

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For HCRS use only

received NOV 3 1980

date entered DEC 3 1980

## 1. Name

historic Holyoke Canal System

and/or common

## 2. Location

street & number Downtown Holyoke between Front St., South St., and CT River not for publication

city, town Holyoke vicinity of first district congressional district

state MA 01040 025 code Hampden county 013 code

## 3. Classification

| Category                                      | Ownership                                   | Status                                                | Present Use                                    |
|-----------------------------------------------|---------------------------------------------|-------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> district             | <input type="checkbox"/> public             | <input type="checkbox"/> occupied                     | <input type="checkbox"/> agriculture           |
| <input type="checkbox"/> building(s)          | <input checked="" type="checkbox"/> private | <input type="checkbox"/> unoccupied                   | <input type="checkbox"/> commercial            |
| <input checked="" type="checkbox"/> structure | <input type="checkbox"/> both               | <input type="checkbox"/> work in progress             | <input type="checkbox"/> educational           |
| <input type="checkbox"/> site                 | <b>Public Acquisition</b>                   | <b>Accessible</b>                                     | <input type="checkbox"/> entertainment         |
| <input type="checkbox"/> object               | <input type="checkbox"/> in process         | <input type="checkbox"/> yes: restricted              | <input type="checkbox"/> government            |
|                                               | <input type="checkbox"/> being considered   | <input checked="" type="checkbox"/> yes: unrestricted | <input checked="" type="checkbox"/> industrial |
|                                               |                                             | <input type="checkbox"/> no                           | <input type="checkbox"/> military              |
|                                               |                                             |                                                       | <input type="checkbox"/> museum                |
|                                               |                                             |                                                       | <input type="checkbox"/> park                  |
|                                               |                                             |                                                       | <input type="checkbox"/> private residence     |
|                                               |                                             |                                                       | <input type="checkbox"/> religious             |
|                                               |                                             |                                                       | <input type="checkbox"/> scientific            |
|                                               |                                             |                                                       | <input type="checkbox"/> transportation        |
|                                               |                                             |                                                       | <input type="checkbox"/> other:                |

## 4. Owner of Property

name Holyoke Water Power Co.

street & number 1 North Canal Street

city, town Holyoke vicinity of state MA 01040

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Registry of Deeds

street & number Hampden County Courthouse

city, town Springfield state MA

## 6. Representation in Existing Surveys

title MA Historical Comm. Inventory has this property been determined eligible? ☒ yes ☐ no

date September 10, 1980 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Massachusetts Historical Commission

city, town Boston state MA 02108

## 7. Description

### Condition

☒ excellent  
☐ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date \_\_\_\_\_

### Describe the present and original (if known) physical appearance

General Characteristics: Holyoke has three canals with a total length of 4.5 miles and a 56 foot fall. Locally quarried sandstone block was used for construction of the canal walls.

The canal water is used for both processing and power. To generate power, it moves from the higher canal through mill gates, along mill gates, turning water wheels and then out arched portholes to a lower level.

The first level canal has a 20 foot fall to the second level. The main artery is 140 feet wide narrowing to 80 feet and the depth varies from five to twenty-five feet. The second level canal has a drop of 12.5 feet to the third level and serves as a raceway for the upper level. It has a width of 140 feet that narrows to 100 feet and a depth from 3-17 feet. The third level canal has an average drop of 23 feet to the river. It is 100 feet wide and from 2-10 feet deep.

### First Level

|           |                                                                                                                        |
|-----------|------------------------------------------------------------------------------------------------------------------------|
| 1847-1853 | gatehouse to 350 feet north of Dwight St., with extension No.2 hydroelectric station (now known as Boat Lock Station). |
| 1871-1872 | from 350 north of Dwight St., to Appleton Street                                                                       |
| 1872-1880 | Appleton St. to 75 feet north of Cabot St.                                                                             |
| 1880-1883 | from 75 north of Cabot St. to Sargeant St.                                                                             |
| 1888-1893 | Sargeant St. to south end of canal.                                                                                    |

### Second Level

|           |                                                              |
|-----------|--------------------------------------------------------------|
| 1847-1853 | from Bridge St. to 150 feet north of Cabot St. (at Race St.) |
| 1854-1857 | from 150 feet north of Cabot St. to south end.               |
| 1872-1874 | Bridge St. to east end of Lyman St. (parallel to river)      |
| 1880-1882 | east end of Lyman St. to point 600 feet southerly.           |
| 1888-1892 | from 600 feet southerly of Lyman to east end of Appleton.    |

### Third Level

|           |                                                                                                                                                                                                 |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1854-1857 | from No. 3 overflow (on Race near South St., where southeasterly end of the Second Level goes into the Third), to No.4 overflow (between Third Level and the river, next to Franklin Paper Co.) |
| 1880-1884 | Cabot St. to Appleton St.                                                                                                                                                                       |

For over a century, this ingenious system of water power has worked hard and well for Holyoke industry.

