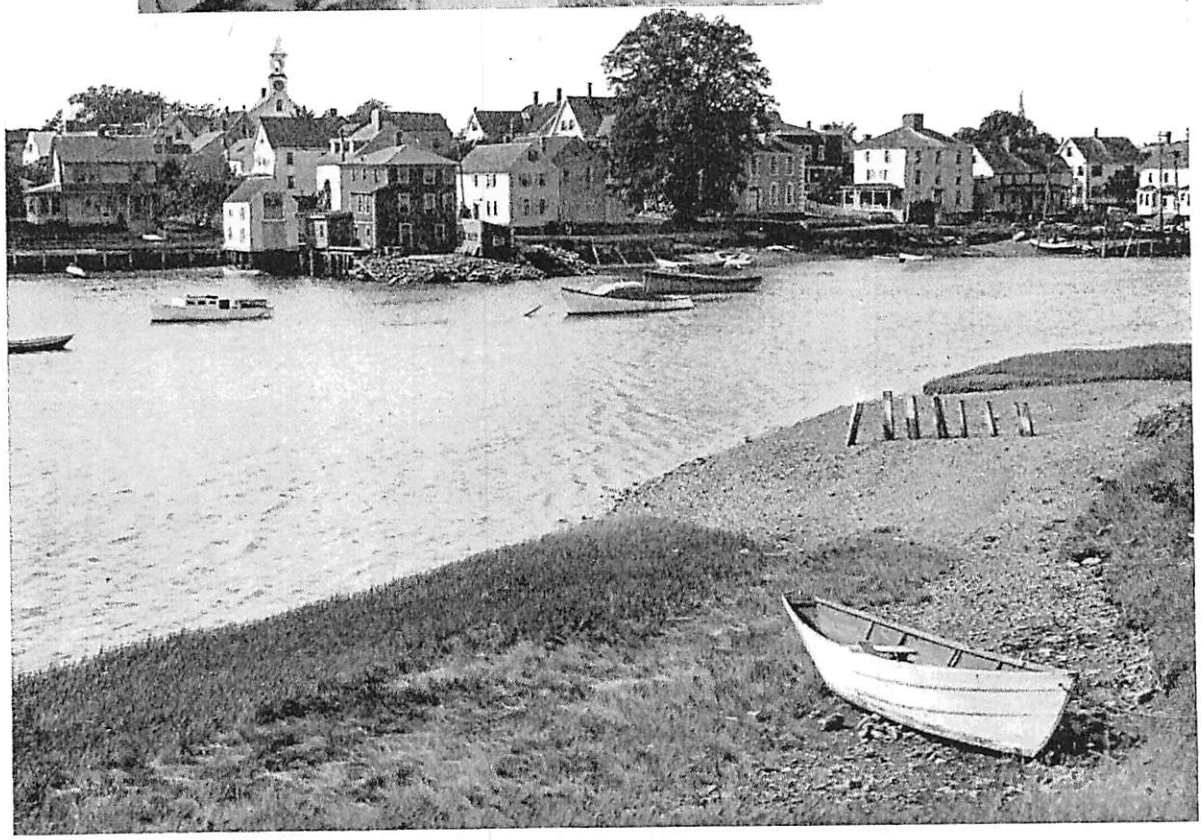
Scattered over Portsmouth are old flag sidewalks, laid in 1747

A section of old Portsmouth



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The dignity of the years in one of many beautiful old Portsmouth doorways .

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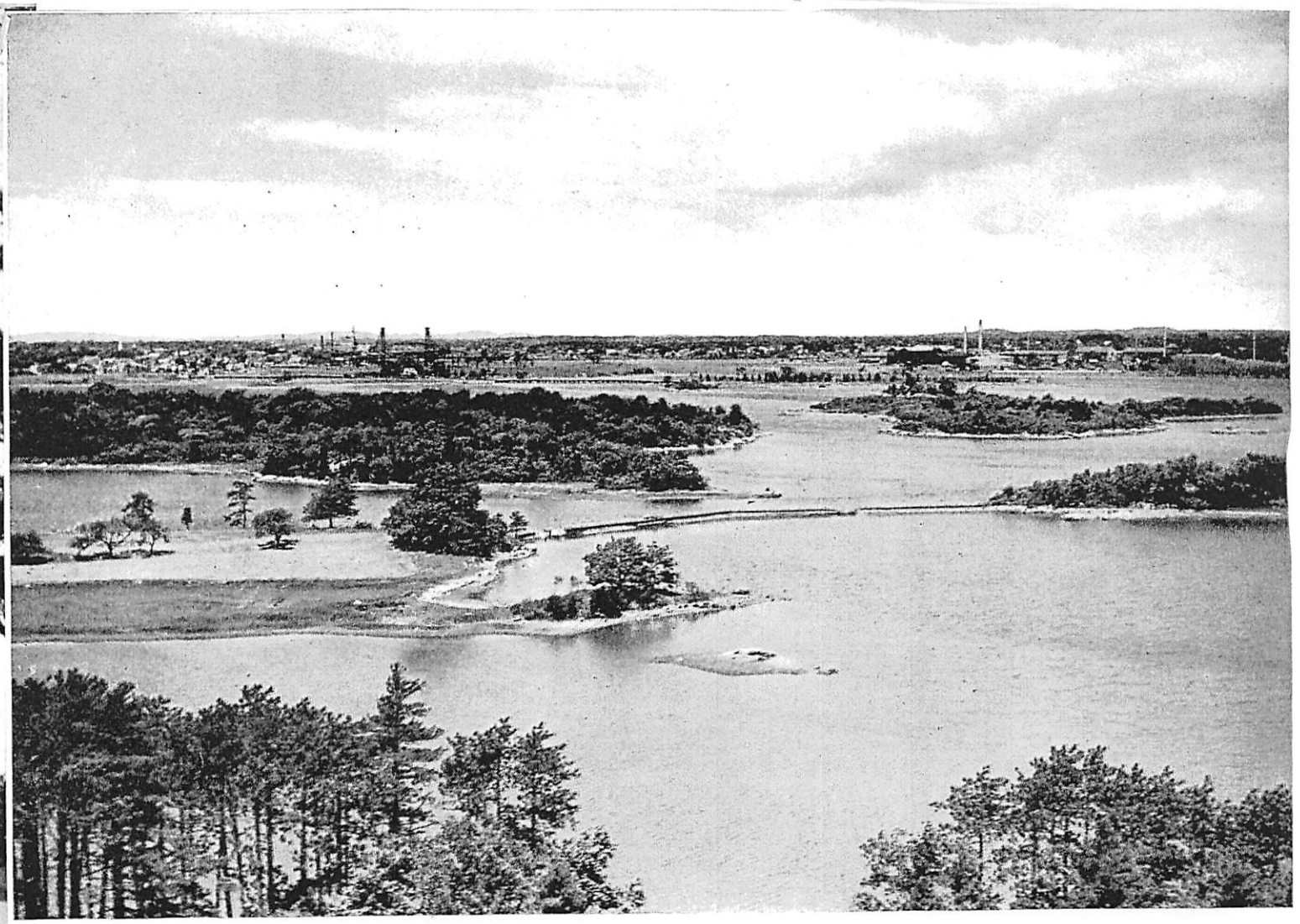

Vista of Portsmouth and the Navy Yard from Little Harbor

Ideal conditions for smooth-water sailing, off New Castle, Portsmouth lower harbor

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The romance of the sea still lingers in Portsmouth

The gracious stairway of the Paul Jones House, State Street, Portsmouth

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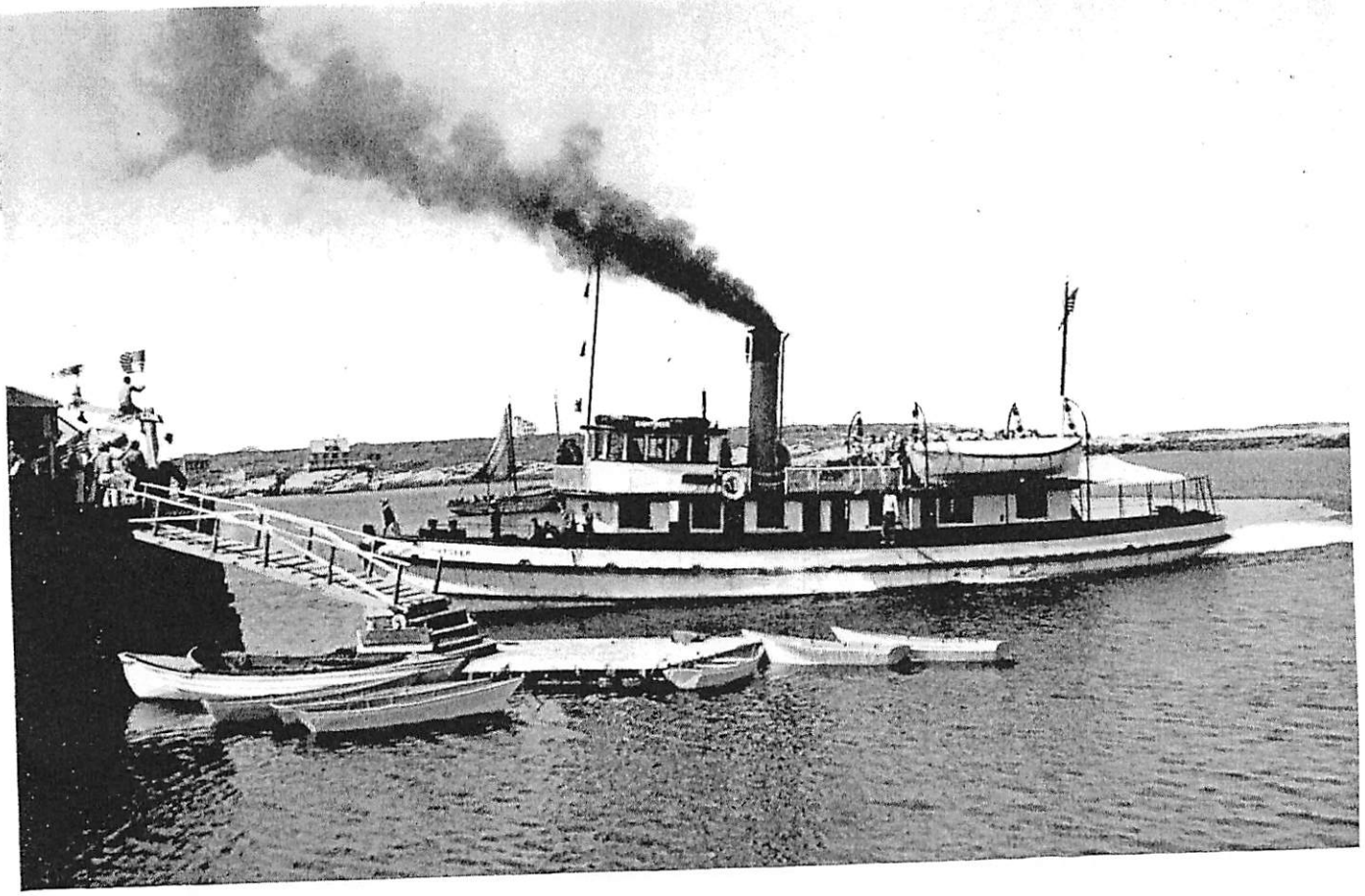

