

AREA FORM

NHDHR AREA LETTER: KIN-NJR  
NEWTON JUNCTION ROAD HISTORIC DISTRICT

**Name, Location, Ownership**

1. Name of District or Area: Newton Junction Road Historic District  
Forms in District: KIN0012, KIN0013;  
see also the List of Resources on Page 15
2. City or Town: Kingston
3. County: Rockingham

**Function or Use**

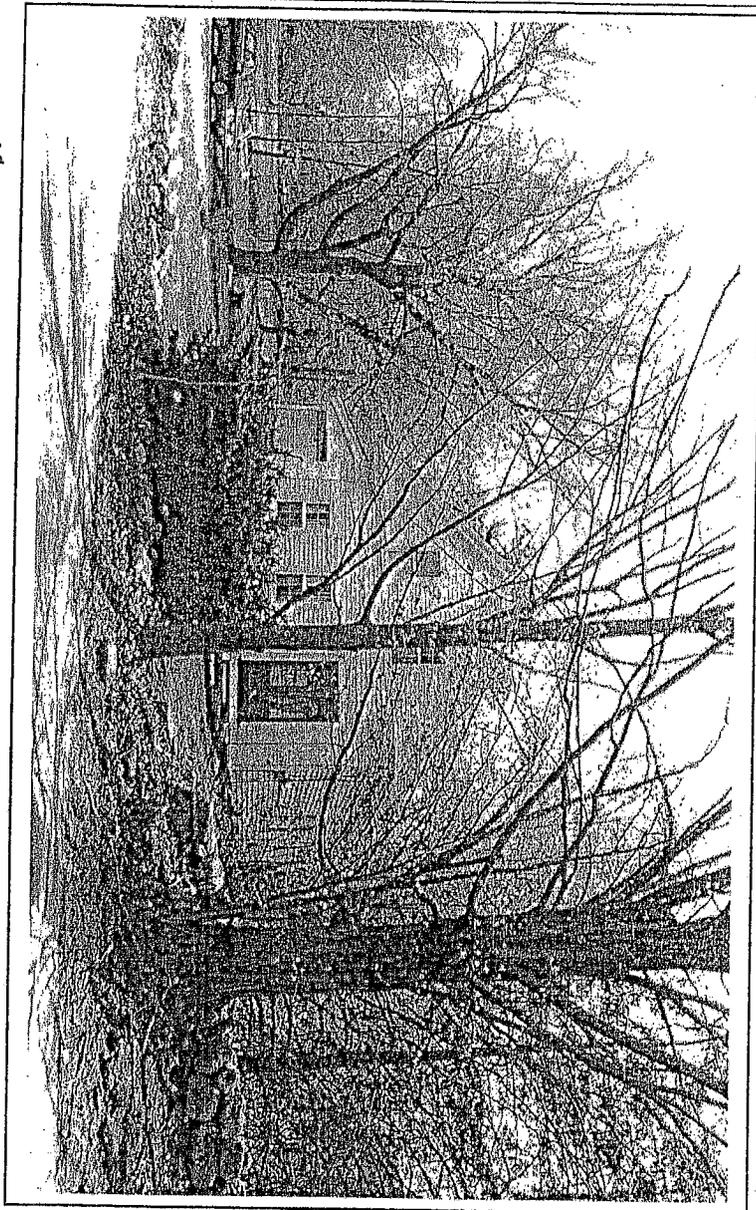
4. Current use(s): Domestic/single-dwelling
5. Historic use(s): Domestic/single-dwelling

**Other Information**

6. Period of Significance: ca. 1852-54
7. General Condition: Good
8. Setting: Rural Highway
9. Acreage: 7.52 acres
- 10 UTM reference Zone: 19.330148.4749322
11. USGS quadrangle and scale: Kingston, 1:25000

**Form prepared by**

12. Name: Ken Story
13. Organization: Preservation Company
14. Date of survey: April 2002



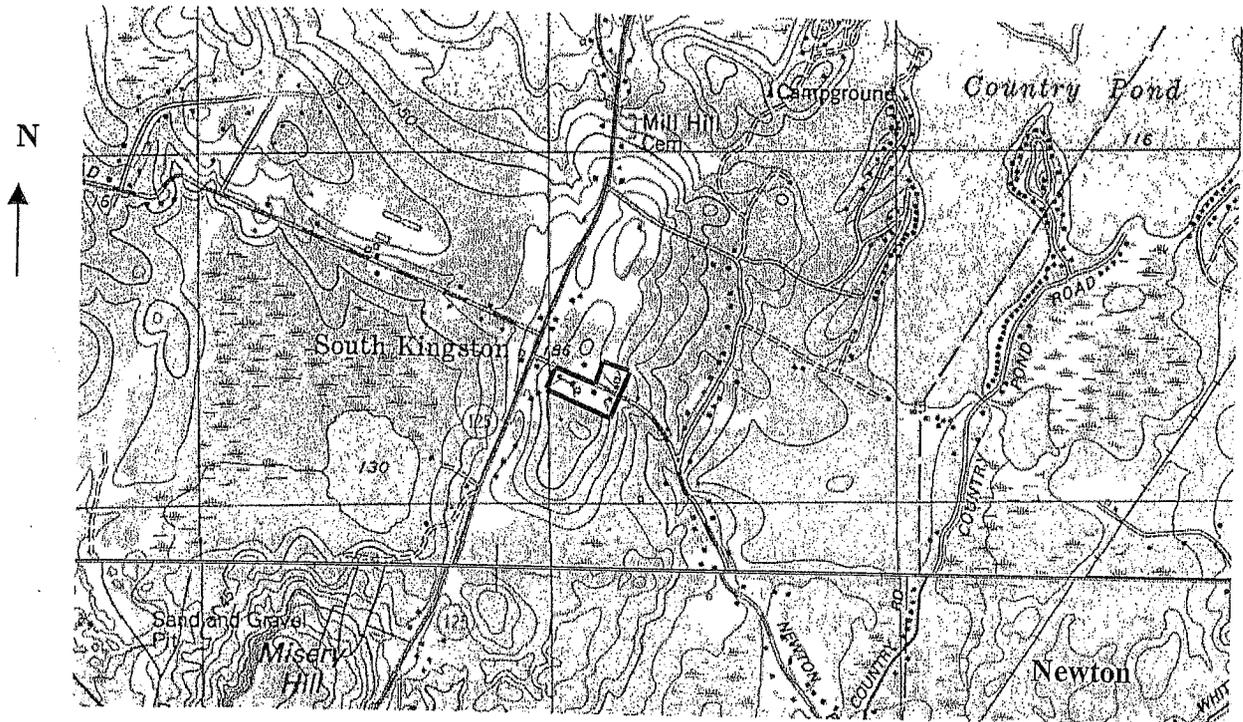
The Lawrence Barrett House (building B/#KIN0013)

