

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 \_\_\_\_\_  
other names/site number Main Street Historic District

2. Location

street & number Main, Lincoln, Preston, Walnut Sts., Chestnut Hill Rd., Burns Ave. not for publication  
city or town Millville vicinity \_\_\_\_\_  
state Massachusetts code MA county Worcester code 027 zip code 01529

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*

*3/27/06*

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

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): \_\_\_\_\_

*Edson H. Beall*  
Signature of the Keeper

Date of Action

*5.10.06*

Main St. HD  
Name of Property

Worcester, MA  
County and State

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

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

Contributing	Noncontributing	
124	25	building
22	2	sites
2	1	structures
		objects
148	28	Total

**Name of related multiple property listing**

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

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

- DOMESTIC: single, multiple dwellings, secondary structure
- COMMERCE: specialty store
- RELIGION: religious facility, church-related residence
- INDUSTRY: manufacturing facility
- FUNERARY: cemetery

**Current Functions**

(Enter categories from instructions)

- DOMESTIC: single, multiple dwellings, secondary structure
- COMMERCE: specialty store
- RELIGION: religious facility, church-related residence
- FUNERARY: cemetery

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

- Federal Greek Revival Gothic Revival
- Italianate Queen Anne Colonial Revival
- Bungalow/Craftsman

**Materials**

(Enter categories from instructions)

- foundation STONE
- walls WOOD, weatherboard
- roof ASPHALT
- other

**Narrative Description**

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

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# National Register of Historic Places Continuation Sheet

Main Street HD  
Millville (Worcester), MA

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## Narrative Description

### *LOCATION*

The Main Street Historic District is located in the town of Millville, a historic industrial village in southern Worcester County, Massachusetts, adjacent to the Rhode Island border. The town is bisected by the Blackstone River where a natural fall of water was dammed to provide power for grist mills in the 18<sup>th</sup> century and, later, for textile manufactories, none of which remain intact. There is a small island at the top of the falls, which was the first site of industrial development, and bridges spanning the river have been built at this location to link the island to the mainland. The town's two principal roads are Central Street, a north-south route connecting Millville with towns in Rhode Island, and Main Street, a highway (MA Rt. 122) connecting Millville northwesterly to Uxbridge and southeasterly to Blackstone. They intersect just north of the river and create a biaxial plan for the community. Remnants of the Blackstone Canal, completed in 1828, exist on the south side of the river, including portions of a lock built to bypass the obstacle of the dam within the Blackstone Canal NRHD, 1995). The Providence & Worcester Railroad operates on a single track on the north side of the river. The village coalesced in the narrow valley of the Blackstone River where these natural, industrial and transportation features came together.

### *PLAN OF THE DISTRICT*

The historic district contains most of the residential zone that developed on the north side of the Blackstone River during the heyday of the U.S. Rubber Company factory in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The topography of the Blackstone Valley slopes steeply on this side. The district extends nearly the full length of Main Street within the village on its south side, along the flats of the river, and roughly the same distance along Lincoln Street/Chestnut Hill Road, which parallel Main Street farther up the hillside. Chestnut Hill Road leads from the village and district core in a northwesterly and upward direction where it divides from the Uxbridge Road and heads north towards Chestnut Hill. It is an 18<sup>th</sup>-century route that connected Millville with Mendon Center, the seat of Millville's mother town. (Millville separated from Blackstone in 1916, which had separated from Mendon in 1845.) The area's first church, the Chestnut Hill Meeting House (NR 1984), is located along this road about 1½ miles north of the village. Lincoln Street is the southern leg of this early route that connected Millville with Blackstone.

Main Street follows the route of a county road completed in 1831 to connect Blackstone and Uxbridge. This road paralleled the river; the Blackstone Canal, which opened in 1828 was dug on the south side of the river. The Providence & Worcester Railroad was constructed between this road and the river in 1849. This road became Millville's Main Street and commercial and civic center where it intersected with Central Street, the

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road that crossed the railroad, canal, and river to link the north and south sides of the village. Three short streets connect with the two major thoroughfares within the historic district. A leg of Lincoln Street extends south of the Chestnut Hill Road/Lincoln Street intersection to connect with Main and Central streets. Properties on Burns Avenue form a significant portion of the western boundary of the district, and Preston Street traverses the district in its southern sector. The site of the U.S. Rubber Company factory on the south side of Main Street and east of Central Street is included in the historic district. All together, the district contains 148 contributing and 28 non-contributing features. It is mostly residential in character, although it also includes commercial buildings, a church, landscape elements and industrial archeological sites.

The Main Street Historic District represents a significant concentration of historic resources within the larger community of Millville. Natural and artificial barriers, the Blackstone River and the Providence & Worcester Railroad, in particular, have served to distinguish this district from the rest of the village on the south side of the river. The demolition of historic buildings, recent alterations to the intersection of Central and Main streets, and the elevation of the bridge crossing the railroad have served to exaggerate this separation. As a result, a single, unified historic district cannot be effectively established in Millville. Rather, it is necessary to delineate non-contiguous districts in the northern and southern sections of the town, and perhaps, other isolated individual properties or districts in other dispersed locations. The Central Street Historic District on the south side of the river was the first of these significant areas to be nominated to the National Register of Historic Places in 2002. This nomination of the Main Street Historic District recognizes the distinguishing characteristics of the other.

The district contains a variety of distinctive examples of industrial worker housing, built both singly and in groups, that represent the period when Millville's economy and community boomed at the end of the 19<sup>th</sup> century and the beginning of the next. This development occurred in stages that serve to define the historic district.

*THE DISTRICT IN 1831*

John G. Metcalf's Map of Mendon, published in 1831, depicts a greater concentration of industries and dwellings in Millville on the north side of the Blackstone River than on the south side. (Fig. 1) Esak Pitt's wool manufactory, established in 1818, and Alexander Wilson's saw mill and ax and scythe foundry are depicted on the north side of the river just east of the crossing. Pitts and Wilson had homes just north of their businesses. West of the bridges, there was a store and a house named for Moses Buffum, Esak Pitts's son-in-law and business partner. All these features were along the river within the space between the Blackstone and the road, including a cemetery and a district school house. Metcalf's map antedated the completion of the county road, now Main Street, in 1831, although the arrangement of the houses in this space suggests that its existence was anticipated. In particular, the brick, Federal-style, Moses Buffum House west of the crossing (214 Main St. MHC #47, PHOTO 1) and the Greek Revival-style Esak Pitts

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House to the east (186 Main St. MHC #45, PHOTO 2) were clearly constructed to face this new highway, which replaced the meandering, hillside route as the principal axis of the village. Connecting with the larger industrial centers of Uxbridge to the west and Blackstone and Woonsocket, Rhode Island to the east, this road served as the gateway into Millville and earned the distinction of its Main Street.

Many of the dwellings represented on the map represent the traditional rural architecture that defined the area prior to industrialization. The two-story Mellon/Mary Benson House located near the intersection of Chestnut Hill Road and Lincoln Street has the appearance of a farm house with its large central chimney and smaller kitchen ell. (8 Chestnut Hill Rd. MHC #19, PHOTO 3) Smaller one-story versions of this classic New England house form are located at various points along the old road, notably at 82 Chestnut Hill Road (MHC #12, PHOTO 4) and 19 Lincoln Street (PHOTO 11).

With the river and the town's first woolen mill on the south and the stylish new houses of Millville's ambitious industrialists, this corridor was the defining element of the emerging 19<sup>th</sup>-century factory village. The old road on the hillside with its older rural and newer laborer dwellings, provided an appropriate backdrop conveying a sense of the density and socio-economic hierarchy characteristic of the mill village landscape. Secondary housing appeared on the south side of the river, linked to the center via the two bridges interrupted by the island where the town's first grist mill was built in the 18<sup>th</sup> century. On both sides of the river, this early concentration quickly disintegrated into the existing rural landscape.

*THE DISTRICT IN 1854*

Within twenty short years, between the publication of Metcalf's map and another atlas in 1854, industrial and residential development had shifted to the south side of the river. Millville grew considerably in the years the woolen industry expanded under the direction of Moses Farnum, who bought the water privilege in 1845 and consolidated and increased the woolen production in the village. Farnum had made a fortune in the manufacture of wool cloth in Blackstone, and he expanded his enterprise upriver. The 1854 map depicts the new woolen mills on the natural island in the river, as well as on the new "island" created by the section of the Blackstone Canal that skirted the falls on the south side of the river. New streets and lots had been platted south of this new facility and the area had filled in with not just with houses, but also churches, stores, and a hotel. The Providence & Worcester Railroad had been constructed on the north side of the river in 1849, but the tracks of a competing railroad organized by Moses Farnum connecting Boston with New York was servicing the south side by 1854. Fortunes had shifted, and the prominence of Main Street and the north side of town had been clearly eclipsed.

Comparatively, Main Street and the north side had experienced very little growth. The scythe works were the only industry north of the river that had survived; Esak Pitts's early wool manufactory had been made obsolete by the improved technology of the new mills. Fancier houses had been built on Main Street since

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1831, although their owners' names and those of existing properties had changed. Names that would continue to be prominent on the list of property owners were prevalent: Thayer, Southwick, Aldrich, Fairbanks, and Wilson. Some of the names were repeated on more than one property indicating that real estate speculation in rental properties had begun to be a significant part of Millville's local economy. A newcomer named Charles H. Fletcher had appeared in town as the owner and operator of a store at the intersection of Lincoln Street and Chestnut Hill Road. (5 Lincoln St. MHC #20, PHOTO 17) This large, two-story building with shop space on the ground floor and residential space above, is a rare surviving example of Greek Revival-period commercial architecture in the region. The façade with its front gable enclosed with entablatures to create a pediment and a pillared porch recessed under the second story (now enclosed) are particularly distinctive features. Fletcher would play an important role in the growth of the village later.

The post office was located next to Fletcher's store, and a blacksmith shop was across the street. There were two liverys on Main Street situated near the P&W depot, all of which indicate that Main Street had become more commercially-oriented since the arrival of the railroad. A building identified as Darling's Hall was adjacent to the train station, apparently with a public function. Future maps attest that a hotel or two were soon to come. None of these buildings remain. Millville's population center had clearly shifted, and although the highway and the railroad were still prominent, the north side became a secondary area. A new school was built in 1850 on the north side of the river but on the south side of the tracks. The fate of the first school is not known for sure, but some people in town have identified the house at 16 Lincoln Street as being that building. (PHOTO 14) New houses of Millville's elite citizens were built on the more gently-sloping grade of the south side of the river, beyond the Boston & New York Railroad crossing. This area was called "The Heights" as if it was suburban. The more rugged landscape on the north side could not claim this distinction.

By 1854 more specialized and economical tenant housing for workers had been introduced into the village. The most common house type was the one-story double house. Each unit had a three-room floor plan with basement and attic space. They were attached end-to-end, each with their own distinct façade and entrance. This design was an early attempt to maximize lot use and compress more than one living unit into one building. Two houses located at 162 and 166-168 Main Street (MHC # 39, 41, PHOTO 5) represent the long, low double houses popular in this period. These houses would continue to be built and function as a housing alternative in the district into the 1880s. (In fact, those that still survive continue to serve that function, although the smaller ones have been enlarged and altered to achieve current living standards.) Soon, larger two-story houses were constructed either to provide more space for tenants who could afford better living conditions or to create more units for lower income workers. In this early period, forms and facades often replicated large houses with deep plans, gable roofs and symmetrical five-bay, center-entry facades. A typical, two-unit example is located at 252 Main Street (MHC #15, PHOTO 10). Small single-

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family dwellings ranged from the two-story, front-gable house with modest Greek Revival-style roof edge entablatures, wide corner boards and decorative full-front porch at 164 Main Street (MHC #40, PHOTO 13) to one-story, two-room cottages, such as a tenant house associated with elaborate temple-front Pitts/Fairbanks House and located at the rear of the property on 16 Lincoln Street, which may have originated as a school house. (PHOTO 14)

*THE DISTRICT IN 1870*

Moses Farnum became overextended financially and was forced into bankruptcy, which threw Millville's economy into a depression. Unemployment was widespread. Edward S. Hall leased the water privilege from Farnum's creditors in 1854, and attempted to restore the business, and the village, to profitability, but development slowed. The portion of Millville south of the river had continued to expand into land west of the bridges and between the river and the railroad. The north side experienced virtually no growth at all. By the time the county atlas was published in 1870, Central Street was clearly the village's main artery. It even was labeled "Main St." on the Millville inset. The principal route leading west from the new commercial core on the south side of the bridges was named Uxbridge Road. Travelers no longer needed to cross to the north side to get to that destination. One important function of the 1831 county highway had been compromised. A whole new neighborhood had stretched out along Uxbridge Road (now Ironstone Street), and by 1870 it had become larger than the entire extent of the north side.

That which was built in this period was patterned upon those that preceded them. Double houses endured, notably a pair that were appeared at this time at 8 and 12 Lincoln Street (MHC # 21-22) PHOTO 6) The form of these dwellings were recognizable from an earlier era, although the decoration along their eaves and entries were new. (The entry of #8 is sheltered by an ornate cantilevered hood that may have been added later.) Two-story tenements also continued to be built, such as the two dwellings perched on the hillside on the north side of Lincoln Street behind an older farmhouse type. (21 & 23 Lincoln Street PHOTO 11) These houses, as well as those located at 29 Lincoln Street (PHOTO 9) and 12 Chestnut Hill Road (PHOTO 12), indicate the increasing density of the district as well as the diminishing space allocated to individual working families.

*THE DISTRICT IN 1887*

The Panorama of Millville, published in 1887, depicted a few distinctive additions to the north side of the village. Most obvious, in the background of the view on the hillside above Lincoln Street are overly large-scaled images of St. Augustine's Catholic Church (1881) and its rectory (1885; 13 Lincoln St. MHC # 23 PHOTO 6). The wood-frame, Romanesque-style building with a pronounced front bell tower represented the large presence of Catholics, notably of Irish descent, in the community. Prior to the creation of this parish, congregants were forced to travel to Blackstone to attend mass. The siting of St. Augustine's Church

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at the northern fringe of the village suggests that Irish workers were concentrated there and demonstrates the working-class characterization of the neighborhood. It is at the opposite physical and social pole from Millville's Episcopal church, designed by renowned architect Richard Upjohn and financed by mill-owner Edward S. Hall in 1849. Methodist, Presbyterian and Lutheran churches were also located on the south side of the river. St. Augustine's church was destroyed by fire in 1969 leaving a conspicuous void in the village skyline. A new, lower building was built in 1970, tucked into the hillside and largely hidden from public view. This property with its surviving rectory is included in the district.

Two large buildings are pictured on the north side of Main Street opposite the train depot. They are apparently hotels or boarding houses associated with the railroad, the highway, and the mills. Such buildings would have provided rooms to transients, but they would have also been places where single factory workers would have boarded. These buildings are additional indications of the increasing density and changing character of the street from a showplace of early industrialists' homes to a mixed-use, working-class zone with commercial and residential functions. A number of large buildings are also delineated on the south side of the street, which may have been commercial or multi-family dwellings. None of these buildings remain, making this difficult to discern conclusively.