The "Sightseer" docks at the Isles of Shoals

Airplane view, Wentworth-By-The-Sea and Portsmouth upper harbor

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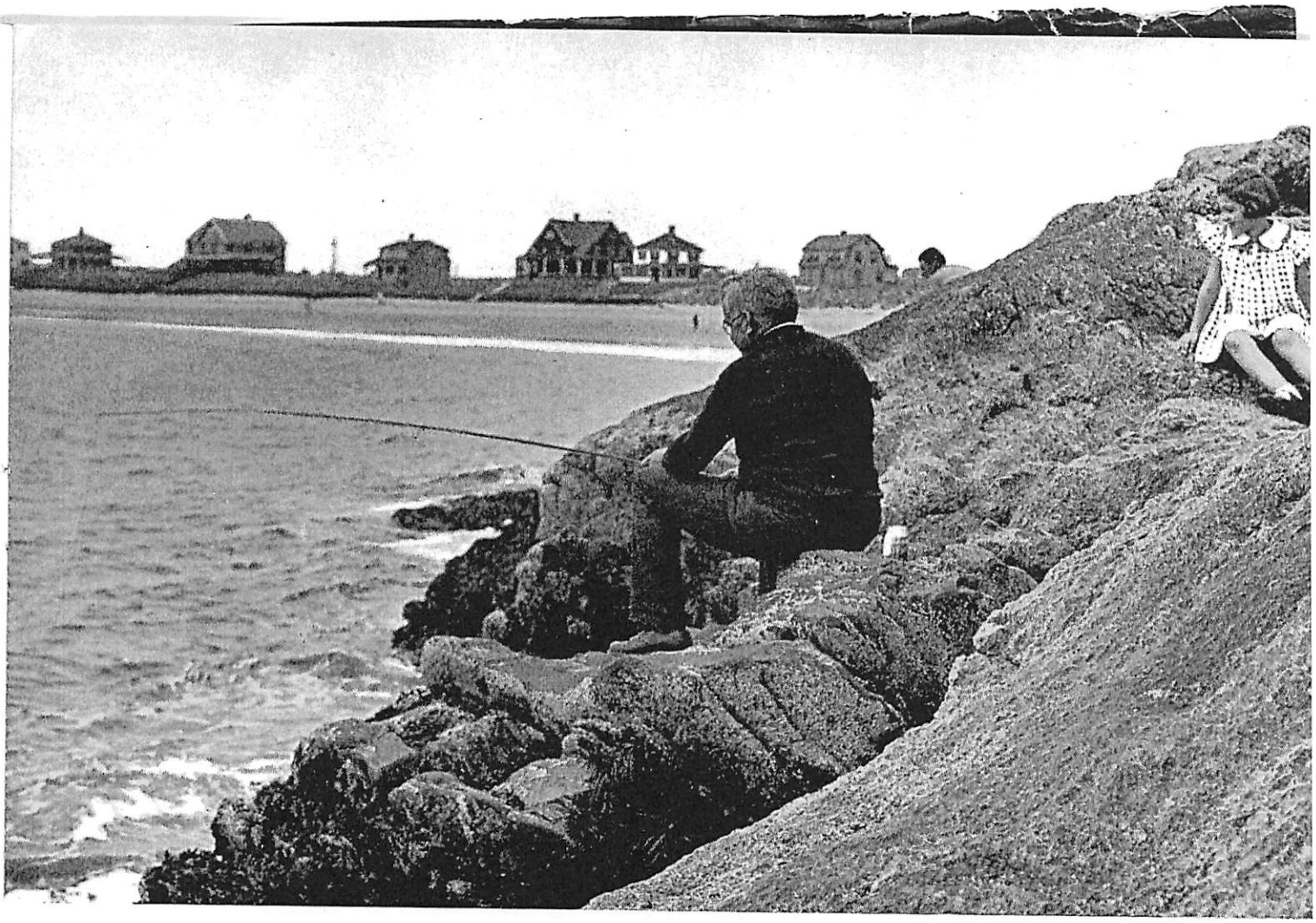

Beach and ledges at Wallis Sands, Rye (above); Bathing beach and Beach Club, Rye Beach (below)

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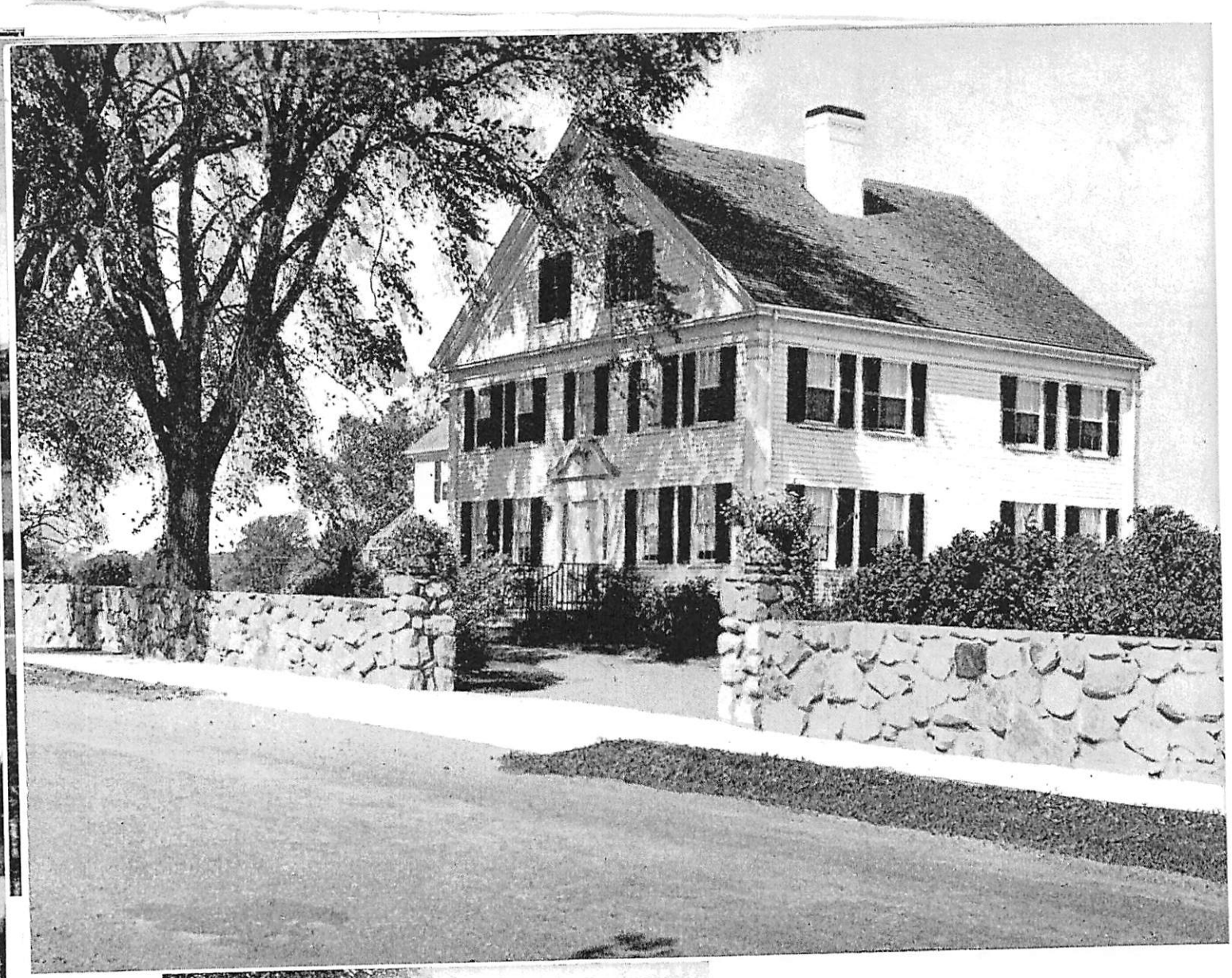
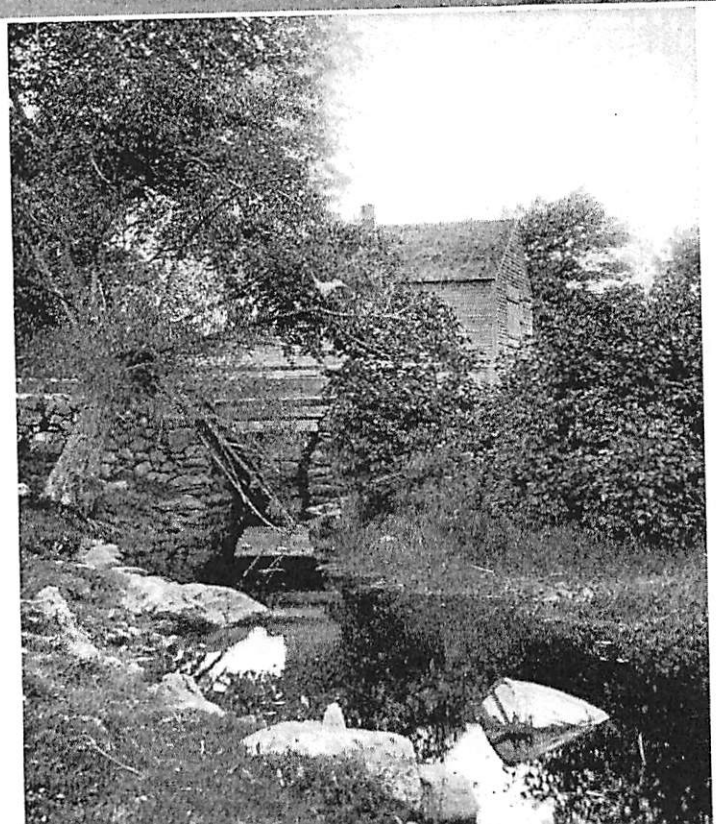


Summer home, Rye Beach



The Little Red Mill, Rye Beach

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On the sands at Rye Beach

Straw's Point and bathing beach, Jenness Beach, Rye

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Stoneleigh Junior College for Girls, Rye Beach

Parson's Point, Rye

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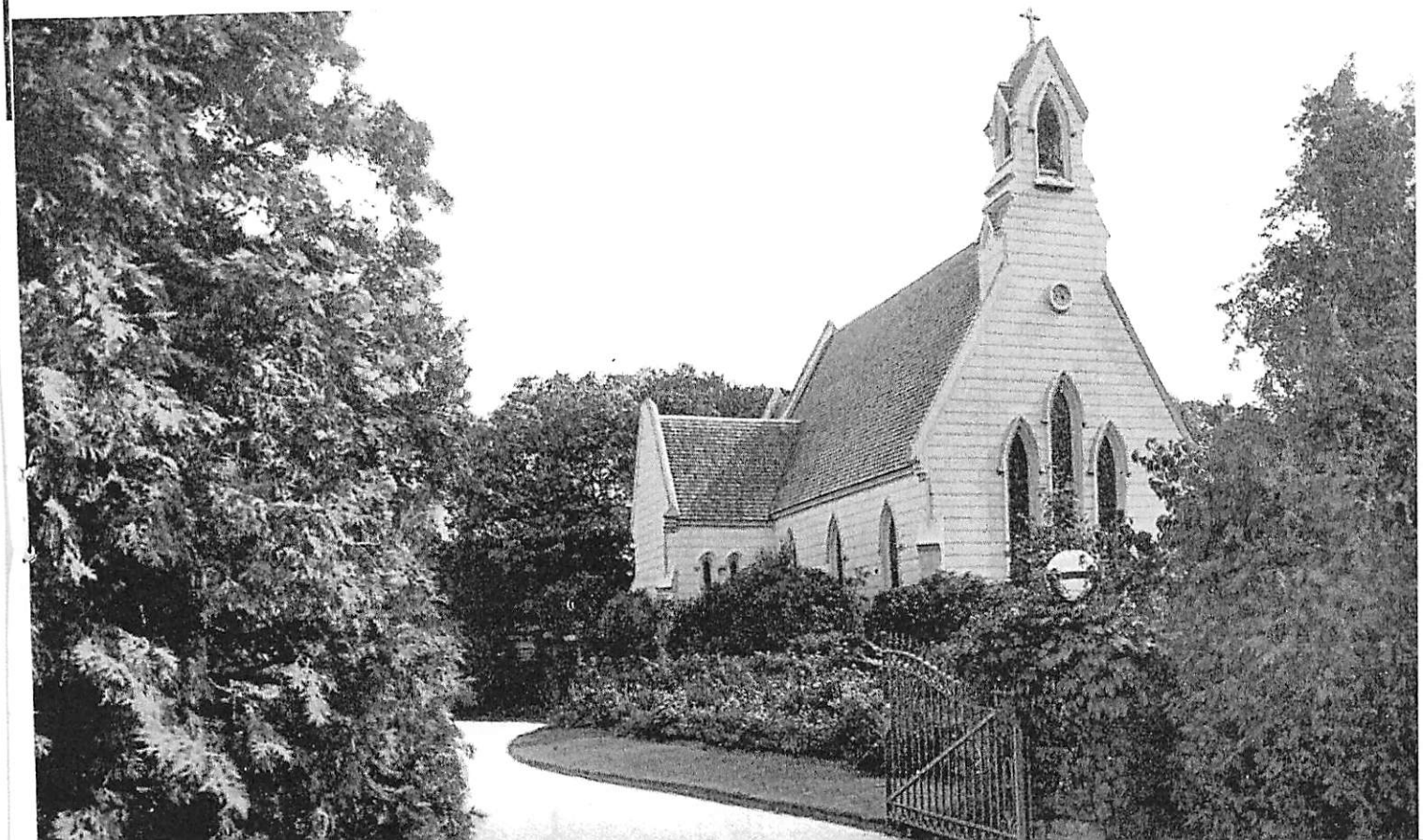
Roadside beautification, Little Boar's Head