15. Photo 1.
16. Date: April 2002
17. Roll: 3    Frame: 24    Direction: SW
18. Negative stored at: NHDHR

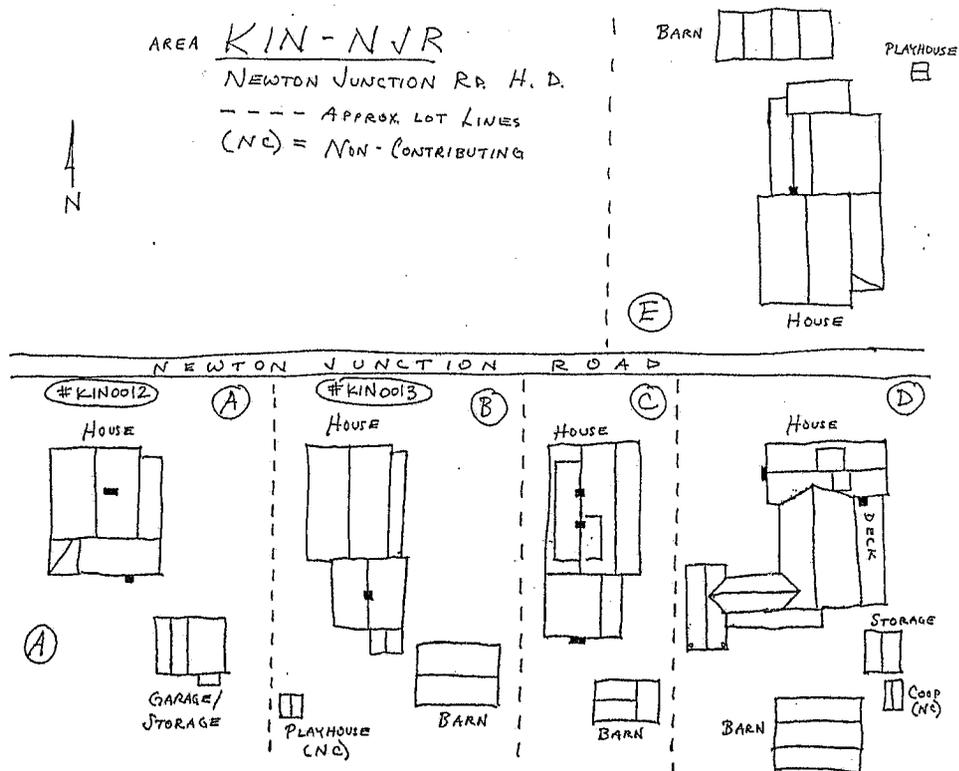
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19. LOCATION MAP:



20. PROPERTY MAP:



## 21. METHODS and PROCEDURES

This Area Form documentation was prepared for the New Hampshire Department of Transportation (NHDOT) as part of the Route 125 widening project occurring in both Kingston and Plaistow. The Hunt Road-Newton Junction Road intersection redesign project in South Kingston was moved ahead in NHDOT's construction schedule, necessitating an evaluation of the historic resources within this impact area prior to the completion of the Townwide documentation or Project Area Forms for both communities. The impact area of the South Kingston portion of the project includes both sides of Route 125 in South Kingston and the Hunt Road-Newton Junction Road intersection. Preliminary investigation revealed a number of historic properties in South Kingston located along Route 125, and on Newton Junction Road that remained from what had been a prosperous village center in the early nineteenth century. It was immediately clear, however, that this village center had suffered a tremendous loss of integrity due to the increased traffic and commercial development in the last third of the twentieth century. Therefore, most resources were inventoried individually, with the exception of a cluster of five mid-nineteenth century residences that formed a potential small architectural district immediately east of Route 125 along Newton Junction Road. The five properties included within this district possessed clear architectural distinction as small mid-nineteenth century residences. Since they were in the project impact area, the two western-most properties were documented with individual survey forms; the remaining three properties were documented within the district documentation only. This form identifies and documents this potential district, including all five properties. No interior inspection of residences or outbuildings was conducted for this study.

All five properties were photographed, and a new base map was created from Town of Kingston tax maps for this report. On this map and in the text of this district documentation, properties are identified by a letter that refers to the photo page number and photo number. Each photo location is identified on the base map by those numbers.

## 22. GEOGRAPHICAL CONTEXT:

The Newton Junction Road Historic District consists of an approximately quarter-mile segment of Newton Junction Road in South Kingston, east of the intersection with Route 125. This section of Kingston was characterized by large individual farms and development along the north-south post or stage road (Route 125) which included taverns and a major mill privilege until the mid-nineteenth century. The arrival of the railroad in 1840 nearby in Newton Junction spurred the development of the village center at this intersection. It included a school house, Union (Baptist) Church, store and post office.

Today, the village center of South Kingston is characterized by a mixture of wooded areas and gently rolling fields, set among several watersheds. Nearby watersheds include Country Pond, Bayberry Pond, Mill Pond, and Bartlett Brook, which runs southwesterly from Country Pond to Mill Pond north of the district. Cleared areas are confined the yards behind the houses along Route 125 and Newton Junction Road, since most of the area became wooded as farming ceased around the turn of the century.

Route 125, formerly the Post Road, is the main north-south thoroughfare between Plaistow and Haverhill, Massachusetts to the south and Rochester and the White Mountains in the north. It connects South Kingston with Kingston Village. Newton Junction Road connects Route 125 with the village of Newton Junction, a mile to the east in the town of Newton. With the arrival of the

railroad in Newton Junction in 1840, the intersection occupied a prominent point on routes of travel from elsewhere in Kingston to the depot in Newton Junction via Newton Junction Road. The availability of transportation enhanced economic prospects by opening access to jobs in industry in Haverhill, Massachusetts.

