

**HISTORIC
PRESERVATION
CHAPTER**



HISTORIC PRESERVATION

GOALS AND OBJECTIVES

It was the consensus of the subcommittee that the following recommendations be made in the "Historic Preservation" chapter of the Master Plan.

1. That the citizens of Hampton gain greater awareness of the town's unique and rich history.
2. That Hampton's historic and cultural resources be more actively promoted and preserved.
3. That the educational, recreational and tourist benefits of Hampton's historic heritage be offered to the region's schools and business community through information and resources.
4. That Hampton recognize and preserve artifacts and structures from:
 - a. Its early settlement and colonial history;
 - b. Its history as a 19th century beach resort, and later as an early 20th century planned resort community served by a regional trolley line;
 - c. Its centuries long, but now ended, agricultural heritage;
 - d. Its 19th century, railroad focused downtown commercial center.
5. That a Hampton Heritage Commission be created by the Town Meeting, to act in a non-regulatory, advisory capacity, to assist in conserving the town's historic resources.
6. That a thorough inventory of the Town's historic sites and structures be undertaken by a Heritage Commission or other appropriate town committee.
7. That a system of walking, biking and auto tours be developed as a means to acquaint the public (citizens and visitors) with Hampton's history.

SETTLEMENT OF HAMPTON

Hampton was one of New Hampshire's four original towns, the others being Exeter, Dover and Portsmouth.

Settlement commenced at a place the Indians called "Winnacunnet" in 1638 with the arrival of 77 year old Reverend Stephen Bachiler (Batchelder) and assorted followers from Newbury, Ipswich, Watertown (Mass.), along with a few recently removed from Hampton, England. Mr. Bachiler's grant from the Massachusetts General Court included present day North Hampton, Hampton Falls, Kensington, East Kingston, most of Kingston, Danville, and parts of Sandown and Seabrook. Unlike the other N.H. settlements (Portsmouth, Exeter, Dover) Hampton remained under the jurisdiction of Massachusetts Bay Colony.

Bachiler's settlement differed from the other three N.H. towns in a number of respects. Many of the early residents of Exeter, Dover, and Portsmouth were of Anglican persuasion or not particularly religious; while Hampton's citizens were devout Puritans, much like their neighbors in the south. Whereas the people who first settled the Piscataqua area came to America primarily for economic reasons and quickly engaged profitably in shipbuilding and trading, those who settled in Hampton were, for the most part, of a greater religious cohesion and pursued subsistence fishing and agricultural occupations. As a result, Hampton never developed into a compact trading center that is typical of ports along the Piscataqua basin.

CHURCHES

The Congregational Church, founded by the Puritan settlers in 1638, met officially as "the established church" in 1639 when Hampton became an incorporated town. "Establishment" required that this church be tax-supported by its male voters. Its governance, as well as that of the town would be interwoven. In spiritual matters the church reigned supreme and for the so-called Puritan Century (1625-1725) it remained the very center of almost everyone's life. The Town, however, owned the church building, hired the minister, paid his small salary from the ministerial taxes, and held its town meetings there. For that reason, the building in which the church and town assembled respectively was called the Meeting House. This system continued in Hampton for the next two hundred years. Over that span of time the town has had five successive meeting houses. The sixth and present edifice of worship was built in 1844, after the town and church relationship had ceased, with the latter's disestablishment in 1839. During the 350th Anniversary of Hampton, the church hosted an ecumenical service to which all faiths were invited to participate.

No religious sect threatened the authority of the Congregational Church until 1803. By 1817, those local residents who embraced the Baptist persuasion were numerous enough

for the New Hampshire Legislature to allow them to incorporate as the first Baptist Society in Hampton. A building already adapted for worship was moved from North Hampton to Lafayette Road for their use. In 1834 the present site on Winnacunnet Road was purchased. A well-proportioned Greek Revival building was erected that year. It was enlarged in 1839 and a bell tower was added at that time.

Methodism was introduced into Hampton in 1835. By the next year, its adherents began worshipping in the same small building recently vacated by the Baptists. In 1848, they raised a new church on the corner of Ann's Lane and Lafayette Road. It was moved to its present site in 1881. Additions have been made to the building from time to time, the most recent having been in 1994. The original stained glass windows in the sanctuary were restored in 1987. A carved wooden dove sits atop its steeple.