Union Chapel, Little Boar's Head



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Old Post Road, Centennial Hall and Congregational Church, North Hampton

Little Boar's Head, North Hampton and Rye Beaches

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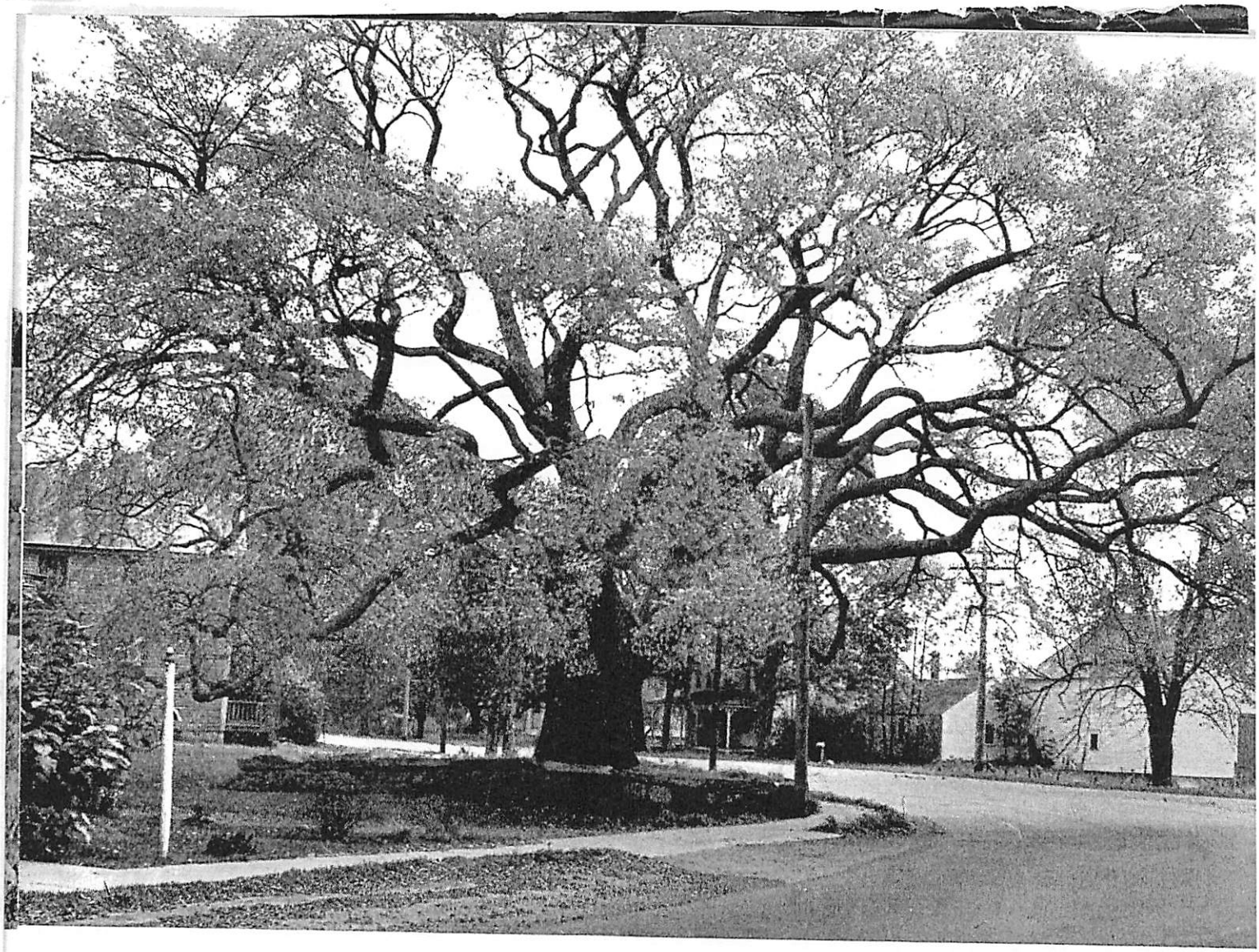
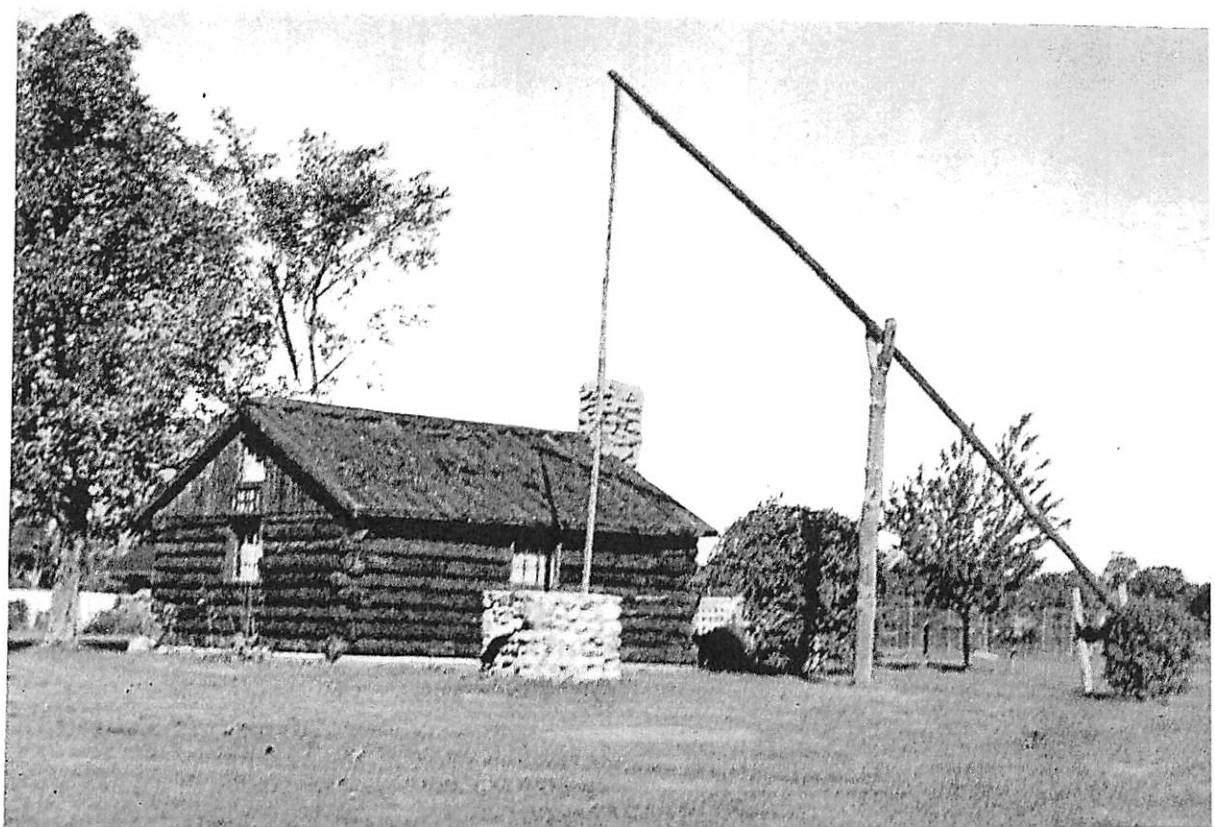


Old elm on the road to the beach, Hampton. One of the largest trees in the East



Log cabin and well sweep, Tuck Memorial Green and Playground, Hampton

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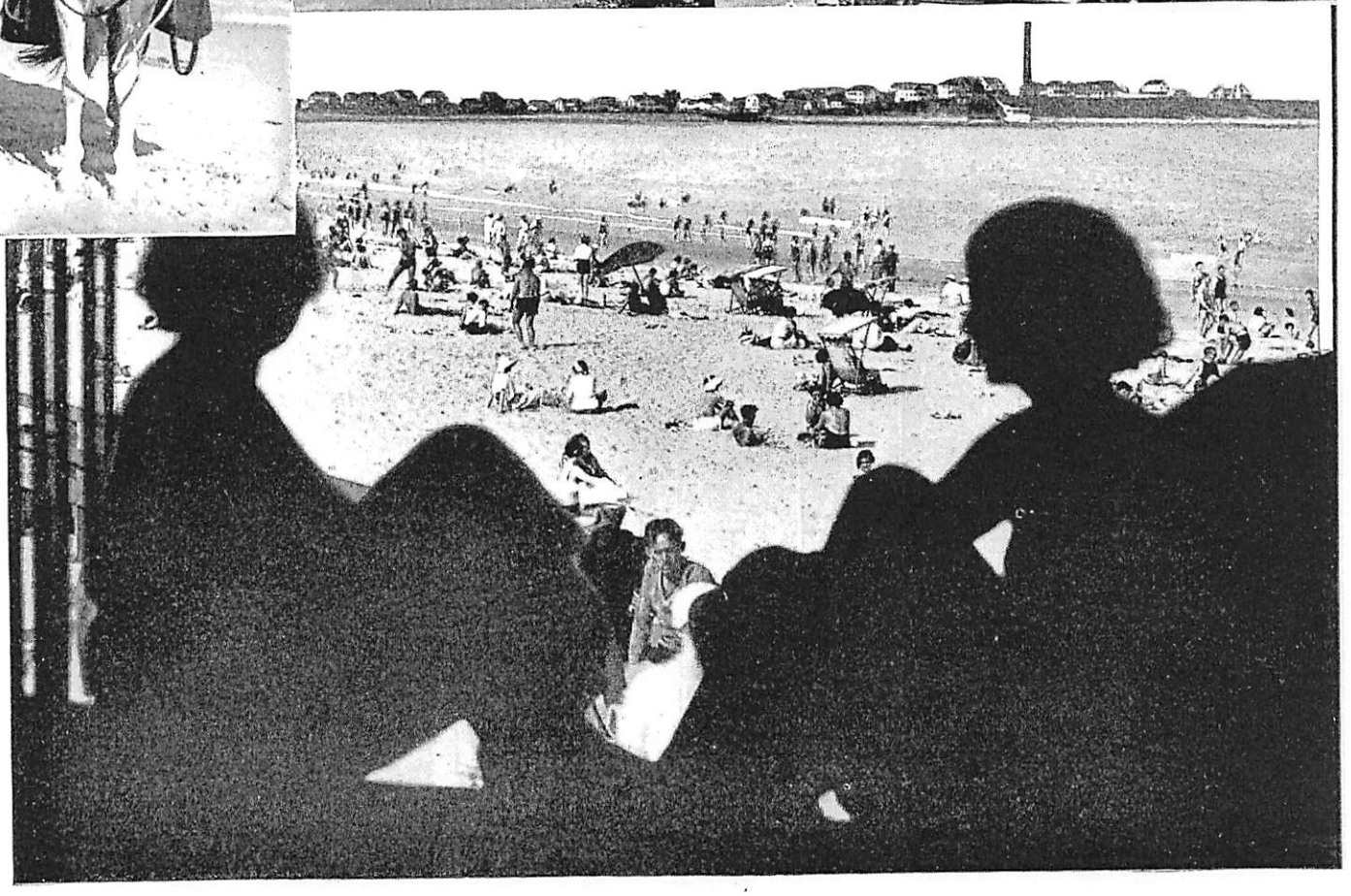

Hampton Beach entertains a million guests each season

(top) Free children's playground, youngsters enjoying pony riding; (bottom) Great Boar's Head from the bandstand

