

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name L. H. Hamel Leather Company Historic District

other names/site number N/A

2. Location

roughly bounded by Essex, Locke, Duncan, and Winter Streets
street & number and the former Boston & Maine Railroad tracks not for publication

city or town Haverhill vicinity

state Massachusetts code MA county Essex code 009 zip code 01830

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Brona Simon

December 29, 2008

Signature of certifying official/Title Brona Simon, Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☒ entered in the National Register

☐ See continuation sheet.

☐ determined eligible for the
National Register

☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the
National Register

☐ other (explain):

Signature of the Keeper

Edson R. Beall

Date of Action

2-18-09

L.H.Hamel Leather Company Historic District
Name of Property

Essex, Massachusetts
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

- | | |
|---|--|
| ☒ private | ☐ building(s) |
| ☐ public-local | ☒ district |
| ☐ public-State | ☐ site |
| ☐ public-Federal | ☐ structure |
| | ☐ object |

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>8</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>9</u>	<u>0</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

INDUSTRY/manufacturing facility

COMMERCE/TRADE/warehouse

COMMERCE/restaurant, specialty shop

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE/office building

VACANT/NOT IN USE

COMMERCE/TRADE/auto repair

7. Description

Architectural Classification (see continuation sheet)

(Enter categories from instructions)

Classical Revival

Moderne

Materials

(Enter categories from instructions)

foundation stone, concrete

walls brick, concrete

roof tar and gravel, rubber

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Haverhill (Essex Co.), MA

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7. Description

Narrative Description

Haverhill is located in the Merrimack River Valley, approximately 32 miles northwest of Boston. The city's northern border constitutes part of the boundary between Massachusetts and New Hampshire. Haverhill is bordered on the northeast by Merrimack, on the east by West Newbury, on the southeast by Groveland, on the south by Boxford, and on the southwest by North Andover and Methuen. Haverhill lies at the head of tidewater in the Merrimack River, approximately thirteen miles from the river's mouth. The Merrimack drains through Haverhill from west to east near the geographic center of the city, dividing the territory north of the river – including the historic central business district and much of the acreage incorporated as the city of Haverhill in 1869 – from the territory south of the river, formerly known as the town of Bradford and annexed to Haverhill in 1897. Interstate 495 passes through Haverhill's western and northern sections.

The L. H. Hamel Leather Company Historic District (**photo 1**) is situated at the western edge of Haverhill's central business district, bordered on the west by the right-of-way for the former Boston & Maine Railroad. Largely defined by Essex Street on the south, Locke Street and Duncan Street on the east, Winter Street on the north, and the railroad corridor on the west, the Hamel complex encompasses one of the largest intact tracts of historic industrial buildings remaining in Haverhill. The Little River passes beneath the district area from northwest to southeast, via an underground aqueduct constructed between 1922 and 1944. It is one of two rivers on the north side of Haverhill that flow into the Merrimack. The complex is distinguished from adjacent areas that do not display the continuity of streetscape and physical connection of buildings seen in the district, due largely to widespread demolition of buildings in the larger area in the last quarter of the 20th century.

All resources in the historic district were constructed for industrial or warehouse use, built between ca. 1886 and 1929, and contribute to the district's historic integrity. Major character-defining features are the six manufacturing buildings: five eight-story buildings fronting Essex Street and Locke Street, and one seven-story building fronting Duncan Street. These buildings illustrate an evolution in the design and construction of large industrial buildings in the 1910s, ranging from traditional load-bearing masonry construction in the Classical Revival style to monumental Moderne-style blocks utilizing reinforced concrete and curtain wall construction. With the exception of window and door openings, these character-defining buildings remain largely intact. Their interiors are rudimentary in character, with large open expanses punctuated at regular intervals by columns. Sanborn fire insurance maps described these buildings as "loft buildings." Supporting elements in the complex include a late 19th-century warehouse and a 1920s power plant with adjoining smoke stack.

The oldest building in the historic district also is the smallest: the Blake-Curtis Company Inc. Warehouse, 262 Winter Street (ca. 1886, sketch map #5, **photo 2**). Situated at the northwest corner of the Hamel Leather Company complex, the two-story brick and concrete block with a low-pitched gable roof was constructed in three phases. The original section (ca. 1886) is situated at the center of the building, consisting of four irregular bays of brick construction distinguished by segmental-arched window bays, most now infilled with brick. To the rear is a three-story brick addition (ca. 1910), extending the building by another four bays, with multi-pane industrial sash in straight-headed surrounds. The most recent section is at the front, where concrete block was used to rebuild the façade and northernmost end of the building

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(ca. 1950) following damage from a train derailment. This section has tall overhead garage doors dominating the three-bay façade, and multi-pane sash in the five narrow and irregularly-spaced bays on the side elevations.

Construction of large-scale industrial buildings in the Hamel complex began in 1911, when residential properties on Duncan Street and Essex Street were redeveloped for industrial use. At the eastern edge of the complex, near the intersection of Duncan and Locke Streets, the Pentucket Associates Building, 10 Duncan Street (1911; George W. Griffin, archt.; Kelly Brothers, bldr; sketch map #4; **photo 3**), is a seven-story, red-brick building with a stone foundation and a flat roof, twenty-four bays across and four bays deep. The Classical Revival-style façade displays a 2-8-4-8-2 organization of bays. Engaged Doric columns and an entablature define four original storefront bays (now infilled) at the center of the ground floor. Double-height brick pilasters with a plain brick entablature define the flanking bays on the ground and second floors, and entries to the upper floors are located in the end bays of the ground floor. Classical-style ornamental detailing on the façade is executed in granite or cast concrete, and includes caps on the brick pilasters, splayed lintels with keystones over the upper-level entries, and rectangular or splayed lintels over the windows on all floors, particularly on the sixth floor, where lintels also feature keystones. Entry detail is partly obscured by contemporary awnings; original entries have been replaced with metal and glass systems. Windows, some of which have been blocked, contain 6/6 wood sash on the façade and rear elevations, and 2/2 wood sash on the side elevations. Some wood transoms and glazing survive on the storefronts. A date plaque, located in the entablature on the second floor, reads: *19 PENTUCKET ASSOCIATES 11*.

On Essex Street, two eight-story buildings were designed as a pair, and are particularly distinctive for their reinforced concrete construction and spare stylized ornament: the Burgess Building, 143-145 Essex Street (1911, MHC #1045, sketch map #6, **photos 1 and 5**), and the Lang Building, 151 Essex Street (1912; MHC #1046; Concrete Engineering Company, builder; sketch map #7; **photos 1 and 5**). Both buildings have concrete foundations, floors, and roofs, with 8"-thick reinforced concrete curtain walls. Surface material on the roof of the Burgess Building is tar and gravel, while that of the Lang Building is rubber membrane. Four bays across and approximately thirty bays deep, both buildings are largely rectangular in massing, except for canted facades that reflect the skew of the building site relative to Essex Street. Each of the detached buildings displays a one-story, one-bay, arcaded wing wall to frame the entrance to an open-air courtyard or private way located between the two buildings. The entry on the Burgess Building is located in the fourth bay of the façade, beneath a ca. 1970s projecting metal canopy that spans the ground floor façade. On the Lang Building, the principal entry is located in a canted bay on the building's southeast corner, oriented toward the Essex Street approach from the east. Entries contain replacement metal and glass systems. Windows in both buildings contain 1/1 aluminum replacement sash. The grouping of window sash, however, suggests the paired and triple-window organization of the double-hung sash that originally occupied each bay. These Moderne buildings are nearly devoid of ornamentation. Both display raised geometric detailing, executed in concrete, above and between the windows bays on their respective eighth-floor facades. Each façade finishes with a pitched parapet wall centered between wide corner piers.

Anchoring the northeast corner of the Essex Street and Locke Street intersection is the Essex Associates Building, 109-113 Essex Street (1914-1915; MHC #1047; Damon Brothers, archt.; sketch map #2; **photos 1, 4, and 7**), an eight-story, red-brick block in the Classical Revival style. The foundation is stone and the building's flat roof is rubber membrane. The Essex Associates Building displays a hierarchy of bays that is typical of the Classical Revival style. Double-height brick piers with concrete capitals define the base of the building at its narrow, principal façade, fronting Essex Street and continuing around the corner to Locke Street. Here, the brick piers separate storefronts with recessed entries at the

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ground floor, as well as the recessed tripartite bay windows with paneled aprons on the second floor. A recessed entry to the upper levels is located in the first bay of the Essex Street elevation, topped with a wood sign that reads *ESSEX ASSOCIATES*. The secondary cornice above the piers is a striated, brick cornice seen only on the façade and Locke Street corner. Brick pilasters rise from the third through the eighth floors, where the building's principal cornice, also of brick, survives, capped with short parapet walls over the end bays. The footprint of the building reflects a slight turn in the path of Locke Street, resulting in two, similarly designed, components to the south (side) elevation: one extending fifteen bays and facing southeast near the Essex Street intersection, and the other extending sixteen bays and facing east. The Locke Street elevation incorporates storefronts and entries to the upper levels that are similar to those on the Essex Street façade. The building's storefronts and entries have been modified with late 20th-century metal and glass systems. Windows have brick sills and lintels and contain 6/6 and 4/1 wood sash, with most windows on the eighth floor featuring round-arched heads and cast stone keystones.

Site constraints dictated the position of the Tilton Building, 115-117 Essex Street (1915-1916; MHC #1048; Monks and Johnson, archt.; sketch map #1; **photos 1, 4, and 7**), which occupies the original western bank of the Little River, and is flanked by the Burgess Building on the west and the Essex Associates Building on the east. The Tilton Building shares a short party wall with the brick Essex Associates Building (see above), and the two buildings are currently part of the same parcel for city assessment purposes. Like the earlier concrete buildings to the west, the eight-story Tilton Building has its foundation, floors, roof, and walls constructed of reinforced concrete, with a canted façade that reflects the skew of the building site relative to Essex Street. The four-bay façade incorporates ground-level storefronts in the first three bays, and a recessed entry to the upper levels in the fourth bay. Storefronts and entries have been modified with late 20th-century metal and glass systems. Windows contain oversized multi-pane industrial sash, except at the fifth floor, where the oversized bays are largely filled with groups of 6/6 wood windows. The Tilton Building was designed to match the Burgess Building and Lang Building in its Moderne detailing, with raised and incised geometric shapes executed in concrete at the roofline and between the window bays on the eighth floor. Like the earlier buildings, the Tilton Building also features a short parapet wall at the roofline, centered between wide corner piers.