In the twentieth century Route 125 became a major north/south automobile thoroughfare in south-central New Hampshire, connecting interstates 495 and 93 and other points in Massachusetts with Route 16 in Rochester en route to the White Mountains. This area in the south became home to commuters who had access to employment in industrial areas in Massachusetts.

**23. ARCHITECTURAL SIGNIFICANCE - Describe important predominant architectural styles and evaluate in terms of other areas within the Town/City.**

*Architectural Description*

The Newton Junction Road Historic District is composed of five properties, all of which were built in the early to mid-1850s along this section of the road just east of the center of South Kingston. These properties are the only grouping of residential structures in South Kingston that have retained sufficient integrity to convey their architectural significance. They were all built at the same time and are of similar scale, creating a cohesive unit documenting construction in the area in the mid-nineteenth century. At least three of them are known to have been built by Lawrence Barrett, an Irish immigrant and skilled carpenter.

The westernmost property on the south side of the road is the James Barrett House (A; KIN0012) at 5 Newton Junction Road (photos 2-7). Probably built by his brother Lawrence Barrett in 1853, it is a wood frame, 1½-story, 3 X 2 bay, sidehall Greek Revival style house oriented with its gable end toward the road. The main block rests on a mortared fieldstone foundation. The walls are sheathed with vinyl siding and the roof is clad with asphalt shingles. A single brick chimney rises through the east roof slope of the gable roof whose eaves project with returns on the gable ends supported by heavy corner pilasters. The entry consists of two pilasters supporting a frieze and entablature; the western pilaster is superimposed in the corner pilaster. A recent enclosed porch wraps the east and south elevations; it is covered with a gable roof sheathed in asphalt shingles and supported by a poured concrete foundation. There is a single concrete block exterior chimney on its south elevation. The original windows have been replaced with modern 8/1, 6/1, and 4/1 sash. A wood frame, 1½-story barn, ca. 1855, has been extended by a shed to shelter a one-bay garage. It has an asphalt shingle roof, and it is clad with vinyl siding and rests on a dry-laid fieldstone foundation. The remnants of stone walls extend around the southern and eastern edges of the lot.

To the east is the Lawrence Barrett House #1 (B; KIN0013) at 7 Newton Junction Road (photos 8-14). Built in 1853, it is a Greek Revival, wood frame, 1½-story, 3 X 4 bay, sidehall oriented with its gable end toward the road. The main block rests on a mortared fieldstone foundation, as does the kitchen ell. The walls are sheathed with clapboards and the roof with asphalt shingles. A single brick chimney is centered on the ridge of the ell. The eaves project with returns on the gable ends supported by heavy corner pilasters; the entrance has a double-leaf door that replaced the original door and sidelights ca. 1890. It is flanked by pilasters supporting a frieze and entablature. A later (ca. 1890) shed-roof porch projects from the east elevation, it is supported by three turned posts. The original 6/6 windows remain throughout, with the exception of a modern oriel window in the east elevation of the ell. A timber frame, single-story English barn is located east of the ell. A modern plywood playhouse stands behind the house, near the west stone wall.

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The next property to the east is the Lawrence Barrett House #2 (C) at 9 Newton Junction Road (photos 15-20). Built ca. 1855, it is a Greek Revival, wood frame, 1½-story, 3 X 5 bay, kneewall sidehall oriented with its gable end toward the road. The main block rests on a brick foundation. The walls are sheathed with clapboards and the roof is clad with asphalt shingles. Two brick stove chimneys are centered on the ridge of the main block; another exterior brick chimney is on the south wall of the ell. This is probably a later example of Lawrence Barrett's building and although it is similar in scale to his brother's house (A/#KIN0012), it varies from the other two in detail. The corner boards are not capped and the eaves do not return; the windows are larger; the framing is kneewall and there are shed dormers on the second story. The entry is recessed and the pilasters are narrow, supporting an entablature, the door has full length sidelights. The brick foundation is also a later or more expensive innovation, and the only one in the district.

A later (ca. 1940) enclosed porch projects from the east elevation; it is supported by four square posts with caps on a clapboarded parapet. The fenestration is regular with 6/6 windows. The windows on the first story of the façade are over scale suggesting a higher style aspiration for this small house. The sash has been replaced with 1/1. The windows have plain surrounds with projecting caps. There are shed dormers on both roof slopes which combine with the kneewall framing to create a livable second story. The ell is a combination of two structures: the section to the west is original, supported upon a brick foundation, while the later saltbox portion to the east of the exterior brick chimney is supported by a concrete block foundation. A wood frame, high-posted, 1½-story barn, ca. 1855, with an attached later equipment shed stands to the east of the house. Covered with an asphalt shingle gable roof, it is sheathed with clapboards and rests on a dry-laid fieldstone foundation. An overhead door provides access on the north elevation, and three fixed six-pane windows light the interior. Stone walls extend around part of the western edge of the lot, and around the south and east edges.

The easternmost house on the south side of the road is the Enoch P. Bartlett House (D) at 11 Newton Junction Road (photos 21-28). Built in 1852, it is a Greek Revival, wood frame, 1½-story, 5 X 2 bay, kneewall cape laterally oriented to the road. The eaves are decorated in Victorian-era barge board. The main block rests on a mortared fieldstone foundation which is raised on the east to offer full-height access. The builder is unknown, but, except for its form, the similarity to others in the district is striking. The walls are sheathed with clapboards, trimmed with heavy corner boards, the eaves do not return. The roof is clad with asphalt shingles. An exterior brick fireplace chimney, ca. 1970, is on the west gable peak of the main block; another, ca. 1980, is placed on the south wall of the main block, east of the ell. The center entry is nearly identical to that in A/#KIN0012. It has heavy pilasters supporting an entablature; the door is flanked by full-length sidelights. There is a shed dormer, ca. 1985, centered on the north roof slope over the entry and an identical one on the south. Windows have 6/6 and 6/1 sash with plain surrounds. A 1½-story ell projects to the south. It has a metal-bestos stove chimney. There are three identical 6/6 windows and a door on the east elevation facing a wooden deck. The ell is a combination of two structures: the section closest to the main block is original, while the portion to the south is a non-historic addition of unknown date.

A later (ca. 1940) gable-entry <sup>brick</sup> garage is west of the house, gable to the road; this was connected to the house with a wing ca. 1970. It has 6/6 and 9/1 windows and is extended with a carport.