In 1843 when William Miller announced that the second coming of Christ was imminent, a few adherents embraced his beliefs in Hampton. During the 1860's they moved into the old building used earlier by the Methodists and Baptists. Gaining more members, the Adventist built a chapel on High Street in 1871. Officially organized in 1877, it is known currently as Faith Community Christian Church.

Prior to World War I less than handful of Catholic families lived in Hampton. They, and those who lived in the environs of Hampton, had to travel to St. Michael's Parish in Exeter or put up with the use of local commercial buildings for Mass, lent to them, now and then, on Sundays. In 1917 St. Peter's Church opened at the beach for the summer season. Meanwhile the Catholic population grew more numerous, yet there seemed to be no winter quarters available to the parishioners until 1930 when they gained access to the Community Hall over the Hampton Beach Fire Department for Sunday Masses. A better opportunity came in 1936 when a chapel with a heating system was attached to St. Patrick's church. In time, it too could not accommodate the growing Catholic population. A new and more spacious church became a major priority. On the stroke of midnight on December 24th, 1948, the first Mass took place in the new brick edifice named Our Lady of the Miraculous Medal. Over 500 residents attended. Currently the membership has soared to over 4500.

In 1932 a small group of Episcopalians met sporadically for services in a converted ice house, fitted out as a church beside the falls on the old Dodge Farm in Hampton Falls. Although consecrated, it could not accommodate more than a dozen persons. By 1953 the group moved to the Grange Hall on High Street in Hampton. Granted mission status and called Trinity Episcopal Church, its 40 members soon sought permanent quarters. In 1958 its members purchased the 96 year old Hobbs house at 200 High Street to which they added a temporary sanctuary. Needing more Sunday School space, a separate foundation was laid with the anticipation that a new sanctuary eventually would be erected. In 1972 this was accomplished and Parish status was soon granted.

The Marantha Assembly of God, organized in 1976, met first in the old North Hampton Town Hall before purchasing the former Sturgis Funeral Home at 150 High Street, Hampton. Membership increased and a new church sanctuary has been erected recently at the rear of the house.

HISTORIC HOMES

As one of New England's oldest towns, Hampton's history is rich and colorful with stories of Indian raids, witchcraft, religious persecution and even Viking landings. There remains evidence of the colonial period in surviving residences such as the remarkable James House (1720), the National Register designated Reuben Lamprey Homestead (1760), and the grand, Georgian style Jonathan Moulton House (1760). Examples of such colonial structures occur throughout the Town along old roads, but their greatest concentration is in the vicinity of Landing, Winnacunnet and Lafayette Roads.

Hampton's historically significant homes are not limited to those of the colonial era, however. Federal, Greek Revival, Colonial Revival, bungalow style Arts and Crafts, Moderne, and WWII GI Bill housing are all in evidence and mixed with a healthy dose of local vernacular artisanry.

AGRICULTURE & FISHING

Although Hampton's subsistence economy did not generate the wealth of early port towns, there remained important non-residential evidence of the town's pre-industrial history. Stone walls, cemeteries, tombs, driftways, mill ponds, tide gates, harbor and beach constructions and drainage trenches (particularly in the marsh, where hay was harvested), all provide tangible links to a centuries long period of Hampton's past when animals, wind and human muscle provided for most of the power and transportation needs.

Hampton natives harvested from the land and also from the sea. To the earliest settlers Hampton's geographic mix of woodlands, streams, marshes, estuaries, barrier dunes and ocean must have seemed a cornucopia of natural resources, conveniently offered to the fortunate colonists. Unlike hilly, inland and forested areas, the coastal plain required less preparation (clearing, tilling, fencing, building) for a settlement to become self-sufficient. For example:

*The marshes provided hay for livestock and natural barriers to contain animals; common grazing was the original use of the town's coastal dunes.

*Seaweed was an abundant fertilizer for crops.

*A modest natural harbor provided shelter for shallow draft fishing boats, which collected the bounty of what for 300 years was the world's richest fishing ground.

*Migratory birds which frequented the estuaries provided a virtually effortless source of meat in the spring and fall, as did clam flats in other seasons.

*Small rivers provided easily developed but limited power sources for the milling of grain and sawing of local timber.

It is small wonder that for nearly 300 years Hampton flourished but never developed a complex trading or industrial economy. There was no need to; Mother Nature had already provided the essentials for a comfortable life.