Connected to the northeast corner of the Tilton Building, and occupying the same parcel as the Tilton and Essex Associates Buildings, is the Hamel Leather Company Power Plant, 115-117 Essex Street (1928-1929; MHC #1050; Morse & Dickinson, archt.; sketch map #3, **photo 7**). Built into the grade, with a raised basement on the south elevation, the one-story building extends in part over the Little River Aqueduct, which was created to channel the Little River via an underground conduit through the Hamel Leather Company complex. The brick power plant has a concrete foundation and a flat roof. The long side elevation, fronting Locke Street, features multi-pane industrial sash in five oversized window bays. The north elevation, extending approximately six bays, has sustained some alterations, with replacement doors (including one overhead garage door) in original entries and some original window bays infilled with brick. At the northwest corner of the power plant is the attached, one-story brick boiler house. While the original single bays on the boiler house have been infilled with wood, an important extant feature is the large brick smoke stack (sketch map #8), bearing the painted sign: *L. H. HAMEL LEATHER CO.*

Last of the large-scale industrial buildings in the district is the Shoe and Leather Associates Building, 98-112 Essex Street (1918; W. A. & H. A. Root, Inc., archt.; sketch map #9; **photo 6**). This building also is known as the Witherell Building, named for the Witherell Company, Inc., an early tenant. The building at one time shared a steam heating system (via underground pipes) with the Essex Associates Building, 109-113 Essex Street (see above), across the street.

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The heating system connection no longer exists. The eight-story, concrete and brick building is of curtain wall construction and has a concrete foundation and a flat roof surfaced with tar and gravel. The building is roughly L-shaped in footprint, with walls that are canted to conform to the boundaries of the site. The principal entry is in the first of six bays on the façade. The building is devoid of ornamentation, displaying a "building as machine" aesthetic characteristic of industrial construction in the early decades of the 20th century. Oversized, multi-pane industrial sash was recently (October 2007) removed from the building, per the order of the city's building commissioner, due to a public safety hazard caused by panes of glass popping out and dropping to the sidewalk.

Incompatible one-story concrete additions were demolished in the spring of 2008 at the rear of the Pentucket Associates Building, 10 Duncan Street and the Tilton Building, 115-117 Essex Street. The additions were removed as part of a certified historic rehabilitation project involving the Tilton Building, the Essex Associates Building, and the Pentucket Associates Building.

Archaeological Description

While no ancient Native American sites are known in the district, it is possible that sites are present. Ten ancient sites have been recorded in the general area (within one mile), including three sites located from 1,000 to 2,000 feet southeast of the eastern district boundary. All three sites are located near the confluence of the Little and Merrimack Rivers. Two sites located on terraces of the Little River are recorded as burials, one site as a habitation site. While environmental characteristics of the district prior to historic settlement may have represented locational criteria (slope, soil drainage, proximity to wetlands) that were favorable for the presence of Native sites, urban or industrial growth has adversely affected the integrity of any cultural resources that predate the late 19th century. The district currently occupies a level to moderately sloping land surface; however, the topography has been altered by extensive 19th and 20th century industrial development. Soil types in the area have been classified as urban land where natural soils have been altered or obscured by urban works and structures. In urban land soil classifications, buildings, industrial areas, paved areas, and railroad yards cover more than 75% of the land surface. Given the above information and construction of more than six large-scale factory buildings within the district, a low potential exists for the recovery of intact sites in the district. Deeply buried features, especially burials, may survive; however, intact and complete sites have been destroyed.

A high potential exists for locating historic archaeological resources in the district; however, initial industrial development in the late 19th century and large-scale industrial development in the district after 1911 may have destroyed many of these resources. While residential development was known to exist in the district from the mid-19th century, and small-scale industrial development from shortly thereafter, only one building, a warehouse (ca. 1886, ca. 1910, ca. 1950) at 262 Winter Street, survives from the district's pre-1911 development. At the northern end of the district, Duncan and Locke Streets were largely residential in character, developed as investment properties and occupied from the 1860s onward by workers from factories in the Washington Street Shoe District. At the southern end of the district, both sides of Essex Street were also residential in use during the mid-19th century. Structural evidence from residences, barns, stables, and outbuildings may survive in those areas. Archaeological evidence of occupational-related features (trash pits, privies, wells) and utilities (electric, water, sewage, heating) might also exist with residential sites and smaller industries.

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Structural evidence of industrial buildings may also survive in the district, although most potential sites that predate 1911 have yet to be identified. Known sites in the district that may survive include the site of the Lennox and Briggs Morocco Leather Factory near the center of the district, one-story concrete additions demolished in 2008 at the Pawtucket Associates Building at 10 Duncan Street, the Tilton Building at 115-117 Essex Street, a pork house, provisions store, and slipper factory at the west corner of the Locke and Essex Street intersection, the Haverhill Electric Company plant originally located on the south bank of the Little River, immediately east of the Boston and Maine Railroad right-of way, an auto body garage on Locke Street, the former Gale Shoe Manufacturing Company on Duncan Street, and the H. E. Guptill Shoe Factory on Winter Street. Coal bays were also demolished in the 1960s near the Hamel-owned storehouse at the center of the historic district.

(end)

L. H. Hamel Leather Company Historic District
Name of Property

Essex, Massachusetts
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): HPCA #20115

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Architecture

Industry

Community Planning and Development

Period of Significance

ca. 1886-1958

Significant Dates

ca. 1911-1919 (era of large-scale industrial construction)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder (see continuation sheet)

Concrete Engineering Company

Damon Brothers Architects

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☒ Other State agency (Massachusetts State Archives)
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository:

Epsilon Associates, Inc., Maynard, Massachusetts

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8. Statement of Significance

Architect/Builder (continued)

Griffin, G. W., Architect
Monks & Johnson Architects
Morse & Dickinson Architects
Root, W. A. & H. A.

Narrative Statement of Significance

The L. H. Hamel Leather Company Historic District (**photo 1**) is a complex of manufacturing and warehouse buildings associated with industrial expansion in Haverhill, Massachusetts, during the late 19th and early 20th centuries. Major features of the complex are six large industrial buildings, constructed in the 1910s during a local effort to further Haverhill's economic interests by providing local manufacturers with space to lease at reasonable rates. These buildings represent the last era of large-scale industrial construction in Haverhill. Occupied principally by shoe manufacturing and shoe-related businesses, the complex was associated from the early 1920s onward with the L. H. Hamel Leather Company, Inc., a Haverhill-based leather goods company and tannery that eventually assumed ownership of most of the buildings. Architecturally, the complex illustrates a transition in the design and construction of large-scale industrial buildings in the early 20th century, from traditional load-bearing masonry buildings executed in revival styles to reinforced concrete buildings of curtain-wall construction displaying a "building as machine" aesthetic that was a precursor to modern architecture. Retaining integrity of location, design, setting, materials, workmanship, feeling, and association, the L. H. Hamel Leather Company Historic District meets Criteria A and C of the National Register of Historic Places at the local level.

Haverhill was established in 1640 as Pentucket, with the first European settlement taking its name from one of the Native American Penacook tribes known to have been active along the Merrimack River in the Haverhill area. Pentucket Plantation encompassed territory north of the Merrimack River, originally including much of Methuen and Lawrence, Massachusetts, as well as towns now within the boundary of New Hampshire. One of the four shires of Pentucket Plantation was called Haverhill, named after the birthplace in England of Haverhill's first minister, John Ward. The local economy was based on agriculture and fishing, with saw and grist mills also present. Other industries well established by the early 19th century were shipbuilding and the making of sail cloth, shoe-making, and hat-making, as well as factories producing horn comb, leather, gloves, saddles, and harnesses. Andrew Greeley, who settled in Haverhill in 1648, reportedly was the first local shoemaker. Shoemaking as a wholesale business began near the end of the 18th century. [Historical Data, 58; Stone, 345-346; Heritage Landscape Inventory report; MHC Reconnaissance Report; Washington Street Shoe District NR nomination]

A strong cattle market in the early 19th century contributed to growth in the local shoe and supporting industries. By 1837, there were forty-two shoe manufacturers in Haverhill, as well as fourteen tanners and leather dealers. The introduction of the railroad to Haverhill in 1839 facilitated continued growth in the shoe industry. As early as 1843, Haverhill began manufacturing slippers, a product that distinguished the community from other shoe centers. One

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hundred shoe factories were in operation in Haverhill in 1860. Approximately 94,000 cases of shoes were produced locally that year, valued at \$3,754,240. Haverhill was incorporated as a city in 1869. Effective January 1897, Haverhill annexed the largely agricultural town of Bradford, located on the south side of the Merrimack River. This annexation gave Haverhill its current character, with the Merrimack River flowing through the heart of the city. [*Historical Data*, 58; Stone, 345-346; Heritage Landscape Inventory report; MHC Reconnaissance Report]

From its 17th-century roots, shoemaking became Haverhill's dominant industry by the mid-19th century. During the **Early Industrial period** (1830-1870), brick blocks housing shoemaking concerns began to be constructed on Merrimack Street, east of Washington Square. Construction continued into the **Late Industrial period** (1870-ca. 1916), when the shoe factory district expanded westward from Merrimack Street to Washington Square, then farther west up Washington Street and Wingate Street to Railroad Square. By ca. 1880, nearly all of Haverhill's shoe manufacturers had located in wooden or brick buildings in the shoe factory district. A fire on February 17, 1882, originating in a shoe factory on Washington Street, leveled most of the buildings in nearly ten acres of the shoe district, leaving more than seventy-five firms burned out and over three thousand men and women temporarily without employment. The swiftness with which the shoe district was rebuilt – twenty-three manufacturing buildings, two banks, and a hotel were constructed by October 1882 – enabled the industry to flourish in Haverhill in the post-fire years. Washington Street remained the principal focus of the city's shoe manufacturing operations into the early 20th century. [Washington Street Shoe District NR nomination]