The panorama also illustrates the remarkable resurgence of industrial activity in the small village. In 1877 the Woonsocket Rubber Company purchased the water privilege from Edward S. Hall and proceeded to convert the existing woolen mills to make felt boot linings. They also built a new facility on the north side of the river to be the headquarters of the Lawrence Felt Company. In 1882, thanks to the incentive of a lucrative tax abatement, the Woonsocket Rubber Company built a huge rubber boot factory downstream from the Lawrence mill. It was a C-shaped, four-story brick structure with a long section with more than forty window bays oriented along the river and two legs of about half the size extending out towards Main Street. There were stair towers on the inside corners and a powerhouse with a tall, tapering square chimney in the center. The facility was more than twice the size of the Lawrence felt mill, which was located just to the west. In addition, there were numerous secondary buildings including a second, smaller mill and powerhouse east of the plant and an office. A railroad spur ran on the north side of the building. The office is the only feature that has survived. (MHC # 44, 901 PHOTO 23) The Lawrence mill was destroyed by a hurricane that devastated the village on September 21, 1938, and two fires in 1976 and 1978 destroyed Woonsocket Rubber Co. mills. This event left a tragic void in the landscape of the village, but the site is included in the district as an archeological resource and a symbolic reminder of this pivotal component of the architectural, economic and social history of north side of the river.

The new employment generated by the mills attracted scores of working families to Millville, and new housing was created to accommodate them. The concept of worker housing had changed dramatically by the 1880s, and the new houses were dramatically different than the traditional double houses and tenements that remained from earlier in the century. Construction occurred throughout the village, but on the north

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side of the river, only a row of about a dozen workers cottages had been constructed on the south side of Main Street by 1889. Charles H. Fletcher was the first to bring the expansion of worker housing to the district. Fletcher had been the proprietor of the store at the intersection of Lincoln Street and Chestnut Hill Road, and although he had shifted his commercial enterprise to Central Street, he had amassed a large amount of property during the village's depression and had begun constructing commercial and residential buildings on both sides of the river. The whimsical styles of his personal residence and other cottages on the east side of the river reflect Fletcher's optimism for the village, as does the UDOR Tower, an antique-looking stone cylinder that concealed a water tank that supplied his now-demolished Central Street store block. (See Central Street Historic District National Register Nomination Form.)

The Main Street cottages presented a one-story, front-gable façade to the highway, but the sloping topography there exposed their basements on the rear (south) sides. These small, single-family dwellings were to become the standard house type in the village for skilled factory workers and craftsmen. They are represented in virtually every industrial village and city throughout New England and are one of the most distinctive examples of worker houses from this late-19<sup>th</sup>-century period. Two of the houses Fletcher built have survived at 147 & 149 Main Street. (PHOTO 16)

*THE DISTRICT IN 1898*

By the time the next map of Millville was issued in 1898, Main and the other the streets on the north side of the river had built out significantly. New lots had been created between the existing rural houses on Chestnut Hill Road and tenant housing constructed. Most of these were the one-story, front-gable single-family cottages Charles H. Fletcher and other speculators had been building throughout the village. (PHOTO 12) Fletcher had platted lots along new streets named Fletcher Avenue (now Burns Avenue) and Walnut Street on previously open land on the west edge of the village. Burns Avenue connects Main Street and Chestnut Hill Road, and a row of small cottages were built there. (PHOTO 15) This is one of the few areas in the village where a planned development is apparent. The uniformity of the architecture is still pronounced in spite of the inevitable alterations resulting from recent owners personalizing their dwellings. Still the characteristic late-19<sup>th</sup>-century façade features, such as ornamented roof edges, three-dimensional door and window surrounds and elaborate wood stoop hoods, have been largely preserved. Fletcher's development spread west along Walnut and Main streets, although most of the cottages here have been lost. (This area has been excluded from the historic district.) Another local developer, Williard Wilson, owned similar houses on the north end of Burns Avenue and on Chestnut Hill Road where the two streets intersected. (PHOTO 12)

Another significant new development of houses occurred on the east side of the district along Preston Street. This connector between Lincoln and Main streets is visible in the 1887 panoramic view of the village, but the houses there now had yet to be constructed. The six houses that were built on the steeply sloping street

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were part of a housing revolution that occurred in Millville with the arrival of the Woonsocket Rubber Company. (PHOTO 19) By 1887, the company had begun a planned workers community on the south side of the river at the eastern end of the village on Hope and Prospect streets, later known as Banigan City, in deference to the rubber company's owner, Joseph Banigan. (Banigan City is not included in the Main Street Historic District.) With this project the company introduced a progressive two-story, two-family house to the local architecture. Carried over into the houses constructed on Preston Street, the design reflected the innovative domestic planning that had begun to take place in larger industrial towns in eastern New England. Living space increased in area with more rooms having functions and levels of privacy that reflected contemporary life-styles and progressive ideas about affordable housing. The large, rectangular plans were contained in free-standing buildings with four exterior walls for improved natural illumination and cross ventilation. Common rooms – i.e., parlor, dining room, and kitchen hierarchically ordered front-to-back – were aligned along one side wall and private bed chambers along the other. A bay window distinguished the parlor on the front; it was balanced by the front entrance ornamented with a porch. These dwelling units were stacked two, three, and sometimes four high in a single building. In some cases, they were also joined side-by-side in an even larger building.

It was the two-story, two-family version of the modern, stacked-flat house that was built to create Banigan City, and it was that model house that was adopted by local speculators and built throughout the village in the years that followed. The most notable development of these houses outside of Banigan City was built on Preston Street; the tall buildings were stepped down the hillside creating a dense, urban streetscape. Another was built at 35 Lincoln Street (MHC #25 PHOTO 9) at the head of Preston Street, and a matching pair were built at the east end of Main Street (132 & 134 Main Street MHC # 35-36 PHOTO 18)

The traditional double house plan form persisted as an option in the Millville architectural catalog, although those constructed in this period were larger and more stylish than their predecessors, and they likely incorporated many of the domestic innovations that were developed in the flats. Two identical large double houses at 36 & 40 Lincoln Street, (MHC #26-27) just east of Preston Street, were built around the same time as the development of two-family flats occurred there. Curiously, these houses were designed in an old-fashioned Gothic Revival style with large central gable wall dormers and bay windows on their front facades. (PHOTO 7) A more contemporary interpretation of Gothic design was employed on the double house that was also built at 128 Main Street in this period. (MHC #34 PHOTO 8)

*THE DISTRICT TODAY*

The Blackstone River was the source of Millville's existence. It provided water power for its early mills, which determined the history of this industrial village. The river valley was also an important transportation corridor that linked Millville with neighboring towns and the regional industrial economy first by road, then

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by canal, and later by railroad. With a crossing established at Millville in the 18<sup>th</sup> century, the village became an important, if small, regional transportation nexus. However, the river created a division in Millville that created two separate geographic parts, particularly as the intermediate zone was widened by the canal, railroad, factory sites, and modern highway. The steep terrain on the north side of the river restricted growth, and gradually the village center, which had originated on the north side, shifted to the south side of the river where the geography was more accommodating to expansion. What was the source of Millville's early development later diminished in importance.

The district experienced a resurgence of development and community when the Woonsocket Rubber Company built a huge boot manufacturing facility on the north side of the river. Many new houses were constructed and commerce prospered on Main Street. The entire town experienced a tremendous boost, but it was short-lived. When the mills closed in the early 20<sup>th</sup> century, leaving the town bankrupt, a state-run municipal finance commission saw fit to remove many vacated commercial buildings from Main Street and Central Avenue. The mills were destroyed by fire in the 1970s leaving a tremendous void between Main Street and the river and symbolizing the tragic and irreversible end to Millville's rich but turbulent industrial history. Like the Central Street Historic District on the south side of the Blackstone River, the Main Street Historic District comprises a significant portion of Millville's historic architecture that characterizes significant stages in the development of this notable industrial village landscape. There have been serious losses in the industrial and commercial contexts of this history, but a significant amount and range of domestic architecture survives to represent Millville's role in the exceptional industrial heritage of the Blackstone Valley.

**Archaeological Description**

While no ancient Native American sites are recorded in the district, sites may be present. Two sites are located in the general area (within one mile). Environmental characteristics of the district represent several locational criteria (slope, soil drainage, proximity to wetlands) that are favorable indicators for many types of Native sites. The district includes several well drained, level to moderately sloping terraces, knolls, and other landforms located within 1,000 feet of the Blackstone River. All of Millville and most of its neighboring towns are part of the Blackstone River drainage that flows southerly to Narragansett Bay in Rhode Island.

In spite of the high potential for the presence of ancient Native American resources in the district, the potential for locating significant Native resources is moderate. Intensive industrial and residential development precludes the survival of most types of Native American resources such as camp sites and village type sites. Impacts related to construction of mills, residences, railroads, canals, roadways, power-line corridors and other utilities would have had an adverse effect on most ancient Native American resources that may have been located in the district. Find spots, smaller type sites, fragmented portions of archaeological sites including deeply buried

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artifact concentrations, and truncated features may survive within the district; however, it is doubtful larger, NR eligible sites survive. Larger sites and many smaller sites that existed within or extended into the district have been destroyed.

Documentary resources indicate precise locations for numerous residential, commercial, and industrial resources in the district that are no longer extant. Given that information, a high potential exists for locating historic archaeological resources in the district. Since many residential and industrial resources extended below existing grades at the time of their use, many of these resources likely survive as archaeological resources.

Unfortunately, systematic archaeological survey and testing has not been completed in the district and surface evidence of potential archaeological resources have not been identified making the designation of criterion D inappropriate at this time. The potential for locating historic archaeological resources in the district is very high and with additional research, criterion D should apply.

Initial industrial and residential settlement began in Millville on the north side of the river, within the district, and continued there through the first half of the 19th century. The 1831 Map of Mendon clearly shows a greater concentration of industries and dwellings in Millville on the north side of the Blackstone River than on the south side. After 1854, industrial and residential settlement shifted to the south side of the river. Potential residential sites in the district may date to the early 19th century, possibly including farmstead associations at first, then increasingly focused residential usage towards mid-century. Multifamily residential sites dating to the last half of the 19th century should exist. By ca.1887, a number of commercial and multi-family dwellings are known on the south side of Main Street, none of which survive. Structural evidence of outbuildings and evidence of occupational related features (trash pits, privies, wells ) may also exist, however, as an increasing urban neighborhood developed, these types of features may become less common.

Industrial archaeological resources represent the best documented resources in the Main Street HD. Structural evidence may survive from the Collins Capron Gristmill(ca.1750), the earliest documented mill on the north side of the river east of the bridge. Structural evidence from Alexander Wilson's sawmill and blacksmith shop (ca.1808) may also survive on the north side of the river. Wilson began making scythes and axes at this location by ca.1808. By 1854, the scythe works was the last industry surviving on the north side of the river. In ca.1814, Esak Pitts built a carding and spinning mill also east of the river crossing within the district. After economic decline on the north side of the river in the mid-19th century, two large scale industrial operations were constructed on the north side of the river east of the crossing and south of Main Street. In ca.1877 Lawrence Felting Company was built just east of the river crossing, then in ca. 1882, the Woonsocket Rubber Company was built downstream of the Lawrence Mill, also on the north side on the river. Two devastating fires in 1976 and 1978 destroyed both the Lawrence Felting and Woonsocket Rubber Company Mills. A vacant lot remains at the site of the two mills today.

With the exception of the Collins Capron gristmill, the location of the mills discussed above can be determined with some certainty. Structural evidence of each mill may survive as well as segments of the complex water

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power system that developed through the 19th century between the mills. No development has occurred in the area after the Felting and Woonsocket Mills burned, indicating evidence of earlier mills and water power canals may survive below grade in this area. Structural evidence of outbuildings associated with the mills and occupational type features, especially industrial trash areas, may also exist.

(end)

Main Street HD  
Name of Property

Worcester, MA  
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):**

- 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  
COMMUNITY PLANNING and DEVELOPMENT  
INDUSTRY

**Period of Significance**

1800-1956

**Significant Dates**

**Significant Person**

(Complete if Criterion B is marked above)

Charles H. Fletcher

**Cultural Affiliation**

N/A

**Architect/Builder**

N/A

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

\_\_\_\_\_

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Millville (Worcester), MASection number 8 Page 1Narrative Statement of Significance

## SUMMARY

The Main Street Historic District is significant as an intact and distinctive architectural and archeological area in the Town of Millville that represents the expansion of this early industrial community during the mid 19<sup>th</sup> to early 20<sup>th</sup> centuries. The Main Street Historic District is significant as an intact and distinctive area in the Town of Millville that represents the expansion of this early industrial community during the mid 19<sup>th</sup> to early 20<sup>th</sup> centuries. The district is nominated at a local level of significance under National Register Criteria A, B, and C in areas of Architecture, Community Planning and Development, and Industry. The approximately 85-acre district contains 148 contributing properties and 28 noncontributing properties with 124 contributing buildings and 25 noncontributing buildings; 22 contributing sites; 2 contributing structures and 1 noncontributing structure; and no objects.

The history of Millville parallels that of many industrial towns in the Blackstone River Valley, which is generally acknowledged to be the cradle of mechanized textile manufacturing in America. The town was the location of one of the first mill sites on the Blackstone River. The falls there were harnessed to power a grist mill in 1732. The mill was built on an island at a natural falls in the river and initiated further development and speculation in industry over the next two centuries. The village grew and prospered (or not) with the ebb and flow of industrialists' fortunes. One of the earliest woolen mills in the region was established in Millville in 1814. Numerous ventures followed as manufacturing facilities expanded along both banks of the river and crowded the small island. Gradually, these enterprises were consolidated into larger and larger entities, still producing woolen textiles, and Millville evolved into a company town. The Woonsocket Rubber Company purchased the water privilege in 1877 to produce felt boot linings. In 1882 it opened a model rubber boot manufacturing facility that resulted in a prosperity the town had never experienced. The company merged with eight other domestic rubber manufacturers to form the U.S. Rubber Company in 1893.

Initially, a community grew where a road bridged the river. Enclaves of multi-family worker housing appeared on the north and south sides of the Blackstone close to the industries. The local elite erected large, stylish homes on the "heights" farther south. When the success of the woolen mills created a demand for more housing, construction began on the north side of the river where the topography was steeper and less inviting. During the heyday of rubber boot manufacturing, the hillside between the old and new county roads – Chestnut Hill Road/Lincoln Street and Main Street, respectively – filled in with houses, more than doubling the size of Millville's worker areas. Much of this housing was in proximity to the new factories, which were on the north side of the river. Although it was essentially a one-company town for most of its

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history, worker housing in the historic district was built by local speculators rather than the companies themselves. This resulted in a diversity in architecture that has provided a remarkable collection of working-class houses, especially for a town of Millville's size.