1640-1840

History indicates that in the earliest years of settlement cattle raising was undertaken as a source of trade with England. This ended abruptly, however, with the Civil War in England and Hampton quickly settled into a long tradition of individual and municipal self-reliance. The local farms were of small acreage and produced a variety of products for home consumption, plus a little extra for cash or bartering. The barns that have survived in town from that period are clearly all-purpose structures, housing draught animals, dairy cows, sheep, equipment, hay and produce. Such specialty structures as tobacco barns, drying sheds, milking parlors were unusual in Hampton. Old town maps and deeds show the extent of these subsistence farms and their proximity to one another. Similarly, old stone walls, which are found throughout the town, verify that farming was carried on at a modest scale. As fields were cleared for grazing and crops, the stones that were removed were used to demarcate boundaries and contain cattle.

Documentation concerning any fishing industry in Hampton during these two centuries is shrouded in ambiguity. Since the early settlers came here to farm and to harvest the rich hay in their salt marshes, it is doubtful if any of them were fishermen by trade. Some, however, may have engaged in fishing in a limited way, in addition to being, first, a farmer.

The following is known, although it raises as many questions as it answers: By vote of the town on January 17, 1656, Sargent's Island was designated as a place for fishermen to set up their drying stages (racks) to cure fish. How long it was used is unknown other than it may indicate that fishing was brought up river at this point in time.

The earliest official town map, made in 1806, shows that about 15 fish houses were operating from North Beach. When the center shifted to this location is unclear. From these meager facts, one may conclude that during this period of time, fishing in Hampton was not on a scale with either the Piscataqua region or with that along the Maine coast.

1840-1940

The advent of the railroad had a major effect on Hampton's farming and fishing. Perishable products could be shipped more quickly and in greater volume. It became possible to specialize in single products, and to process those products at a larger scale and profit because larger distant markets were more accessible. The production of milk, sheep, beef, poultry and eggs was undertaken with some success in Hampton. In the fall some men shot sea birds for sale to hotels in Boston.

Similarly, the railroad changed the way Hampton's fishermen operated. Catches could be shipped to urban markets before they spoiled. Lobstering, clamming and fish netting could be conducted on a larger scale. The days of single-manned dories, operated from the fish houses at North Beach were numbered; larger, motorized boats operated from Hampton Harbor, were the future. In 1840 there were some thirty fish houses in Hampton and over a hundred fishermen; those numbers have declined steadily to this day.

Ice cutting, a seasonal industry conducted on several Hampton ponds, developed with the railroad, and presumably was promoted by a need for food preservation techniques. The tourist industry found many summertime uses for ice. In fact, Hampton Beach Casino owned an ice house on the Meadow Pond, and this ice house continued in operation until WWII, when mechanical refrigeration became widespread.

Although railroad transport allowed Hampton farmers and fishermen to specialize in their product and receive cash for it, trains also allowed greater regional competition in agriculture and fishing. Ultimately, Hampton was at a disadvantage to inland areas where land was less valuable and farms were bigger. Similarly, Hampton's harbor could not receive the deep-drafted boats that modern fishing required.

By the turn of the 20th century, other industries were in ascendance: shoe manufacturing, trade, tourism, and various services. Farming and fishing are difficult occupations in all kinds of weather and in all seasons; gradually they dwindled. Indeed, for all practical purposes, farming in Hampton ended during the Great Depression, and what little farming remains is a picturesque anachronism.

1940 - Present

Residences and woodlands now occupy what used to be farms; commercial fishing is slowed by regulations brought on by over-fishing. The two indigenous industries that sustained our town for centuries have almost disappeared, and with them has gone not just a measure of self-sufficiency of the town, but also a sense of interdependence with the land and sea that surround us. Our heritage of fishing and farming should be saved,

wherever possible, and where impossible to save, it should be remembered as an important part of our history.

Today only Geary Hurd's farm on Timber Swamp Road and the Batchelder fields on Exeter Road provide a tenuous living link to the town's agricultural past. A struggling fishing and lobstering fleet at Hampton Harbor and two remaining fish houses at the end of North Beach now connect the town to its fishing heritage.

DOWNTOWN AND THE RAILROAD

Transportation innovations have been the stimulus for major changes in the town's economic and cultural character. Hampton became less isolated and more connected to the neighboring settlements along inland routes. With the coming of the Eastern Railroad in the 1840's, the economic importance of commerce in the town center grew dramatically. The radical change wrought by the railroad was attested to by Joseph Dow in his History of Hampton, (p.330):

"With the advent of the railroad, travel increased, ideas broadened, trade advanced, property became more valuable. It is difficult now to realize the old order of things, when our farmers rode mostly on horseback. Into this primitive order was suddenly introduced the railroad, and its dizzy rate of 20 miles an hour."