The other outbuildings share exceptional integrity. A wood frame barn, ca. 1855, with an attached shed roof ell stands to the south of the house. It is of similar proportions as the other barns in the district. The barn is high posted with a shed extension to the south. The eaves do not return. Covered with an asphalt shingle gable roof, it is clad with clapboards and wood shingles and rests on a dry-laid fieldstone foundation. Rolling doors provide access on the north and west elevations, and

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6/6 and 2/2 windows light the interior. Another wood frame building, supported by an unmortared fieldstone foundation and covered with a gable roof, stands immediately to the southeast of the house. It has the proportions of a ten-footer shoe shop, but both buildings may have been associated with the owner's work in the shoe trade. A ca. 1995, gable-roof chicken coop stands behind the storage building. Stone walls define the west, south, east and north edges of the lot.

The only residence in the district on the north side of Newton Junction Road is the Daniel Collins House (E) at 10 Newton Junction Road (photos 29-36). Built in 1853, it is a Greek Revival, wood frame, 1½-story, 3 X 3 bay, sidehall oriented with its gable end toward the road. The main block rests on a mortared fieldstone foundation. An original ell and a later shed are attached to the rear; the ell has been modified with ca. 1940 enclosed porch additions on the east and west elevations, and the shed was added ca. 1990. The walls are sheathed with vinyl siding and the roof is clad with asphalt shingles. A single brick stove chimney is on the north elevation of the main block.

This 1½-story sidehall varies from others in the district in its entry, which is highly unusual. The door is recessed and the walls on both the façade and west elevation have been removed so that the corner post is freestanding. Its gable returns and corner pilasters are similar in proportion and detail to A/#KIN0012 and B/#KIN0013. The doorway has a single-leaf door flanked by full-length sidelights. The later (ca. 1940) porch projects from the west elevation of the ell; the east porch was also added ca. 1940 and is supported by a poured concrete foundation. The windows have 6/6 and 2/2 sash. The ell is a combination of two structures: the section abutting the main block is original, as it is supported on a mortared fieldstone foundation, while the shed portion to the north is supported by a poured concrete foundation. A wood frame, 1½-story barn, ca. 1855, with enclosed side sheds stands to the north of the house. Covered with an asphalt shingle gable roof, it is clad with vinyl siding and rests on a dry-laid fieldstone foundation. An overhead door provides access to the west shed, while a pair of hinged doors open into the interior of the gable roof section. The barn has 6/6 and 2/2 windows. It is high-posted, similar to other barns in the district. A small playhouse, covered with an asphalt shingle gable roof, stands near the northeast corner of the property, abutting the stone wall. Containing a single room, it is accessed via a single-leaf door in its west elevation and lit by two fixed nine-pane windows in its south elevation. It was built ca. 1930. Stone walls define the east, north, and west edges of the lot.

### Comparative Evaluation

This grouping of small, 1½-story Greek Revival houses is unique in Kingston, although a variety of other Greek Revival residences remain in substantial numbers, particularly in the town center. This group of five Greek Revival residences is also associated with an important era of the town's growth, when the arrival of the railroad in the nearby towns of Newton and East Kingston to the east increased overland traffic along the east-west roads between the Post Road (modern Route 125) and the rail line. The access to the railroad provided by these connecting roads greatly increased the desirability of land located along these routes for home sites, and this district is the earliest surviving example of a subdivision for workers rather than farmers. The small lots are each defined by stone walls. The Greek Revival residences on the Plains in the town center tend to be two- to two-and-one-half stories in height and are built on larger lots in the village center, the part of town originally known as Kingston Plains. They are also unevenly placed in among residences of other architectural styles, and a concentration such as that found in South Kingston does not exist. The Newton Junction Road Historic District is the only subdivision of small Greek Revival residences found in Kingston.

**24. HISTORICAL BACKGROUND - Explain historical importance of the area and how the area relates to the development of the Town/City.**

What is now Route 125 developed as one of the earliest roads in the state and became important as part of the Boston to Portsmouth Post Road in the mid-eighteenth century, 1766. The road linked the significant cities of Concord, Portsmouth, Newburyport, and Haverhill, and was known as "Kings Highway." The sixty-six mile route went through Portsmouth, Greenland, Stratham, Exeter, Kingston, Plaistow, Haverhill, Bradford, Andover, Wilmington, Woburn, Medford, and Boston. Kingston became an important way station between the prospering centers of Exeter, Portsmouth and Haverhill, Massachusetts. A map from 1807 shows "King's Highway" leading directly through Kingston on toward Exeter and then Portsmouth (Kingston's 300<sup>th</sup> Anniversary Book, III-20).

Stage routes were established in the 1760s and by the 1780s the stage routes not only took over the transportation of mail, but were also the first means of public transportation. Kingston had a stage coach path that connected Lowell to Portsmouth, running via Kingston and Exeter. Stage paths were most frequently occupied by freight wagons, passenger, and mail coaches, and Kingston's significant industry was carriage making.

An early nineteenth century map of Kingston indicates very little settlement in South Kingston (Anonymous 1807); although there were certainly farmsteads, etc., the only buildings indicated are Peaslee's Tavern on the west side of the Post Road (now Route 125), well north of the center of South Kingston, and a notation of "Gideon's" on the west side of the Post Road opposite the intersection of the road that would become Newton Junction Road. This is the ca. 1776 Gideon Webster farm (#KIN0002), built by Gideon Webster, a fourth generation descendant of Issac Webster, the first family member to settle on this property when it was still Hampton, ca. 1705. The Websters had houses on all sides of the intersection. The settlement pattern and development in South Kingston was consistent with the growth experienced in other areas of the town generally following the agricultural patterns established in the region (Rockingham Planning Commission 1983). The area's development was primarily influenced by the location of the highly significant Post Road. The village of South Kingston was a linear village spread north and south on the King's Highway, like the town center, but there was no formal plan with a common or green, like the Plains.

The roadway that is now Newton Junction Road is one of the earlier roads in South Kingston (Anonymous 1807), and is where the only major east/west development occurred. It had been formally laid out by 1807, and was the original route connecting South Kingston with Newton (formerly Newtown) to the east. Throughout the eighteenth and early nineteenth century this area of town remained largely under the ownership of the Webster family, early settlers of this area (Deed Records 1705; Committee of the Kingston Improvement and Historical Society 1969). In the nineteenth century, the intersection of Newton Junction Road with Route 125 became known as Webster's Store, and later as Webster's Corner (Deed Records 1853; Deed Records 1874).