Specific features: The first and second level canals are crossed by bridges approximately 1,000 feet apart. The streets crossing the canals are the main east-west arteries of the city.

The upper mills are located on the 400 foot stretch of land separating the first and second level canals. Water passing beneath the mills along races turns the wheels. The lower mills are located between the second level canal extension, third level canal and the river.

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR HCRS USE ONLY

RECEIVED **NOV 3** 1980

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

The original 19th and 20th century gatehouse (A), locks and overflows were used as part of the working canal system until 1964. The gatehouse, located adjacent to the dam, controlled the flow of water into the canals. There were two locks. One was located adjacent to the gatehouse, the other at an area referred to as "Boatlock Station". The locks were enclosures in the canal with gates at each end used in raising and lowering boats as they pass from level to level. Originally the locks were used to allow boats with construction materials to move along the canal system. There are five overflows or spillway channels for excess water in the canals. Number 1 overflow (B) is located at the gatehouse, No. 2 (C) at boatlock station, No. 3 (D) at the upper end of the second canal, No. 4 (E) at the river outlet of the third canal and No. 5 (F) at the lower level end of the second canal. (see enclosed map)

Along the canal system today there are about 50 water wheels located in factories and power plants. The amount of water used by the wheels along the Canal System is 8,000 cubic feet each second. In addition, the Hadley Falls Station of the Company at the dam uses 4,000 cubic feet of water each second. Thus, it requires a flow of 12,000 cubic feet of water each second in the river to supply the hydraulic needs of Holyoke industry. Such a large flow occurs only about one third of an average year. In other words, some water wheels in Holyoke are idle in an average year for about two thirds of the time because of lack of enough water from the river to supply them.

Alterations: Originally power for the machinery in the mills came directly from the turning of the water wheels. Later the wheel was used to turn a generator which produced electricity. Some of the mills still use the water generated electricity (hydro-electricity) as their primary source of power and purchase auxiliary electricity from Holyoke Power Company.

In 1885, the first hydro-electric plant went into operation at Cabot Street on the first canal. It was replaced in 1899 with another station south of the original Cabot Street plant. In 1921, Boatlock Station hydro-electric was located between the first and second level canals, north of Lyman Street. An addition was made in 1924. Beebe-Holbrook Station, located on Dwight Street between the first and second level canals, also generates additional power for Holyoke Water Power Company. The canals have been continuously altered since their construction for maintenance and other reasons. They have, however, retained their original configuration.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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RECEIVED NOV 3 1980

DATE ENTERED DEC 3 1980

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

In 1964, the serious deterioration of the original gates necessitated a total rebuild of the gatehouse. A new concrete substructure as well as new upperstructure incorporating extra concrete and a strictly functional light blue steel framed building with metal siding was constructed, thirty feet in front of the original gatehouse, while all of the old structure, except for some of its underpinnings, was removed. The new gatehouse does not contribute to the significance of the district.

BIBLIOGRAPHY:

Scanlon, Anna U. History of Holyoke Massachusetts (Holyoke: Holyoke Public Schools, 1939)

"Pick, Shovel, Brawn Dug Famous Holyoke Canals" Holyoke Transcripts-Telegram, 14, September 1960, p. 16A

Town of Holyoke, Holyoke Past and Present 1745-1895 (Holyoke Transcript Publishing Co. 189



## 8. Significance

| Period                                        | Areas of Significance—Check and justify below   |                                                        |                                                 |                                          |
|-----------------------------------------------|-------------------------------------------------|--------------------------------------------------------|-------------------------------------------------|------------------------------------------|
| <input type="checkbox"/> prehistoric          | <input type="checkbox"/> archeology-prehistoric | <input checked="" type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion        |
| <input type="checkbox"/> 1400–1499            | <input type="checkbox"/> archeology-historic    | <input type="checkbox"/> conservation                  | <input type="checkbox"/> law                    | <input type="checkbox"/> science         |
| <input type="checkbox"/> 1500–1599            | <input type="checkbox"/> agriculture            | <input type="checkbox"/> economics                     | <input type="checkbox"/> literature             | <input type="checkbox"/> sculpture       |
| <input type="checkbox"/> 1600–1699            | <input type="checkbox"/> architecture           | <input type="checkbox"/> education                     | <input type="checkbox"/> military               | <input type="checkbox"/> social/         |
| <input type="checkbox"/> 1700–1799            | <input type="checkbox"/> art                    | <input checked="" type="checkbox"/> engineering        | <input type="checkbox"/> music                  | <input type="checkbox"/> humanitarian    |
| <input checked="" type="checkbox"/> 1800–1899 | <input type="checkbox"/> commerce               | <input type="checkbox"/> exploration/settlement        | <input type="checkbox"/> philosophy             | <input type="checkbox"/> theater         |
| <input checked="" type="checkbox"/> 1900–     | <input type="checkbox"/> communications         | <input checked="" type="checkbox"/> industry           | <input type="checkbox"/> politics/government    | <input type="checkbox"/> transportation  |
|                                               |                                                 | <input type="checkbox"/> invention                     |                                                 | <input type="checkbox"/> other (specify) |