(opposite page, top) Bathers enjoy sand and sun as well as surf bathing; (bottom) Two smiles of Health and Happiness

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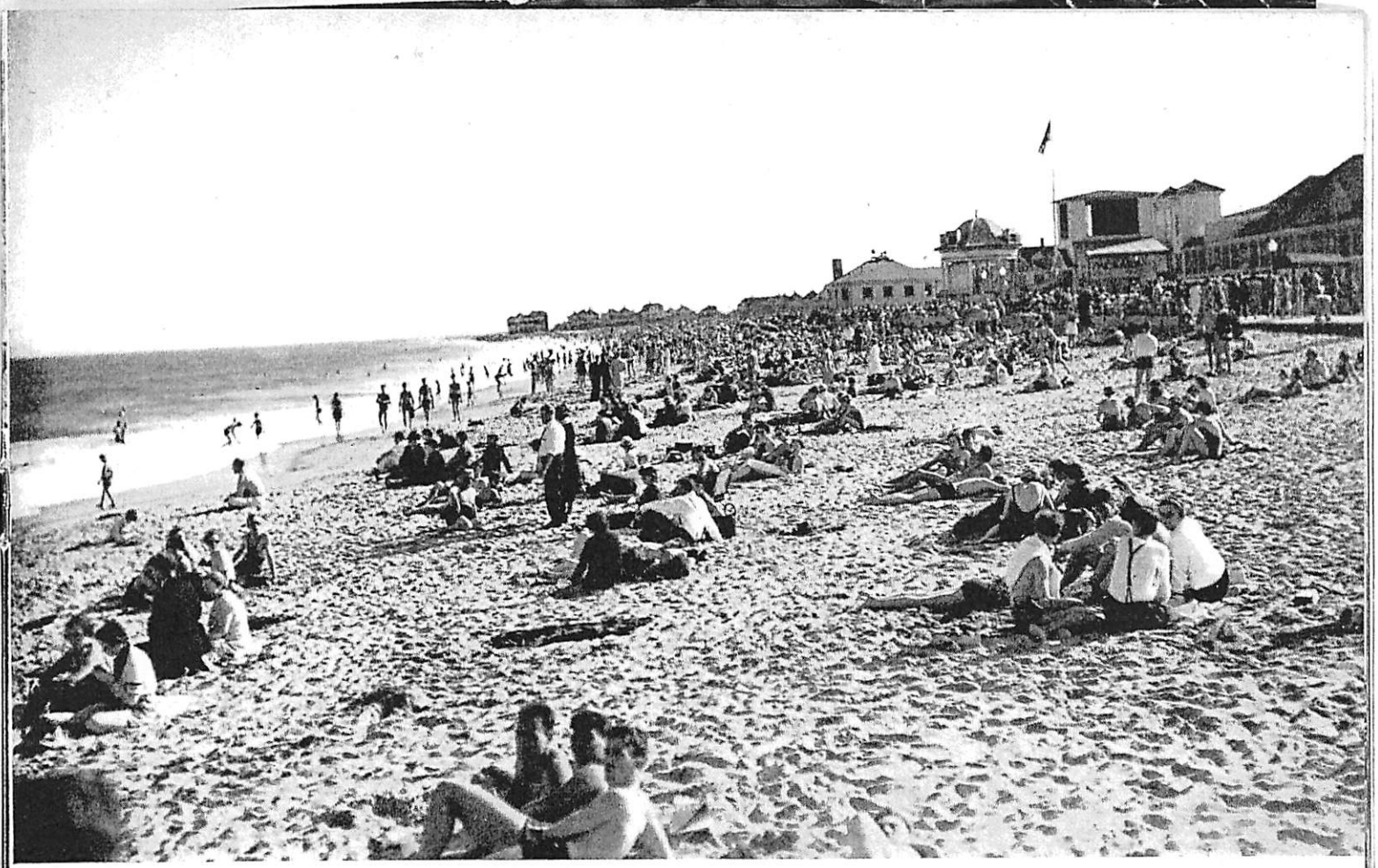

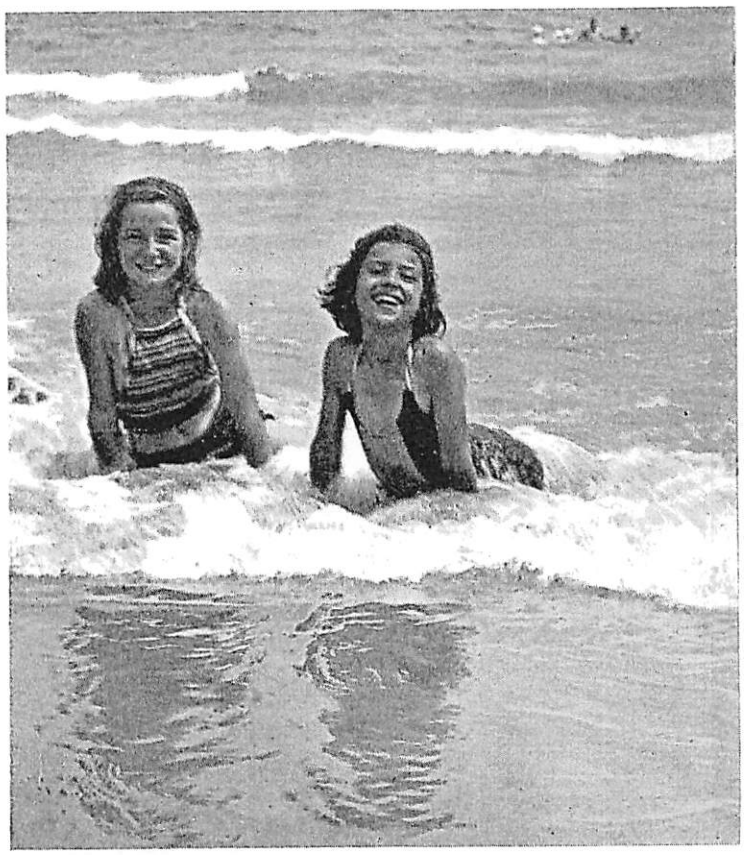

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A parade is the chief feature of the Annual Hampton Beach "Children's Day"

Hampton North Beach and Seawall

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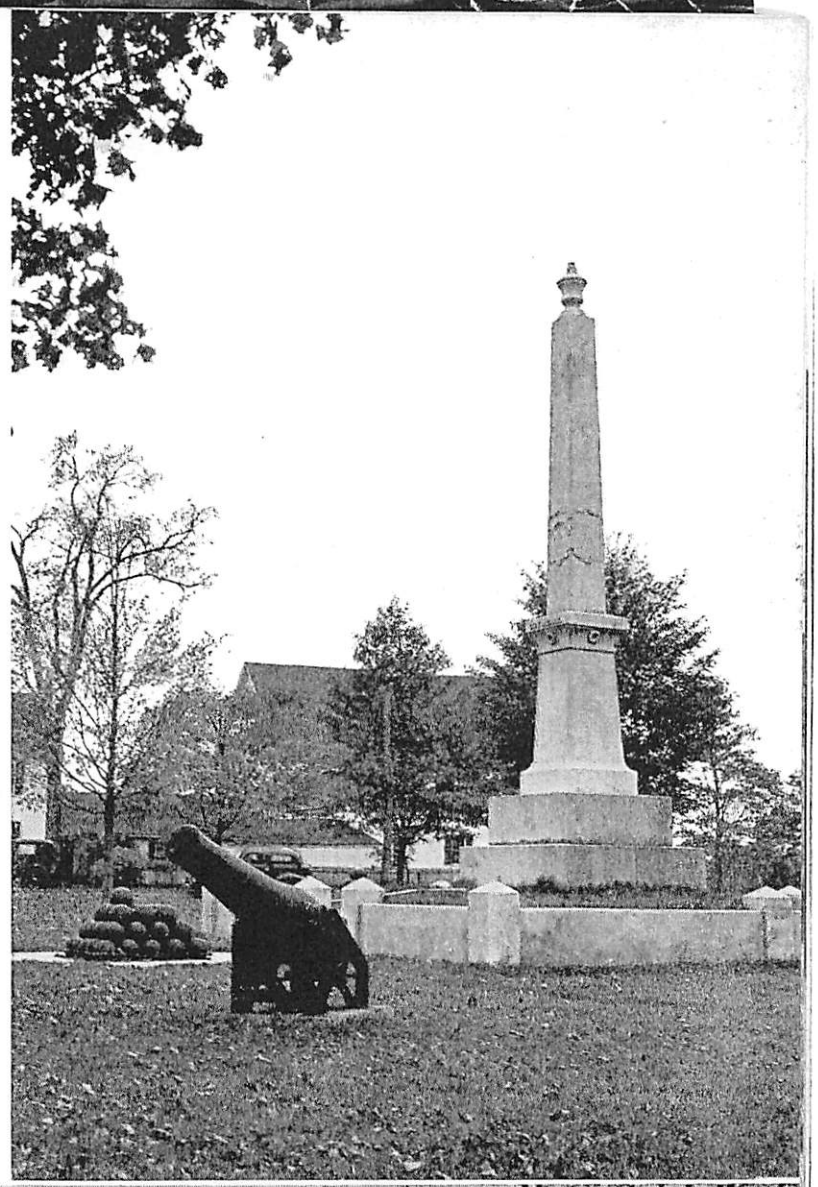
Hampton Falls honors its most distinguished citizen. Governor Weare monument, Hampton Falls Hill



Here in Hampton Falls, in this house built in 1748 lived Governor Weare, the first governor of the State

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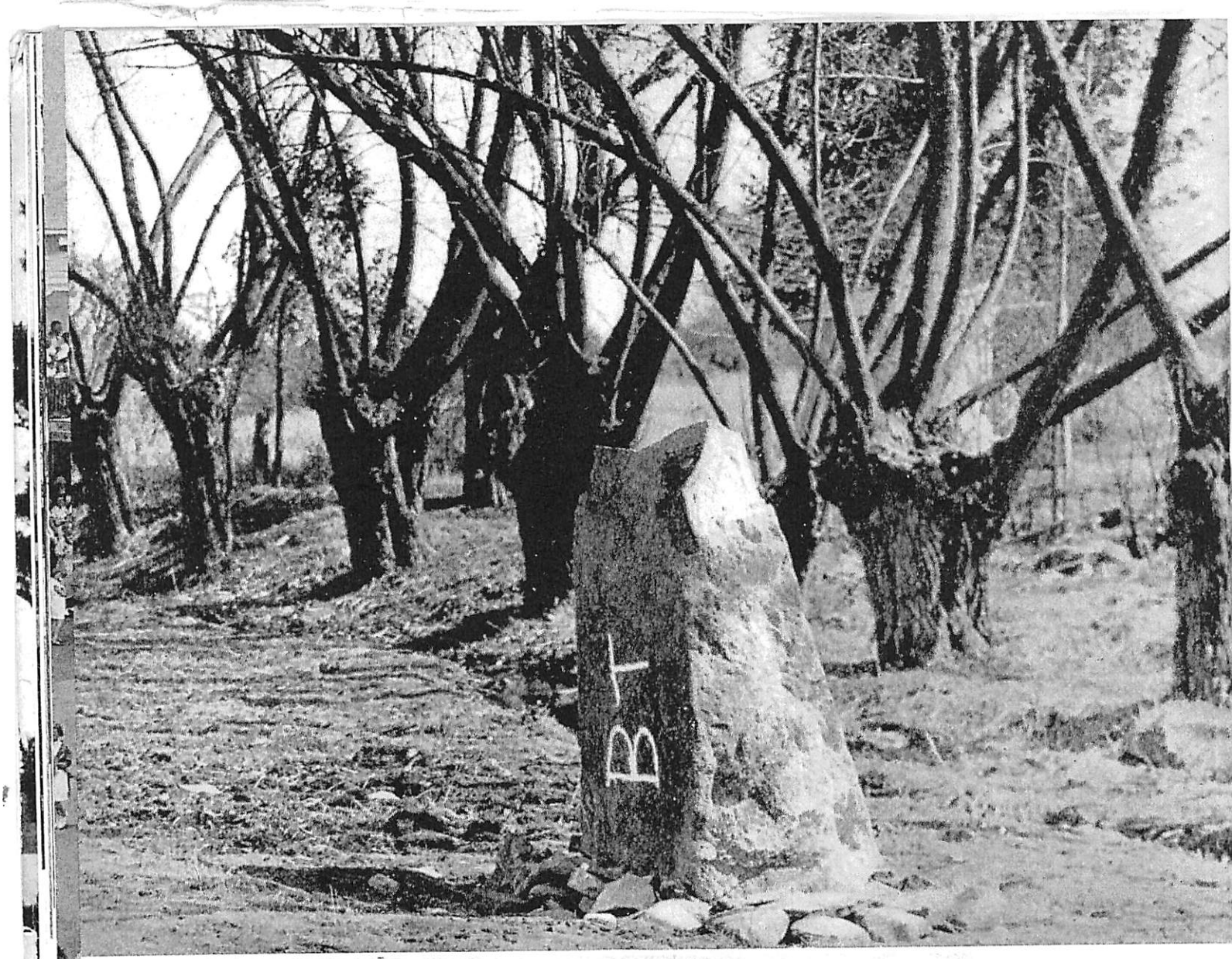