Settlement in the South Kingston area expanded after the Boston & Maine Railroad laid its track through the neighboring town of Newton in 1840. The railroad created a village that later became known as Newton Junction (the location of the intersection of the Western Division and the Merrimack Branch of the Boston & Maine Railroad). The railroad gave local farmers access to markets in Boston and this helped the local economy. The depot was located immediately across the Kingston town line and only a mile from South Kingston. The road between them became known as Newton Junction Road and became the most direct overland route connecting South Kingston with the railroad. The South Kingston School (KIN005) was built c. 1850 on the northeast corner of the

intersection of Route 125 and Newton Junction Road, and the Webster Store and Post Office (KIN0003) was built ten years earlier (Chase 1857). Immediately to the west of the district, the two-unit Abner Burbank House (KIN0004) was built in 1857. A double-house plan, the Burbank House was constructed as an investment property by Burbank: within two years of constructing this building, Burbank sold both units in the house, with the common property line running through the party wall that separates the east and west halves of the house (Deed Records 1857, 1857a and 1859). Burbank also became a partner with Gideon Webster in his store, located immediately to the west (Deed Records 1859).

The shoe manufacturing industry, a major component of Kingston's economy, both expanded and transformed after the arrival of the railroad, contributing to the growth and changing character of South Kingston. Early on shoe makers worked in small individual shops, primarily doing "outwork" for larger Haverhill shoe factories. In 1850, the town of Kingston claimed a total of twenty-eight "shoe manufactories," with twenty nine residents recorded as "shoe workers" (Bureau of the Census 1850b and 1850). These manufacturing operations were small enterprises, with at most two employees per shop (Bureau of the Census 1850b). During the 1850s it appeared that large numbers of Kingston residents began to actually commute to larger shoe factories. In 1860, the number of residents recorded as shoe workers rose to ninety-four, but the number of shoe manufacturing concerns listed in the industrial census dwindled to three, each of which remained a small operation with no more than two employees per shop (Bureau of the Census 1860 and 1860b).

This trend coincides with the growth of the shoe industry in Haverhill, Massachusetts, located seven miles to the south on the railroad that ran through Newton Junction and East Kingston. The Haverhill shoe factories began manufacturing in earnest by 1860, drawing shoe workers to Haverhill and away from the small shops that had predominated throughout the region (Rockingham Planning Commission 1983). This trend was most strongly felt in communities like Kingston that were served by the nearby railroad, as workers were able to commute to Haverhill with greater ease and dependability (Rockingham Planning Commission 1983). In the village of South Kingston, there were a total of fifteen known residents employed in the shoe industry as of 1860, including two within this district, Daniel Collins and Enoch P. Bartlett (Bureau of the Census 1860). Of these fifteen, roughly half remained in the shoe industry throughout the nineteenth century, while the remainder left the industry to farm (Bureau of the Census 1870, 1880 and 1900).

The arrival of the railroad and the increase in rail commuting to Haverhill impacted residential development along this road. Newton Junction Road became the main thoroughfare connecting the Post Road and South Kingston with the depot in Newton Junction, and both settlement and traffic increased (Rockingham Planning Commission 1983). Issac Webster and his extended family owned land near the Webster Store and Post Office (KIN0003) and this land along Newton Junction Road was subdivided into small lots and sold in the 1850s (Deed Records 1852, 1853, 1853a, and 1853b); all five of these small farmhouses were built by the middle of the 1850s (Chase 1857). James Barrett, a modest farmer, had this house built by his brother, Lawrence Barrett (A; KIN0012) on the south side of Newton Junction Road in 1853 (Bureau of the Census 1860; Deed Records 1853). His brother, Lawrence Barrett, a carpenter, also built the next two houses to the east (B (KIN0013) and C) (Bureau of the Census 1860; Deed Record 1853a). Enoch P. Bartlett, a shoe worker, built the last house on the south side of the road within the district (D) in 1852 (Bureau of the Census 1860; Deed Record 1852). Directly across Newton Junction Road to the north, Daniel Collins, also a shoe worker, built his residence on land purchased from Issac Webster's brother, Gideon (Bureau of the Census 1860; Deed Record 1853b). The outbuildings associated with the houses at D and E may have been associated with the shoe outwork industry.

South Kingston remained a largely rural hamlet with a small commercial and civic core centered around this intersection through the end of the century. The arrival of the automobile and the advent of the State Highway Department in the first decades of the twentieth century brought great changes to the Post Road, which was known as Route 125 by 1935. It was denoted as a "secondary highway" by that date, as was Newton Junction Road (USGS 1935). The importance of Route 125 as a major automobile thoroughfare increased in the years after World War II (it was a "primary highway" a decade after the end of the war) (USGS 1956), and this status has not been diminished by the construction in the 1960s of parallel interstate highways nearby, including Route 93 to the west and Route 95 to the east. Modern commercial development has begun to characterize Route 125 between the Massachusetts border and Route 101 in particular, including the village of South Kingston. A convenience store/gas station, a gift shop, a modern retail store and two car dealerships are now found within the village of South Kingston.

## 25. NATIONAL REGISTER STATEMENT OF SIGNIFICANCE:

- Criterion A: This district is not eligible for the National Register under this criterion as it is not sufficient in itself to explain any of the historic contexts in Kingston such as the shoe industry although there probably was shoe outwork conducted in this district and some residents may have commuted to jobs in the shoe shops in Haverhill, Massachusetts, by train. While all five properties were built soon after the arrival of the Boston & Maine Railroad, they were not built by the railroad and are therefore only tangentially associated with that context. These were not even subsistence farms and therefore not associated with any broader agricultural context. They do describe an important theme of subdivision and the development of a village center, but this section is not sufficient without the association of the rest of the center, which has lost too much integrity.
- Criterion B: One person directly associated with this district may have been sufficiently distinguished to make it eligible for the National Register under this criterion. Lawrence Barrett was a carpenter and builder of consummate skill who appears to have been responsible for at least three and possibly all of the houses in the district and therefore probably others in South Kingston and the town center as well. Each of the houses in the district has a distinctive interpretation of the Greek Revival style, suggesting a high level of craftsmanship. However, his association could not be proven definitively at this time; further research (documentary and physical) would be needed to support the visual evidence.
- Criterion C: The Newton Junction Road Historic District is eligible for the National Register under this criterion as an excellent grouping of five small vernacular houses built at the same time in the mid-nineteenth century on small lots subdivided from a large eighteenth century farm in the village center of South Kingston, New Hampshire. The five houses offer varying interpretations of the Greek Revival style applied to four, 1½-story sidehalls and one cape. Three of the five have been reasonably well documented to have been built by the same builder, Lawrence Barrett, an immigrant from Ireland; the other two show strong similarities to his work and may also have been built by him. The grouping as a whole retains a high degree of integrity, only two have been sided and only one has had the windows replaced. In addition, the original outbuildings have survived, high-posted carriage barns with various shed additions. Other noteworthy outbuildings include an English barn with B/#KIN0013 which is

very similar to the Gideon Webster barn at A/#KIN0012 and probably predates the 1852 construction of the house; and a "ten-footer" shoe shop with D.