**Specific dates** 1847-1893

**Builder/Architect** John Chase & Philander Anderson

**Statement of Significance (in one paragraph)**

Hadley Falls Co. & Holyoke Water Power Co.

The Holyoke Canal System possesses integrity of location, design, setting and materials and remains as an essentially unaltered example of nineteenth century engineering dating from 1847-1893.

In 1846, George C. Ewing, a traveling representative of the Fairbanks Scale Co., saw the potential of water power in Ireland Parish (later renamed Holyoke in 1850). As the agent for the Fairbanks Bros. and later the Hadley Falls Co., he purchased 1,100 acres of farmland and water rights for the construction of a water power system and city based on the manufacture of textiles and later paper. In the summer of 1847 the initial investors met in Boston and organized a new Hadley Falls Company whose avowed purpose was to utilize the water power of the Connecticut River to manufacture cotton cloth in a new industrial city. The new company was capitalized at \$2,450,000 and some 201 individuals and 15 businesses subscribed to its stock. These investors came from throughout the East, but controlling interest went to a group of Boston businessmen. Known as the "Boston Associates", many of these individuals had played a major role in the development of other factory towns like Lowell, Lawrence, Manchester, and Chicopee.

The terrain of Ireland Parish was ideal for industry. First, the western bend of the Connecticut River enclosed an undeveloped flatland with sufficient room for canals and mills. Second, a natural drop in the riverbed elevation of 60 feet in less than two miles could provide enormous quantities of power.

John Chase and Philander Anderson designed the layout for the water power system consisting of a dam, canals, raceways, and mill sites. The 4.5 miles of canals were built from 1847-1893. The work was done primarily by Irish day laborers using picks, shovels and horse drawn teams. Stone for the canal and dam was quarried locally.

Due to the initial lag of Holyoke's economic development, the Hadley Falls Co. was divided into two separate operations in 1854. The new Hadley Falls Co. continued to operate the machine shop, water power system and real estate enterprises, while the Lyman Mills operated the two textile factories. In 1858, the Hadley Falls Co. went into receivership and in 1859 was replaced by the Holyoke Water Power Co., organized by Alfred Smith, a local man. This ended the dominance of Boston interests.

In the early 1860's the Holyoke Water Power Co., under the leadership of Steward Chase, began to grant concessions of rent-free factories, free water power and financial assistance to new and established industries to encourage them to locate in Holyoke. As a result, Holyoke realized a diversified economic base with companies in textiles, paper and machinery.

For several years the Holyoke Water Power Company found the canal system adequate. By the early 1870's, however, sharply increased demand for mill sites and water power spurred the

## 9. Major Bibliographical References

Griffin, Mary E. "Historic Grants 1978 Survey Sheets" (Massachusetts Historical Commission, 1978)  
Harper, Wyatt E. The Story of Holyoke (Holyoke: City of Holyoke Centennial, 1973)  
Holyoke Planning Board and Holyoke Historical Commission "Holyoke Historic Report 1979" (Holyoke 1979)  
National Register of Historic Places Inventory Nomination Form "Holyoke Historic Industrial District" (Holyoke, May, 1978)

## 10. Geographical Data

ACREAGE NOT VERIFIED

UTM NOT VERIFIED

Acres of nominated property 4.5 miles

Quadrangle name Springfield North

Quadrangle scale 1:24,000

UMT References

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**Verbal boundary description and justification** 1st level canal runs parallel to and just below Front, Railroad, Bond, and Commercial Sts. between the dam and Jackson St. The 2nd level canal extends from Appleton and Canal Sts. north around Canal St. beyond Bridge St. to Race St. which it follows to Sargeant St. and on in a straight line to a point near the intersection of Main at Canal Sts.