**BACKGROUND***SETTLEMENT OF THE SOUTH PARISH, TOWN OF MENDON*

The earliest settlement of Europeans in Millville is associated with the granting of the large Mendon tract in 1667, but permanent occupation did not begin occurring there until the early 18<sup>th</sup> century. It was during this time that town records document Samuel Thompson building a grist mill on the island in the Blackstone River that is now under the Central Street bridge. The industrial potential of the falls at Millville was recognized early, well before most other sites along the river. Thompson bargained with the Town of Mendon, of which Millville was then a part, to build a bridge from the island to the north side of the river if he agreed to maintain the bridge he had built to the south side. With the mill and crossing in place, the site attracted more industrial endeavors, and Millville became a processing center for agricultural produce for the region between Uxbridge and Blackstone, which was known then as the South Parish of the Town of Mendon. The Blackstone River flowed completely through the South Parish, which distinguished it considerably apart from the northern section of the town.

The Southwick family first settled in what is now Millville, and the name remained prominent in the town into the twentieth century. Other early families, notably the Bensons and Darlings, are identified with Chestnut Hill and the north side of the river. Collins Capron established a farm just south of the river on the west side of the road leading from the mill. (The two-story, center-chimney house he built at 40 Central Street ca. 1750 remains as the only surviving landmark of the 18<sup>th</sup>-century era of the village's history.) It is assumed that similar dwellings were spaced along Central Street, fronting deep farm lots typical of the region in that period. As farms multiplied across the rolling, loamy landscape south of the river and through the stony uplands on the north side, Capron built a second grist mill east of Thompson's mill and the bridge on the north side of the river. This enclave on the Blackstone emerged as the rural community's trading center. A meetinghouse for the South Parish was built farther north, towards the Mendon town center in 1769 but the attraction of the river could not be denied.

*INDUSTRIAL DEVELOPMENT IN THE BLACKSTONE VALLEY, 1790-1845*

Once English prohibitions on colonial manufactures evaporated following the Revolutionary War, enterprising industrialists in Massachusetts and Rhode Island quickly capitalized on the power potential of the Blackstone River. In 1790, Samuel Slater retooled an old fulling mill in Pawtucket, Rhode Island to spin cotton thread, and by all accounts, introduced the first mechanized system of textile production to America. It was not long after that textiles manufactured from wool, cotton and silk were being produced in small

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towns throughout the Blackstone Valley. Providence merchants were investing heavily in the industry, and their influence spread up into Massachusetts, all the way to the river's headwaters in Worcester.

Millville was no exception. A fulling mill was built on the island along side Thompson's grist mill during the last years of the 18<sup>th</sup> century. Alexander Wilson operated a saw mill and a blacksmith shop on the north side of the river. Wilson began making axes and scythes in 1808. This industry grew to be a mainstay of Millville's economy in various locations and different ownerships after Wilson's death in 1842. In 1814 Esak Pitts erected a small building near Capron's grist mill in the developing complex of industries on the north side of the river where he utilized water power for carding and spinning wool. This facility has been said to represent the first woolen mill on the Blackstone River, even though Pitts then took the thread to a shop on his farm where it was woven into cloth. Pitts continued the business until he died twenty years later, taking his son-in-law, Moses Buffum, into partnership in 1823. Collins Capron erected a new stone mill on the south side of the river, east of the bridge, in 1825. Several stories high, it contained what may have been the first mechanical looms in the town. It does not appear that cotton textiles were ever produced in Millville. By 1835, a satinete factory was built on the island and operated by Thayer and Fairbanks. It was known as the Island Mill. Wool remained the sole raw material for manufacturing there until rubber was introduced in 1882.

The continued growth of industry in the Blackstone Valley relied on improving transportation between sources of supply and markets. In this region, Providence, Rhode Island was the port where raw cotton arrived and the commercial center where finished cotton and woolen goods were sold. The Blackstone River was not navigable, particularly after dams were constructed to power mills, and roads were poor. A plan to build a canal between Providence and Worcester, Massachusetts was first introduced in 1796. However, Boston merchants and state politicians rejected the idea of linking Worcester and other Commonwealth towns to Rhode Island. Pressure to build a canal persisted until the Blackstone Canal was opened in 1828. It paralleled the Blackstone River and connected the industrial towns in the valley from Worcester, Massachusetts to the Narragansett Bay. Industrialists in Providence, Rhode Island, led by Nicholas Brown, financed the construction of the waterway. Brown and Thomas P. Ives, another canal promoter, were partners in the Blackstone Manufacturing Company, indicating that one of the main reasons for the waterway was to convey raw materials and finished goods more efficiently between Blackstone and Providence. Ironically, the canal closed twenty years later amid disputes over competing interests between the mills and the canal company over water supply. It was replaced by a railroad.

The Blackstone Canal is an integral part of Millville's river corridor. Boats traveled on an open stretch of river east of the town before entering the canal on the south side of the river. In this section, a lock lifted boats over the falls and dam at the island. The canal passed under the Central Street bridge and boats re-entered the river again upstream. Connected as it was to two sections of the river, the canal formed a second, sizeable island downstream of the falls. It was on this island that Collins Capron's woolen mill became thus located, as well as other factories that would be constructed in the future. Surely, the canal

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contributed to the early years of Millville's industrial development and played a role in the siting of new buildings. It was an important link for the town with Providence and Worcester, as well as the rest of the Blackstone Valley industries. Agriculture in the region also benefited from the canal. Manufacturing facilities in Millville and Blackstone created a strong demand for wool, and sheep-raising was a significant component of local farm production. Farms also raised cattle and hogs and produced dairy products, fruits and vegetables for market, which was greatly expanded by the connection of the Blackstone Canal.

### *CONSOLIDATION OF WOOL MANUFACTURE, 1845-1877*

The scene changed dramatically in Millville in 1845 when Blackstone wool manufacturer Welcome Farnum took over the factories in town. Welcome Farnum was born in 1795 in Uxbridge. His father, Moses Farnum, a Quaker, owned a farmstead north of the Friends' Meeting House there. At age nineteen, he worked first at the Whitin Mill in Wrentham, Massachusetts, and then as an overseer at the Belfont Mill in Pawtuxet, Rhode Island. In 1822, he and his brother Darius rented space and water power in a Woonsocket Falls mill where they ran two sets of cards and looms. For five years they made high quality wool satinets at this location, making a profit of \$16,000 and effectively began Woonsocket's woolen industry. In 1825, the Farnum brothers purchased land and water rights and built a mill on the Blackstone River just north of Woonsocket in Massachusetts. Their wood-frame "Red Mill" in Blackstone went on to produce fine satinets renowned in the region. The mills expanded and company tenements formed the new village of Waterford, which later became Blackstone. The Farnums opened their "Green Mill" in 1828, and the red brick "Mammoth Mill" in 1836. Hard times followed the Panic of 1837. Darius Farnam died in 1840. Then in 1845, Welcome Farnum purchased the entire water privilege at Millville including all the industrial buildings, tenement houses and outbuildings on the sites. He raised the dam doubling the water power. Farnum renovated the existing Collins Capron Stone Mill on the south side of the river and built a new brick building east of it, in which he installed 15 sets of woolen machinery. He operated the other businesses as well.

At this point, Farnum was worth over one million dollars. His woolen business was the largest operation in sole ownership in the United States. His presence in Millville promised great success for the town. It is also notable that Millville became a one-company town with Farnum consolidating the diverse industries along the river into a single enterprise. Yet, this occurred at a time when Farnum was evidently growing disenchanted with manufacturing and withdrew his attention from the business. He turned his sights to railroad building. The Providence & Worcester Railroad opened in 1849, servicing Millville as a regular stop. It was largely a Rhode Island enterprise; an extension of the Blackstone Canal Company organized by many of the same Providence capitalists who incorporated the Blackstone Manufacturing Co. and the canal. Chartered in 1844, opened in 1847, it provided convenient and economical transport for towns and companies formerly served by the canal, and it didn't compromise water rights.

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Welcome Farnum built a competing line in the same year, which he named the Norfolk County Railroad. The Norfolk County line initially went east from Blackstone to Boston, then west to a terminus in Thompson, Connecticut, which was completed in 1855. Farnum's goal was to extend the railway to the Hudson and then to the Erie, Pennsylvania, coal fields. When this larger scheme failed to attract investors, Farnum bought controlling interest in the Providence & Worcester Railroad. He was voted president of the company and devoted increasing amounts of his time and fortune to that business. In 1855, the first coal-burning locomotive in America was introduced on the line. By this time, Farnum's woolen business, strained by excessive expenditures in railroads, had failed. By 1857 Welcome Farnum was financially ruined. Farnum sold his interest in Millville's water privilege to Edward S. and Charles E. Hall in 1854, and the production of woolen satinets continued apace in Millville.

From the very beginning, Millville's industrial economy was always turbulent. There were periods of lay-offs, work stoppages, bankruptcies, and droughts that brought machinery to a halt, sometimes for months at a time. The unpredictable nature of the manufacturing business in Millville probably limited the extent to which the town expanded and prospered, although the histories of other Blackstone River Valley towns, even the larger ones, are not that dissimilar. After about 17 years of operation, Edward and Charles Hall's wool enterprise was seriously in debt. They had mortgaged the property to New York City department store magnate A.T. Stewart, and in 1871 he foreclosed. The mill shut down leaving many of Millville's citizens unemployed. A partnership was formed by Harrison Bliss, F.H. Dewey, Adam Thayer, E.D. Thayer, and Emory P. Aldrich, all of Worcester, that purchased the property and water privilege in 1872. The Island facility on the south side of the river was leased to James Smith who reopened the mill in June 1873 after 18 months of idleness. It produced wool cassimeres. Power on north side was leased to Joseph W. Preston who used it for production of shoddy and flocks. The old Capron grist mill was leased to Charles M. Childs. Immediately after the mills reopened, a serious drought had slowed the mills to three-quarter time by November 1873. To make matters worse, the old stone mill built by Collins Capron in 1825 (Millville's first textile mill) burned the following February. Three men lost their lives and the jobs of 250 workers went up in smoke. This tragedy was exacerbated by a general depression in the region. Low prices, reductions in the sale of products and overstocked markets forced slowdowns throughout the Blackstone River Valley. In addition, a county commission deemed the dam Welcome Farnum built in 1845 was structurally unsound. Their judgment was confirmed when the dam broke in October 1875. The breach was quickly patched and disaster was averted; however, it was just one of many distressing events. The *Woonsocket Patriot* reported, "Millville seems to be an unfortunate village. Fires and failures, failures and fires, have marked its history for many years."<sup>1</sup>

(continued)

<sup>1</sup> Quoted in Joe Doherty, "A History of Blackstone: 1820-1900," in *Blackstone, Massachusetts: A Town History Through 1995*, Thomas J. Bik, ed. (Blackstone: Blackstone Historical Commission, 1995), p 66.

United States Department of the Interior  
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Millville (Worcester), MASection number 8 Page 6*MILLVILLE'S MODERN INDUSTRIAL PERIOD, WOOL TO RUBBER, 1877-1933*

Realizing that the town's declining wool industry needed a boost, the Town of Blackstone, which was organized when the South Parish separated from the Town of Mendon in 1845, enticed businesses to relocate in Blackstone and Millville with tax incentives. Beginning in 1878, new companies would receive full tax abatement on all improvements for five years.<sup>2</sup> This inducement was devised after the Island factory complex and water privilege was sold in 1877 to Joseph Banigan and Lyman A. Cook, partners in Woonsocket Rubber Co. A large new factory was constructed on the north side of the Blackstone River and equipped with eight pickers, thirty-eight single woolen cards, and five sets of double felt cards for the manufacture of felt for boot linings. The Lawrence Felting Co. supplied linings to the Woonsocket Rubber Co., one of the largest producers of rubber footwear in the United States. The opening of this mill quickly revived the economy of Millville. In the same year (1877), the Mansfield Scythe Works closed. It was replaced by the Oriental Worsted Mills, which produced cassimeres with four sets of machines.

The lure of Blackstone's tax abatement program was too enticing for rubber king Joseph Banigan to ignore. In 1882, the Woonsocket Rubber Co. built a huge model facility east of the Lawrence felt plant. Banigan was an Irish immigrant from Providence, Rhode Island. In 1860, at age 21, he got a job working for a manufacturer of rubber bottle stoppers in Boston, where he was soon named manager when the business reorganized as the Goodyear India Rubber Bottle Stopper Company. Banigan returned to Rhode Island in 1866 where he founded the Woonsocket Rubber Company with two partners. Their initial products were the rubber parts for washing machine wringers. Shifting to rubber boots and footwear, the company boomed. Banigan quickly became the largest individual importer of rubber in the United States, and he made frequent trips to Brazil where he bought his raw materials. Millville recouped its economic vitality with the appearance of the Lawrence Felt Co. and other smaller factory businesses in the late 1870s, but when the Woonsocket Rubber Co. plant opened in 1882, the town experienced prosperity it had never imagined possible.

This euphoria was short-lived, however. In February 1885, less than three years after the plant opened, workers were informed that they would receive pay reductions of 10 to 40 percent. Laborers immediately went on strike and formed a union. Strikers returned to work three weeks later after Banigan threatened to close the doors and walk away from Millville. The company fired as many as 40 union sympathizers. Upon learning this, all union rubber workers again left their benches and walked out. The company hired scabs, who were harassed and driven from town by strikers. The strike continued through the summer, but many workers had returned to work by October. New employees took the place of others. The union had failed to win concessions. Resistance to management abated and the factory avoided more disruptive labor disputes. In 1893, the Woonsocket Rubber Co. consolidated with eight other domestic rubber manufacturers to form the U.S. Rubber Company. Joseph Banigan led the merger and was elected the company's first president. It was the second largest producer of rubber products after the B.F. Goodrich Company.

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<sup>2</sup> Doherty, p 70.

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Representatives from Millville petitioned the Town of Blackstone in January 1916 to separate and establish its own government. Among the reasons for this action was that Millville had established its own separate social and religious centers, that its industrial economy was independent from the rest of Blackstone, and that Millville was not fairly represented in Blackstone town meetings. When the Blackstone selectmen voted to reduce spending, Millville felt that services were cut in their community. The town paid to connect Blackstone to the Woonsocket water system but would not allocate funds for improvements in Millville. The final straw was when the expense of laying sidewalks in Blackstone was expected to be borne by the entire town. The Massachusetts Legislature endorsed the petition, but the governor vetoed the initial legislation. The legislature was forced to override the governor's objection to support Millville's desire for autonomy. On May 21, 1916, a crowd of 10,000 persons paraded in celebration of Millville's creation.

The town's independence lasted barely more than a decade. The local factory economy slowed after the First World War, and the effects of the Depression were experienced early in the Blackstone River Valley. U.S. Rubber closed its Millville plant in 1929, which devastated the community. Adding insult to injury, the company applied to have its tax assessment lowered, since the factory was no longer in operation. The town realized that to lose its most significant taxpayer would create havoc with its finances. When denied by the Town of Millville, the company appealed to the Massachusetts Board of Taxes and won its case. The town was directed to reimburse the tax it had collected from the rubber company, which forced it into bankruptcy. A municipal finance commission was created by the Commonwealth to administer Millville's finances.