The Greek Revival is the predominant style in Kingston, although every nineteenth-century style is well represented. There are exceptional High Style examples in the town center Historic District in residential, commercial and ecclesiastical buildings and there are also a few small vernacular buildings that are very similar to this grouping. In the town center, the buildings are in-fill in an eclectic district. The exceptional thing about the Newton Junction Road cluster is the proximity of the houses, their history of subdivision. The district would have included at least one additional structure, a double house with exceptional Greek Revival detail, but it has lost too much integrity.

There are four sidehalls and one cape in the district. The form of the four 1½-story sidehalls includes only one kneewall building (C); and the cape (D) is also kneewall. This building (C) is documented to have been built by Lawrence Barrett and shows the variety of which he was capable. It varies the eave and entry treatment, the eaves do not return and the pilasters are not classical as they are on A and B which were also built by Barrett, and the windows in the façade are very tall, an extremely high style feature used in the Kingston Historic District on structures such as the Luther Peaslee House. The house known as E features an entry which is entirely cut away and supported by a post, a daring detail with no other example in Kingston. The cape, D, has an entry that is identical to the one on A, James (brother of Lawrence) Barrett's house. All but one (C, which is on brick) of the buildings are on mortared rubble foundations and this is not common during this time period in Kingston and may indicate the builder's Irish origins. Interior inspection of all structures and outbuildings would be extremely helpful to understanding further details associated with the construction of this group of houses.

## 27. STATEMENT OF INTEGRITY:

The properties in the Newton Junction Road Historic District retain integrity of location. The district retains integrity of setting in the physical and visual relationships between the district's components. There have been no intrusions in the district since its period of significance. The district's integrity of setting has also not been compromised along its peripheries, with the sole exception of the construction of a modern residence to the west of the Daniel Collins House (E), on the north side of Newton Junction Road. However, this residence is several hundred feet west of the Collins House and is not visible for much of the year due to tree cover.

The district also retains integrity of feeling and association with the mid-nineteenth century by virtue of the fact that the road has not been widened or modernized to the point that the rural, undeveloped character of the neighborhood has been compromised. The district's integrity of design is intact for this same reason.

The individual components of the Newton Junction Road Historic District do not uniformly retain integrity of materials and workmanship. Some properties have lost integrity through window replacement, synthetic siding, and substantial side additions. However, all five buildings have retained significant Greek Revival massing and details in spite of the alterations.

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Ideally, the Greek Revival style residences that comprise the Newton Junction Road Historic District would have contributed to a significantly larger district that would have included the entire center of South Kingston, which as of the mid-nineteenth century had a strong Greek Revival character. However, several buildings have been lost to demolition, and those that remain have been drastically altered, including the South Kingston School (now a convenience store/gas station), the Abner Burbank House (a unique double-house that has been covered with synthetic siding) and the Webster Store and Post Office (sheathed in asbestos plate).

**BOUNDARY DISCUSSION:**

The district boundary includes the five house lots on tax map R-9 (7, 82, 83, 84 and 85) in the records of the town of Kingston, N.H. This includes the lots historically associated with the built resources which have not changed since they were subdivided and the buildings were constructed. The individual lots are bounded by the stone walls that defined their historic subdivision.

**28. BIBLIOGRAPHY and/or REFERENCES:**

Bureau of the Census

1790 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1800 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1810 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1820 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1850 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1850a Agricultural census, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1850b Industrial census, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

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1860 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1860a Agricultural census, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1860b Industrial census, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1870 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1870a Agricultural census, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1880 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1900 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1910 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Bureau of the Census

1920 Population census schedules, Rockingham County. Microfilm collection of the New Hampshire State Library, Concord.

Committee of the Kingston Improvement and Historical Society

1969 History of Kingston, 1694-1969.

Rockingham Planning Commission

1983 Kingston, New Hampshire: Cultural Resource Survey, Inventory, and Plan.

Maps

Anonymous

1807 "A Plan of the Town of Kingston taken agreeable to an act of the General Court." New Hampshire Division of Records Management and Archives.

Chase, J., Jr.

AREA FORM

NHDHR AREA LETTER: KIN-NJR  
 NEWTON JUNCTION ROAD HISTORIC DISTRICT

1857 "Map of Rockingham County, New Hampshire." Philadelphia: Smith and Coffin.

Hurd, D. Hamilton

1892 "Town and City Atlas of the State of New Hampshire." Boston: D.H. Hurd & Co.

USGS

1935 Hampstead, N.H.-Mass. Quadrangle. Dimond Library, University of New Hampshire, Durham.

USGS

1956 Haverhill, N.H.-Mass. Quadrangle. Dimond Library, University of New Hampshire, Durham.

Deeds - Rockingham County Courthouse, Brentwood

1705 Book 7, Page 164

1852 Book 359, Page 68

1853 Book 360, Page 348

1853a Book 360, Page 128

1853b Book 406, Page 134

1857 Book 374, Page 134-135

1857a Book 375, Page 279

1859 Book 385, Page 136

1874 Book 455, Page 140

Surveyor's Evaluation

NR listed: district   
 individuals   
 within district

Integrity: yes   
 no

NR eligible: district   
 not eligible

more info needed

NR Criteria: A   
 B   
 C   
 D   
 E

If this Area Form is for a Historic District: # of contributing resources: 5 primary, 7 secondary  
 # of noncontributing resources: 2 secondary