With Haverhill's shoe district re-establishing itself around Washington Street in the last quarter of the 19th century, the neighborhood a few blocks to the north, now known as the Hamel Leather Company complex, continued its transition from residential to commercial and industrial uses. The area defined by Essex Street on the south, Locke Street and Duncan Street on the east, Winter Street on the north, and the Boston & Maine Railroad right-of-way on the west was divided into two parts by the Little River, which flowed from northwest to southeast toward the Merrimack River. As development pressures in Haverhill increased, the Little River was partially filled, creating land on the south bank (north of Essex Street). The layout of streets defining the complex acquired its present configuration between 1886 and 1893, according to Sanborn fire insurance maps. At the northern end of the area, Duncan and Locke Streets were largely residential in character, developed with investment properties occupied from the 1860s onward by workers from the factories in the Washington Street shoe district. An exception to the residential character of the neighborhood was the two-story hay, grain, and flour warehouse at 262 Winter Street (see below). At the area's southern end, the Little River flowed in an open channel between the railroad right-of-way and Locke Street. Locke Street originally ended at the north bank of the Little River, connecting to properties on Essex Street (on the south bank) by way of a narrow bridge. The Essex Street properties, most housing small-scale commercial enterprises, were redeveloped by 1893. At that point, Locke Street was extended over the Little River and constructed through to Essex Street, where a two-story building housing a pork house, provisions store, and slipper factory occupied the west corner of the present intersection. Another use present within the historic district area at that time included the Haverhill Electric Company plant, situated on the south bank of the Little River, immediately east of the Boston & Maine Railroad right-of-way. Both the pork house and electric company buildings were demolished in the early 1910s and replaced by the present factory buildings. Remaining sections of the district area fronting both sides of Essex Street were residential in use. [Sanborn maps]

The oldest building in the historic district area is the warehouse at 262 Winter Street (ca. 1886/ca. 1910/ca. 1950, sketch map #5, **photo 2**), which was occupied by wholesale dealers in flour, grain, hay, and groceries for much of its history. Long-term tenants Blake-Curtis Co. Inc. occupied the building from 1903 through the end of the period of significance.

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Incorporated in 1903, Blake-Curtis Co. were wholesale grocers and dealers in produce, butter, cheese, and eggs, as well as mill agents for Pillsbury's Best Flour. Joseph I. Curtis was president of the company, and Charles Edwin Blake was treasurer. By 1916, Blake and Curtis were mill agents for Russell's Regular, Gold Medal, Stratton & Co., and White Rose flours. The company was one of seven wholesale grocers in Haverhill in the 1920s, according to city directories. Various grain and coal dealers occupied space at the rear of the building during the period of significance, including John C. Tilton, Haverhill Coal Supply Company, Chase & Williams Coal Company, and Haverhill Grain & Coal Company. The warehouse is significant as the only remnant of pre-1911 redevelopment in the Hamel Leather Company complex, illustrating small-scale industrial activity in the area prior to the introduction of the monumental factory buildings. The rear of the warehouse was connected to the Hamel complex from the ca. 1922-1944 period (see below) to the 1960s. [Haverhill directories, Sanborn maps]

Associations of local manufacturers, other business owners, and investors undertook most of the new construction in the Hamel Leather Company complex during the Late Industrial period. Coordinating the movement to improve Haverhill, and build up the city with factory space to lease to "reliable firms at the lowest possible rates consistent with the investment," was the Haverhill Board of Trade, a group of local businessmen organized in May 1901 "to promote the [the city's] industrial and mercantile welfare and prosperity." Known as the "leading slipper city in the world," Haverhill had a population of nearly 40,000, and served as a mercantile center for more than 100,000 people. The Board of Trade constructed its own building on Walnut Street in 1906, providing space for various shoe manufacturing businesses. Within the Hamel Leather Company complex, three associations or trusts were involved in the development of the seven or eight-story factory buildings constructed in the Late Industrial period: the Haverhill Building Trust, Pentucket Associates, and Essex Associates. [Haverhill Historical Commission research; O'Malley and Tedesco, 89; 1905 directory]

Between 1911 and 1916, Haverhill Building Trust, led by Leslie K. Morse, a longtime shoe manufacturer in Haverhill and the city's future (1916-1918) mayor, developed the three monumental concrete factories situated in a row on Essex Street immediately south of the Boston & Maine Railroad right-of-way. These eight-story, concrete fireproof buildings were the first of their kind constructed in Haverhill, and illustrate the last phase of large-scale industrial construction in the city. Sanborn fire insurance maps note that all three buildings were of curtain wall construction. The Boston banking concern of Burgess, Lang & Company financed the project with the Haverhill Building Trust, and the first two buildings constructed were named for the firm's principals, William H. Burgess and Howard W. Lang. At the center of the row is the Burgess Building, 143-145 Essex Street (1911, MHC #1045, sketch map #6, **photos 1 and 5**), begun in February 1911 and completed in July of the same year at a cost of \$200,000. North of the Burgess Building and adjacent to the railroad is the Lang Building, 151 Essex Street (1911-1912, MHC #1046, sketch map #7, **photos 1 and 5**). Nearly identical to the Burgess Building in design, the Lang Building was begun in August 1911 and completed in 1912. South of the Burgess Building, and the largest of the three concrete blocks, is the Tilton Building, 115-117 Essex Street (1915-1916, MHC #1048, sketch map #1; **photos 1, 4, and 7**). This building apparently was named for Andrew J. Tilton, the real estate broker whose family had owned the building site for many years, operating a leather remnants business there before construction of the concrete block. As a group, the three buildings added approximately \$1,250,000 in taxable property to the city's valuation, and provided thirty acres of floor area for Haverhill's shoe industry and related firms. [Haverhill Historical Commission research; 1911 Haverhill directory; 1911 Boston directory]

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With the exception of their historic window sash, the concrete Burgess, Lang, and Tilton Buildings closely resemble one another in their architectural design. While no information has been located on the architect or builder of the Burgess Building (the earliest in the group), the Lang Building is known to have been constructed by the Concrete Engineering Company, a firm that likely built all three buildings for the Haverhill Building Trust. No listing for the Concrete Engineering Company appears in Haverhill or Boston directories. Monks & Johnson, a Boston-based architecture and engineering firm, designed the Tilton Building, according to the Commonwealth's Public Safety records. Archibald G. Monks and Granville Johnson maintained a partnership from 1915 to 1932. Architectural plans for the Tilton Building, filed at the Massachusetts State Archives, include the following notation: "Detail at top of front elevation to match old buildings but to fit dimensions of new building." While it is clear that the ornamental motifs on the exterior of the Tilton Building were intended to match the older buildings, the overall similarity of the designs suggest that either Monks or Johnson may have designed the older buildings before the architects formed their partnership in 1915. Monks & Johnson designed a number of buildings in Boston, including a garage for the Jordan Marsh Company; the S. S. Pierce Company building, Brookline Avenue; Boston School of Physical Education, 105 South Huntington Avenue (1916); the Pilgrim Building, 204-216 South Street (1919) (NRDIS, 1983), and the University Club, 420-432 Stuart Street (1925/1929). [Public Safety Plans; BPL architects file]

As a group of three concrete industrial buildings that are modern in design and monumental in scale, the Burgess, Lang, and Tilton Buildings are reminiscent of an earlier industrial complex in Massachusetts that is more widely known: the first phase of the United Shoe Machinery Corporation plant, 400 Elliott Street, Beverly (1902-1906, MHC Area AE). The three monumental, side-by-side, industrial buildings that constituted the first phase of construction for United Shoe in Beverly are significant for their design by English-born engineer Ernest Ransome, a master pioneer in reinforced concrete construction. The three United Shoe buildings in Beverly display a "building as machine" aesthetic later embraced by modern architects, and have been described collectively as the most important concrete landmark in the United States. No evidence has been located to date to suggest that the concrete buildings in Haverhill were associated with Ransome. However, United Shoe Machinery Corporation was a tenant in the Burgess Building, 143-145 Essex Street (see above) from its opening in 1911 through the end of the historic district's period of significance, raising the possibility that executives of United Shoe who were familiar with the construction in Beverly also were involved in the design of the buildings in Haverhill. Haverhill city directories describe the operations of United Shoe in the Burgess Building as "shoe machinery," and provide no further information on the company or its employees in Haverhill. While a direct connection between the construction of the Beverly and Haverhill buildings has yet to be established, pending future research into the business practices of United Shoe, the reinforced concrete buildings at the United Shoe plant in Beverly may have served as a model for the construction of Haverhill's first concrete industrial buildings. [Haverhill directories; MACRIS database; Cummings Properties website]

In contrast to the concrete factories, the red brick factories in the Hamel Leather Company complex in Haverhill were more closely aligned architecturally with traditional industrial construction already established in the city. The architects who designed the brick buildings for the Pentucket Associates and the Essex Associates, respectively, were active in Haverhill in the late 19th and early 20th centuries. The Pentucket Associates Building, 10 Duncan Street (1911, sketch map #4, photo 3) was designed by George W. Griffin of Concord, New Hampshire and built by Kelly Brothers of Haverhill. The seven-story Pentucket Associates building grafts spare classical-style ornament executed in brick and concrete onto a multi-bay, brick-clad block. A native of Methuen, Massachusetts, George W. Griffin lived in Haverhill while training in the office of architect C. Willis Damon, after which he started his own architectural firm based in

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Concord, New Hampshire. Other Haverhill buildings by Griffin include the Horne & Stevens Building, 86-92 Essex Street (1909), the Wingate Associates Building, Wingate and Essex Streets (1910, NRDIS 1976), and the C. H. Hayes Building, 36 Granite Street (1911). [Public Safety plans; Washington Street Shoe District NR nomination]