(above) In Seabrook the rock marker on site of old "Bound Tree", 1657, on the original boundary line between Hampton and Salisbury

(below) Fishermen's houses, Seabrook Beach, from the Mile-Long Bridge between Hampton and Seabrook Beaches

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In this new Central School the youth of Greenland are trained for future citizenship

Great Bay from Greenland shore

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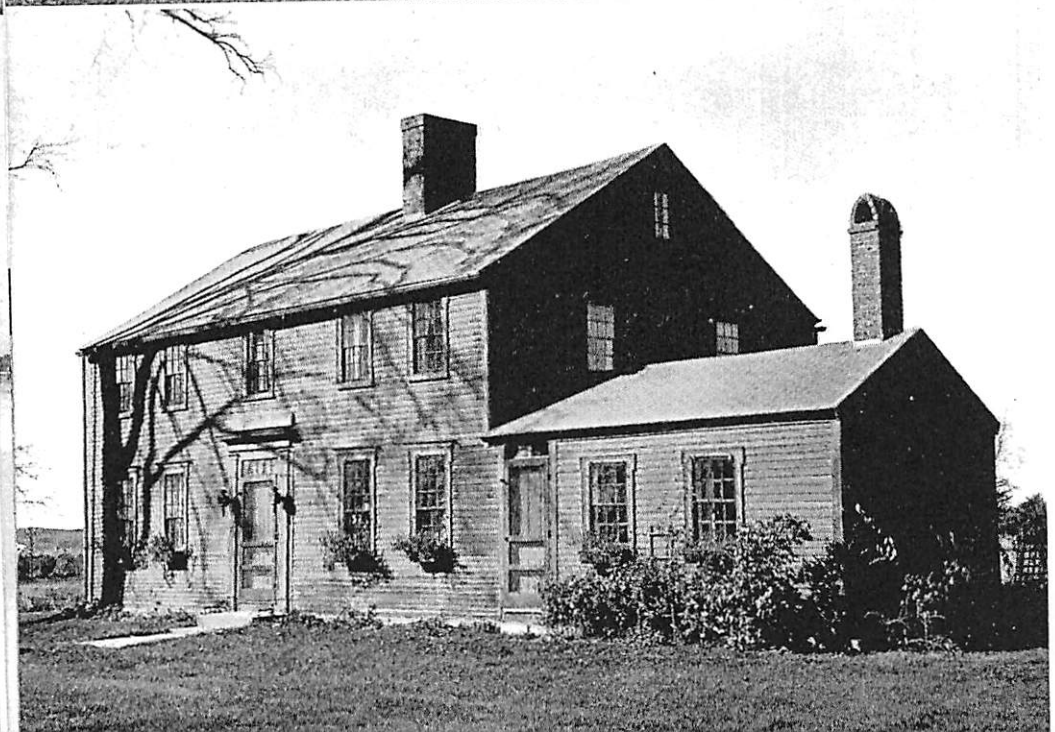
Blooded Ayrshires on a typical Stratham dairy farm



Old Kenniston Tavern, Stratham. An example of Colonial architecture of 1766

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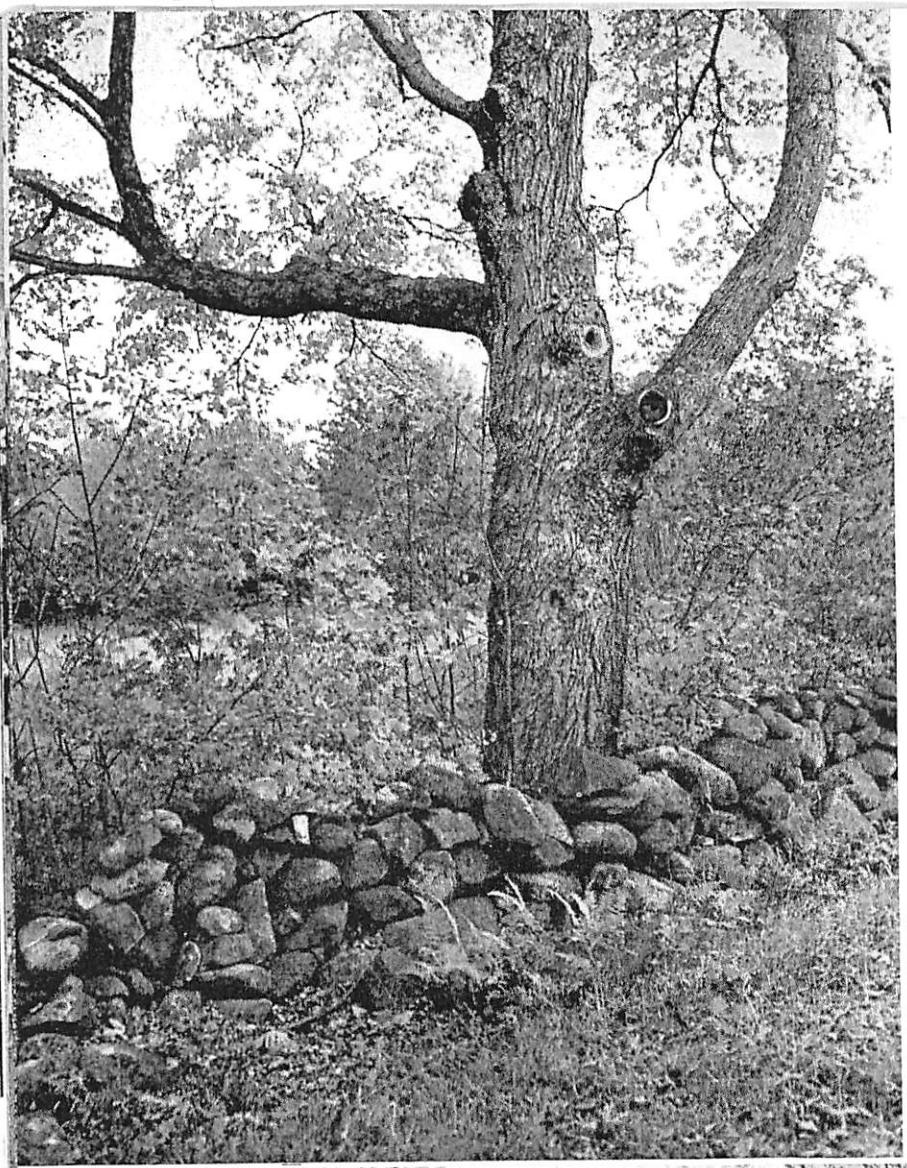

A New England stone wall, Newfields

Dignity and repose mark this beautiful village street in Newfields

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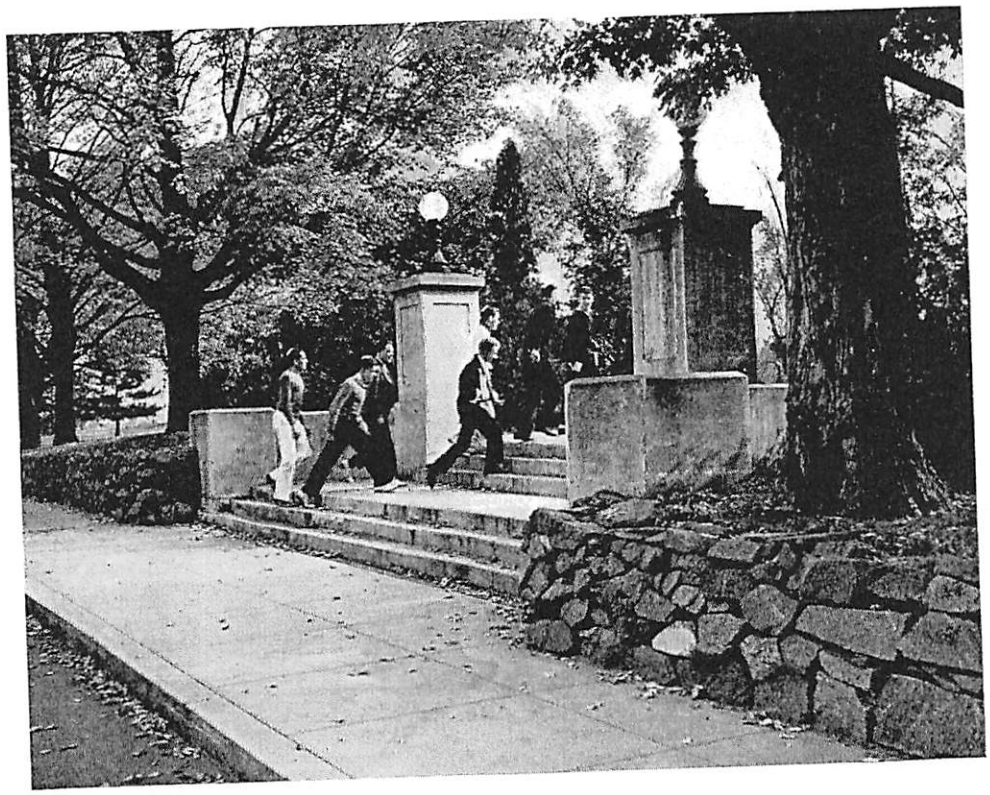
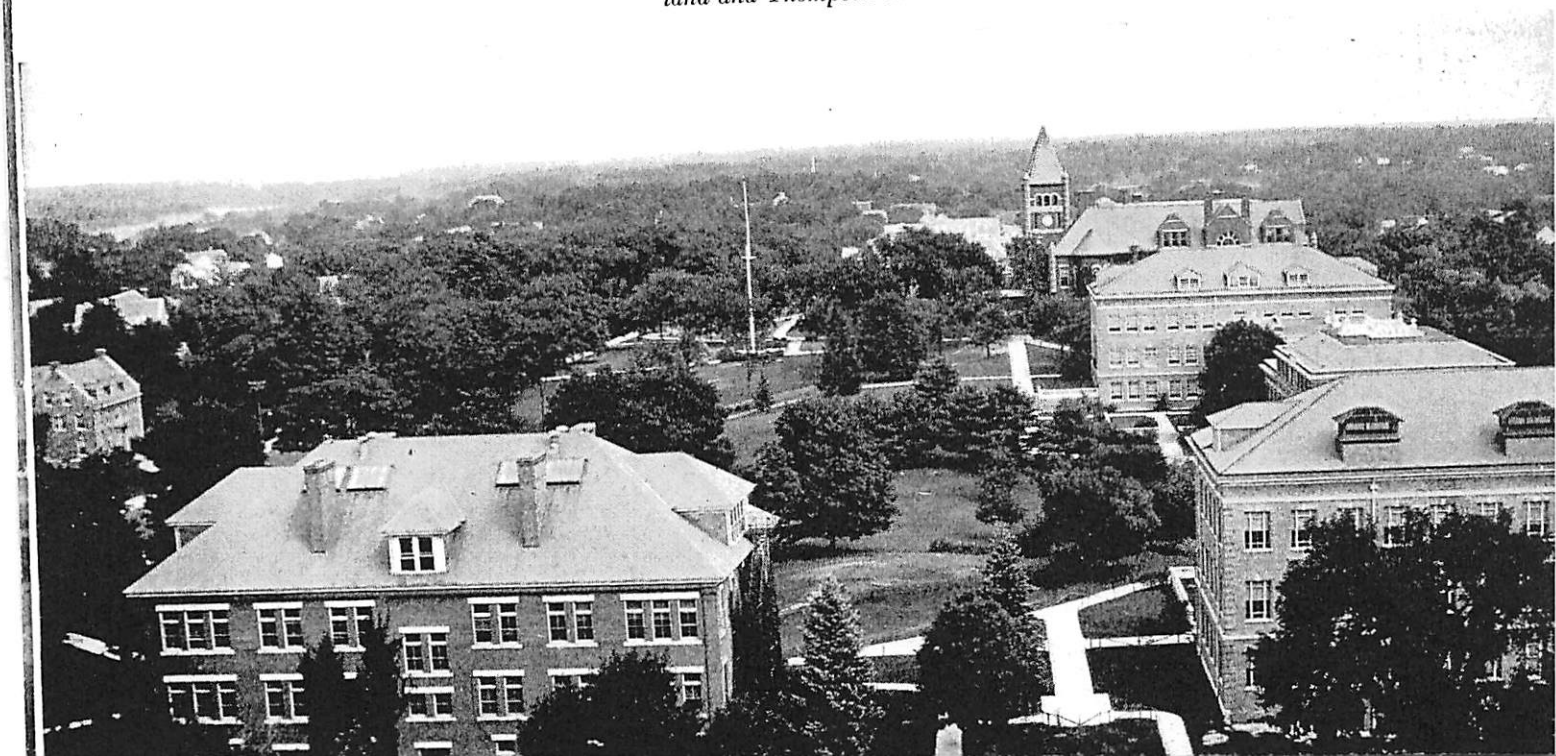