## AREA FORM

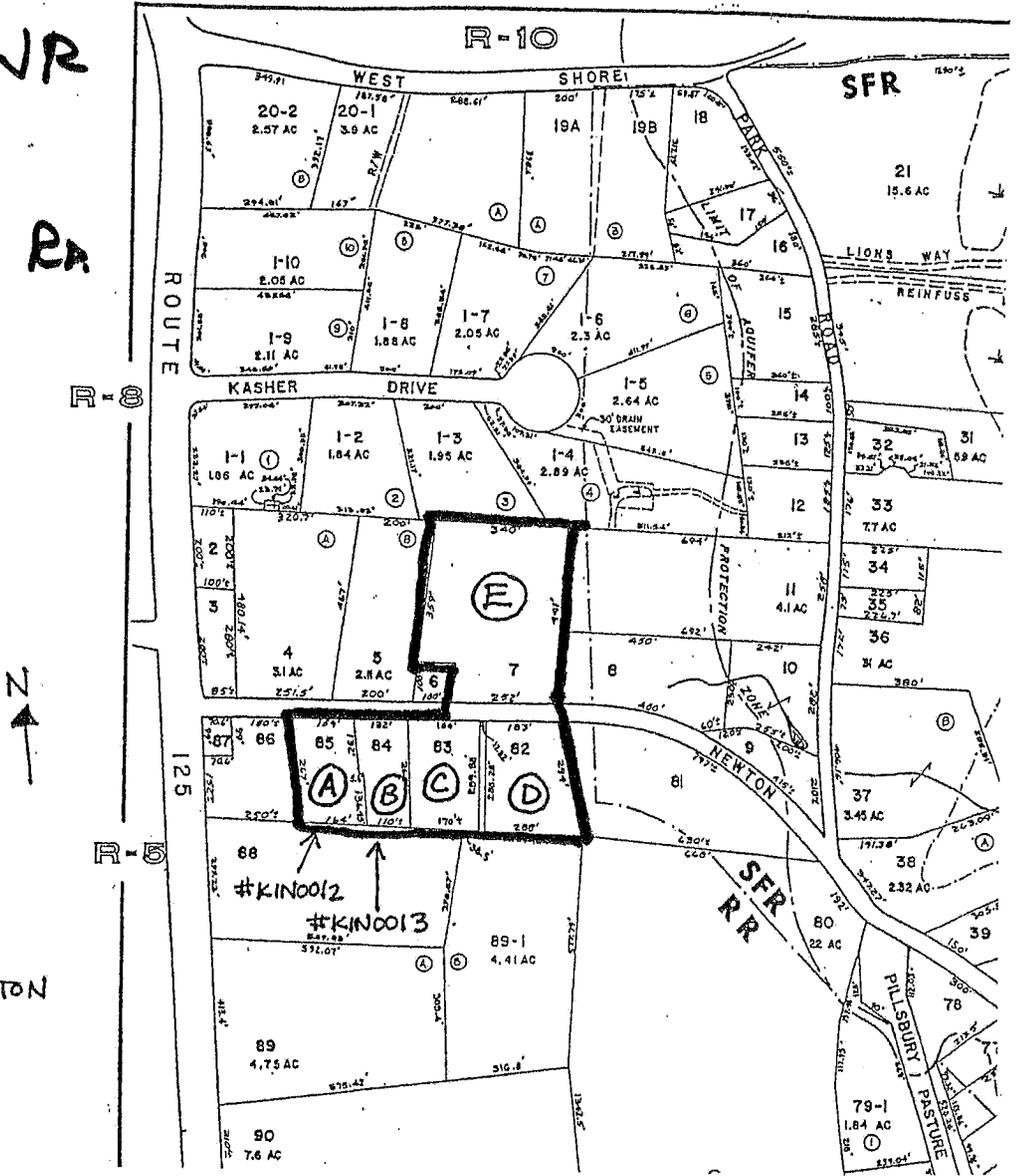
NHDHR AREA LETTER: KIN-NJR  
NEWTON JUNCTION ROAD HISTORIC DISTRICT

## LIST OF RESOURCES

Letter/ Survey Number	Name	Location	Parcel #	Construction Date	C/ NC	Photo #
A/#KIN0012	James Barrett House	5 Newton Junction Rd.	R-9/85	1853	C	2-7
B/#KIN0013	Lawrence Barrett House #1	7 Newton Junction Rd.	R-9/84	1853	C	8-14
C	Lawrence Barrett House #2	9 Newton Junction Rd.	R-9/83	1853	C	15-20
D	Enoch P. Bartlett House	11 Newton Junction Rd.	R-9/82	1852	C	21-28
E	Daniel Collins House	10 Newton Junction Rd.	R-9/7	1853	C	29-36