A short distance southwest of the Pentucket building, at the corner of Essex and Locke Streets, is the eight-story Essex Associates Building, 109-113 Essex Street (1914-1915, MHC #1047, sketch map #2; **photos 1, 4, and 7**), designed by Damon Brothers of Haverhill. With its classical brick piers, bay windows over the storefronts, and round-arched windows with keystones at the attic level, the eight-story Essex Associates Building displays perhaps the most traditional design of any building in the Hamel complex, providing a strong contrast to the adjacent row of three concrete factories—the Tilton, Burgess, and Lang Buildings (see above)—constructed between 1911 and 1916. Architect C. Willis Damon (1849-1916) had a long career in Haverhill, paralleling a period of major growth in the city. He graduated from the School of Architecture at the Massachusetts School of Technology (MIT) in 1871, and started an architecture firm in Haverhill in 1873, with his brother, Charles Page Damon, joining the firm soon after. Between 1873 and 1915, the firm designed over thirty documented buildings in Haverhill, notably schools, residences, commercial blocks, and industrial buildings. Several Damon-designed commercial or industrial blocks, all built in 1882, survive in the Washington Street Shoe District (NRDIS 1976), located a few blocks south of the Hamel Leather Company complex. The firm also designed the Haverhill Board of Trade Building, 16-18 and 38-42 Walnut Street (1906/1908, see above, NR, 2007). The Essex Associates Building in the Hamel complex was one of the last commissions of the Damon Brothers firm, which closed in 1915. [NR nominations for Washington Street Shoe District and Haverhill Board of Trade; Haverhill Historical Commission research]

From their construction during the Late Industrial period through the end of World War II, these five buildings on Essex, Locke, and Duncan Streets were occupied by various industrial tenants, almost entirely shoe-related. While Haverhill directories prior to 1922-1923 do not include a street directory that lists the tenants of each building, business directories for 1911, 1916, and 1919 indicate that most early tenants were shoe manufacturers, and a small number of businesses were devoted to the manufacture of shoe machinery. Later directories suggest the range of businesses present in these buildings. Among them were manufacturers of men's and women's fine and medium turns¹, "infants' slippers," and dancing and nurses shoes, as well as concerns devoted to stitching and the manufacture of shoe ornaments, counters², wood heels, cut soles, inner soles, and polish. In addition to the L. H. Hamel Leather Company (see below), long-term tenants of these buildings included the United Shoe Machinery Corporation (see above) in the Burgess Building, 143-145 Essex Street (from 1911 through the 1950s, see above); and the Knights-Allen Company, shoe manufacturers, in the Burgess Building and the Tilton Building, 115-117 Essex Street. Singer Sewing Machine Company briefly occupied space in the Lang Building, 151 Essex Street, in the late 1910s, while maintaining its principal location in Haverhill on Merrimack Street. Occupants of street-level storefront spaces in these buildings included small businesses such as restaurants and confectionaries, express (shipping) shops, and a printer.

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¹ As defined by the American Leather Chemists Association, a *turn shoe* is a single-sole, flexible shoe in which the sole and upper are stitched together with a horizontal chain stitch while wrong side out on the last. [American Leather Chemists Association dictionary]

² A *counter* is a piece of stiffening material inserted at the back of the shoe between the lining and the outside of a shoe upper. [American Leather Chemists Association dictionary]

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Shoe manufacturing and related businesses dominated Haverhill's economy at the start of the **Early Modern period** (ca. 1916-1940). There were 16,000 wage earners in Haverhill in 1919, with approximately 75% dependent on the shoe industry for their livelihood. Government contracts during World War I increased production and employment opportunities. In 1927, Haverhill was one of the top three large centers of shoe manufacturing in Massachusetts, behind the cities of Brockton and Lynn. The same year, the value of shoes produced in Haverhill constituted 53.4% of the city's total valuation of products manufactured (\$48,736,697), while shoe-related cut stock and findings (*i.e.*, ornaments, buckles, etc.) comprised another 23.2%. Orra Stone's *History of Massachusetts Industries* (1930) notes that Haverhill's output in October 1928 was 55,036 cases of shoes (each case averaging about thirty-six pairs), encompassing approximately one-sixth of all women's shoes made in the United States that month. [Stone, I, 355; O'Malley and Tedesco, 66-71]

By the late 1920s, however, the economic stability of this "one industry town" was threatened by conflicts within the shoe industry that would characterize Haverhill's history through the 1960s. A study conducted in 1928 by economists and labor statisticians from the U. S. Department of Labor concluded that, in Haverhill, "the shoe-making process and the consumer's demands had been revolutionized, but management and labor were locked in an out-of-date mind set." Manufacturers were faced with the threat of foreign and increased domestic competition, as well as greater unpredictability of sales created by the 1920s revolution in women's fashions that called for new shoes for every occasion and every season. The pressure to keep manufacturing costs as low as possible increased the pressure to reduce labor costs, "the only factor [in the manufacturing process] that Haverhill shoe manufacturers could reasonably control." With wages dictated by the number of pieces each worker produced, rather than the hours worked, negotiation of labor contracts between each shoe firm and each craft union was a highly complex matter involving wage lists approved by the Shoe Workers Protective Union (SWPU) and the shoe manufacturers, rate books that required constant editing and updating, and continual labor unrest and the threat of a strike. Between 1920 and 1929, 219 shoe firms in Haverhill reportedly either went out of business or moved, usually to southern New Hampshire, where labor unions were not present. Remarkably, the total number of shoe firms in business in Haverhill declined only slightly during the same period, from 122 firms in business on January 1, 1920 to 102 firms in production in 1929. [O'Malley and Tedesco, 66-71]

During the Early Modern period, the last detached industrial building was constructed in the Hamel Leather Company complex. The eight-story Shoe and Leather Associates Building, 98-112 Essex Street (1918, sketch map #9, **photo 6**) also is known as the Witherell Building, named for the Witherell Company, Inc., an early tenant and one of several shoe manufacturers who occupied the building during the period of significance. Designed and constructed by W. A. & H. A. Root, Inc. of Boston, the building is typical of factory design in the Early Modern period, consisting of curtain wall construction in which the exterior wall surfaces are non-load-bearing. Multi-pane steel industrial sash and brick panels constituted the curtain walls, which were applied over a grid of reinforced concrete piers and spandrels. Steam heat for the building was provided via an underground conduit from the Essex Associates Building, 109-113 Essex Street across the street. The firm of W. A. & H. A. Root apparently focused on building construction, starting in the late 19th century with a number of dwellings and small-scale stores in Boston that were designed by Boston architecture firms. In the decade following construction of the Shoe and Leather Associates Building in Haverhill, the Root firm built four large buildings in Boston in the Park Square vicinity, which was then under redevelopment: the Park Square Building, 1-59 St. James Avenue (1922-1923, MHC #2381); the University Club, 420-432 Stuart Street (1925/1929, MHC #2395); the

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Boston Consolidated Gas Company Building, 100 Arlington Street (1927, MHC #2361); and the YWCA, 140 Clarendon Street (1929, MHC #2368) (NRIND, 2004). [Sanborn maps; Public Safety plans; BPL architects file; Haverhill directories] In October 2007, original steel industrial windows in the Shoe and Leather Associates Building began to fail, with falling glass posing a public safety hazard, and Haverhill's building commissioner ordered them removed.

The association of the L. H. Hamel Leather Company with the historic buildings in the district began during the Early Modern period. Hamel Leather was a major producer of leather and leather goods, principally for the shoe industry, in the first half of the 20th century. Louis H. Hamel (1898-1975) was born in Exeter, New Hampshire; his parents were Haverhill natives who returned to Haverhill with the family a few years later. As a child, Louis Hamel supplemented the family income by working after school peddling ice cream and candy at the city's shoe factories. Leaving school after the seventh grade, he worked as an errand boy in the cutting room of the Webster & Webber Shoe Company in Haverhill, then moved on to the Hartman Shoe Company. At the age of seventeen, Hamel used his savings of \$97 and opened his own business at 11 Washington Street, cutting shoe trimmings from leather remnants. Eighteen months later, he moved the growing business to 100 Washington Street, first leasing an entire floor, then expanding by 1919 to occupy four floors of the building. Hamel's firm became the largest trimming cutting room in Haverhill, employing forty cutters. The firm also handled glazed kid³ and sheepskins, purchased from various tanneries and resold to the shoe trade, and cut shoe linings from whole skins and leather remnants. ["Haverhill firm is called world's leader;" 1916 directory]

Louis Hamel's venture soon became a family business. Arthur Hamel joined his younger brother in the firm about 1920. One year later, the L. H. Hamel Leather Company was incorporated, with Arthur Hamel as president and sales manager, and Louis Hamel as general manager and treasurer. Three other brothers also worked in management positions: Herbert Hamel, as clerk; George Hamel, as assistant sales manager; and Walter Hamel, as production director.

In 1920, Hamel Leather Company was one of 78 businesses in Haverhill dealing in leather remnants and trimmings, and had a profit of \$25,000. The firm's sales of uncut leather had reached sufficient volume to warrant adding the tanning of skins to the company's activities. Another factor in this decision may have been the relative lack of leather manufacturers operating in Haverhill: only two noted in the *Annual Shoe and Leather Reporter* of 1920. In December 1922, the company acquired a tannery in Peabody, Massachusetts. Within a year, however, demand for the company's leather had exceeded the capacity of the Peabody tannery, which was then sold, and the tannery operation moved to the Washington Street building in Haverhill. ["Haverhill firm is called world's leader;" O'Malley and Tedesco, 75; *Annual Shoe and Leather Reporter* (1920)]

Hamel Leather Company moved its tannery operation in December 1923 to the first floor of the Tilton Building, 115-117 Essex Street. Massachusetts Cities Realty Company owned the Tilton Building, as well as the neighboring Burgess Building and Lang Building. Initially occupying 20,000 square feet of floor area, Hamel Leather soon took over the entire Tilton Building, occupying over 265,000 square feet in the tanning of approximately 20,000 sheep and goat skins per day. In 1928-1929, Massachusetts Cities Realty Company constructed for Hamel Leather a 30,000-square-foot addition on the south elevation (right rear corner) of the Tilton Building. Designed by Morse & Dickinson, this one-story, red-brick addition is known as the power plant. It is likely that construction of this addition was one reason for channeling the Little River, which passed through the Massachusetts Cities Realty property. The channeling occurred between 1922 and 1944, according to Sanborn fire insurance maps. Described as the "Little River Aqueduct" on the

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³ *Glazed kid* is kid leather, usually chrome tanned, with a highly polished, smooth finish. [American Leather Chemists Assn dictionary]

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Sanborn maps, this new underground conduit allowed the property owner to construct additions to all three concrete industrial buildings by 1944. With the exception of the power plant, these additions were demolished sometime after 1971, according to Sanborn maps (see below for further information).