Although the current town center was created primarily as the result of commercial opportunities brought by the railroad, it has suffered from the demise of that railroad and the easy auto accessibility to larger shopping centers. The Odd Fellows Hall was a Victorian landmark of the downtown but was lost to fire in recent years. The late 19th Century, however, continues to be represented by the Lane Block (Hampton Village Hardware), the old J.A. Towle Store (Marelli's Market), J.A. Towle's second building (Colt's News), and Howard Lane's Homestead (Foss Manufacturing headquarters).

THE COMMERCIAL CENTERS OF HAMPTON

Shopkeepers or "traders" as the old term ran, were present in Hampton from the beginning. Thomas Cromwell came from Newbury to open a store in 1639 when Hampton became a town. Although he remained here only briefly, another promptly took his place. These shopkeepers were essential to the well-being of the town because every New Englander regarded sugar, molasses, and rum as necessities.

Altogether Hampton has had four different commercial centers dictated by transportation. During the 17th and early 18th centuries, the center was on the Landing Road, or its immediate proximity, since trade came largely over the water from Boston. Joseph Chase,

the most successful of these early traders, lived near The Landing from 1697-1717 where he kept a store in his house. At that time, he was known as the richest man in the Province of New Hampshire.

During the second half of the 18th century, shopkeepers tended to locate close to taverns, particularly after a number of stagecoach lines originated in Portsmouth and in Portland rattled regularly over the dusty Country Road (now Lafayette) on the way to Boston. Major Jonathan Moulton (eventually General) may have been the first to have his store detached from his house. At one time there were three stores on this road next to taverns.

The coming of the Eastern Railroad in 1840 moved the commercial center close to the freight depot. Four stores, clustered among residences, lined the eastern end of Exeter Road near its junction with Lafayette Road. Until 1900 this end of the road was called Main Street.

Edwin Lane, the first of these shopkeepers, built a two story store in 1848, a little west of the old Lane homestead, on the north side of the road. Across the road and over the railroad track, J.A. Towle raised his store in 1867. A variety of occupants sold dry goods, millinery and groceries. This same Towle in 1883 built another store to the rear of his first one. It too, had a variety of occupants. The fourth store, known as the Shaw Block, built in 1890, was a large three story affair located across the road from the Lane store. It replaced an earlier one that had been there for a long time. D.O. Leavitt and his partner, Robert Laird, ran a grocery and apothecary shop in this building.

Meanwhile the volume of traffic on the Eastern Railroad had increased enormously. It was obvious by 1899 that another track was necessary. At the same time the Eastern officials recognized that there would be increased danger to horse drawn vehicles crossing a double track. They agreed to raise an overhead bridge at Towle's Crossing. Such an undertaking made it mandatory to remove the stores on Main Street and to seek another commercial center. So it was that the railroad officials had the stores moved (with the exception of the Lane store) to the east side of Lafayette Road, beginning at High Street. The Shaw building occupies the corner lot; the old J.A. Towle building with its one story annex sets next to the Shaw building. Since 1915, it has been owned by the Marelli family; beyond it, the second J.A. Towle building which formerly had been to the rear of the Towle's first store, is Colt's News Store, owned by the Casassa family. The Merrill block, already on High Street since 1889, absorbed other businesses that formerly occupied some of the stores on Main Street as well as catering to new occupants.

While the three former stores from Main Street were being established on their new sites in 1900, Howard G. Lane already was at work with his contractor, building a more spacious J.A. Lane store on the northern corner of Lafayette and High Street. Intended

latest efficient design for a general store, it occupied the corner portion of the large three story building, reserving the remainder as rental space. Since the 1950's a hardware business has occupied the former Lane store. It is the frame buildings that are almost 100 years old which make the commercial center of Hampton unique in the annals of business districts.

In recognizing the historic value of Hampton's commercial center, it would be desirable for its citizens to also support its businesses.