Notable changes occurred during the eleven years Millville was under the supervision of the municipal finance commission, but they were not entirely positive ones. New construction was at a standstill in Millville; people were abandoning buildings rather than constructing them. Unemployment was extremely high. Stores and businesses closed; vacancy rates increased. Many of them on Main and Central streets were razed. A new concrete bridge was constructed spanning the river and island in 1938. Surely, this project was intended to remove an obsolete transportation structure fundamental to restoring the town's economic health, but it made many of Millville's historic industrial sites along the river and on the island below inaccessible.

In 1944, the state restored sole governing power back to the town government. With the coming end of the Second World War, the town's economy shifted further away from the traditional industrial base. Millville could no longer provide jobs for most of its residents, who were forced to find work in neighboring towns. Spurred by the increased demand for housing following the war, Millville, like scores of other industrial towns in the region, began the gradual but inevitable transition to a bedroom community. This condition has contributed to the preservation of the village. The distinctive 19<sup>th</sup>-century homes of the town's industrial and business elite, as well as the modest, affordable dwellings of the working class have continued to serve their functions and retain the historic plan and appearance of the community. The mills, factories and railroad facilities are all gone, but the long history and significant moments of Millville are still discernable along its streets.

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## THE ARCHITECTURAL RESOURCES OF THE HISTORIC DISTRICT

When Samuel Thompson and the selectmen of the Town of Mendon built bridges across the Blackstone River near his island grist mill sometime during the second quarter of the 18<sup>th</sup> century, the location had accrued all the infrastructural components of a rural industrial village, and it can be said that history of Millville began. A regional road was already in use paralleling the north side of the river, and shortly after it passed near the bridge, it intersected with a northerly route that led to the town's principal settlement at Mendon Center. The road hugged the steep hillside. The crossing allowed the settlement to spread into the more hospitable interval south of the river. Yet, the first commercial and industrial development occurred along this road and at the intersection. The success of Millville's industrial site relied on the land routes that led to it, and they funneled into the north side.

*EARLY HOUSES*

Except for the road, none of these 18<sup>th</sup>-century features remain visible on the landscape. Physical components of early industrial and transportation history are ephemeral. The rapid growth and progress of American industries during the 19<sup>th</sup> century recycled and transformed old sites until they were unrecognizable, even in small rural towns like Millville. Located in the Blackstone Valley, industrialization in Millville occurred early and grew to an intensity unusual to most communities its size. Yet, as late as 1831 when John G. Metcalf published his very descriptive map of the town of Mendon, the early organization of Millville was still discernable. The original grist mill site is depicted on the island west of the bridge. Collins Capron is reputed to have built a second grist mill on the north side of the river east of the bridge later in the 18<sup>th</sup> century, but it does not appear on the map. However, a saw mill, woolen manufactory and forge are indicated in that location. Alexander Wilson had established the saw mill and, later, the forge where he made axes and scythes from 1808 to 1842. Esak Pitts had opened the woolen mill, Millville's first, in 1818, and after his death twenty years later, his son-in-law, Moses Buffum, continued the business. The three men's homes were located above the sites on higher ground.

About a half-dozen dwellings were identified at the crossroads, in addition to those belonging to Pitts, Buffum and Wilson, there were those where Mellen Benson, Atwood Cady, David Wilson, and George Wall resided. Their location suggest that these men were involved in occupations associated with the abovementioned enterprises. Just as many other dwellings were spread out along the eastern leg of the road, including a blacksmith shop identified with Benedict Shaw. There also were a district school east of the intersection and the community cemetery on the west, which further defined the area as the center. No houses were mapped west of Benson's house at the intersection. This side of the river was the more important until the new county road and the railroad opened and impeded access to the river pushed new development towards the gentler topography on the south side of the river. As the woolen industry expanded, new homes for managers, workers, and merchants spread out there, and a commercial district

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emerged on the south side of the bridges. Churches followed suit. In 1831 one store and the post office were located on the south side of the river. By the time the next map was published in 1854, this shift was more clearly evident.

Moses Buffum's distinctive, Federal-style brick house is extant adjacent to what remains of the old town cemetery. (214 & 220 Main St., MHC # 47, 201 respectively; PHOTO 1) Although a plaque mounted on the house registers a construction date of 1812 to the house, the orientation of its elegant façade to the new county road suggests that it may have been erected closer to the time of the highway's anticipated construction in 1825. This would also coincide with the time Buffum married Esak Pitts's daughter and entered into a partnership in the woolen manufacturer in 1823. The highway was omitted from the 1831 map, which has been its estimated date of completion. Pitts is credited in lobbying the town to pay for the construction of the new road, which was intended to improve land-based travel between Blackstone and Uxbridge. The state had been withholding approval of a longstanding plan for a Blackstone River canal because it believed it would mostly benefit the Rhode Island economy. Political resistance was futile; the canal was built and was functioning in Millville by 1828. With its completion the impetus for the new road surely diminished.

A second elegant 19<sup>th</sup>-century house is oriented to this new road south of the crossroads. The two-story, Greek Revival-style residence with a monumental Doric porch is sited prominently on the north side of the highway. (186 Main St., MHC #45, PHOTO 2) Local historians have presumed that the house was built by Asa Fairbanks who is identified as the occupant on a map published in 1854; yet it might have been constructed by Esak Pitts prior to his death in 1838. The pretension of the architecture and its location overlooking Pitts's mill and the highway he ardently promoted is suggestive of his ownership. The Fairbanks family was established in Millville by 1831, and the firm of Thayer and Fairbanks had built a satinet factory on the island in 1835, which operated until Moses Farnum purchased the water privilege in 1845.

Both of these fashionable village houses represent Millville's transition to a modern, 19<sup>th</sup>-century industrial village. They evince an architectural taste that transcended the rural vernacular and was clearly linked to the industrial economy and society spreading through the Blackstone Valley from its source in Providence. By contrast, the only other building in the Main Street Historic District surviving from those depicted on the 1831 map is an example of the rural origins of the village. Mellen Benson, a self-described farmer, owned the house in the 1830s, and its two-story, center-chimney form with kitchen ell, epitomizes farmhouse architecture in the region in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries. (8 Chestnut Hill Rd., MHC #19, PHOTO 3) Its plain form and style are defining characteristics; ornament is limited to the center entrance, which with its attenuated, trabeated surround suggests a construction date between 1800 and 1825. The coincidence of this dwelling located on the north side of Chestnut Hill Road near the Moses Buffum House, built at essentially the same time, speaks convincingly of the significant changes occurring in this period. The Buffum House presented its back to the old road and to the Benson House to face, instead, the new road in an indication of the transforming spatial hierarchies being put into place.

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This coexistence of rural and industrial architecture would persevere for the next few decades, particularly at the fringes of the growing industrial center. Three smaller farmhouses, two located farther west on Chestnut Hill Road and one on Lincoln Street illustrate the persistence of traditional rural architecture in Millville. The two westerly ones were built between 1831 and 1854; the third, easterly one did not appear until after 1854. The Day House is a one-story, center chimney house with kitchen ell located at the western edge of the district. (82 Chestnut Hill Rd., MHC #12, PHOTO 4) The Linley House at 18 Chestnut Hill Road (MHC #18) and an unnamed house at 19 Lincoln Street are very similar. Each has a roofline decorated with pronounced cornices and an entry with heavy trabeated architraves in the then-popular Greek Revival style. (Features of the house at 19 Lincoln Street have been obscured by added siding materials.) Farms this close to the village were sited on steep hillside land that was not very arable. The terrain would have lent itself to sheep grazing, although not much else. These houses were gradually absorbed into the industrial economy of the village. Their later owners were local speculators in industrial housing who rented all or part of the dwellings to mill workers. In the last case, tenements were later constructed on the property.

*WORKER HOUSING*

A number of Millville's pre-industrial landowners and their heirs profited from active trading in village real estate as the demand for housing and services in the village became manifest. Not only were existing rural houses recycled into worker dwellings, but new tenant houses were constructed, particularly after 1845 when Welcome Farnum purchased the water privilege, consolidated the wool manufacturing enterprises, and stimulated increased textile production. There was no concerted effort or conceptual plan to this development, and it would continue in a haphazard and sporadic manner over the next century. In this way, Millville lacked the grand scheme of a Hopedale or the smaller planned housing developments found in Blackstone, Uxbridge and many other towns in the valley. In Millville the scale of development was much smaller, with groupings seldom exceeding two or three buildings. Until the Woonsocket Rubber Company appeared on the scene in 1882, none of the mill owners invested in worker housing. Up to that point, Millville's production level and economic base was comparatively small and unstable. For this reason, architecture in the village never assumed the proportions or pretension of larger industrial centers and a certain element of vernacular informality was preserved.

Double houses

New construction first occurred in the district near the existing factory sites. The oldest of these seems to be a double house at 166-168 Main Street. (MHC #41) (PHOTO 5) The original one-story dwelling comprised the central six bays of the present building, three for each unit. Numerous additions have resulted in creating a much longer building and, perhaps, additional dwelling units. Reputedly built in 1832, the two halves of the house are divided by a property line with each owned by a separate, absentee owner. The Southwick family owned the west half; theirs is a prominent name in local land records. The east half belonged to Merrill S. Smith, of whom nothing is known. Smith also built a two-story, front-gable house on for his family on the east side of the same property further illustrating the practice of constructing additional dwelling units for tenants to personal property. (164 Main St. MHC #40 PHOTO 13) A neighboring

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duplex to the east was constructed about the same time in a similar manner. (162 Main St. MHC #39, PHOTO 13) It was owned by the Trask family, another of Millville's speculators, and housed two tenant families.

Similar to other examples on the south side of the river, these one-story duplexes were the first type of industrial worker housing to appear in Millville. These buildings contained two dwelling units arranged side-by-side. A gable roof spanned a plan that was two rooms deep; dormers that are present on most of the surviving examples are usually later additions. Typically, there were three rooms on the main floor and an attic chamber. In most cases, separate entries were paired in the center of an overall six-bay façade. The house at 166-168 Main Street (MHC #41) was designed in this way, although the duplex at 162 Main Street has its entrances centered in the façade of each unit. These dwellings represented the affordable housing of the day and were built with an economy of materials and amenities. As living standards and design tastes evolved over the years, this level of housing never became obsolete. However, those that have survived, such as the two duplexes in the Main Street Historic District, have done so at the expense of their architectural integrity. Additions and plan changes were a necessity to their continued use.

One-story double houses continued to be built in Millville during the mid- and late-19<sup>th</sup> century, even after more innovative and commodious multiple-unit house forms were introduced. Apparently, there was a range of housing that workers could afford, with there always being those who could only meet the expenses of a minimal dwelling. As many as eight additional houses with this plan form have been inventoried along the old road in the historic district. The location of these houses sustained the hierarchy of space and housing, established early in the district's development, that focused secondary development in areas behind the new road where the grander houses and larger lots of the factory owners were intended. Three appeared in a row on Lincoln Street near the center after 1870, of which two remain (8 & 12 Lincoln St. MHC #21-22, PHOTO 6). These later houses were of a larger scale. Being 1½-stories in height, there was more headroom for attic chambers, and their hillside site presented their basements at grade in the rear making those spaces more inhabitable.

A pair of double houses built farther east on Lincoln Street at the end of the century are quite distinctive architecturally but late in the evolutionary pattern of worker housing in Millville. (36 & 40 Lincoln St. MHC #26-27, PHOTO 7) Built at the same time as more modern two-decker flats were being constructed on neighboring Preston Street (ca. 1890) by local speculators, these double houses perhaps were included to preserve the scale of the Lincoln streetscape and the status of this secondary street. Whatever the reason, the two large double houses, built by Millville's undertaker John Conway, are ornamented in a Gothic Revival style with pronounced central cross-gable dormers and three-sided bay windows. And in spite of the double house form's declining status, these buildings were clearly of a better sort. A second John Conway, who was classified as a laborer in the 1900 census, lived in one unit of a stylish double house at the east end of the district (128 Main St. MHC #34, PHOTO 8). Built at the same time as the others, it was designed in a

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more current Queen Anne taste. Renting the other half would have subsidized his cost of building and maintaining the house and allowed for a working class family to own property.

Two-story double houses and tenements

A one-story house that probably originated as a double house located on the north side of Lincoln Street has its basement exposed to create a two-story front façade. (29 Lincoln St. PHOTO 9) By a certain point in the late 19<sup>th</sup> century, speculators introduced a more substantial and formal two-family house with a two-story, five-bay façade with central entrance that masked the tenant status of the building. The first of this house type to be built in the district is located at 252 Main Street at what was the western edge of the village at the time of its construction, 1854-1870. (MHC #15, PHOTO 10) It was presumably built by carpenter Daniel G. Cook, who resided there with his family in 1870. With two full stories of living space, it was a better sort of dwelling that successful tradesmen and craft workers could afford. The two dwellings thus concealed, improved the building's visual status in the neighborhood. Other double houses and tenements (buildings with more than two living units) were constructed in this fashion, notably two in *cul-de-sac* off Lincoln Street. (21 & 23 Lincoln St. PHOTO 11) This grouping is sited behind one of the older farmhouses (19 Lincoln St.) and shows a rare instance in Millville of a common urban practice of creating two tiers of housing on a lot to intensify the number of dwelling units in working-class areas.

As time progressed, these houses increased in size and shed their single-dwelling appearance. A large two-family house was built at 37 Chestnut Hill Road (MHC #17) between 1870 and 1886 that illustrates the transition. (PHOTO 12) Its two-story façade is vertically divided into two distinct parts capped by shed dormers in the roof. There was no intent to disguise the function of the house. Other ornament was restrained. A commodious house, it nonetheless indicated its status as a tenant abode. An Irish day laborer, Francis McManus, was cited as its owner in 1886 real estate valuations. He evidently occupied one half of the house with his wife, son, and daughter-in-law. His son, Francis, also worked as a day laborer; the son's wife was employed as a milliner. Turrie Olsen, a Swedish bootmaker employed by the Woonsocket Rubber Co., rented the other half of the house with his wife. A four-unit tenement at 11 Preston Street, (MHC # 115) built between 1870 and 1886 is a later version of the two-story double house, combining two two-decker plan-forms into a single, consolidated, four-family unit. (PHOTO 21)

Single-family cottages

The options for worker housing in most New England industrial towns included a small, single-family dwelling where more affluent skilled workers would have resided. A large number of these houses were built in the district during the era of the Woonsocket Rubber Company. This transformation began in 1877 when the water privilege was acquired by Joseph Banigan and Lyman A. Cook, partners in the rubber company, and a large new factory was constructed on the north side of the river for the manufacture of felt

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for boot linings. The rubber boot factory was opened five years later south of the Lawrence plant. Not only did the town's labor force grow considerably, but a new era of improved worker housing was ushered in. The front-gable cottage became a conspicuous component of Millville's domestic architecture in this period. (PHOTO 12)

By the mid-19<sup>th</sup> century, the now-ubiquitous 1½-story, front-gable cottage was introduced into Millville's domestic architectural catalog. The dwelling likely had its origins in earlier Greek Revival-style houses of a middling or lower sort whose characteristic feature was the orientation of its gable end to the street to approximate the Classical temple form. The two-story house associated with Merrill S. Smith at 164 Main Street is an example of a middling dwelling. (MHC #40, PHOTO 13) It was built between 1831 and 1854, with most of the historical Greek details removed for less pretense and more economy. His son and namesake who later lived there was a machinist. Up on Lincoln Street, further to the rear of the village plan, there is a small, 1½-story, front-gable house built in the same era. (16 Lincoln St. PHOTO 14) Free of nearly all embellishments, only the form of the house and geometry of the façade remained to express the style. With two rooms front and back and a central-chimney in the dividing partition, this one-family cottage was a harbinger of the worker dwelling that would become common in the coming years. It is not known who lived here, historically, but the head of household would have been more likely to have been a laborer than a machinist or craftsman. Historic maps associate this cottage with Esak Pitts's Main Street residence (PHOTO 2), later owned by Asa Fairbanks (1854), A.B. Richardson (1870), and A.W. Southwick (1898).