While developing his leather remnant business in the previous decade, Louis Hamel also operated the Hamel Shoe Machinery Company, Inc., one of the first tenants of the Essex Associates Building, 109-113 Essex Street. At the time, the leather remnant business was still located on Washington Street. Hamel's experimentation in mechanical processes relating to tanning, including the drying and tacking of leather, led him to patent some machinery designs. Initially, his inventions were controlled exclusively by the company. By the late 1930s, however, Hamel was receiving royalties from his competitors in the tanning industry, who built machines according to Hamel designs. Operations of the Hamel Shoe Machinery Company may have been absorbed by the Hamel Leather Company, as no separate listing for the shoe machinery company appears in Haverhill directories after 1923, when Hamel Leather moved into the Tilton Building. [Haverhill directories; "L. H. Hamel Leather Co.;" "Haverhill firm is called world's leader"]

By 1928, Hamel Leather Company reportedly was the largest producer of shoe linings in the United States, with 400 operatives and a capitalization of \$500,000. The success of the company was based in part on the manufacturing and business innovations of Louis Hamel and Arthur Hamel. Though he had no previous experience in tanning, Louis Hamel "knew what properties in leather were most valuable to the shoe factories and he learned by experimenting how to produce them." He developed and patented his own method of tanning known as the Nu-Process System, and also patented machinery used in the tacking and drying of leather. Few of the tannery's workers had experience in tanning; rather, they were selected by Louis Hamel for their aptitude for carrying out the processes he had developed. Arthur Hamel, who built the sales side of the business, had the goal of matching each customer with the leather best suited for that customer's requirements. To that end, the company hired former cutting-room foremen from shoe factories who had a thorough understanding of shoe manufacturing and could sort the finished leather according to the needs of the customer. By taking advantage of variations in the properties of sheepskins and goatskins, and by modifying the tanning process accordingly, the company also could provide "custom built" leather for each customer's needs. This new marketing technique, which created close cooperation between the tannery and the shoe manufacturers that used the tannery's products, increased demand for Hamel leather. ["Haverhill firm is called world's leader;" Stone]

Hamel Leather Company took an active role in the welfare of its employees. The company reorganized in 1928 to reward faithful employees with membership in the Hamel brothers firm. Those employees included Edward Blanchard, William Hayes, William Baston, C. F. Todd, John O'Shea, William Blain, and Victor St. Onge. In 1934, the company formed the Hamel Employees' Credit Union, followed in 1939 by the Hamel Employees' Mutual Benefit Association. The association provided industrial and non-industrial accident and sickness benefits and in 1941 instituted a wage stabilization plan, in which extra weeks' pay was deposited into a fund for use during annual vacations, sickness or other emergencies, or during unemployment because of slack business. At that time, over 80% of Hamel workers had been employed with the company for more than five years and were eligible for the plan. [O'Malley and Tedesco, 75; "L. H. Hamel Leather Company;" "Haverhill firm is called world's leader"]

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Haverhill's population remained relatively steady during the 1930s, numbering between 48,000 and 50,000. In 1936, the city had 7,500 wage earners, with 5,600 employed in the shoe and related industries, a significant decline since the 1920s. By the late 1930s, the Hamel Leather Company had begun to branch out beyond the production of sheep and kid skin lining leathers, adding a line of coat leathers as well as producing special types of outside shoe leathers.

At the start of the **Modern period** (1940-ca. 1958), Hamel Leather Company occupied nine floors in the Tilton Building, 115-117 Essex Street (including the basement); the basements of the Burgess Building, 143-145 Essex Street and the Lang Building, 151 Essex Street; one floor of the Shoe and Leather Associates Building, 98-112 Essex Street; and the basement of the Essex Associates Building, 109-113 Essex Street. To accommodate expansions in the shoe lining and coat leather departments, in the summer of 1941 Louis Hamel purchased the seven-story Pentucket Associates Building, 10 Duncan Street, with the intent of occupying the lower floor. Tenants in the building that stayed on after the change in ownership included the Merker Counter Company and the Laird-Schroeber Shoe Company. Hamel Leather embarked in 1941 on a two-year plan to increase equipment and facilities in order to minimize night employment at the tannery. Many of the hides processed by the company in the early 1940s came from India and China. ["Hamel Buys Duncan Street Building;" O'Malley and Tedesco, 72]

A profile in the 1941 Haverhill directory describes the city as the largest manufacturing center of women's shoes and wood heels in the United States. By that time, the city was billing itself as the Queen Shoe City of the World – chiefly in the production of women's cemented,⁴ McKay, and turn shoes – as well as a city of leather, textile, boxboard, and hat manufacturing industries. The total value of products manufactured in 1940 was \$25 million. Approximately 300 manufacturing establishments operated in the city, including over fifty shoe factories, about twenty wood heel business, and two large leather tanneries, one of which was Hamel Leather. With a population of 47,323, Haverhill was a retail trading and working center for a population of 150,000. [1941 directory]

Hamel Leather Company apparently continued operations through World War II. The company provided benefits to its employees in military service, and of 158 service men, 140 had returned to the company by 1947. By the late 1940s, raw kidskins were imported from India, Iran, China, Turkey, Afghanistan, Russia, Africa, and Brazil, with raw sheepskins imported from New Zealand and South America. In 1947, the \$12,000,000-per year business was first in the nation in the manufacture of leather for shoe linings, one of the top four companies in sheepskin production, and one of the top five companies in the production of glazed skins. At that time, the company numbered about 700 employees. ["L. H. Hamel started business"]

To diversify the company's product base, in 1945 Louis Hamel formed Hamel Wool Company to supply wool to woolen mills in all parts of the country. The "wool pullery" was set up on the eighth floor of the Tilton Building, processing wool pelts purchased from foreign and domestic markets and shipped to Haverhill by freight. After the pelts were treated to remove the wool, the skins were used by Hamel Leather Company for the shoe and garment industry. The pullery handled about 3,000 pelts per day and turned out more than 12,000 pounds of wool. ["L. H. Hamel started business"]

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⁴ *Cemented shoes* have outsoles that are attached by cementing instead of stitching, nailing, or pegging. *McKay shoes* involve a type of construction in which the upper is tack-, staple-, or cement-lasted and the outsole is attached by a chain-stitched seam concealed by a channel in the outsole. See above for a definition of *turn shoes*. [American Leather Chemists Association dictionary]

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After World War II, Louis Hamel was active in the Haverhill community, directing much of his time and resources to charitable organizations devoted to education and youth. In 1947, he was one of several Merrimack Valley businessmen who planned and developed Merrimack College in nearby North Andover, operated by the Order of St. Augustine; the infirmary on the campus is named for Hamel. He also established the Hamel Charitable Foundation, Inc., devoted to funding causes benefiting education and young people, as well as the City of Haverhill and the wider Merrimack Valley region. [O'Malley and Tedesco, 114]

By the late 1940s, most of the extant buildings within the boundaries of the historic district had been acquired by Hamel Realty Inc. Louis H. Hamel was president and treasurer of Hamel Realty, with Herbert C. Hamel as corporate clerk. The company maintained an office in the Tilton Building. The only exception to the Hamel ownership apparently was the grocers' warehouse at 262 Winter Street, at the northern end of the complex, which continued to be occupied by wholesale grocers Blake-Curtis Co., Inc. through the late 1950s. A train derailment damaged the front (north elevation) of the grocers' warehouse between 1949 and 1954, causing this part of the building to be reconstructed with concrete block. The rear of the building, which had housed coal, wood, and grain dealers since the 1920s, was vacant by 1959, according to directories. Original wood-frame coal bays at this location adjoined a sizable Hamel-owned concrete warehouse (see below) built between 1922 and 1944, according to Sanborn maps (see below). The coal bays were demolished in the 1960s. [Haverhill directories; Sanborn maps]

Hamel Leather Company announced in November 1973 that it would phase out its production and close the Haverhill plant, due largely to the cost of pollution control facilities to meet government specifications. The kid business was phased out completely, with the suede sheepskin lines to be tanned by a contractor. Some demolition of buildings in the historic district occurred in the decades following the announcement. This included most of the sizable, one-story concrete storehouse at the center of the district area, built between 1922 and 1944 for storing leather and manufacturing materials, on the site of the Lennox & Briggs Morocco Leather factory shown on the same site in the 1922 Sanborn map. The Hamel Leather storehouse spanned the north (rear) elevations of the Tilton Building, the Burgess Building, and the Lang Building; extended as far east as the rear of the Pentucket Associates Building; and abutted the open coal sheds at the rear of 262 Winter Street (see above). While a precise construction date has not been determined, the storehouse may have been built about 1928-1930, when Hamel Leather undertook an extensive building construction program to increase its plant capacity (see also power plant above). Remnants of the concrete storehouse were extant until the spring of 2008, when they were demolished in connection with a certified historic rehabilitation project (see below). Other building demolition in the district area, occurring in the second half of the 20th century, included an auto body garage on Locke Street, plus the former Gale Shoe Manufacturing Company building on Duncan Street, and the H. E. Guptill Shoe Factory on Winter Street, two originally detached buildings that were connected in the early 1920s. ["Hamel Leather Phasing Out;" Sanborn maps; Stone, 349]

Of the large-scale buildings present in the Hamel Leather Company complex, the Lang Building, 151 Essex Street, and the Burgess Building, 143-145 Essex Street, are office buildings, with other buildings occupied most recently by light industry. Forest City Residential Group has acquired the remaining buildings in the area bound by Essex Street, Locke Street, Duncan Street, Winter Street, and the railroad right-of-way, for the purpose of completing certified historic rehabilitations to create approximately 300 residential units. These buildings are the Tilton Building, 115-117 Essex Street, and the attached power plant on Locke Street, the Essex Associates Building, 109-113 Essex Street, the Pentucket

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Associates Building, 10 Duncan Street, and the Blake-Curtis Co. Inc. building, 262 Winter Street. The Shoe and Leather Associates Building, 98-112 Essex Street, is owned by another party that plans a renovation into sixty-one residential condominiums.