HAMPTON BEACH

Although a tranquil and healthful resort throughout the 19th century, the Hampton of the early 20th century would not have been developed without a new means of transportation: the street car. The arrival of the Exeter, Hampton, and Amesbury Street Railway in 1897 and the later advent of the automobile, gave many thousands of New Hampshire and Massachusetts residents access to one of New England's finest natural resources. The Casino, in fact, was built by the streetcar company in order to give people yet another reason to ride the streetcar. Clusters of relatively unaltered turn-of-the-century cottages may still be found along K Street, L Street, M Street, O Street, River Avenue and Concord Avenue. Situated near the tip of Boar's Head are five nearly identical c.1900 shingle style cottages and a stucco sided Tudor Revival style residence. Among the most remarkable of the Beach's architectural resources is a cobble stone bungalow at #555 Ocean Boulevard (North Beach). Immediately north of this building stands a whimsical, yet well designed Post Modern apartment complex vintage 1984.

When the first white settlers came in 1638, what we know as Hampton Beach was a barrier island. The sand dunes protected the upland. The area between Great Boar's Head and Hampton River was empty and sandy. Great Boar's Head and all the adjacent marsh which was called the Great Ox Common was used for haying and pasture for cattle. The coast was used by fishermen. Sargent's Island (the end of Island Path) was set aside by the Town in 1656 for fishermen to salt and dry their fish on racks or "flakes". Later there was a thriving fishing industry at North Beach. The rough pathway between Winnacunnet Road and Boar's Head was called "The Causeway" or "The Logs". It was customary to lay logs across a road making what was called a "corduroy road" so that wagon wheels would not get stuck. Early evidence of the recreational attraction of the area is shown by the round trips from Portsmouth of the steamboat Tom Thumb in 1831 and the steamboat Portsmouth in 1838. Also a stagecoach made regular trips from Portsmouth in 1857.

The first dwelling was the Leavitt Homestead built in 1800 at North Beach. The first house at Great Boar's Head was built in 1806 and was used as a small inn. In 1819-20 the first "resort hotel" was opened at Rocky Bend. The Eagle House, now the Century House, was built in 1830 and is the oldest house still standing on Boar's Head. In the 1860's people

began to build summer cottages both to the north and south of the Head. There was rapid increase in building of cottages in the latter part of the 1800's.

1897 was an important year for Hampton Beach. The first run of the newly completed EH & A Street Railway from Hampton to the Beach was made on July 4th that year. The street railway was expanded in the next few years to connect area cities and towns. The building of the Casino by the street railway followed in 1899. The "Big Band Era" beginning in the late 1920's attracted large crowds of people to the famous Casino Ballroom. The landmark bandstand, also built by the street railway, stood opposite the Casino for 58 years and provided open air entertainment for many as does the Sea Shell today built in its place by the State. 1902 saw the opening of the Hampton River Bridge, also known as the "Mile-long Bridge" and the "Longest Wooden Bridge in the World". It was replaced in 1949 by the modern bridge that is there today.

The sand dunes which had provided protection gradually gave way to Beach development. Providing breakwaters was becoming a financial burden to the Town and these breakwaters did not prevent destruction. A severe storm in 1933 convinced people that the problems were more than the Town could cope with. Finally that year, the Town deeded the beachfront to the State for the purpose of providing protection with breakwaters. In 1957 the Town built a bridge across Tide Mill Creek. To provide for the ever increasing automobile traffic a road was built between the Town and the Beach over the bridge and was opened in 1963. It is now the easterly end of Route 101, the main access to the Beach.

Hampton Beach has always attracted crowds of people, especially on holidays and weekends. During World War II when travel was limited it was a popular destination. It remains so today. More recently people come from all parts of the United States as well as from Canada.

Hampton Beach is not only a unique natural resource (and vacation attraction), it is unusual as an example of Turn-of-the-Century resort planning. Its historic heyday spanned the period from the Gay Nineties to the Roaring Twenties. Although its primary catalyst was the streetcar, its existence was supported by convenient railroad transportation from the industrial centers of the Northeast (particularly Lowell, Lawrence, and Lynn), increasing affluence of the urban middle class, and public utilities such as water, electricity and gas (which allowed unprecedented building densities). The fact that Hampton Beach was not wholly dependent on the trolley is evidenced by the fact that it continued to flourish as an alcohol-free family beach through the 1950's, a quarter-century after the trolley had ceased operation.