**List all states and counties for properties overlapping state or county boundaries**

| state | code | county | code |
|-------|------|--------|------|
| state | code | county | code |

## 11. Form Prepared By

name/title Candace Jenkins, National Register Director with Brenda Chan of Office of Community Develop.

organization Massachusetts Historical Commission date October 16, 1980

street & number 294 Washington Street telephone (617) 727-8470

city or town Boston state MA 02108

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☒ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Peter H. Webster

Executive Director,

title Massachusetts Historical Commission

date October 17, 1980

For HCRS use only

I hereby certify that this property is included in the National Register

Keeper of the National Register

Attest:

date

Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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DATE ENTERED

# **NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER

8

PAGE

1

firm to launch an ambitious expansion program. Between 1871 and 1885 the company engaged continuously in canal construction. It extended the first level from 350 feet north of Dwight Street to Sargeant Street; extended the second level from Bridge Street to a point 600 feet south of Lyman Street; and completed the third level. In 1888 the final phase of construction began, and with the completion of the second level from 600 feet south of Lyman Street to the east of Appleton Street in 1892 and the first level from Sargeant Street to the south end of the canal in 1893, Holyoke's waterway network was essentially complete.

Since 1893, the canals have remained generally unaltered. The only change has been the conversion of direct water power to hydroelectricity. An important additional use of the canal system is the supply of low cost process water to the manufacturers, along its banks. This is particularly important to Holyoke's many paper mills which use large quantities of water in making paper and which have found the Connecticut River to be an excellent source of the soft water for their needs. Although adversely effected by the Great Depression of the 1940's, Holyoke has remained a major industrial community in Massachusetts.

Property Holyoke Canal System

State MA, Hampden

Working Number 11/3/80, 2734

DUE  
1/3/81

TECHNICAL

CONTROL

Photos 5  
Maps 4

HISTORIAN

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

OTHER

HAER

Inventory \_\_\_\_\_

Review \_\_\_\_\_

REVIEW UNIT CHIEF

BRANCH CHIEF

Significant as an  
essentially unaltered example  
of 19th C engineering dating from  
1847-1893