Archaeological Significance

Despite a long history of amateur and professional archaeology in Essex County, one of the higher site densities for counties in the state, and the location of Haverhill within the tidewater zone of the Merrimack River, patterns of ancient Native American settlement are poorly documented in the town. Any Native sites that survive in Haverhill could potentially be significant. Ancient sites in this area may contribute important information related to Native American subsistence and settlement activities in the Lower Merrimack River Valley, especially the downtown Haverhill locale between the confluence of the Little and Merrimack Rivers and several ponds near Kenoza Lake. Recent study of artifact collections at the Haverhill Historical Society's Buttonwoods Museum have indicated that the above area, which includes the district, may be an important Native American core settlement area, possibly including ceremonial or burial functions. Any sites that survive in the district may contribute systematically controlled information to help better understand artifact collections from sites in the area. Native sites in the district may also contribute important information that indicates the role of the Merrimack River as a trade corridor with Native groups in more inland locales to the west.

Historic archaeological resources described above may contribute important information related to the district's mid-19th century period of residential use for which no examples survive, pre-1911 industry for which only one example survives, and post-1911 industry for which several examples exist. Historical and archaeological resources may also contribute important information related to the evolution of shoe manufacturing in Haverhill and the district's transition during the late 19th century from residential to commercial and industrial use. Historical research and archaeological testing may locate the sites of residential homes, outbuildings, and occupational-related features located in the district prior to its period of industrial expansion. Archaeological remains of structures and detailed analysis of the contents of occupational-related features may contribute evidence of a cottage industry for shoe manufacturing that existed prior to the construction of factories in the district. A shoe manufacturing cottage industry may have been the start of a transition from residential development to small-scale factories in the late 19th century to large scale manufacturing after 1911. Historical and archaeological research may also contribute important information related to shoe manufacturing technologies that evolved and accompanied the transition from residential to industrial use in the district.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Hamel, L. H., Leather Co. Historic District
Haverhill (Essex Co.), MA

Section number 9 Page 1

9. Major Bibliographical References

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- Annual Shoe and Leather Reporter. Official Shoe and Leather Directory.* 1920 [Haverhill Public Library]
- Boston Public Library, Fine Arts Department. Boston Architecture Reference File [biographical information on Monks and Johnson, and W. A. & H. A. Root].
- Cummings Properties. United Shoe Machinery Corporation [Beverly, Mass.]. Sections on architecture and history of United Shoe Machinery Corp. buildings. www.cummings.com. Reviewed December 2007.
- Galvin, William Francis, Secretary of the Commonwealth. *Historical Data Relating to Counties, Cities, and Towns in Massachusetts.* Boston: The New England Historic Genealogical Society, 1997.
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- Massachusetts Department of Conservation and Recreation with the Essex National Heritage Commission. "Haverhill Reconnaissance Report." Essex County Landscape Inventory. Massachusetts Heritage Landscape Inventory Program. May 2005.
- Massachusetts Historical Commission (MHC). Inventory of Historic and Archaeological Assets of the Commonwealth. Area inventory form for L. H. Hamel Leather Company Complex prepared by Douglas Kelleher and Taya Dixon on behalf of Epsilon Associates, Inc. (July 2006).
- , "Haverhill Board of Trade Building, 16-18 and 38-42 Walnut Street, Haverhill." National Register nomination prepared by Leslie Donovan and Rachel C. Nugent, Tremont Preservation Services, with Betsy Friedberg, National Register Director, MHC, 2007.
- , "MHC Reconnaissance Survey Report: Haverhill." 1985.
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- Massachusetts State Archives, Index to Public Safety Plans (also known as Division of Inspection. Building Inspection Plans, 1889-1987). Card file with building names, construction dates, and names of architects and builders noted on architectural plans filed with the State Archives.
- O'Malley, Patricia Trainor and Paul H. Tedesco. *Haverhill, Massachusetts. A New England City.* Northridge, CA: Windsor Publications, 1987.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Hamel, L. H., Leather Co. Historic District
Haverhill (Essex Co.), MA

Section number 9 Page 2

Stone, Orra L. *History of Massachusetts Industries*. 4 vols. Boston-Chicago: The S. J. Clarke Publishing Company, 1930.

Withey, Henry F. and Elsie Rathburn Withey. *Biographical Dictionary of American Architects (Deceased)*. Los Angeles: Hennessey & Ingalls, Inc., 1970. [Republished by Omnigraphics, Detroit, 1996]

Newspaper Clippings, Special Collections Department, Haverhill Public Library (listed chronologically)

"L. H. Hamel Leather Co. has phenomenal growth in past 15 years of its existence." Unattributed newspaper clipping (February 16, 1931).

"Haverhill firm is called world's leader in the manufacture of leather." *Haverhill Evening Gazette* (March 8, 1938).

"Hamel buys Duncan Street building." *Haverhill Evening Gazette* (August 6, 1941).

"New wage plan benefits 500 at Hamel Co." *Haverhill Evening Gazette* (August 26, 1941).

"L. H. Hamel Leather Co." *Haverhill Evening Gazette* (May 5, 1947).

"Half-century of success [article on Louis H. Hamel]." *Haverhill Gazette* (March 17, 1966).

"Hamel Leather phasing out." *Haverhill Gazette* (November 7, 1973).

Directories, Resident Lists, and Voting Lists

Boston directories: 1911, 1950.

Haverhill directories: 1902, 1905, 1911, 1916, 1919, 1922-1923, 1923-1924, 1930, 1941, 1955, 1959.

Plans, Maps, and Atlases

Sanborn Map Company. *Fire Insurance Maps of Haverhill, Massachusetts* (April 1886; 1893; 1906; 1922; 1944; 1906 corrected to September 1949; 1906 corrected to 1954; 1961; 1971).

(end)

L. H. Hamel Leather Company Historic District
Name of Property

Essex, Massachusetts
County and State

10. Geographical Data

Acreage of Property approximately 6 acres

UTM References

(Place additional UTM references on a continuation sheet)

A. 19 329340 4737920
Zone Easting Northing

C. 19 329380 4737690
Zone Easting Northing

B. 19 329380 4737850
Zone Easting Northing

D. 19 329360 4737640
Zone Easting Northing

☒ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kathleen K. Broomer with Douglas Kelleher, Epsilon Associates, and Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date December 2008

street & number 220 Morrissey Boulevard telephone (618) 727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name multiple

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503. NPS Form 10-900
OMB No. 1024-0018 (Rev. 10-90)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Hamel, L. H., Leather Co. Historic District
Haverhill (Essex Co.), MA

Section number 10 Page 1

10. Geographical Data

UTM References (continued)

	Zone	Easting	Northing
E	19	329320	4737670
F	19	329330	4737700
G	19	329270	4737750
H	19	329210	4738000
I	19	329260	4738000
J	19	329280	4737940

Verbal Boundary Description

The boundary of the nominated district is shown on the accompanying sheets 302 and 304 of the City of Haverhill assessor's maps.

Boundary Justification

The district boundary includes the greatest concentration of intact resources historically associated with growth and development of the L. H. Hamel Leather Company.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Hamel, L. H., Leather Co. Historic District
Haverhill (Essex Co.), MA

Section number Photos Page 1

Photographs

Historic Name: L. H. Hamel Leather Company Historic District
Location: Essex, Locke, Duncan, and Winter Streets, Haverhill (Essex County), MA
Photographer: Kathleen Kelly Broomer
Date: Fall 2007
Location of
Digital Images: Epsilon Associates, Inc., Maynard, MA

Photo #	View
1	View NW on Essex Street near Locke Street, showing (from left to center) Lang Building, 151 Essex Street; Burgess Building, 143-145 Essex Street; Tilton Building, 115-117 Essex Street; and Essex Associates Building, 109-113 Essex Street. <i>digital file name: MA_Haverhill (Essex County)_Hamel1</i>
2	Blake-Curtis Co. Inc. Warehouse, 262 Winter Street. View SW. <i>digital file name: MA_Haverhill (Essex County)_Hamel2</i>
3	Pentucket Associates Building, 10 Duncan Street. View SW. <i>digital file name: MA_Haverhill (Essex County)_Hamel3</i>
4	Tilton Building, 115-117 Essex Street (left), and Essex Associates Building, 109-113 Essex Street (right). View NE. <i>digital file name: MA_Haverhill (Essex County)_Hamel4</i>
5	Lang Building, 151 Essex Street (left), and Burgess Building, 143 Essex Street (right). View NE. <i>digital file name: MA_Haverhill (Essex County)_Hamel5</i>
6	Shoe and Leather Associates Building, 98-112 Essex Street. View SE. (Building in foreground is not in district). <i>digital file name: MA_Haverhill (Essex County)_Hamel6</i>
7	View SW on Locke Street, showing Hamel Leather Company Power Plant, Locke Street (foreground); Essex Associates Building, 109-113 Essex Street (left background); and Tilton Building, 115-117 Essex Street (right background). <i>digital file name: MA_Haverhill (Essex County)_Hamel7</i>