Main entrance, University of New Hampshire campus, Durham

Upper Campus, University of New Hampshire, showing Congreve, Morrill, Charles James, De Merritt, Murkland and Thompson Halls



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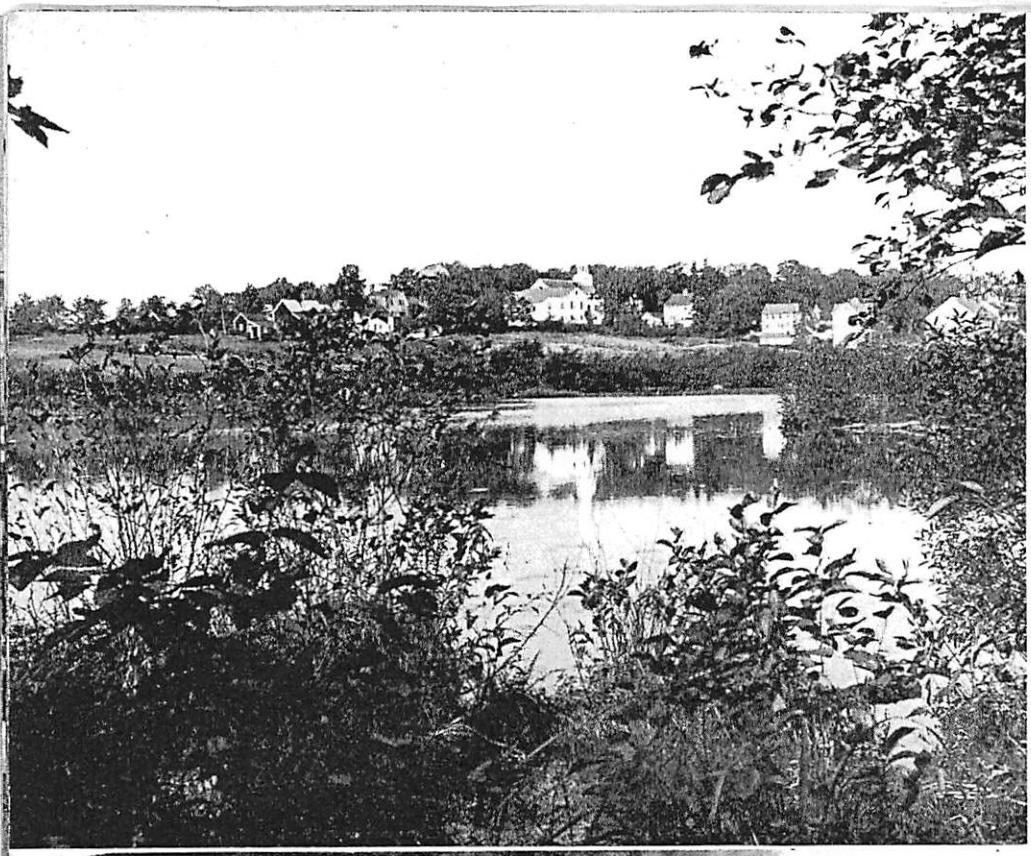

Across Oyster River, Durham

Jenkins Mill, Durham

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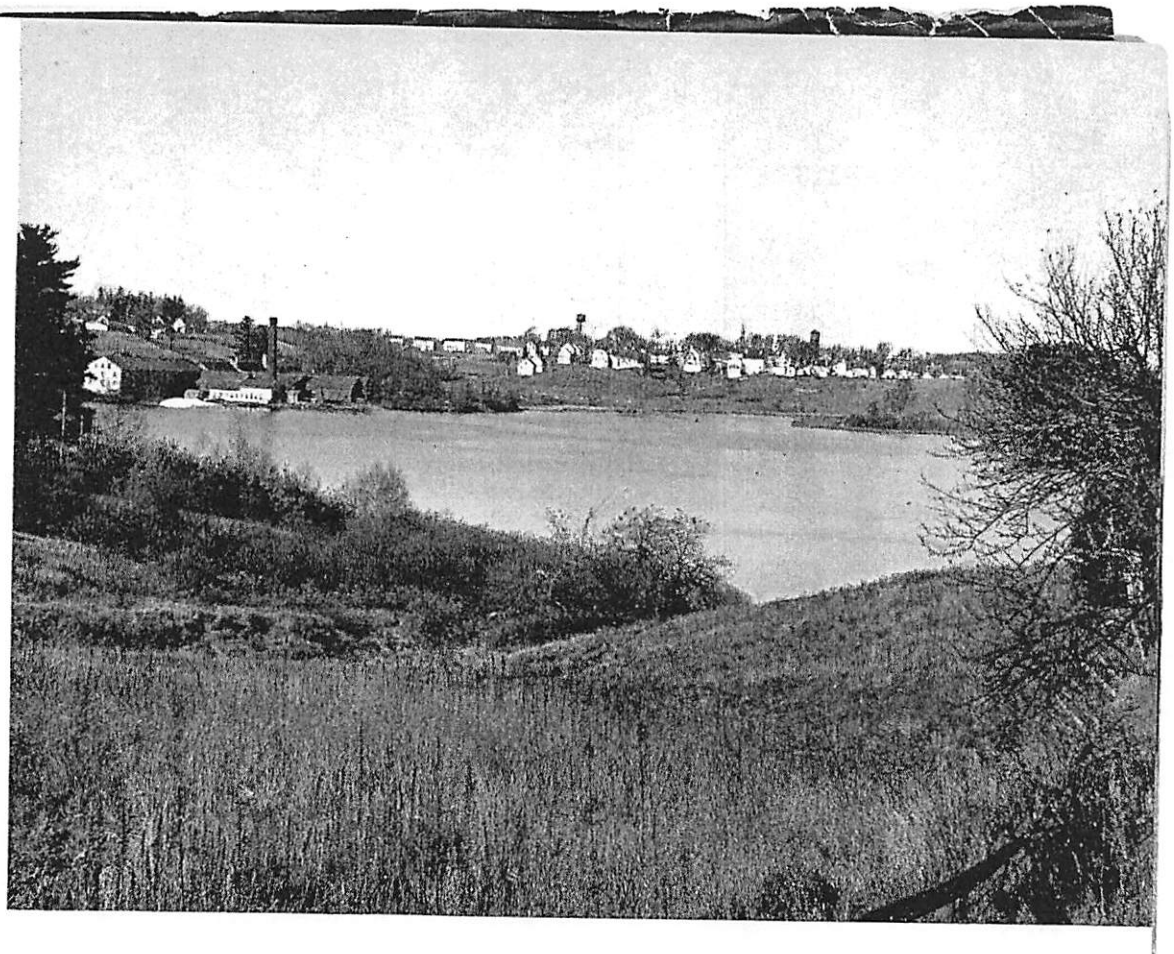
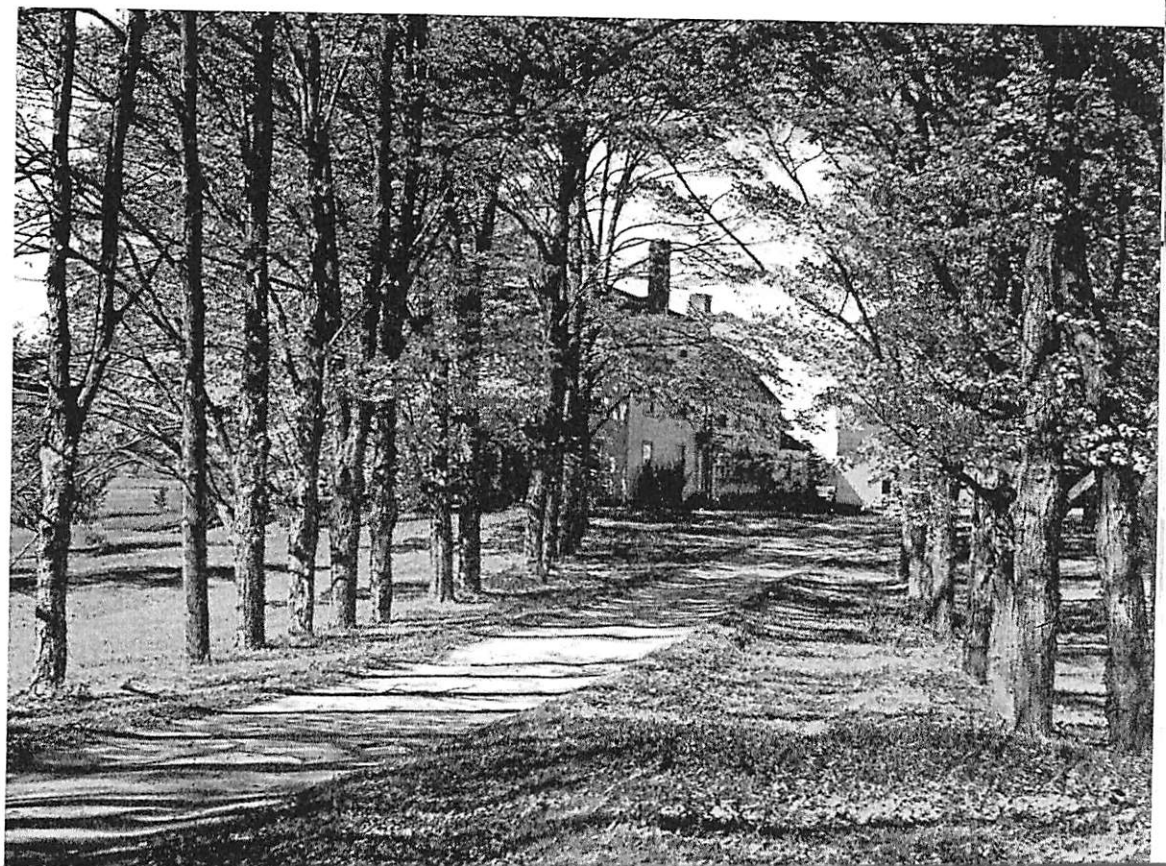


Foundry Pond from Ricker's Inn, home of the late Charles Doe Rollinsford, Chief Justice of N. H. 1876–1896



A tree-lined drive on a beautiful estate in Madbury

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The Old Parsonage at Newington, N. H., built in 1710. Its first occupant was Rev. Joseph Adams, uncle of John Adams, second President of the United States

The shores of Great and Little Bays at Newington make an ideal spot for boating and bathing