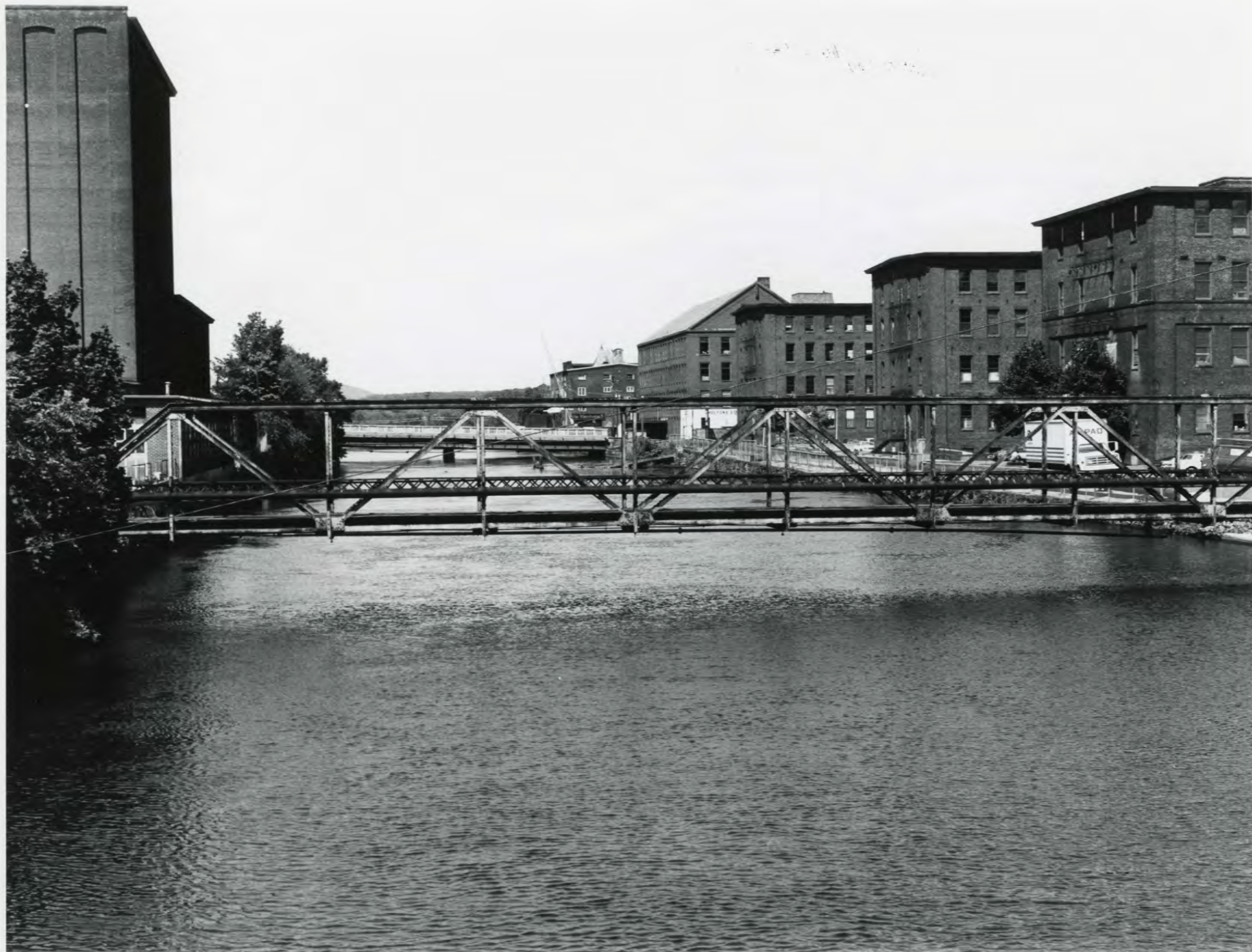
Accept  
C Shue  
12-3-80  
KEEPER

National Register Write-up \_\_\_\_\_  
Federal Register Entry 2.2.82

Send-back \_\_\_\_\_  
Re-submit \_\_\_\_\_

Entered DEC 3 1980





Holyoke Canal System  
Holyoke, MA

Brenda Chan 6/80

Office of Community Development

Photo #1 of 5

View looking NE from Dwight St.  
over 1st level canal.

*Hampden  
Co.*

NOV 3 1980  
DEC 3 1980





Holyoke Canal System

Holyoke, MA

Betsy Garcelon 7/78

Holyoke Planning Board

Photo #2 of 5

View of Whiting Paper Co. looking

NE from Dwight St. over 2nd level canal.

*Hampden Co.*

NOV 3

1980

3 1980

DEC





Holyoke Canal System

Holyoke, MA

Brenda Chan 6/80

Office of Community Development

Photo #3 of 5

View of Xidex Corp. looking NE from  
Cabot St. over 2nd level canal.

*Hampden Co.*

NOV 3 1980

DEC 1 1980







Holyoke Canal System  
Holyoke, MA  
Betsy Garcelon  
Holyoke Planning Board  
Photo #4 of 5

View of Riverview Machine Co. from  
Race St. looking NE to Cabot St. on  
2nd level canal.

*Hampden  
Co.*

NOV 3 1980

DEC 3 1980





Holyoke Canal System

Holyoke, MA

Judith Jacob 8/78

Holyoke Planning Board

Photo #5 of 5

View of Holyoke News Co. from S. Canal St.  
looking E on third level canal.