**L. H. Hamel Leather Company Historic District
Haverhill, Massachusetts**

District Data Sheet

<i>Assessor's Map-Block-Lot</i>	<i>MHC #</i>	<i>Sketch Map #</i>	<i>Street Address/Historic Name (assessor's addresses in boldface)</i>	<i>Date of Construction</i>	<i>Style</i>	<i>Resource Type</i>	<i>Status</i>
304-58-11	—	4	10 Duncan Street Pentucket Associates Building	1911	Classical Revival	B	C
302-56-8	—	9	98-112 Essex Street Shoe & Leather Associates Building (a/k/a Witherell Building)	1919	utilitarian/Modern	B	C
304-57-1	1047	2	109 Essex Street Essex Associates Building (109-113 Essex Street)	1914-1915	Classical Revival	B	C
	1048	1	Andrew J. Tilton Building (115-117 Essex Street)	1915-1916	Moderne	B	C
	1050	3	Hamel Leather Company Power Plant (Locke Street)	1928-1929	No style	B	C
	—	8	smoke stack	1929	No style	St	C
304-57-2	1045	6	143 Essex Street William H. Burgess Building (143-145 Essex Street)	1911	Moderne	B	C
304-57-3	1046	7	151 Essex Street Howard W. Lang Building	1912	Moderne	B	C
304-58-20	—	—	Locke Street (vacant lot)	—	—	—	—
304-58-4	—	5	262 Winter Street Blake-Curtis Company Inc. Warehouse addition	ca. 1886/ca. 1950 ca. 1910	No style	B	C

Key: B = building, Si = site, St = structure, O = object, C = contributing, NC = noncontributing

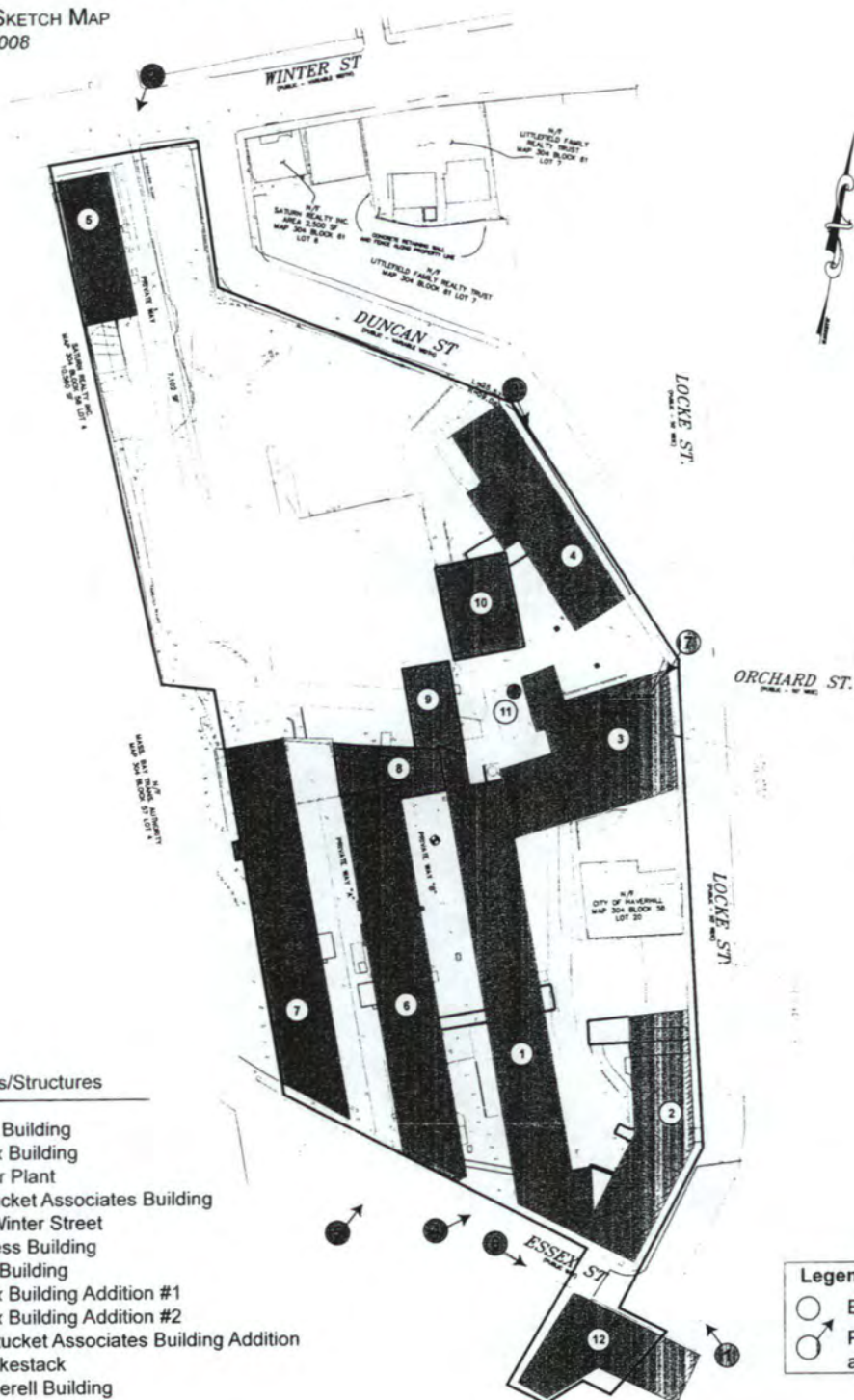
Number of Resources Within District: 8 buildings (all contributing), 0 sites, 1 structure (contributing), 0 objects

L.H. HAMEL LEATHER COMPANY HISTORIC DISTRICT
HAVERHILL (ESSEX COUNTY), MASSACHUSETTS

DISTRICT SKETCH MAP
FEBRUARY 2008

Buildings/Structures

1. Tilton Building
2. Essex Building
3. Power Plant
4. Pentucket Associates Building
5. 262 Winter Street
6. Burgess Building
7. Lang Building
8. Essex Building Addition #1
9. Essex Building Addition #2
10. Pentucket Associates Building Addition
11. Smokestack
12. Witherell Building



Legend

○ Building Number

○ Photo Direction and Location

DISTRICT SKETCH MAP
FEBRUARY 2008

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY L.H. Hamel Leather Company Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Essex

DATE RECEIVED: 1/08/09 DATE OF PENDING LIST: 1/27/09
DATE OF 16TH DAY: 2/11/09 DATE OF 45TH DAY: 2/21/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000032

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 2-18-09 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



L.H. Hamel Leather Company Historic District
Haverhill, Essex County, Mass.

View NW on Essex Street near Locke Street

~~Lang Building, 151 Essex Street~~

left to center: Burgess Building, 143-145 Essex Street
Tilton Building, 115-117 Essex Street
Essex Associates Building, 109-113 Essex St

Photo 1

MA-HAVERHILL(ESSEX COUNTY)-HAMEL 001



L.H. Hamel Leather Company Historic District
Haverhill, Essex County, Mass.

Blake-Curtis Co. Inc. Warehouse, 262 Winter Street
View SW

Photo 2

MA-HAVERHILL(ESSEXCOUNTY)-HAMEL 002

2007



Lt Hamel Leather Company Historic District
Haverhill, Essex County, Mass.

Pentucket Associates Building, 10 Duncan Street
View SW

Photo 3

MA_HAVERHILL(ESSEXCOUNTY)_HAMEL 003

2007



Lt Hamel Leather Company Historic District
Haverhill, Essex County, Mass.

Ti Hon Building, 115-117 Essex Street (left)
Essex Associates ^{Bldg} 109-113 Essex Street (right)

View NE

Photo 4

MA-HAVERHILL(ESSEXCOUNTY)-HAMEL 004

2007



Lt Hamel Leather Company Historic District
Haverhill, Essex County, Mass.

Lang Building, 151 Essex Street (left)
Burgess Building, 143 Essex Street (right)

VIEW NE

Photo 5

MA - HAVERHILL (ESSEX COUNTY) - HAMER LOOS

2007



Lt Hamel Leather Company Historic District
Haverhill, Essex County, Mass.

Shoe and Leather Associates Bldg, 98-112 Essex Street
View SE

(bldg in foreground not in district)

Photo 6

MA-HAVERHILL(ESSEX COUNTY)-HAMEL 006

2007



LH Hamel Leather Company Historic District
Haverhill, Essex County, Mass.

Hamel Leather Company Power Plant, Locke Street (foreground)
Essex Associates Bldg, 109-113 Essex Street (left background)
Tilton Bldg, 115-117 Essex Street (right background)

view SW

Photo 7 MA - HAVERHILL (ESSEX COUNTY) - HAMEL 007

2007



Haverhill

MASSACHUSETTS NEW HAMPSHIRE

1:25 000-scale metric
topographic map



7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works
Control by USGS, NOS-NOAA, Commonwealth of Massachusetts agencies, and State of New Hampshire agencies
Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1987
This area covered by 7.5-minute, 1:25 000-scale maps: Salem Depot 1968 and Haverhill 1972
Selected hydrographic data compiled from NOS chart 13274 (1982)
This information is not intended for navigational purposes
Projection and 1000-meter grid, zone 19
Universal Transverse Mercator
10 000-foot grid ticks based on Massachusetts coordinate system, maintained zone, and New Hampshire coordinate system 1927 North American Datum
To place on the projected North American Datum 1983, move the projection lines 6 meters south and 41 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM	ADJOINING MAPS		
Meters	Feet		1	2	3
1	3.2808	UTM grid convergence (G) and 1987 magnetic declination (MN) at center of map Diagram is approximate	1	2	3
2	6.5617		4	5	6
3	9.8425		7	8	9
4	13.1234		10	11	12
5	16.4042		13	14	15
6	19.6850		16	17	18
7	22.9658		19	20	21
8	26.2467		22	23	24
9	29.5275		25	26	27
10	32.8084		28	29	30

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

UTM grid convergence (G) and 1987 magnetic declination (MN) at center of map
Diagram is approximate