The automobile, interstate highways, suburban growth, and changing vacation styles have altered the character of the Beach since its golden years. The advent of air-conditioning

HAMPTON, NEW HAMPSHIRE
NATURAL AND MAN-MADE POINTS OF HISTORICAL OR CULTURAL SIGNIFICANCE

- I. Beach Area**
- A. Main Beach - Turn of Century Architecture**
1. Mile Long/Underwood Bridge
 2. The Casino
 3. Ashworth Hotel
 4. The Seashell
 5. Marine Memorial
 6. Catholic Church
 7. Community Church
 8. Marsh Avenue (Ashworth Avenue)
 9. State Park
 10. Fishing pier
 11. Beach Fire Station
 12. Sergeant's Island
 13. Island Path/Glade Path
- B. Boar's Head - Turn of Century Architecture**
1. Site of the Causeway - "The Logs"
 2. Greenman Estate - tip of Boar's Head
 3. Century House
- C. North Beach - Turn of Century Architecture**
1. Stone Cottage
 2. Fish Houses
 3. Bicentennial Park
 4. Site of Coast Guard Station
 5. Leavitt Homestead/Windjammer
 6. Nylus Brook
 7. Eel Pond
 8. Plantation/Huckleberry Flats
- D. Seabrook Side**
1. Bound Rock
 2. Bound House
- II. The Marshes**
- A. The Landing**
1. Saltworks Site
 2. Shipyard Site
 3. Nudd's Canal
 4. Cole's Creek
 5. Eel's Ditch
 6. Spring Marsh (East 101 to Beach)
- B. Tide Mill Area**
1. Dudley's Point
 2. Old Tide Mill/Perkin's Mill
 3. Brown's River
- III. Town Area - Locations by Street or Area**
- A. Park Avenue - Homes of Historic Interest**
1. Founders Park
 2. Meeting House Green/Historical Society
 3. Thorvald's Rock
 4. Ring Swamp Cemetery
 5. Batchelder Homestead Sites
- B. Winnacunnet Road**
1. Sites from Center of Town to Locke Road
 - a. Homes built late 1700's - 1800's
 - b. Sites of original land grants
 - c. Baptist Church
 - d. Center School
 - e. Congregational Church
 - f. Lane Library
 - g. Pine Grove Cemetery
 - h. Barn at 177 Winnacunnet Rd.
 - i. Elmwood Corner
 2. Sites from Locke Road to Beach
 - a. East end school site
 - b. Early 1900 bungalows/earlier homes
 - c. Hampton Playhouse
 - d. Site of Brown Piano Company
 - e. Rueben Lamprey Homestead
 - f. Tide gate at Eel ditch
- C. Lafayette Road South**
1. Towle Building
 2. Cogger Block
 3. Depot Square
 4. Victorian Commercial Buildings
 5. Lane Homestead (Foss Manufacturing)
 6. Our Lady of Miraculous Medal
 7. Sanders and McDermott (Towle's Tavern)
 8. General Moulton House
 9. Shaw's Homestead (Tidewater Campground)
 10. The Causeway/Taylor River
- D. Lafayette Road North**
1. Lane Block
 2. Lamie's Inn and Tavern (Lane Homestead)
 3. Towle Home/Webber Antiques (105 Lafayette.)
 4. Methodist Church
 5. Goss Homestead/Hampton Animal Hospital
 6. Marston Barn
- E. Exeter Rd - Mixture of Colonial/Victorian Arch.**
1. Godfrey-Dearborn House
 2. Wigwam Row
 3. White House Antiques
 4. Trolley Car Barn
 5. Bashby Road Area
 6. Batchelder Field
 7. Bride Hill
 8. Ass/Ash Brook Area
- F. High Street**
1. Shaw Block
 2. Merrill Block
 3. Greenman Shoe Building
 4. High Street Cemetery
 5. Hampton Academy Junior High
 6. Faith Community Church
 7. Episcopal Church
 8. Marston School
 9. Windmill Hill
 10. Five Corners Area (Sleeper Town/Nook Lane)
 11. Old homesteads on Locke Road and High Street to Beach
 12. President Pierce Summer Home
 13. Victorian Inn
 14. Grist Mill
- G. Towle Farm/Drakeside Road Area**
1. Batchelder Pond
 2. Old Towle Farm - Victorian
 3. James House - Colonial
 4. Geary Hurd Farm
 5. Drake's River
 6. Coffin's mill
 7. Taylor River
- H. Mill Road - Victorian and Greek Revival Architecture**
1. Stand pipe
 2. Homestead Circle
 3. Water Works
 4. Twelve Shares Area (East of mill Road)
 5. 105 Mill Road - Victorian Architecture