*Hampden Co.*

1980

NOV 3

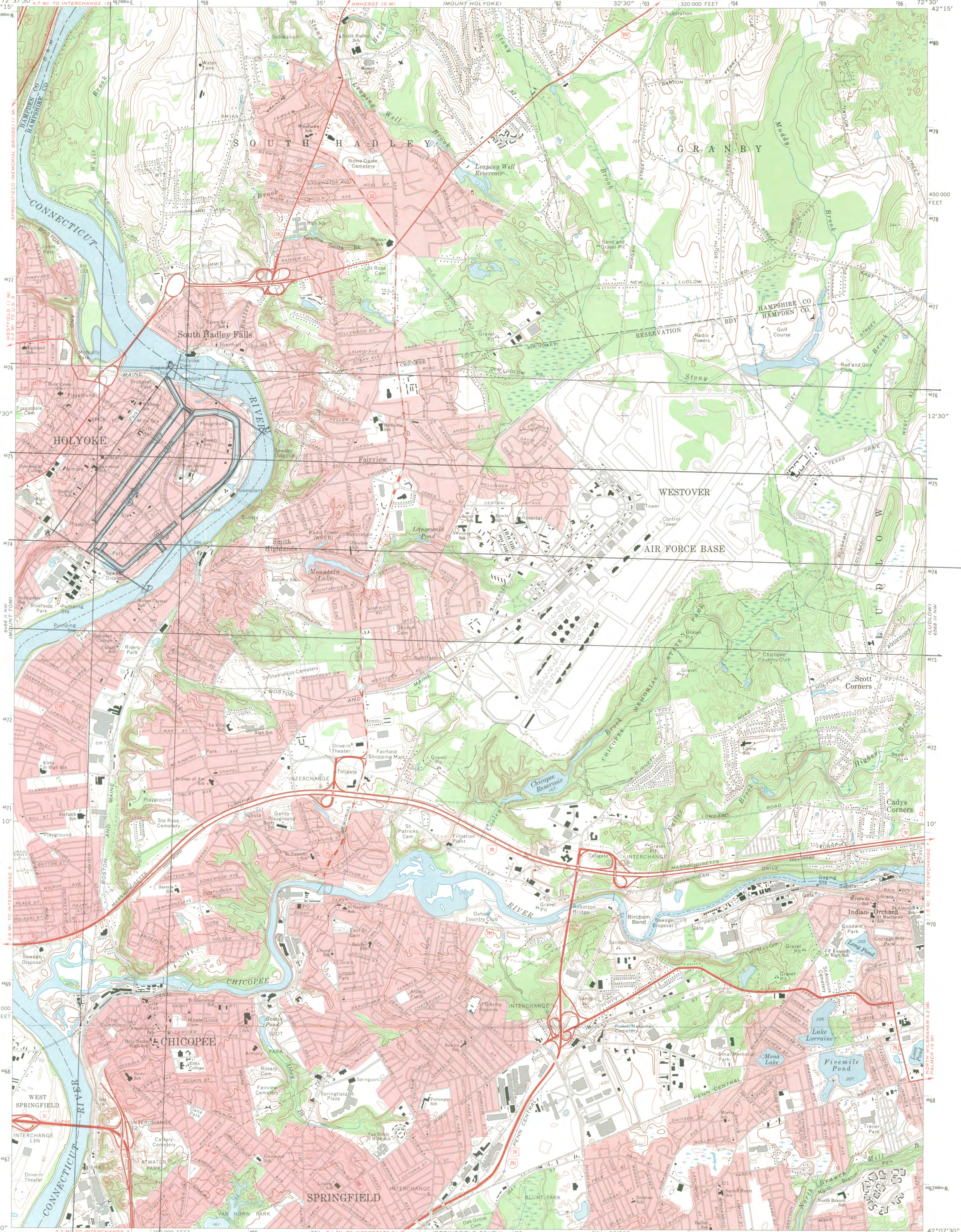
DEC

3 1980

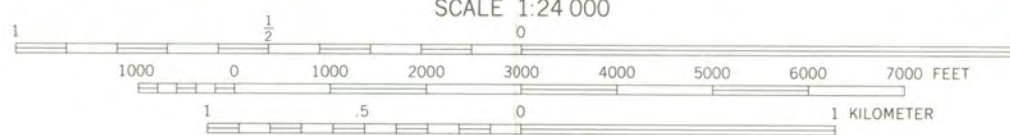


Holyoke, MA  
Holyoke Canal System

UTM References:  
A: 18/696440/4674120  
B: 18/697810/4676000  
C: 18/698890/4675310  
D: 18/697570/4673500



Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, and Massachusetts Geodetic Survey  
Topography by planetable surveys 1933. Revised from  
aerial photographs taken 1971. Field checked 1972  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Massachusetts coordinate system,  
mainland zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 18, shown in blue  
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL



ROAD CLASSIFICATION  
Primary highway, hard surface  
Secondary highway, hard surface  
Unimproved road  
Interstate Route  
U.S. Route  
State Route  
Light-duty road, hard or improved surface  
Unimproved road