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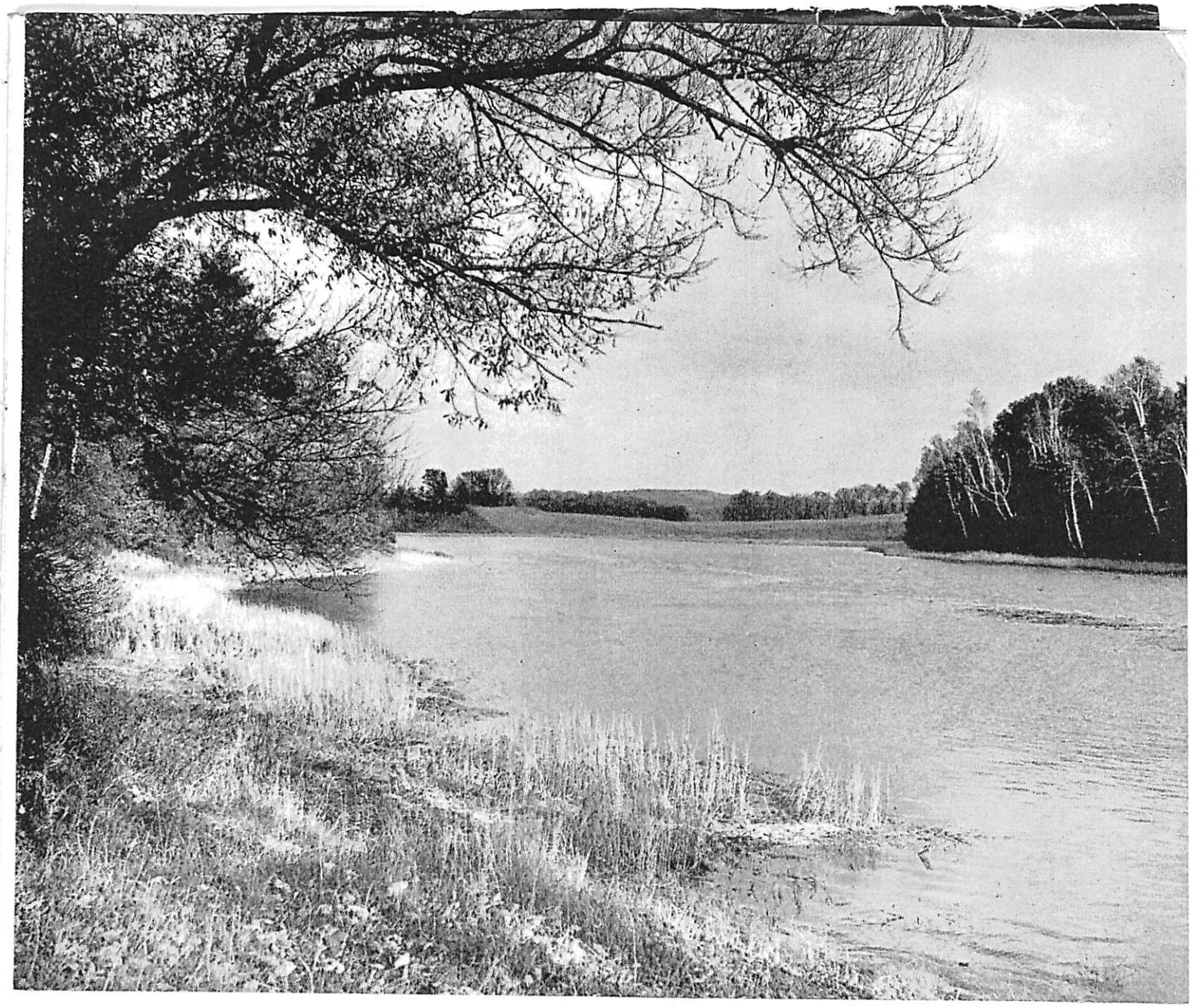

A charming bit of the Lamprey River at Newmarket

Municipalities, Towns and Incorporated Precincts Comprising the New Hampshire Seacoast Regional Development Association, with their official representatives on the Executive Board

DOVER	George T. Hughes	NEWFIELDS	W. George Nixon	STRATHAM	Frank H. Pearson
DURHAM	O. V. Henderson	NEWINGTON	Simes Frink	HAMPTON BEACH PRECINCT	George Ashworth
EXETER	Frank A. Batchelder	NEWMARKET	Percy H. Burrowes	LITTLE BOAR'S HEAD PRECINCT	Philip N. Hobson
GREENLAND	Charles H. Brackett	NORTH HAMPTON	Gordon S. Dow	RYE BEACH PRECINCT	Abbot B. Drake
HAMPTON	Charles E. Greenman	PORTSMOUTH	Frank C. Remick	SEABROOK BEACH PRECINCT	James P. Smith
HAMPTON FALLS	Arthur W. Brown	ROLLINSFORD	Lorenzo E. Baer		
MADBURY	John S. Elliot	RYE	Willard H. Drake		
NEW CASTLE	Edmund A. Tarbell	SEABROOK	Elihu T. Adams		

FRANK W. RANDALL, Portsmouth, *President*
ABBOT B. DRAKE, Rye Beach, *Vice-President*

For detailed information of this region address any of the above representatives, or
ALVIN F. REDDEN, SECRETARY, 17 DANIELS ST., PORTSMOUTH, N. H.

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David F. Colt, Hampton
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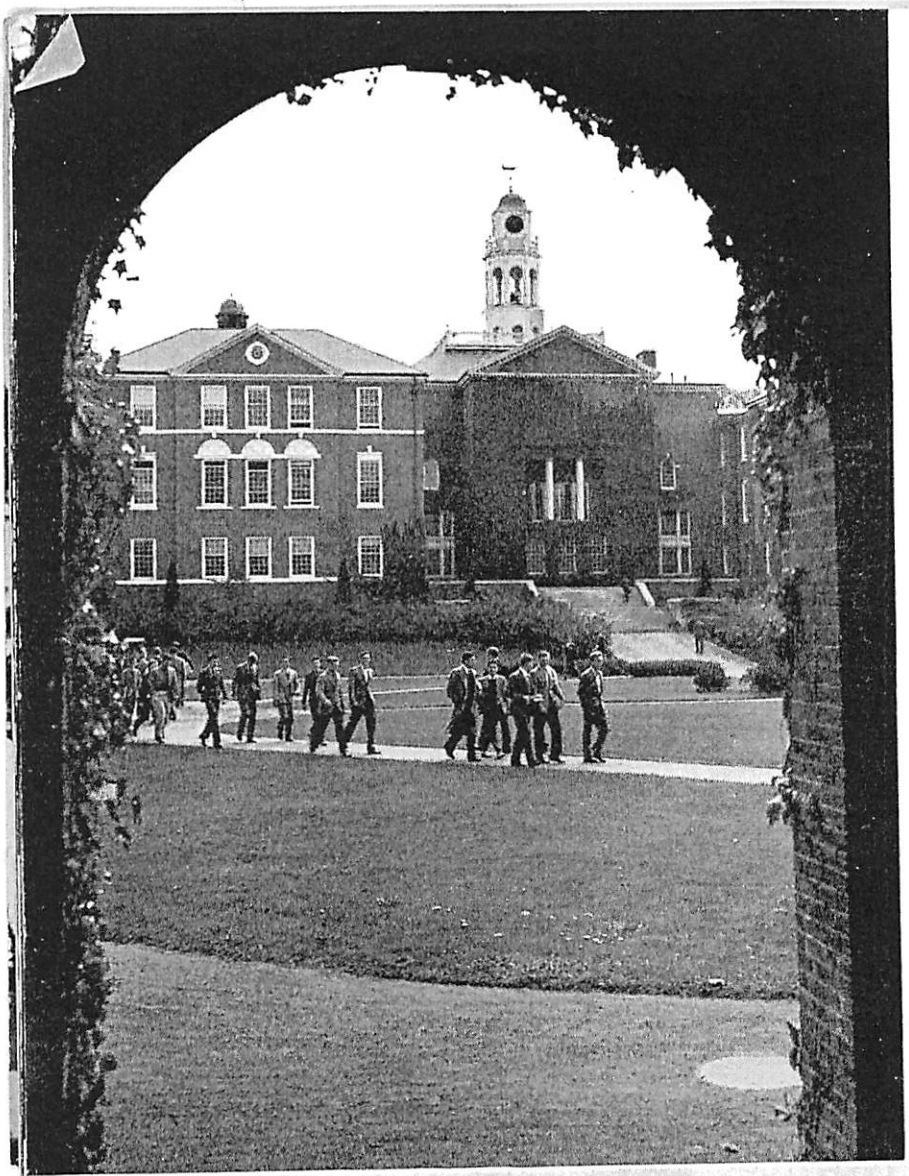
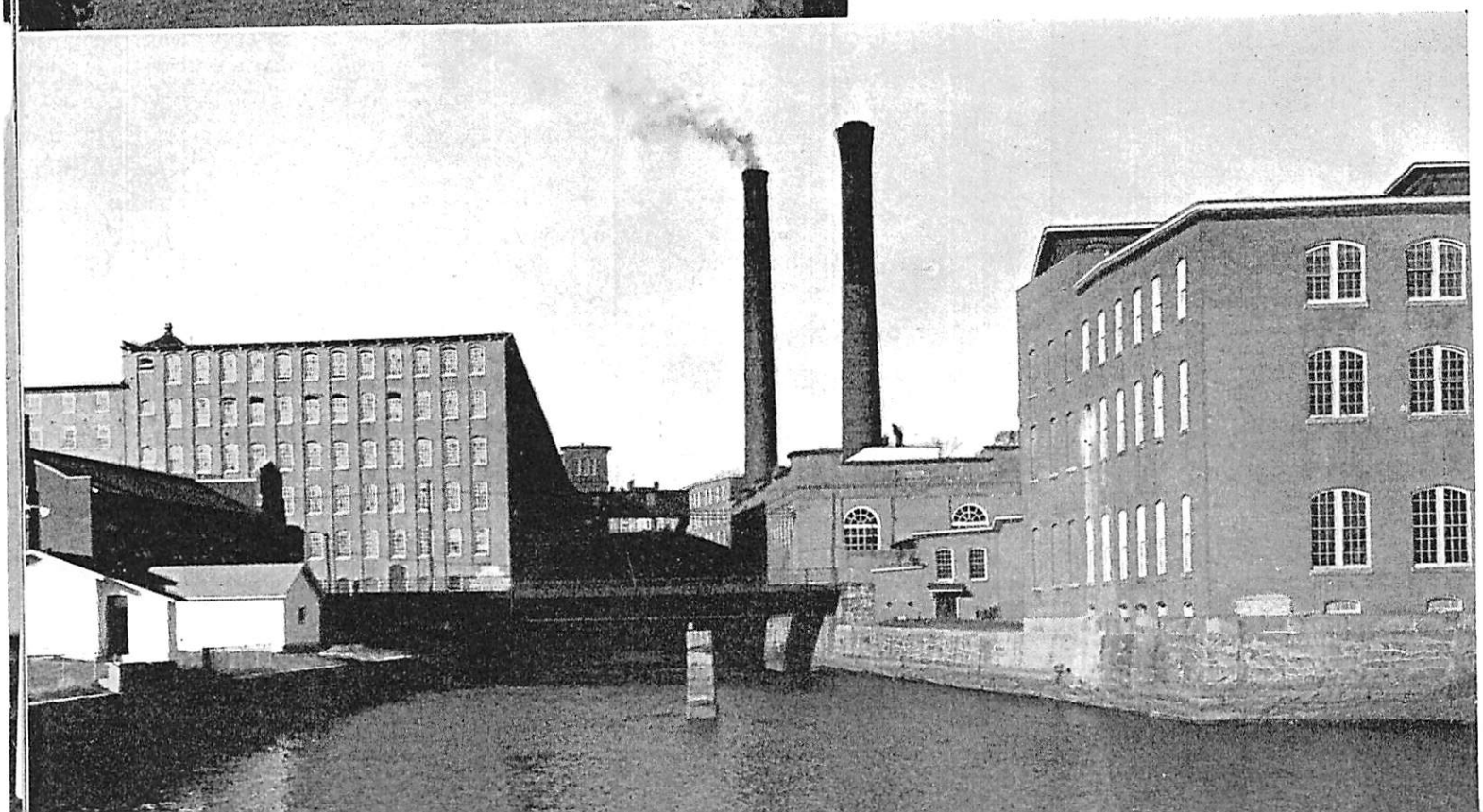