1 Manchester South
2 Kingston
3 Exeter
4 Nashua
5 Newburyport
6 Lowell
7 Lawrence
8 Ipswich

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

Topographic Map Symbols

Primary highway, hard surface	Secondary highway, hard surface	Light-duty road, hard or improved surface	Unimproved road, trail	House marker: Interstate, U.S., State	Railroad: standard gage; narrow gage	Bridge: drawbridge	Footbridge: overpass; underpass	Built-up area: only selected landmark buildings shown	House; barn; church; school; large structure																	
Boundary:	National, with monument	State	County, parish	Civil township, precinct, district	Incorporated city, village, town	National or State reservation; small park	Land grant with monument; found section corner	U.S. public lands survey: range, township, section	Range, township, section line: location approximate	Fence or field line	Power transmission line, located tower	Dam; dam with lock	Cemetery, grave	Campground; picnic area; U.S. location monument	Windmill; water well; spring	Mine shaft; prospect; adit or cave	Control: horizontal station; vertical station; spot elevation	Contours: index; intermediate; supplementary; depression	Distorted surface: strip mine, lava; sand	Sounding: depth curve	Personal lake and stream; stream	Rapids, large and small; falls, large and small	Submerged marsh; marsh, swamp	Land subject to controlled inundation; woodland	Scrub; mangrove	Orchard; vineyard

A pamphlet describing topographic maps is available on request

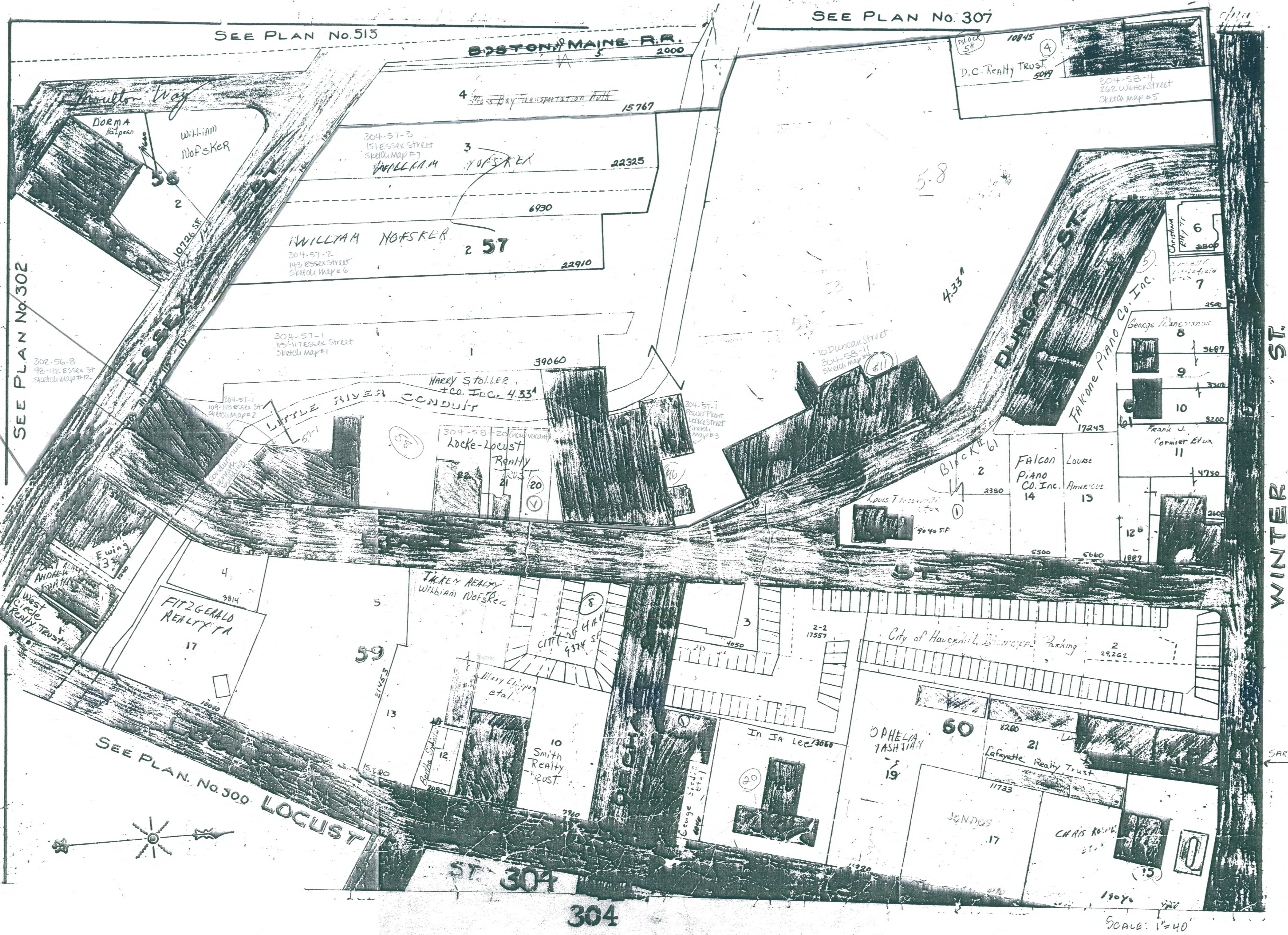
A 19 329340 4737420 G 19 329270 4737750 J 19 329220 4737940
B 19 329350 4737650 H 19 329210 4738000
C 19 329360 4737640 F 19 329330 4737700 I 19 329200 4738000

HAVERHILL, MASSACHUSETTS - NEW HAMPSHIRE
42071-G1-TM-025
1987

L.H. HAMEL LEATHER CO. HISTORIC DISTRICT (MAP OF 2)
HAVERHILL, ESSEX COUNTY, MASS.
CITY OF HAVERHILL ASSESSORS MAP 304
SCALE AS NOTED AT LOWER RIGHT
SEE DISTRICT SKETCH MAP FOR CURRENT BUILDINGS
JANUARY 2008

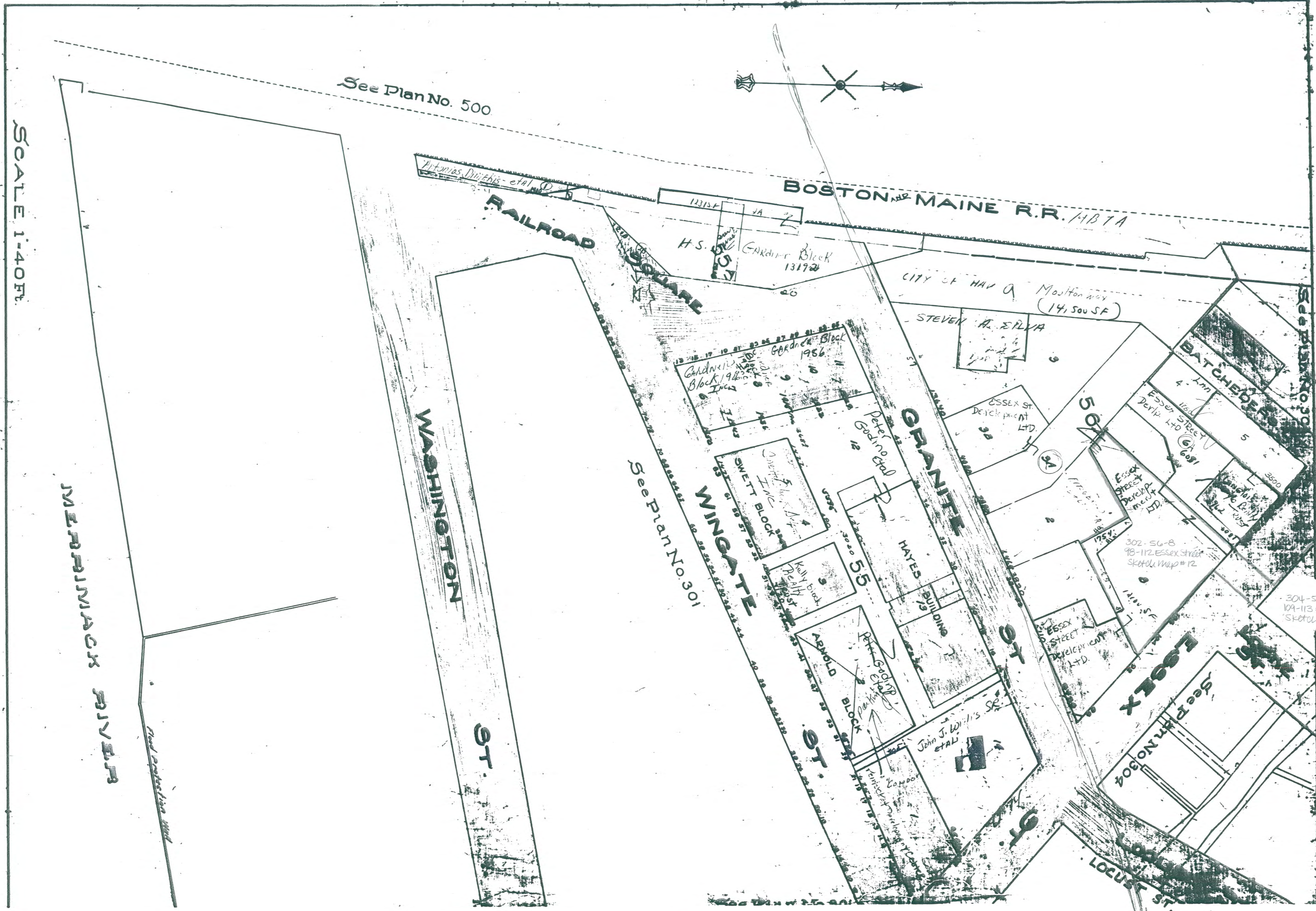
304

Hoffman Perry



6/1/11
3/1/12

SCALE 1"=40 FT.





The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

December 29, 2008

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

L.H. Hamel Leather Company HD, Haverhill (Essex), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the properties were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Kathleen Kelly Broomer, Douglas Kelleher, consultants
James Fiorentini, Mayor, City of Haverhill
Roy Wright, Haverhill Historical Commission
William Pillsbury, Planning & Economic Development
FC Duncan LLC Lotus Realty LLC
FC Haverhill LLC Kifor Development LLC
FC Locke LLC Historic New England
FC Winter Street LLC Forest City Residential Group