The raking roof edges on the façades of these houses lent themselves to simple but varied decoration in the Greek, Gothic, or Italian modes, as architectural tastes changed across the period. In Millville, as well as in other places, decoration was focused on the doorways where trabeated, Greek Revival-style architraves were initially the norm, but these gradually evolved into entries with simple surrounds but ornate doors and flat-roof hoods with complex entablatures braced by elaborately tooled consoles. These ponderous elements sheltered a small stoop. Windows carried this theme with three-dimensional headers, often with their own small consoles. On many houses, this feature was limited to just the façade. (PHOTO 15)

Many of these houses were built by speculators and were scattered throughout the village. During the rubber company era, many more were built in groups in what was the first instance of planned residential development in Millville. Local merchant and land speculator, Charles H. Fletcher built what may have been the first collection of these houses along the south side of Main Street east of the Millville Railroad Depot soon after the Woonsocket Rubber Company factory opened in 1882. Ten front-gable cottages were pictured fronting on Main Street in the Panoramic View of Millville published in 1887. (Fig. 4) Three or four additional houses appeared along the railroad tracks. Only three of these houses remain at the eastern end of the historic district. (147, 149 & 153 Main St. PHOTO 16) They all present 1½-story, front-gable facades to the street, but due to the elevation of the roadway in this section, their rear elevations are 2½

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stories in height like the dwellings farther up the hillside. The two southernmost houses have the rare feature of clipped or jerkin-head gables, which reflect Fletcher's stylish, often whimsical, taste in architecture. Though not as elaborate as his home and related cottages on the south side of the river, these two surviving houses clearly show his tendency to personalize the standard forms and appearances of his property. (See National Register Nomination Form for the Central Street Historic District, Millville MA)

Charles H. Fletcher was Millville's most colorful and successful land speculator. He moved to Millville from New Hampshire sometime before 1850 and became the proprietor of the store at the intersection of Lincoln Street and Chestnut Hill Road. (5 Lincoln St., MHC #5, PHOTO 17) Fletcher amassed a substantial amount of real estate on both sides of the river, likely during the period of the town's depression in the 1860s and 1870s. He built, and presumably designed, his eccentric Stick Style home on Central Street in front of the Longfellow School during this period. When it came time to enlarge the school in 1886, Fletcher moved his house to the rear of the property where two equally unusual cottages he had designed and built were located. He erected a large store block in its place on Central Street, which had become the commercial center of the village. (It seems that Fletcher had sold his old store on Lincoln Street to Amos White at this time.) Town records reveal little about Charles H. Fletcher. He did not serve in any public office, nor has any form of biography been discovered. Yet his effect on Millville's development and architectural legacy remains visible on old maps and in the village historic fabric. Fletcher's real estate was valued at \$25,000 in 1886 and included his home and barn, new store and "Blarney Castle" (UDOR Tower) on Central Street; three residences north of the school (now Fletcher St.); 12 cottages on Main Street; and 10 cottages elsewhere in the village, as well as numerous undeveloped lots and 74 acres of farm land.

Soon after this assessment and the 1887 panorama view, Fletcher built fifteen or more front-gable cottages on new streets at the west end of Main Street that he named Fletcher Avenue (now Burns Ave.) and Walnut Street. Clearly capitalizing on Millville's population increase and housing demand after the opening of the rubber factory, Fletcher created one of Millville's most distinctive surviving streetscapes. (PHOTO 15) By 1898 eight cottages on the east side of Fletcher Avenue were sold to local liquor dealer Andrew Burns, whose name was imprinted over them on the map published on that date. Burns moved his family into one of the small dwellings while he built a large house for them on the corner of Main and Fletcher Avenue, which was renamed Burns Avenue. (250 Main St., MHC #16, PHOTO 10)

The 1900 census enumerates the Burns household as containing Andrew, his wife, Margaret, and two unmarried daughters who were employed as a housekeeper and day laborer. Other houses were tenanted to Andrew's son, Matthew Burns, and Michael Kerrane, a fireman. With the exception of these Irish families, the Burns Avenue cottages were inhabited by Swedish immigrants, who had moved into a number of Worcester County towns to work in the mills. Millville was the home to 177 Swedish families in 1905; even larger numbers of Swedes could be found in Worcester and Fitchburg at this time. The heads of

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household on Burns Avenue included the Swedish names of Charles Appelof, Anton Magnuson, Charles Malmros, Harry Olson, and Arid Ringholm. All of these men were employed by the Woonsocket Rubber Company.

A number of front-gable cottages on the west side of Burns Avenue, the north side of Walnut Street and the south side of Chestnut Hill Road were owned by Williard Wilson, Jr. in 1898. (PHOTO 12) A descendant of one of Millville's oldest native families, he lived in the brick Buffum House (PHOTO 1), which the Wilson family had owned since the 1850s. His real estate was assessed for \$10,900 in 1899 and included 14 small dwellings, eight Chestnut Hill Road lots, and three lots on Burns Avenue. Fletcher retained houses on Walnut and Main streets, although none of them remain. It is evident from this comparison that many of these small cottages have been lost to the demand for larger houses and lots as Millville's industrial economy declined and the village has evolved into a residential community. This fact conveys added significance to the ten surviving cottages in this neighborhood.

Two-Family Flats

A more revolutionary plan form made its appearance in Millville at this time, the two-story, two-family flat that provided larger and more commodious affordable housing for mill workers. Already popular in other, larger industrial towns in Massachusetts and Rhode Island, this multiple dwelling type appears to have been introduced to Millville when the Woonsocket Rubber Company had a number of them built on vacant land east of the factory soon after the factory opened in 1882. Dubbed Banigan City in tribute to the company's president, Joseph Banigan, the long, boxy two-story buildings were duplicated throughout the village. The houses had narrow fronts with identical deep plans containing four or more rooms arranged front to rear on both floors. Compared to the existing laborer housing stock in the village, these flats had more space, access to light on all four sides and improved ventilation. Their design provided a greater diversity of room use than previous worker dwellings and more privacy as well. Although the Banigan City development is a distinctive example of progressive, company-owned housing, many two-family flats and later three-deckers (three-story flats) in Millville were owner occupied. Having a second or third unit for rental income allowed working-class families to subsidize the cost of owning a home. This is a phenomenon that distinguishes the history of industrial domestic architecture in Massachusetts at the turn of the 20<sup>th</sup> century. In Millville, as well as other factory towns, the established local real estate speculators shifted to this house design when the time came.

It would not be until around 1890 that examples of the Banigan City two-family house type began to be built in the historic district. Nonetheless, these new houses were the result of the increased housing demand caused by the opening of the rubber factory, which had erected a large facility on the north side of the river east of the Lawrence Felt works. (The site of this factory as well as a single remaining office building are included in the district, and the significance of this site will be addressed in the archeology section at the end of this narrative.) A number of two-family flats were built on the east side of the district on Lincoln and Main streets and along a new street, Preston Street, in proximity to the factory.

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The two-family house built by Michael Feeney at 35 Lincoln Street is a typical example. (MHC #25, PHOTO 9) Constructed between 1887 and 1898, the Feeney House is Millville's largest two-family house. The steep hillside lot resulted in the house being built with a high brick basement in the front that exaggerates its height. The scale of the two-story façade of the wood-frame section of the building is further increased by the gable front and attic-story windows. This façade is distinguished by a two-story, three-sided bay window on the left side offset by an entrance with ornamental porch on the right. All decoration is concentrated on the façade. The long sides contain four windows indicating the position of rooms within. The identical fenestration on the first and second floors signify the two separate living units. Large gable wall dormers on the sides denote that the attic was also inhabited (or could be).

Michael Feeney was an Irish immigrant who worked for the Woonsocket Rubber Company. The 1900 census reveals that one flat was home to the owner's family and the other was rented to his younger brother, Thomas Feeney. Michael's household included his wife, Bridget, four adult children – three of whom were employed in the rubber mill and one as a housekeeper, and an unrelated boarder from the factory. Thomas and his wife, Annie, had five children under the age of six, and also had a boarder. This property remained in the ownership of the Feeney family until 1993.

Likewise, the Carroll and Powers residences, at 132 and 134 Main Street, (MHC #35-36) respectively, were built by Irish-born rubber factory workers who were able to build two-family houses and own their homes. (PHOTO 18) The houses are nearly duplicates of the Feeney House as well as their Banigan City models. Unlike the Feeneys, the Carrolls and Powerses rented their second units to unrelated families in 1900. The households of both owners included unmarried sons who worked in the mills, however. The Powerses have removed from the scene, but the Carroll House is now owned and occupied by the granddaughter of its builder.

Based on the 1887 view of the village, a big hotel and an even larger building that was either a tenement or another hotel are depicted on the north side of Main Street near the train depot, which was on the opposite side of the street. Outbuildings, apparently liveries, and other small dwellings are crowded into the area. Preston Street can be seen in the view, but the two-family flats that presently exist there are not shown. By the time the 1898 map of Millville was published, these large buildings had disappeared and were replaced with houses grouped on lots owned by John Conway, Edward Kenney, J.G. Reilly, and Charles H. Fletcher.

John Conway was an undertaker living on Bow Street. He also owned double houses on Lincoln Street as mentioned above. Edward Kenney's occupation was "boss carder" in 1900. He was also a native of Ireland and owned three buildings on the east side of Preston Street: a pair of two-family flats and a four-unit tenement, which was two of the Banigan City type houses joined together. (7, 9, & 11 Preston St. MHC # 113-115, PHOTO 19). Kenney built a comfortable single-family dwelling for his family on the north side of a Main Street lot just west of the railroad station agent, George K. Marshall's house that abutted his Preston Street properties. (176 Main St. MHC # 43, PHOTO 20) J.G. Reilly's history is unknown, but his name

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suggests that he was Irish like his neighboring owners. He owned two houses on the east side of Preston Street, and since he cannot be located elsewhere in the village, he may have occupied one of the units. (10 & 12 Preston St. MHC # 114-116, PHOTO 19) A lot with two houses on the northwest corner of Main and Preston streets is labeled as belonging to Charles H. Fletcher. The outlines of the buildings are similar to the two-family flats depicted on Preston; however, this lot is vacant today. Fletcher's string of front-gable, single-family dwellings on Main Street are nearby.

The 1920 census reveals that the Preston Street houses were populated with a diversity of immigrant factory workers from Ireland, Sweden, Finland, Canada, and Newfoundland. At this point, none of the houses were owner occupied. The majority of the heads of household worked as boot makers at what had become the U.S. Rubber factory. The women of Preston Street were employed as domestics or as stitchers at the woolen mill. The four-unit tenement at 11 Preston Street (MHC #115) was home to four bachelors, retailer Hilton Marshall, plumber Daniel Molony, hardware merchant Fred Jones, and streetcar conductor Fred Hartnett, who was the father of Baseball Hall of Fame catcher Charles Leo "Gabby" Hartnett, a Millville favorite son. (PHOTO 21)

*COMMERCIAL ARCHITECTURE*

The store building Charles H. Fletcher constructed at the intersection of Lincoln Street and Chestnut Hill Road ca. 1850 is a distinctive example of commercial architecture in Millville. (5 Lincoln St. MHC #20, PHOTO 17) As mentioned earlier, Fletcher arrived in Millville from New Hampshire about this time, and this building apparently served as his home as well as his business. Aspects of its Greek Revival-style design are still evident, including massive entablatures, broad corner pilasters, and the posts of a front porch recessed under the second-story pediment. It was a large and distinguished building for its day and anchored what was then the village center. A second commercial block was built next door, at the intersection of Lincoln and Main streets, by 1854. This property was owned by the Thayer family, who were involved in the wool industry. (Adam and E.D. Thayer were members of a local partnership that took over the water privilege following Edward S. Hall's bankruptcy.) By this time, the post office had been moved here from William Wilson's house on Central Street on the south side of the river, with P.S. Thayer identified as post master, and it remained in this location for many years. This building had been replaced by the present two-story, two-family house by 1898, which is an indication of the shift of the commercial center to the south side of the river. (204 Main St. PHOTO 17) The post office was presumably relocated there as well. The brick-fronted King Block on the east side of the Lincoln – Main intersection was built in 1925, during the rubber company era when growth in the district had reached its peak and Main Street was a thriving thoroughfare. (200 Main St. MHC #46, PHOTO 22)

The Providence & Worcester Railroad station and freight depot were located on Main Street east of the bridges. By 1899, the station agent, George K. Marshall, was living across the street in a two-story, single-family dwelling, which the railroad company may have built. (174 Main St. MHC #42, PHOTO 20) Two

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large buildings, one known to have been a hotel and the other presumed to have served a hotel or boarding house function joined Marshall's house opposite the train station on the north side of Main Street. The hotel would have provided short-term lodging for train and highway travelers, and both could have boarded unmarried factory workers. When the rubber boot factory was opened in 1882, this area became another nexus. The hotel likely contained a barroom where workers would congregate. The actual appearance of these buildings is indicated only by the 1887 panoramic view, which depicts the hotel as a long, narrow, two-stage, three-story wood-frame building with a front-gable façade and wrap-around porch characteristic of the type. The other building was also three-stories tall, but it was square in plan with a hipped roof and large dormers. The design of the latter suggests that it was constructed after the hotel, which may serve to associate the hotel with the transportation of the pre-rubber factory era and the second building with the post-1882 boom period. The 1898 map indicates that both these buildings had been removed from the scene, the result of an accidental fire. The development of two-family houses on Preston Street may have been part of a renewal effort in this part of the district.

A row of attached, three-story buildings appear in the panoramic view along the south side of Main Street between the railroad station and the bridges. (Fig. 4) These likely had commercial spaces on their ground floor. Two other buildings identified on the 1898 map in this vicinity have widow's names attached. These may also have been boarding houses for factory workers, perhaps for unmarried women. The streetscape between the factory and the bridge became thick with buildings because this was the daily route to and from the factory for workers living in the village. A new bridge was built east of the factory to connect the work site with Banigan City, but the majority of the rubber company's employees would come to work down Main Street. A large three-story building with a commercial ground floor and flats above was constructed on the north side of Main Street in 1904. When Millville incorporated as an independent town in 1916, this building became the town hall.