A glimpse of Phillips Exeter Academy, Exeter

One of Dover's thriving industries



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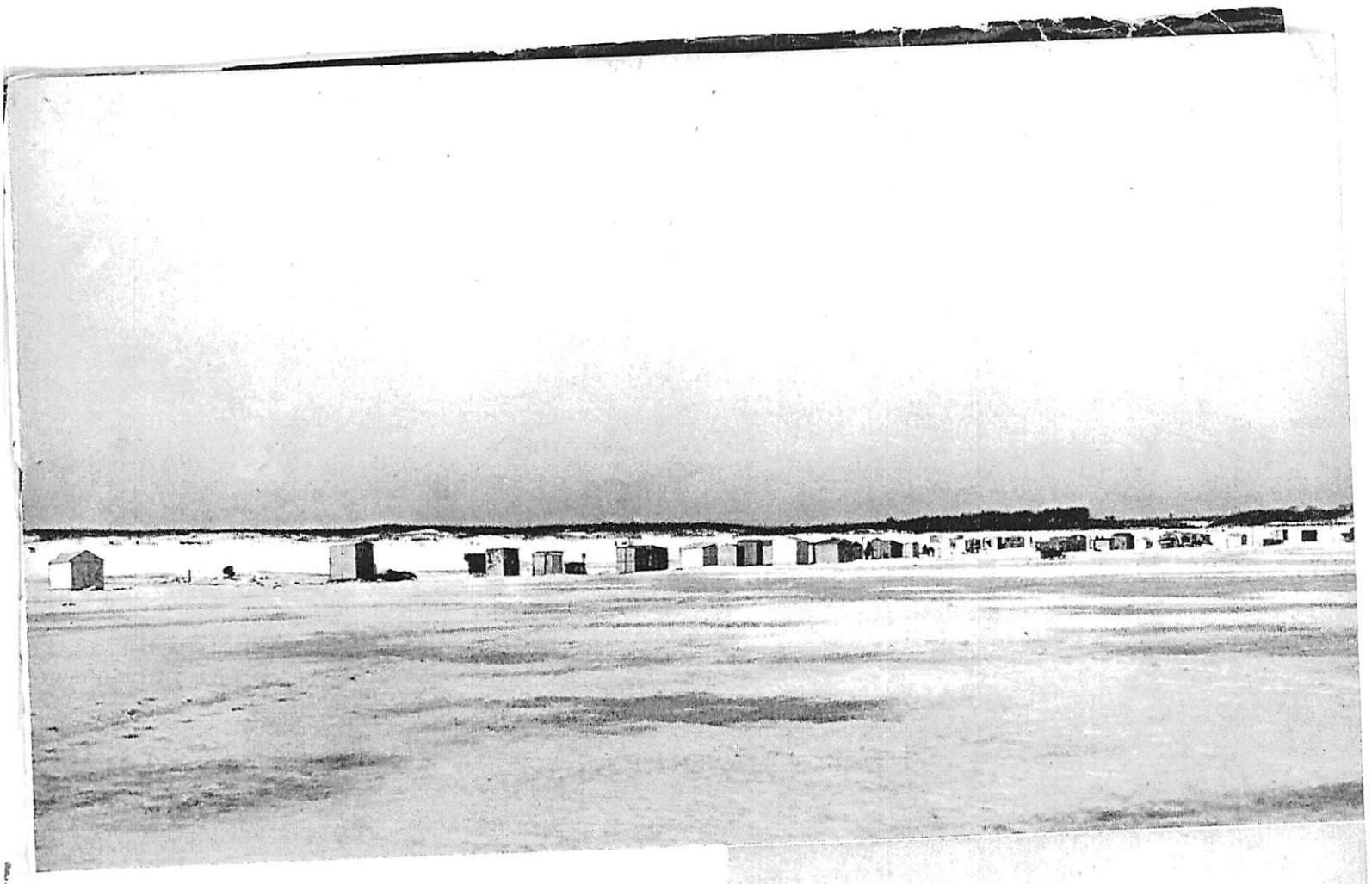
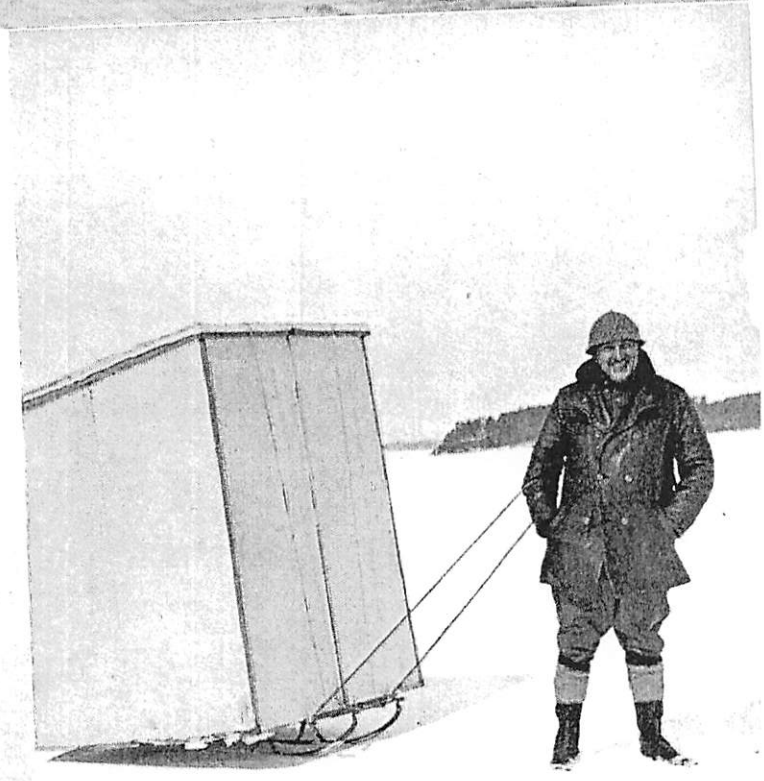
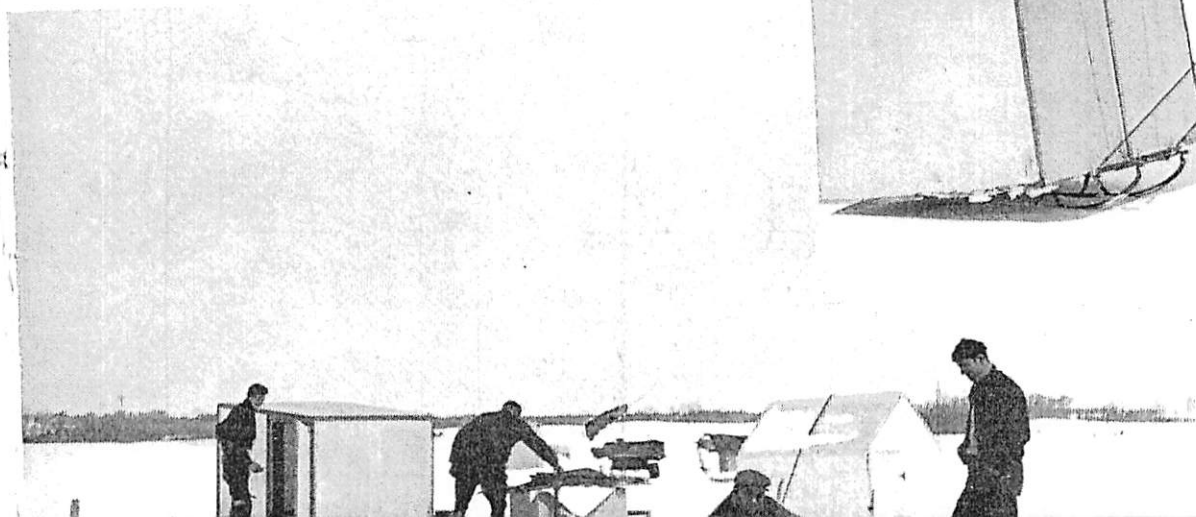
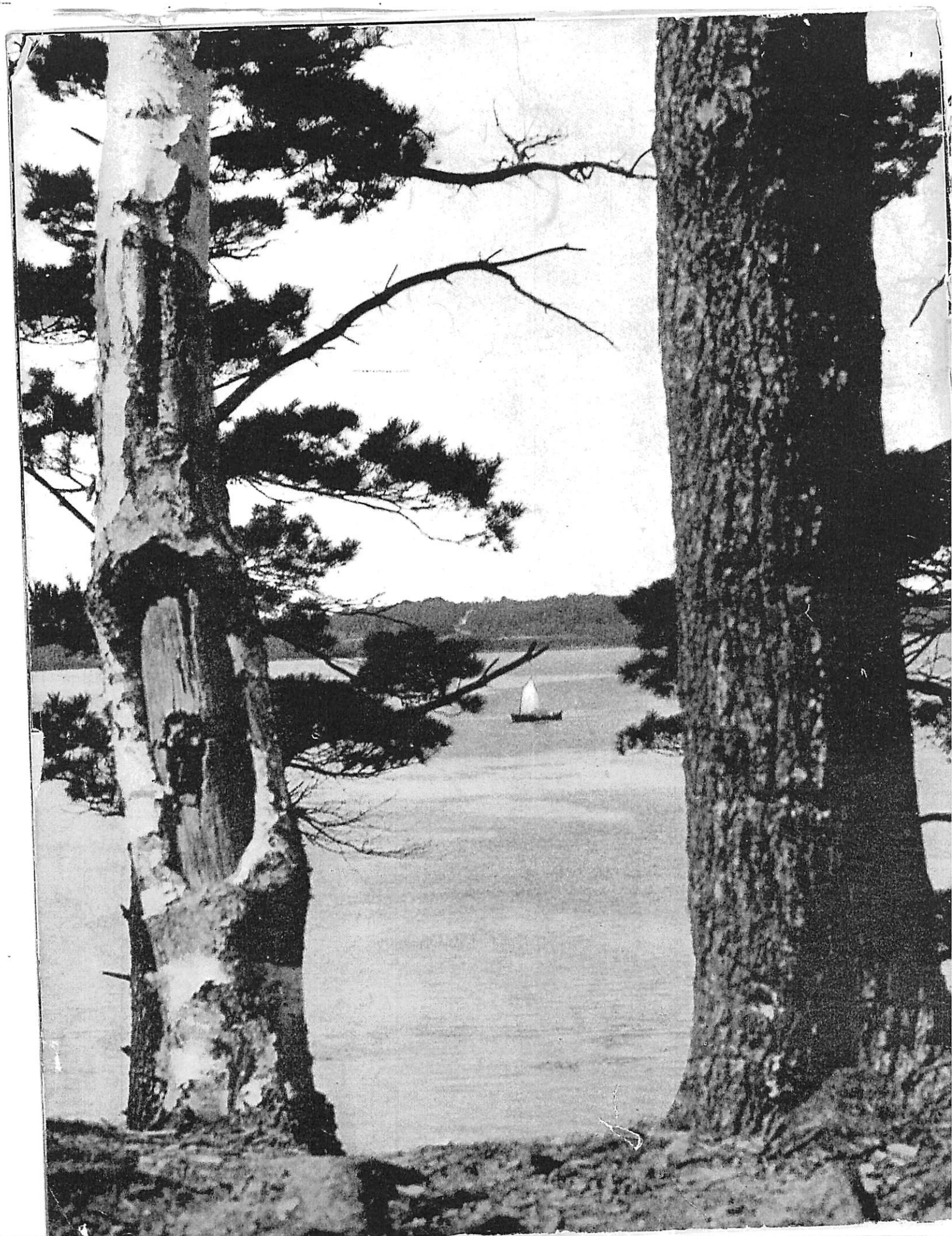


Winter smelt fishing on Great Bay, five miles from Portsmouth and bordered by the towns of Newington, Newfields, Greenland, Stratham, Newmarket and Durham. Undoubtedly the finest Winter fishing waters in New England. From 500 to 1000 fishermen come here every pleasant day and take from one to two tons of fish. The huts shown in these views minimize the discomfort of this great Winter sport

(Back cover) Pines at Great Bay

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