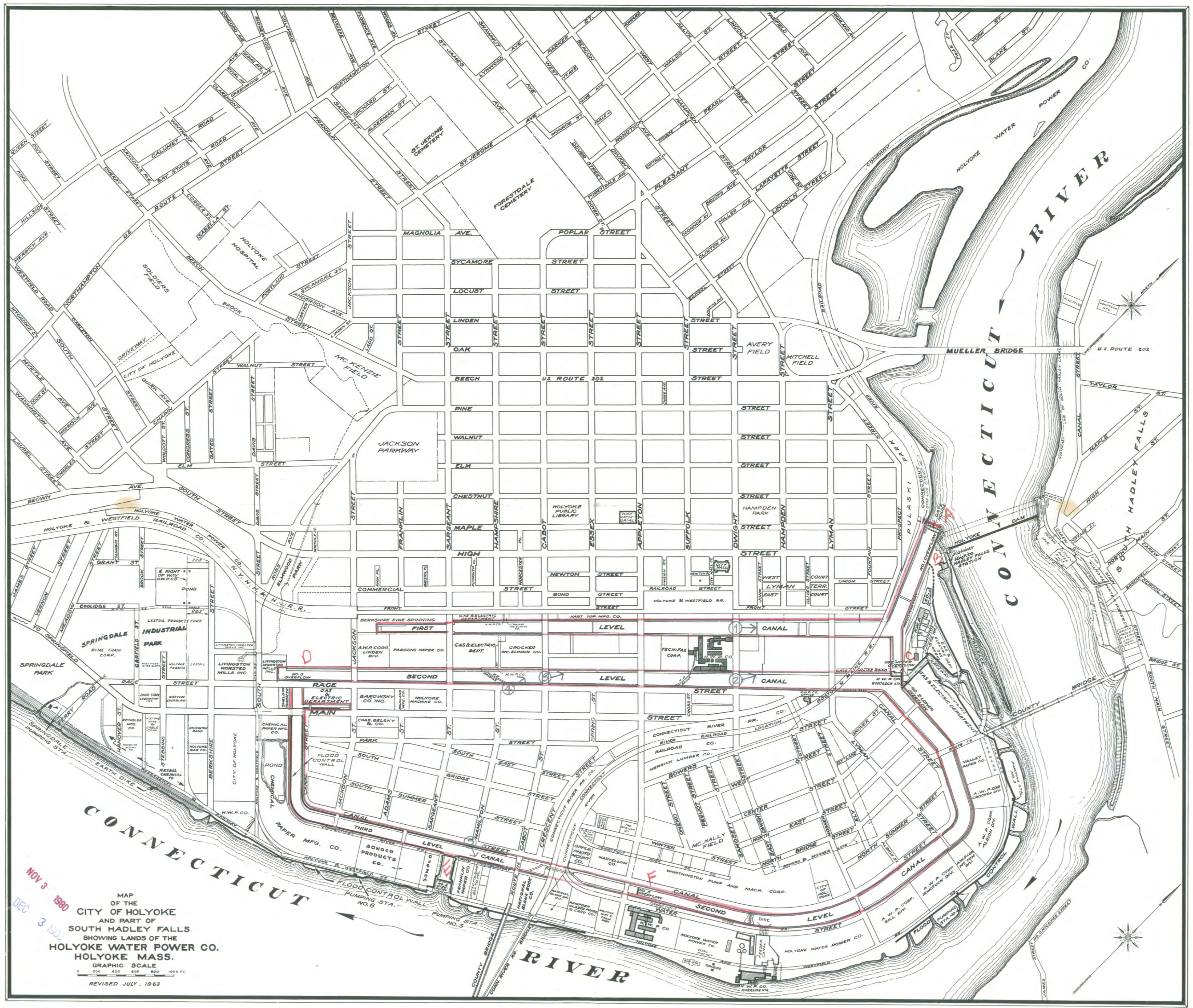
SPRINGFIELD NORTH, MASS.  
N4207.5-W7230/7.5

1972

AMS 6468 II NE-SERIES V814







MAP OF THE  
CITY OF HOLYOKE  
AND PART OF  
SOUTH HADLEY FALLS  
SHOWING LANDS OF THE  
HOLYOKE WATER POWER CO.  
HOLYOKE MASS.

GRAPHIC SCALE  
0 200 400 600 800 1000 FT.  
REVISED JULY, 1963

NOV 3 1980  
DEC 3 1980



# NORTHEAST UTILITIES



THE CONNECTICUT LIGHT AND POWER COMPANY  
THE HARTFORD ELECTRIC LIGHT COMPANY  
WESTERN MASSACHUSETTS ELECTRIC COMPANY  
HOLYOKE WATER POWER COMPANY  
NORTHEAST UTILITIES SERVICE COMPANY  
NORTHEAST NUCLEAR ENERGY COMPANY

ONE CANAL STREET  
HOLYOKE, MASSACHUSETTS, 01040  
(413) 536-5520

DEC 3

JOHN T. HICKEY  
Manager - Holyoke  
Western Massachusetts Region

September 8, 1980

Ms. Patricia L. Weslowski  
State Historic Preservation Officer  
Massachusetts Historical Commission  
294 Washington Street  
Boston, Massachusetts 02108

RE: Holyoke Canal System

Dear Ms. Weslowski:

This comment is being submitted on behalf of the Holyoke Water Power Company in response to your August 5, 1980 notice to property owners concerning the proposal to nominate the Holyoke Canal System for inclusion on the National Register of Historic Places.

The Holyoke Water Power Company has been the owner of the Holyoke Canal since 1859. During the period of the company's stewardship, the canal system has been maintained in excellent condition, a process that has required numerous modifications aimed at keeping the facility technically and economically up to date. Thus, the company supports your present initiative only if it is consistent with its continued efforts to preserve the canal for future generations as a viable self-sustaining industrial enterprise. Some specific concerns we have with your nomination proposal are listed below. If any of these items should by any chance require a 30-day postponement of State Review Board action you need only advise us to that effect. You need not, for our benefit, reinstitute the entire public notice process.

1. There are a variety of alterations which have been made to the canal system since it was completed in the late 1880's, which are not mentioned under "alterations" in the nomination as now drafted. This fact should be noted in the nomination, if only to avoid future misunderstanding. Also missing, at least in the version we have received from the city, is mention of the Third Level Municipal Parking Lot project which the city is scheduled to undertake this fall. We believe you have already granted the city conditional approval of that project, and do not know why no mention is made of it in the nomination.