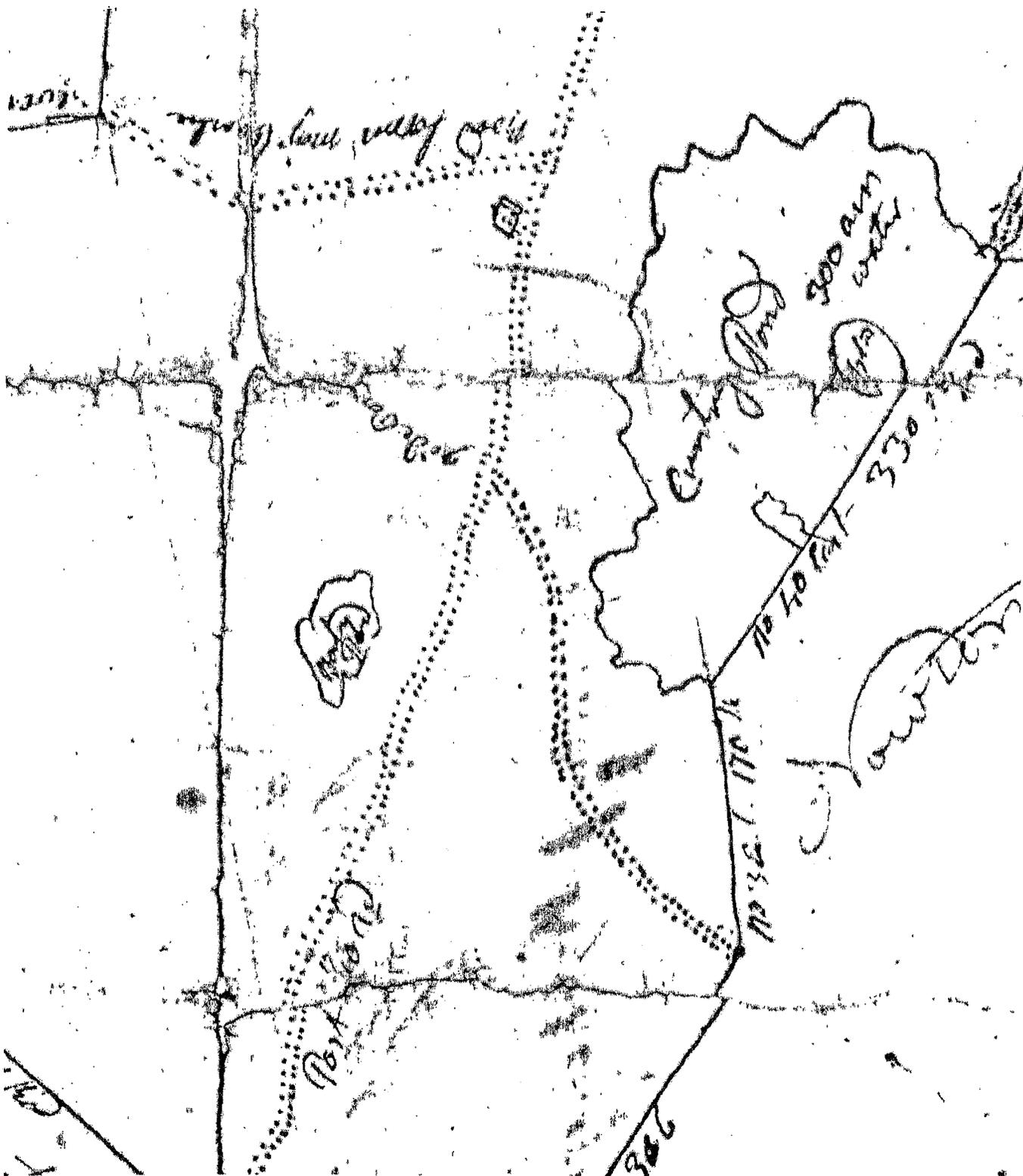
BOUNDARY MAP:

AREA  
KIN-NJR  
NEWTON  
JUNCTION RA  
H. D.  
KINGSTON, N.H.



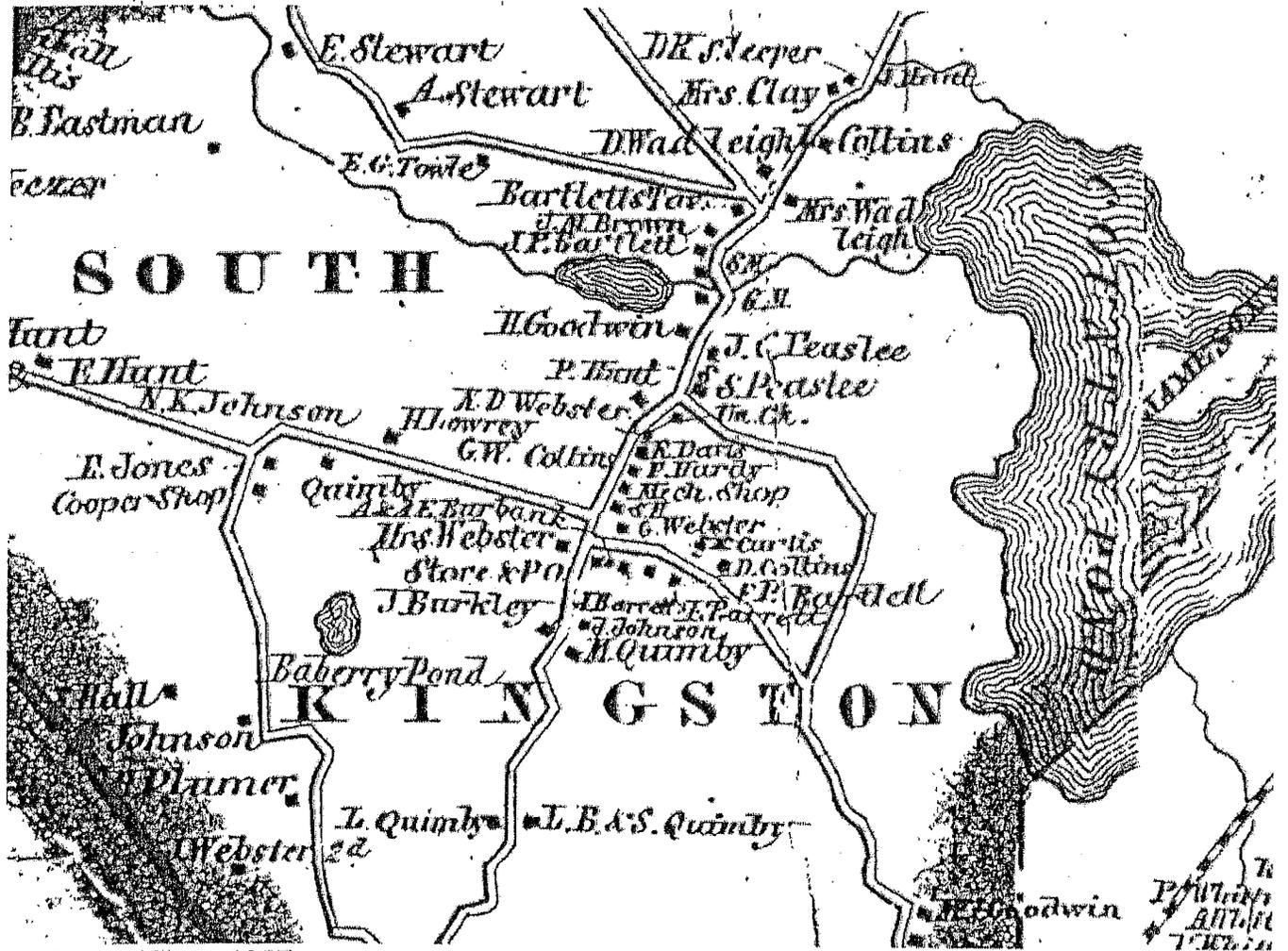
TAX MAP R-9  
TOWN OF KINGSTON

HISTORIC MAPS:



1807 map (Anonymous 1807)

HISTORIC MAPS:



1857 map (Chace 1857)