After the rubber boot factory closed in 1929 and the town was forced into receivership, commerce along Main Street declined significantly. Many of these properties were abandoned by their owners, and the municipal finance commission appointed to manage Millville's recovery condemned those of them that were hazards and had them demolished. Commercial areas on both Main Street on the north side of the river and Central Street on the south side were decimated. Once the factory burned in the 1970s, the south side of Main Street reverted to open space. A few non-historic commercial buildings have been built in their places in district. A fire station was built in 1971 adjacent to the town hall; the town hall was demolished in 1993. A new public library was constructed on Main Street south of the factory site renovating an existing funeral parlor that had operated in a reused gas station. With the loss of its important industrial and commercial components, the Main Street Historic District domestic architecture is essentially all that survives to represent the history

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Millville (Worcester), MASection number 8 Page 19*CHURCH ARCHITECTURE*

As increasing numbers of Irish immigrants settled in Millville to work in the local industries, a Catholic congregation developed that required a church. The first of these people discovered Millville as construction workers on the Blackstone Canal in the 1820s and the railroads in the 1840s and 1850s. Initially, masses were celebrated in other existing churches, notably the Methodist Reform Church once located on the corner of Central and Bow streets on the south side of the river. Later, Catholics would travel to nearby Blackstone and attend mass at the parish church there. By 1880 the Millville portion of this congregation had become sufficiently large that the Blackstone parish erected a wood-frame church above Lincoln Street. As it depicted in the 1887 panoramic view of Millville, this elevated site gave the church a prominent visual position in the community, which aptly represented the position its congregants had assumed in the community. St. Augustine's Church became an independent parish in 1881 led by Rev. Michael Kittridge. A rectory was built in 1885 to house the parish priest. (13 Lincoln St. MHC #23, PHOTO 6) The church was destroyed by fire in 1969. It was replaced by the existing non-historic building in 1970. The rectory remains as the sole reminder of the church's prior presence on the site.

The wide variety of historic worker housing in the Main Street Historic District is distinctive and represents both the history of Millville's development as a small industrial center in the Blackstone Valley of Massachusetts and as an architectural resource that contributes to an understanding of the living conditions and lifestyles of factory workers over nearly a century. Economic and social hierarchies in the village are clearly evident in the structure of the townscape, the arrangement of dwellings, and variety of housing options. Not only is the class structure discernable in the range of house types and forms, but it is apparent that there was a differentiation within the working class itself. As the 19<sup>th</sup> century progressed, advancements in the plan of domestic space were introduced that improved the living conditions of factory workers, and two- and three- family houses were designed and marketed so that some factory laborers had the opportunity to own their homes. The harsh realities of poor working conditions, labor troubles and factory closings are palpable in Millville's history, and the survival of the town's housing while the factories have disintegrated is a testimony to the human element that created this community. As Millville has entered a post-industrial era, its remarkable number and variety of worker housing in the Main Street Historic District is a potent reminder of its origins.

**Archaeological Significance**

While several potential historic archaeological resources have been located in the Main Street, the lack of physically confirmed locations for these resources and their integrity prohibit the use of criterion D for their significance to the district at this time. Potential archaeological resources in the Main Street Historic District may yield important information in the settlement and industrial history of the Town of Millville; however, the location and integrity of those resources has not been documented at this time. Surface evidence or

(continued)

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documentary sources combined with systematic archaeological survey and testing is needed to determine that potential archaeological resources in the district survive with integrity. Until then, historic archaeological resources indicated in documentary sources potentially survive and have the potential to contribute strongly to the district's significance. Ancient Native American resources may also survive in the district and may contribute information related to early patterns of land use in the area that focused on environmental resources, especially those associated with the Blackstone River. Native American resources might contribute an example of the pre-colonial role that the Main Street area and Millville played within regional transportation and socio/economic systems.

Since patterns of ancient Native American settlement in Millville are poorly understood, any surviving sites could be significant. Ancient Native sites in this area may contribute important information relating to Native American subsistence and settlement patterns within the Blackstone River drainage, particularly in the transitional zone between the coastal lowlands and Worcester Plateau uplands. Native settlement in this area may focus on larger sites along the Blackstone River, possibly at the confluence of tributary streams/ivers or at fall lines, which includes the district area. These sites may in turn be related to larger sites and/or core areas along lower portions of the Blackstone River towards Narragansett Bay to the south or towards the Charles or Neponset drainages to the northeast. Ancient Native American sites in the district locale may contain important information that helps to understand the seasonal, functional, or social interrelationships between sites in these drainages. Potential Native sites in the district may also contain important information that indicates the local and regional socio/political impact of native social groups in these drainages and how these relationships changed through time. This information may help test commonly held beliefs pertaining to riverine drainage settlement hypotheses.

Historic archaeological resources described above may contribute important information on the settlement and industrial history of the Main Street Historic District and the Town of Millville from the 18<sup>th</sup> through early 20<sup>th</sup> centuries. Archaeological resources may also contribute important social, cultural, and economic information related to the lives of the inhabitants responsible for the district's growth. Additional documentary research combined with archaeological survey and testing may locate 18<sup>th</sup> to early 19<sup>th</sup> century evidence of farmsteads and mills known to exist on the north side of the Blackstone River in Millville. No examples from the district's settlement or industry from this period survives above ground. Archaeological resources from this early period of the district and town's growth may identify where and when early settlement was made and to what extent Quakers, the largest social group in the early settlement in the South Parish of Mendon, played a major role in the Main Street settlement. The identification of early farmsteads and industrial sites, combined with the detailed analysis of the contents of occupational related features, might document the relationship between agriculture, husbandry, and early industrial growth.

(continued)

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Potential industrial archaeological resources in the district may contribute important information throughout much of the town's industrial history. The Capron Gristmill (ca. 1750) may contribute information relating to gristmill technology, early water power in the district, and the industrial needs of dispersed farmsteads that characterized the area during the 18<sup>th</sup> and early 19<sup>th</sup> century period. The later Wilson sawmill and blacksmith shop may also contribute information related to the needs of the early agricultural related settlement.

Documentary research combined with archaeological survey and testing at the later site of the Wilson scythe and axe works (1854) may also contribute information that documents the relationship between local agriculture and industry. Historical and archaeological sources may also exist that document scythe and axe production as an export trade indicating industrial growth beyond local needs. Archaeological research at the site of Esak Pitts carding and spinning mill (ca. 1814) may contribute a further example of the district and town's industrial growth and the mill's contribution to local versus regional industrial needs. After economic decline in the mid-19<sup>th</sup> century then resurgence in the late 19<sup>th</sup> century with the Lawrence Felting Company (ca. 1877) and Woonsocket Rubber Company (ca. 1882), large-scale industry was clearly characteristic of the district and Millville's economy. Each of the mills discussed above relied on the Blackstone River for its operation.

Documentary research combined with archaeological survey and testing may contribute important evidence that identifies the water power needs and structures associated with each of the mills and the methods used to share water power between the mills in the area at specific periods of use. Archaeological research may also identify how water power structures were adapted for successive periods of use and changing technologies.

(end)

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**9. Major Bibliographical References**

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**Bibliography**

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

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- Richard's Atlas of Worcester County, Massachusetts. Springfield, 1898.
- Sanborn Fire Insurance Map of Millville, Massachusetts. 1913.
- Walling. Map of Worcester County, Massachusetts. 1854 and 1857.

(end)

 See continuation sheet

Main St. HD  
Name of Property

Worcester, MA  
County, State

### 10. Geographical Data

Acreage of Property ca. 85 acres

#### UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19 286020 4656500  
Zone Easting Northing

3. 19 286280 4656140  
Zone Easting Northing

2. 19 286520 4656300  
Zone Easting Northing

4. 19 286720 4655920  
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 Neil Larson, consultant, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date March 2006

street & number 220 Morrissey Boulevard telephone 617-727-8470

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.

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**UTM References**

E	19	286800	4655810
F	19	286880	4655690
G	19	286900	4655500
H	19	286750	4655400
I	19	286280	4655770
J	19	286360	4655830
K	19	285980	4656080
L	19	286140	4656210
M	19	285940	4656410

**Verbal Boundary Description**

The boundary of the historic district is described by the lot lines of the properties included in it as indicated on the map included with the nomination with only two exceptions.

- At the northwesterly end of the district, the boundary line traverses a large town-owned parcel (119-68) running southeast from the northeasterly corner of lot 119-66.1 to the northerly corner of lot 119-69.
- At the southeasterly end of the district, the boundary traverses the Providence and Worcester Railroad right of way (123-54) via a small stream that bisects the lot.

**Boundary Justification**

The boundary of the district was drawn to include all the historic properties along the Main Street corridor in Millville that were associated with the industrial development occurring in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The district comprises the sites of industrial activity on the north side of the Blackstone River, the transportation corridor that developed along the river, and the commercial and residential architecture representing the community of factory workers.

(end)

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**Main Street HD  
Millville (Worcester), MA**

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PHOTOGRAPH LIST

All photographs 2002

Photographs by: Neil Larson  
Larson Fisher Associates  
P.O. Box 1394  
Woodstock NY 12498

Negatives located at: Millville Historical Commission  
Longfellow Municipal Center  
8 Central Street  
Millville MA 01529

- PHOTO 1. Main St., north side, west of Lincoln St. (214 Main St. on left)
- PHOTO 2. Main St., north side, east of Lincoln St. (186 Main St.)
- PHOTO 3. Chestnut Hill Rd., north side, west of Lincoln St. (8 Chestnut Hill Rd.)
- PHOTO 4. Chestnut Hill Rd., north side, west of Oak St. (82 Chestnut Hill Rd.)
- PHOTO 5. Main St., north side, east of Preston St. (168 Main St.)
- PHOTO 6. Lincoln St., east of Chestnut Hill Rd. (8 & 12 Lincoln St. on right)
- PHOTO 7. Lincoln St., east of Preston St. (36 & 40 Lincoln St. on right)
- PHOTO 8. Main St., north side, east of Preston St. (128 Main St.)
- PHOTO 9. Lincoln St., north side, east of Chestnut Hill Rd. (29 & 35 Lincoln St., l. to r.)
- PHOTO 10. Main Street, north side, east of Walnut St. (250 & 252 Main St., r. to l.)
- PHOTO 11. Lincoln St., north side, west of Preston St. (21 Lincoln St, center)
- PHOTO 12. Chestnut Hill Rd., south side, east of Burns Ave. (37, 39, 41 & 43 Chestnut Hill Rd., l. to r.)
- PHOTO 13. Main St., north side, east of Preston St. (154, 158, 162 & 164 Main St., r. to l.)
- PHOTO 14. Lincoln St., east of Chestnut Hill Rd. (16 Lincoln St. on right)
- PHOTO 15. Burns Ave., east side, north of Main St.
- PHOTO 16. Main St., south side, east of Preston St. (145, 147, 149 & 153 Main St., l. to r.)
- PHOTO 17. Lincoln St., west side, north of Main St. (204 Main St. (l.) & 5 Lincoln St. (r.)
- PHOTO 18. Main St., north side, east of Preston St. (128, 132, & 134 Main St., r. to l.)
- PHOTO 19. Preston St., north of Main St.
- PHOTO 20. Main St., north side, west of Preston St. (174 & 176 Main St., r. to l.)
- PHOTO 21. Preston Street, west side, south of Lincoln St. (11 Preston St.)
- PHOTO 22. Main Street, north side, east of Lincoln St. (198 & 200 Main St., r. to l.)
- PHOTO 23. Main Street, south side, east of Lincoln St. Rubber boot factory site (181 Main St.)

(end)

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS <small>contributing or non-contributing</small>
119-28		2 Burns Av		1 ½-story, frame, gable roof with shed dormer, raised on high brick basement, vinyl clapboard siding	1870-1913	Colonial Revival	building	C
119-46	D-101	6 Burns Av	Fletcher-Burns Rental House I	1 ½-story, frame, front-gable roof, hood over entrance, vinyl clapboard siding	1889-98	Classical Revival	building	C
119-45	D-102	8 Burns Av	Fletcher-Burns Rental House II	1 ½-story, frame, front-gable roof, hood over entrance, vinyl clapboard siding	1889-98	Classical Revival	building	C
119-47		9 Burns Av	vacant lot	vacant lot, associated with 250 Main St (119-27)	---	---	site	C
119-44	D-103	10 Burns Av	Fletcher-Burns Rental House III	1 ½-story, frame, front-gable roof, hood over entrance, vinyl clapboard siding; det. garage	1889-98	Classical Revival	building outbuilding	C C
119-51	D-107	11 Burns Av	Williard Wilson, Jr. Rental House I	1 ½-story, frame, front-gable roof, full front porch, vinyl clapboard siding; detached garage	1886-98	Classical Revival	building outbuilding	C C
119-42.1	D-104	12 Burns Av	Fletcher-Burns Rental House IV	1 ½-story, frame, front-gable roof, hood over entrance, vinyl clapboard siding	1889-98	Classical Revival	building	C
119-43		adj 12 Burns Av		1-story, frame, front gable roof, two-car garage	c1990	none	building	NC
119-42	D-105	14 Burns Av	Fletcher-Burns Rental House V	1 ½-story, frame, front-gable roof, hood over entrance, vinyl clapboard siding; det. garage	1889-98	Classical Revival	building outbuilding	C C
119-52	D-108	15 Burns Av	Williard Wilson, Jr. Rental House II	1 ½-story, frame, front-gable roof, full front porch (enclosed), 1-story rear ell, vinyl clapboard siding; detached garage	1886-98	Classical Revival	building outbuilding	C C
119-41	D-106	16 Burns Av	Fletcher-Burns Rental House VI	1 ½-story, frame, front-gable roof, hood over entrance, vinyl clapboard siding; det. garage	1889-98	Classical Revival	building outbuilding	C C
120-19	19	8 Chestnut Hill Rd	Mellen/Mary Benson House	2-story, frame, gable roof, center chimney, side ell wood clapboard siding; stone wall along street	pre-1831	Federal	building structure	C C
120-18	18	18 Chestnut Hill Rd	James/Harriet Linley House	1-story, frame, gable roof, center chimney, side ell, wood clapboard siding; detached garage; detached workshop (converted to dwelling), two sheds	1831-1854	Greek Revival	building outbldgs (4)	C C(4)

MAIN STREET HISTORIC DISTRICT  
 Millville, Worcester County, Mass.