2. The statement in the nomination that "the original nineteenth and twentieth century gatehouse locks and overflows are still used as part of the working canal system" is incorrect, maybe because it originated in newspaper articles of the early 1960's. Yet, in 1964, the serious deterioration of the original gates necessitated a total rebuild of the gatehouse. A new concrete substructure as well as new upperstructure incorporating extra concrete and a strictly functional light blue steel framed building with metal siding was constructed, thirty feet in front of the original gatehouse, while all of the old structure, except for some of its underpinnings, was removed.

→ Your text should make note of this change. Furthermore, since this new gatehouse has no historical value, we ask that it be excluded from your historic site as shown on the USGS map. This could be done even while still including the old gatehouse site, by merely shifting the boundary on your map to be back of where the black line of the dam and gatehouse is now shown on the USGS map.

- W.P. - N.H.C.
3. The City of Holyoke has prepared and submitted this canal nomination at this time because your office asked it to do so in fulfillment of a condition imposed on the construction of the Third Level Canal Municipal Parking Lot Project. The nomination is being submitted at a time when the federal government's Advisory Council on Historic Preservation has already approved a broader proposal for a Holyoke Industrial District, which would offer many of the same benefits, but over a larger area. It would have been wiser, we think, to have waited until such a time as the federal government's proposal had come to some resolution, before pushing for this nomination.

Sincerely,

HOLYOKE WATER POWER COMPANY

  
John T. Hickey  
Manager

c. City of Holyoke

300 3





**MASSACHUSETTS  
HISTORICAL  
COMMISSION**

**COMMONWEALTH OF MASSACHUSETTS  
Office of the Secretary of State**

294 Washington Street  
Boston, Massachusetts  
02108  
617-727-8470

DEC 3

MICHAEL JOSEPH CONNOLLY  
Secretary of State

September 30, 1980

Mr. John T. Hickey, Manager  
Northeast Utilities  
One Canal Street  
Holyoke, MA 01040



Dear Mr. Hickey:

Thank you for your letter of September 8 regarding the nomination of the Holyoke Canal System to the National Register of Historic Places. We appreciate your cooperation in this matter.

After the nomination form was submitted to this office by the Holyoke Community Development Department, it was edited by my professional staff and changes were made which reflected your concerns. We have made other changes based on the information which you provided us. These specifically relate to the alterations to the gate house. No mention of the Third Level Municipal Parking Lot has been added because the National Register form concerns itself with historical significance rather than impacts which are determined under a separate process.

I have enclosed a final revised copy of the nomination form for your information and would be happy to receive your comments.

Sincerely,

Patricia L. Weslowski  
State Historic Preservation Officer  
Executive Director  
Massachusetts Historical Commission

PLW:pmb





**MASSACHUSETTS  
HISTORICAL  
COMMISSION**

**COMMONWEALTH OF MASSACHUSETTS**  
**Office of the Secretary of State** 11/31/80

294 Washington Street  
Boston, Massachusetts  
02108  
617-727-8470

DEC 3

MICHAEL JOSEPH CONNOLLY  
Secretary of State

October 27, 1980

Jerry Rogers  
Acting Director  
O.A.H.P.  
National Park Service  
US Dept of Interior  
Washington, D.C. 20243

Dear Mr. Rogers:

Enclosed you will find copies of correspondence relating to the Boston Theater Area Multiple Resource nomination, the Chelsea Square Historical District, and the Holyoke Canal System. The nomination forms were sent to your office on October 20.

Sincerely,

Candace Jenkins  
Evaluation Director

CJ/lk





ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered DEC 3 1991

| <u>Name</u>             | <u>Location</u>                     |
|-------------------------|-------------------------------------|
| Holyoke Canal System    | Holyoke<br>Hampden County           |
| Tack Factory, The       | Norwell vicinity<br>Plymouth County |
| Eddy Block              | Webster<br>Worcester County         |
| Water Shops Armory      | Springfield<br>Hampden County       |
| Gunn and Hubbard Blocks | Springfield<br>Hampden County       |
| Spaulding Block         | Webster<br>Worcester County         |
| Shumway Block           | Webster<br>Worcester County         |

Also Notified

|                             |                                     |
|-----------------------------|-------------------------------------|
| Honorable Paul Tsongas      |                                     |
| Honorable Edward M. Kennedy | State Historic Preservation Officer |
| Honorable Silvio O. Conte   | Mrs. Patricia L. Weslowski          |
| Honorable Gerry E. Studds   | Executive Director                  |
| Honorable Edward P. Boland  | Massachusetts Historical Commission |
|                             | 294 Washington Street               |
|                             | Boston, Massachusetts 02108         |

NR Byers/bjr/1/6/81

For further information, please call the National Register at (202)343-6401.