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS <small>contributing or non-contributing</small>
120-08		27 Chestnut Hill Rd		1 ½-story, frame, front gable roof, vinyl clapboard siding	1870-87	Gothic Revival	building	C
120-16		28 Chestnut Hill Rd		1-story manufactured home, frame, gable roof, vinyl clapboard siding; detached garage	c1980	none	building outbuilding	NC NC
120-17		adjacent to 28 Chestnut Hill Rd		vacant lot	---	---	site	C
120-09		29 Chestnut Hill Rd		1 ½-story, frame, front gable roof, vinyl clapboard siding; detached garage	1870-87	Gothic Revival	building outbuilding	C C
120-15		30 Chestnut Hill Rd		1-story manufactured home, frame, gable roof, vinyl clapboard siding; detached garage	c1980	none	building outbuilding	NC NC
120-10		31 Chestnut Hill Rd		2-story, frame, gambrel roof with shed dormers, central entrance porch, wood clapboard siding; detached garage	c1940	Colonial Revival	building outbuilding	C C
119-36		33 Chestnut Hill Rd		1 ½-story duplex, frame, gable roof, central bay window, rear shed, vinyl clapboard siding; detached garage	1831-54	Federal	building outbuilding	C C
120-14	E-109	34 Chestnut Hill Rd	James Logan House	1 ½-story, frame, front-gable roof, bay window, wrap-around front porch, metal clapboard siding	1870-87	Classical Revival	building	C
120-13	E-110	36 Chestnut Hill Rd	Williard Wilson, Jr. Rental House III	1 ½-story, frame, front-gable roof, full front porch (enclosed), metal clapboard siding	1870-87	Classical Revival	building	C
119-37	17	37 Chestnut Hill Rd	Francis/Bridget McManus Duplex	2-story, frame, gable roof, full front porch, dormers, rear ells, granite foundation, wood clapboard siding; detached garage	1870-86	Classical Revival	building outbuilding	C C
120-12	E-111	38 Chestnut Hill Rd	Williard Wilson, Jr. Rental House IV	1 ½-story, frame, front-gable roof, full front porch wood clapboard siding; detached garage	1870-87	Classical Revival	building outbuilding	C C
119-38		39 Chestnut Hill Rd		1 ½-story, frame, front gable roof, full-width front porch, vinyl clapboard siding; detached garage	1870-87	Gothic Revival	building outbuilding	C C
119-70		adjacent to 40 Chestnut Hill Rd		1-story shop, frame, gable roof; hillside lot bisected by creek; associated with 120-11	1870-87	none	building	NC

MAIN STREET HISTORIC DISTRICT  
Millville, Worcester County, Mass.

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS <small>contributing or non-contributin</small>
120-11	E-112	40 Chestnut Hill Rd	Williard Wilson, Jr. Rental House V	1 ½-story, frame, front-gable roof, full front porch (enclosed), wood clapbd. siding; det. shed	1870-87	Classical Revival	building outbuilding	C C
119-39		41 Chestnut Hill Rd		1 ½-story, frame, front gable roof, vinyl clapboard siding	1870-87	Gothic Revival	building	C
119-40		43 Chestnut Hill Rd		1 ½-story, frame, front gable roof, composition siding	1870-87	Gothic Revival	building	C
119-53		45 Chestnut Hill Rd		1 ½-story, frame, front gable roof, vinyl clapboard siding	1870-87	Gothic Revival	building	C
119-54		47 Chestnut Hill Rd		1 ½-story, frame, front gable roof, vinyl clapboard siding; detached garage	1870-87	Gothic Revival	building outbuilding	C C
119-69		56 Chestnut Hill Rd		1 ½-story, frame, front gable roof, vinyl clapboard siding; detached garage	1870-87	Gothic Revival	building outbuilding	C C
119-68		72 Chestnut Hill Rd		vacant land	---	---	site	C
119-67		76 Chestnut Hill Rd		vacant land	---	---	site	C
119-66.1	12	82 Chestnut Hill Rd	Day House	1-story, frame, gable roof, center chimney, side ell, granite foundation, wood clapboard siding; detached shed	c1840	Greek Revival	building outbuilding	C NC
120-05		1 Lincoln St		See 204 Main St.	---	---	---	---
120-06	20	5 Lincoln St	Fletcher Store	2-story, frame commercial building, front gable roof, store front, first story encased in brick veneer, attached stables on rear	1831-54	Greek Revival	building	C
120-42		6 Lincoln St		vacant lot, used for parking	---	---	site	C
120-41	21	8 Lincoln St	Potter Duplex I	1 ½-story, frame, gable roof, hood over entrances, rear full porch; detached garage; pool	1870-87	Classical Revival	building outbuilding structure	C C NC
120-40	22	12 Lincoln St	Potter Duplex II	1 ½-story, frame, gable roof, hood center over entrances, rear full porch, asphalt siding	1870-87	Classical Revival	building	C

MAIN STREET HISTORIC DISTRICT  
Millville, Worcester County, Mass.

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS <small>contributing or non-contributing</small>
120-20	23	13 Lincoln St	St. Augustine's Roman Catholic Church & Rectory	CHURCH: 1-story, brick religious facility, polygonal plan & roof; frame wing; replaced 1881 church that burned in 1966	1970		building	NC
				RECTORY: 2-story, frame, hipped roof, bracketed cornice, pedimented dormers, wood shingle siding; detached garage	1885	Italianate	building	C
							outbuilding	C
120-38		16 Lincoln St		1 ½-story, frame, front gable roof, entrance on side wall, vinyl clapboard siding; reputed location of early school house	1831-54	Greek Revival	building	C
120-39		rear 16 Lincoln St		vacant lot, associated with 120-38	---	---	site	C
120-21		19 Lincoln St		1 ½-story, frame, gable roof, side ell, vinyl clapboard siding	1854-70	Greek Revival	building	C
120-37		20 Lincoln St		1-story, frame, gable roof	c1980	Ranch	building	NC
120-22		21 Lincoln St		2-story, frame, gable roof, rear shed, vinyl clapboard siding; 2 detached sheds	1870- 1913	Greek Revival	building outbldgs (2)	C NC(2)
120-23		23 Lincoln St		2-story, frame, gable roof, rear shed, vinyl clapboard siding; 2 detached sheds	1870- 1913	Greek Revival	building outbldgs (2)	C NC(2)
120-36		24 Lincoln St		1 ½-story, frame, gable roof, center entrance w/ porch (enclosed), vinyl clapboard siding; detached garage	1870- 1913	Greek Revival	building outbuilding	C C
120-24		25 Lincoln St		1 ½-story, frame, front gable roof, side ell, vinyl clapboard siding	1870- 1913	Gothic Revival	building	C
120-35		26 Lincoln St		1 ½-story, frame, gable roof, center entrance w/ porch (enclosed), vinyl clapboard siding	1870- 1913	Greek Revival	building	C
120-34	24	28 Lincoln St		vacant lot Former location of A. Schencle Duplex (1857- 70) 1 ½-story, frame, gable roof, demo. 2000	---	---	site	C
120-25		29 Lincoln St		1-story, frame, gable roof, raised basement to create 2-story façade, vinyl clapboard siding; detached garage	1870- 1913	Greek Revival	building outbuilding	C C
120-26		adj 29 Lincoln St		vacant lot, associated with 120-25	---	---	site	C

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS contributing or on-contributin
120-33		30 Lincoln St		vacant lot	---	---	site	C
120-32		34 Lincoln St		2-story, frame, front gable roof, side entry w/ porch (enclosed), 2-story added ell, composition shingle siding	1870-1913	Italianate	building	C
120-27	25	35 Lincoln St	Michael/Bridget Feeney Two Decker	2-story, frame, front gable roof, front bay window, 1-story full front porch, side cross gables, clapboard and shingles	1887-98	Queen Anne	building	C
123-27	26	36 Lincoln St	Conway Duplex I	1 ½-story, frame, gable roof with front cross gable, front bay windows and porch	1887-98	Queen Anne	building	C
123-26	27	40 Lincoln St	Conway Duplex II	1 ½-story, frame, gable roof with front cross gable, front bay windows and porch	1887-98	Queen Anne	building	C
123-25	28	48 Lincoln St	Whalen House	2-story, frame, hipped roof, dormer, full front porch, metal siding	c1910	Craftsman 4-square	building	C
123-23	29	52 Lincoln St	Sullivan House	1 ½-story, frame, front gable, full front porch, asbestos siding; detached shed	c1910	Craftsman	building outbuilding	C C
123-24		next 52 Lincoln St		vacant lot; associated w/ 52 Lincoln St (123-23)	---	---	site	C
123-43	34	128 Main St	John/Mary Conway Duplex	1 ½-story, frame, gable roof, dormers, enclosed porch over central entrances; detached garage	c1890	Queen Anne	building outbuilding	C C
123-41		adj 132 Main St	n/a	vacant parcel subdivided from 132 Main St	n/a	n/a	site	C
123-42	35	132 Main St	Thomas/Margaret Carroll Two Decker	2-story, frame, front gable roof with side cross gables, 2-story bay window on façade, porch over entrance	c1890	Queen Anne	building	C
123-40	36	134 Main St	Jeffrey/Catherine Powers Two Decker	2-story, frame, front gable roof with side cross gables, 2-story bay window on façade, porch over entrance; detached garage and shed (NC)	c1890	Queen Anne	building outbuilding outbuilding	C C NC
123-39		138 Main St		wooded land crossed by Hood Brook; 1 ½-story, frame, gable roof house in rear	--- c1980	--- Ranch	site building	C NC
123-45		145 Main St		1 ½-story, frame, front gable roof, side shed addition, window replacement, brick veneer & composition clapboard siding; detached garage	1870-1913, c1970	Ranch	building outbuilding	NC NC

MAIN STREET HISTORIC DISTRICT  
Millville, Worcester County, Mass.

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS contributing or on-contributin
123-38		146 Main St		1-story, frame, gable roof, wood clapboard siding; 1-story car repair shop attached to front	c1980	none	building	NC
123-46		147 Main St		1 ½-story, frame, front gable jerkin head roof, full-width front porch, vinyl clapboard siding	1870-1913	Gothic Revival	building	C
123-47		149 Main St		1 ½-story, frame, front gable jerkin head roof, vinyl clapboard siding	1870-1913	Gothic Revival	building	C
123-37		150 Main St		1 ½-story, frame, front gable roof, full-width front porch, 1-story rear ell, wood clapboard siding; detached garage	1870-1913	Gothic Revival	building outbuilding	C NC
123-48		adj 153 Main St		vacant land	---	---	site	C
123-49		153 Main St		1 ½-story, frame, front gable roof, porch over entrance, 1-story side ell, vinyl clapboard siding, window replacement	1870-1913	Gothic Revival	building	C
123-36	37	154 Main St	John P. Carroll House	1 ½-story, frame, gable roof with front dormer, full front porch, bay window on side, metal clapboard siding; detached garage	1903	Queen Anne	building outbuilding	C C
123-35	38	158 Main St	Hatfield House	1 ½-story, frame, gable roof with front dormer, full front porch, bay window on side, metal clapboard siding	1903	Queen Anne	building	C
123-50		161 Main St		vacant land	---	---	site	C
123-34	39	162 Main St	J. Trask Duplex	1 ½-story, frame, gable roof with dormers, separate porches over entrances, external chimney added to façade at dividing point between units, granite foundation, metal clapboard siding; detached garage	1831-54	Greek Revival	building outbuilding	C C
123-33	40	164 Main St	Merrill S. Smith House	2-story, frame, front gable roof, full front porch, rear ell, granite foundation, wood clapboard siding; detached garage	1831-54	Greek Revival	building outbuilding	C NC
123-51		165 Main St		1 ½-story, frame, front gable roof, full-width front porch, metal clapboard siding	1870-1913	Gothic Revival	building	C

MAIN STREET HISTORIC DISTRICT  
Millville, Worcester County, Mass.

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS <small>contributing or non-contributing</small>
123-32	41	168 Main St	Southwick/Smith Duplex	1-story, frame, side gable roof with dormers, (two duplexes attached end-to-end), granite foundation, wood clapboard siding; detached garage, shed and privy	1832	Federal	building outbdgs (3)	C C(3)
123-52		169 Main St	Millville Public Library	1 ½-story, frame education building, gable roof, entrance portico, wood clapboard siding; site of train depot (1870)	c1990	Classical Revival	building	NC
123-31		172 Main St		Old Town Hall Park; site of town hall	---	---	site	C
123-08	42	174 Main St	Marshall House	2-story, frame, gable roof, center entrance with hood, granite foundation, side ell, metal clapboard siding; carriage barn	1870-87	Italianate	building outbuilding	C C
123-07	43	176 Main St	Kenney House	1 ½-story, frame, cross-gable roof, porch and bay window on front, brick foundation, 1-story rear ell, wood clapboard siding; detached garage	1898-1913	Queen Anne	building outbuilding	C C
123-06		178 Main St	M.J. Dean House	1-story, frame, front gable roof with shed dormers, full-width front porch, vinyl clapboard siding; Mike Dean, builder	1919	Bungalow	building	C
123-53		179 Main St		1-story, concrete block, flat roof industrial bldg.	c1960	none	building	C
123-05		180 Main St		1-story, frame, gable roof, wood shingle siding	1857-70 1919	Greek Revival	building	C
123-57		--- Main St.		ROW to covered bridge	---	---	site	C
123-58		adj. 181 Main St		vacant land (old town recreation area)	---	---	site	C
123-60	44 901 HA-4	181 Main St	Woonsocket Rubber Company Office	2-story, brick, gable roof industrial building, arch-headed windows with stone sills with paired sash units; detached frame first-aid station; steel water tower (MHC form #901) demolished in 2002.	1882, c1920	Classical	building (2) site	C(2) C
123-04		182 Main St		1-story, frame, hipped roof with dormers, vinyl clapboard siding	1925	none	building	C
123-62		185 Main St	Pot Belly Pub	1-story, frame, flat roof with balustrade, wood panel siding	c1945	none	building	NC

MAIN STREET HISTORIC DISTRICT  
Millville, Worcester County, Mass.

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS (contributing or non-contributing)
123-03	45	186 Main St	Pitts/Fairbanks House	2-story, frame, front gable roof with Doric portico, 1-story side ell, wood flush and clapboard siding	1831-54	Greek Revival	building	C
123-63		187 Main St		vacant lot				
123-64		191 Main St	barber shop	2-story, frame, gable roof, enclosed porch, wood shingle siding	1920-80	none	building	C
123-65		193-195 Main St		1-story, frame, gable roof office building, wood panel siding	c1980	none	building	NC
123-02		196 Main St	Town fire station	1-story, brick, front gable roof, 3 garage bays on façade; site of town hall	c1980	none	building	NC
123-54		199 Main St	Providence & Worcester RR ROW	active track and vacant space remaining from previous yard and siding for rubber company	c1840-present	---	structure site	C C
123-01	46	200 Main St	Site of King Block	Vacant lot; formerly location of 2-story, brick-front commercial block, built 1925; demolished for intersection improvements, 2004	---	---	site	NC
120-05		204 Main St (also 1 Lincoln St.)	Site of P.S. Thayer Store * Post Office	Vacant lot; formerly 2-story, frame, 2-decker, hipped roof with dormers, rear porches, built c. 1850 & altered c. 1910; detached multi-car garage; demolished for improvements to bridge & intersection, 2004	---	---	site	NC
120-04		210 Main St	Lyman Legg House	1-story, frame, gable roof, side ell, composition shingle siding	c1850 c1940	Cape	building	C
120-03	47	214 Main St	Moses Buffum House	2-story, brick, gable roof, granite foundation, arched entry	1812	Federal	building	C
120-02	801	220 Main St	Old Millville (Southwick's) Cemetery	Abandoned burying ground with parts of fifty stones; stone wall with mature shade trees along Main Street	18 <sup>th</sup> C & later	---	site	C
120-07		226 Main St		vacant land; partly used for parking	---	---	site	C
119-35		234 Main St		1 ½-story, frame, front gable roof, full-width front porch (enclosed), rear ell, vinyl clapboard siding	1870-1913	Gothic Revival	building	C

MAIN STREET HISTORIC DISTRICT  
Millville, Worcester County, Mass.

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS (contributing or non-contributing)
119-34		236 Main St		1 ½-story, frame, front gable roof, full-width front porch (enclosed), vinyl clapboard siding	1870-1913	Gothic Revival	building	C
119-33		240 Main St		1-story, pre-cast concrete block, car repair shop hipped roof, 1-story, concrete block, gable roof rear addition; parking area	c1920	Modern Commercial	building	C
119-32		242 Main St		1 ½-story, frame, front gable roof, vinyl clapboard siding	1870-1913	Gothic Revival	building	C
119-31		adj 242 Main St		vacant lot	--	---	site	C
119-30		244 Main St		1 ½-story, frame, front gable roof, raised on high brick and concrete basement, wrap-around porch (enclosed)	1870-1913	Gothic Revival	building	C
119-29		246 Main St		1 ½-story, frame, front gable roof, raised on high brick basement, metal clapboard siding; detached garage	1870-1913	Gothic Revival	building outbuilding	C C
119-28		248 Main St		1 ½-story, frame, gable roof, elevated brick basement, entrance in basement on Main St, house entrance on Burns Ave, shed dormer, vinyl clapboard siding	1870-1913	Classical	building	C
119-27	16	250 Main St	Burns House	2-story, frame, hipped roof with dormers, wrap-around porch, granite foundation, metal clapboard siding; detached garage & well house	1898-1913	Colonial Revival	building outbuilding outbuilding	C C C
119-26	15	252 Main St	Cook House	2-story, frame, gable roof, central entrance with porch, rear ell, granite foundation, metal clapboard siding; detached garage	1854-70	Classical	building outbuilding	C NC
123-09	F-113	7 Preston St		2-story, frame, front gable roof two-family house, two-story bay window, hood over entrance, composition siding		1888-98	building	C
123-10	F-114	9 Preston St		2-story, frame, front gable roof two-family house, two-story bay window, hood over		1888-98	building	C

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if given)	DESCRIPTION (all buildings dwellings unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS <small>contributing or non-contributing</small>
123-30	F-117	10 Preston St		entrance, metal clapboard siding 2-story, frame, front gable roof two-family house, two-story bay window, hood over entrance, composition siding		1888-98	building outbuilding	C C
123-11	F-115	11 Preston St		2-story, frame, gable roof multi-family house, central cross-gable dormer, central 2-story entrance porch flanked by 2-story bay windows, wood shingle siding		1888-98	building	C
123-29	F-118	12 Preston St		2-story, frame, front gable roof two-family house, two-story bay window, metal clapboard siding		1888-98	building	C
123-12	F-116	15 Preston St		2-story, frame, front gable roof two-family house, two-story bay window, hood over entrance, wood clapboard siding		1888-98	building	C
123-28	F-119	16 Preston St		2-story, frame, front gable roof two-family house, two-story bay window, porch at entry, composition siding		1888-98	building	C
119-49		14 Walnut St		1 ½-story, frame, front gable roof, wood clapboard siding	1870-87	Gothic Revival	building	C
119-48		16 Walnut St		1 ½-story, frame, front gable roof, vinyl clapboard siding	1870-87	Gothic Revival	building	C
<p>TOTALS: Contributing Buildings.....88    Contributing Outbuildings ....36    Contributing Sites .....22    Contributing Structures .....2    Contributing Objects ...0                      Non-contributing Buildings ...13    Non-contributing Outbldgs ....12    Non-contributing Sites ....2    Non-contributing Structures ..1    Non-contributing Obj ...0</p>								

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Main Street Historic District  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: MASSACHUSETTS, Worcester

DATE RECEIVED: 3/29/06 DATE OF PENDING LIST: 4/17/06  
DATE OF 16TH DAY: 5/02/06 DATE OF 45TH DAY: 5/12/06  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000360

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 5-10-06 DATE

ABSTRACT/SUMMARY COMMENTS:

RECEIVED BY  
NATIONAL REGISTER

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.



Main Street Historic District  
Millville, Worcester Co., MA

PHOTO 1: Main St., n. side w. of Lincoln St.  
(214 Main St. on left)



Main Street Historic District  
Millville, Worcester Co. MA

APR 2002 FRK

APR 2002 FRK

PHOTO 2: Main St., n. side e. of Lincoln St.  
(186 Main St.)



Main Street Historic District  
Millville, Worcester Co., MA

2002 FRK

APR 2002 FRK

APR 2002

PHOTO 3: Chestnut Hill Rd., n. side w.  $\searrow$  Lincoln St.  
( $\circ$  Chestnut Hill Rd on r.)



Main Street Historic District  
Millville, Worcester Co., MA

PHOTO 4: Chestnut Hill Rd., n-side w. of Oak St.  
82 Chestnut Hill Road



Main Street Historic District  
Millville, Worcester Co. MA

APR 2002 FRK

APR 2002 FRK

APR 2002 FRK

PHOTO 5: Main St., n. side e. of Preston St.  
(168 Main St.) ~~west side~~



Main Street Historic District  
Millville, Worcester Co., MA

PHOTO 6: Lincoln St., e. of Chestnut Hill Rd.  
8 & 12 Lincoln St (r. to l.)



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

PHOTO 7: Lincoln St., e. of Preston St.  
36 & 40 Lincoln St. (r. to l.)



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

APR 2002 FRK

PHOTO 8: Main St., n. side, e. of Preston  
(128 Main St.)



Main Street Historic District  
Millville, Worcester Co., MA

PHOTO 9: Lincoln St., n. side e. of Chestnut Hill Rd.  
29 & 35 Lincoln St. (l. to r.)



Main Street Historic District  
Millville, Worcester Co., MA

PHOTO 10:

Main Street, east of Walnut St. (nos. 250 & 252)



Main Street Historic District  
Millville, Worcester Co., MA

Photo 11: Lincoln St., n. side w. of Preston St.  
(21 Lincoln St., center)



Main Street Historic District  
Millville, Worcester Co., MA

PHOTO 12: Chestnut Hill Rd., s. side e. of Banns Ave.  
37, 39, 41 & 43 Chestnut Hill Rd. (l. to r.)



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

APR 2002

Photo 13: Main St., n. side e. of Preston St.  
164, 162, 158, 154 Main St. (l. to r.)



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

Photo 14:

Lincoln St east of Chestnut Hill Rd.



Main Street Historic District  
Millville, Worcester Co., MA

Burus Ave., east side from Main St.



Main Street Historic District  
Millville, Worcester Co., MA

Photo 16: Main St., s. side e. of Preston St.  
(153 Main St., r.)



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

PHOTO 17: Lincoln St. w. side, n. of Main St.  
209 Main St (l.) #5 Lincoln St. (r.)



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

APR 2002 F

PHOTO 18: Main St., n. side e. of Preston St.  
134, 132 & 128 Main St. (l. to r.)



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

PHOTO 19:

Preston St. north from Main St.



Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

APR 2002 FRK

PHOTO 20: Main St., n. side w. of Preston St.  
174 & 176 Main St. (r. to l.)



Main Street Historic District  
Millville, Worcester Co., MA

PHOTO 21: Preston St., w. side s. of Lincoln St.  
(11 Preston St.)



122  
GAS  
OIL  
SALES

122  
GAS  
OIL  
SALES

W.A.  
2000

STOP

Main Street Historic District  
Millville, Worcester Co., MA

APR 2002 FRK

APR 2002 FRK

APR 2002

PHOTO 22:

Main Street south of Linden: nos. 200 & 198 (l. to r.)



Main Street Historic District  
Millville, Worcester Co., MA

Photo 23: Main St., s. side e. of Lincoln St.  
(181 Main St.)

# Uxbridge MASS. - R. I.

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



GEOLOGICAL SURVEY

1982

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works

Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey  
Compiled by photogrammetric methods from aerial photographs taken 1980. Field checked 1981. Map edited 1982. This area also covered by 7.5-minute, 1:24,000-scale maps: Uxbridge and Blackstone dated 1969

Projection and 1000-meter grid, zone 19: Universal Transverse Mercator; 10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone, and Rhode Island coordinate system, 1927 North American Datum

To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 40 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  
THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U.S. GEOLOGICAL SURVEY  
P.O. BOX 25286, DENVER, COLORADO 80225

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS	
Meters	Feet	1° 15' 30" N		1	2
1	3.2808	367 METERS		4	3
2	6.5617	31 METERS		6	7
3	9.8425	31 METERS		8	
4	13.1234				
5	16.4042				
6	19.6850				
7	22.9659				
8	26.2467				
9	29.5275				
10	32.8084				

ISBN 0-607-23420-2  
9 780607 234206

## Topographic Map Symbols

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road; trail
- Route marker: Interstate; U. S. State
- Railroad: standard gage; narrow gage
- Bridge: drawbridge
- Fordbridge: 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
  - Well: 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
  - Bathymetric contours: index; intermediate
  - Perennial lake and stream; intermittent lake and stream
  - Rocks, large and small; hills, large and small
  - Submerged marsh; marsh; swamp
  - Land subject to controlled inundation; woodland
  - Swamp; mangrove
  - Orchard; vineyard

A pamphlet describing topographic maps is available on request



SCALE 1:25 000  
1 CENTIMETER ON THE MAP REPRESENTS 250 METERS ON THE GROUND  
CONTOUR INTERVAL 3 METERS

Main Street Historic District, Millville, Worcester Co. MA  
A - 286020 465500 D - 286120 465500 G - 286190 465500  
B - 286050 465500 E - 286180 465500 H - 286150 465500 I - 286100 465500  
C - 286280 465140 F - 286180 465500 J - 286120 465500  
K - 285790 465080 L - 286140 465210  
M - 285740 465640

UXBRIDGE, MASS. - R. I.  
42071-A5-TM-025

1982

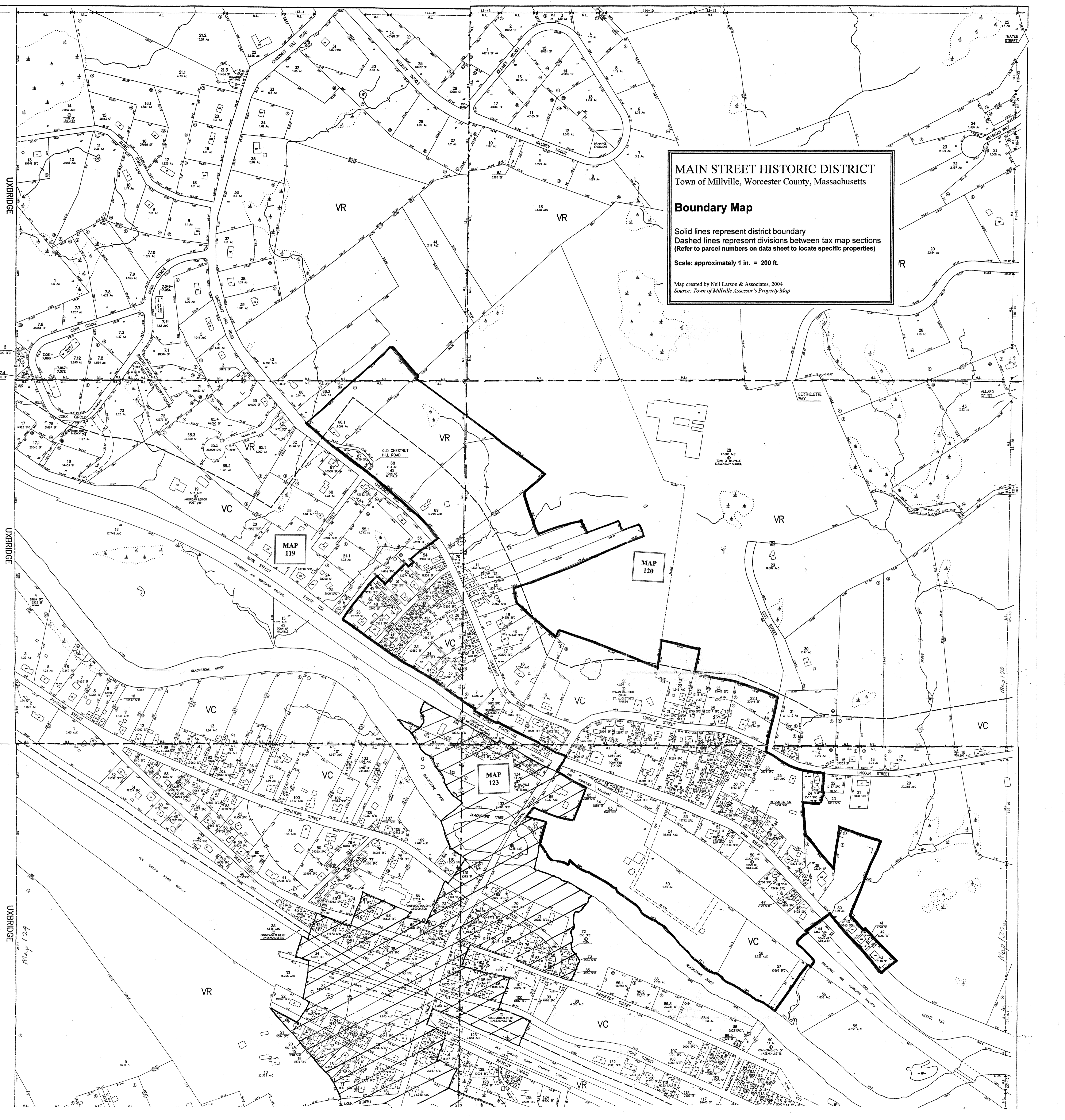
**MAIN STREET HISTORIC DISTRICT**  
Town of Millville, Worcester County, Massachusetts

**Boundary Map**

Solid lines represent district boundary  
Dashed lines represent divisions between tax map sections  
(Refer to parcel numbers on data sheet to locate specific properties)

Scale: approximately 1 in. = 200 ft.

Map created by Neil Larson & Associates, 2004  
Source: Town of Millville Assessor's Property Map





**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

March 27, 2006

Dr. John Roberts  
National Register of Historic Places  
Department of the Interior  
National Park Service  
1201 Eye Street, NW 8<sup>th</sup> floor  
Washington, DC 20005



Dear Dr. Roberts:

Enclosed please find the following nomination form:

Main Street HD, Millville (Worcester), 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 property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: Margaret Carroll, James Hull, Val Stegemoen, Millville Historical Commission  
Diane McCutcheon, Millville Board of Selectmen  
Neil Larson, consultant  
Millville Planning Board