Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY – NOMINATION FORM

(Type all entries · complete applicable sections)

STATE:
Maine

COUNTY:
Cumberland

FOR NPS USE ONLY

ENTRY DATE

MAY 2 1974

1. NAME

COMMON:
Portland Waterfront

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Waterfront Area

CITY OR TOWN:
Portland

CONGRESSIONAL DISTRICT:
1st: Hon. Peter N. Kyros

STATE	CODE	COUNTY:	CODE
Maine	23	Cumberland	005

3. CLASSIFICATION

CATEGORY *(Check One)*	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
[XX] District [ ] Building [ ] Site [ ] Structure [ ] Object	[ ] Public [ ] Private [X] Both Public Acquisition: [ ] In Process [ ] Being Considered	[X] Occupied [ ] Unoccupied [ ] Preservation work in progress	Yes: [ ] Restricted [X] Unrestricted [ ] No

PRESENT USE *(Check One or More as Appropriate)*

[ ] Agricultural   [X] Government   [ ] Park   [X] Transportation   [ ] Comments
[X] Commercial   [ ] Industrial   [ ] Private Residence   [ ] Other *(Specify)*
[ ] Educational   [ ] Military   [ ] Religious
[ ] Entertainment   [ ] Museum   [ ] Scientific

4. OWNER OF PROPERTY

OWNER'S NAME:
Various

STREET AND NUMBER:

CITY OR TOWN:

STATE:

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5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Cumberland County Court House

STREET AND NUMBER:

CITY OR TOWN:
Portland

STATE:
Maine

CODE

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
None

DATE OF SURVEY: [ ] Federal   [ ] State   [ ] County   [ ] Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

STATE:

COUNTY:

ENTRY NUMBER

DATE

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| CONDITION	*(Check One)*					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)			*(Check One)*		
	☒ Altered		☐ Unaltered		☐ Moved	☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

Selected buildings in the Portland Waterfront and Commercial District are as follows:

1. The Richardson Wharf Company Block was constructed in two sections. The right half was built in 1864/65 by J. B. Brown, Jonas Perley, and others; while the left half was built in 1867 by the Richardson Wharf Company. The design is attributed to Charles A. Alexander.

2. The Mussey Block was built by John Mussey in 1885 from designs by Francis H. Fassett.

3. The Winslow Block was built by Nathan Winslow, provision packer, circa 1852.

4. The Smith, Hersey, and Company Block was built by St. John Smith and Theophilus C. Hersey, importers, wholesale grocers, and commission merchants, in 1852 from designs by Charles A. Alexander.

5. This large five story brick and granite block was built by Nathan Winslow and others circa 1852.

6. The Chase Block was built in 1853 and rebuilt in 1859 by Samuel Chase, cooper and fish dealer and packer.

7. The Ross and Lynch Block was built in 1854 by Nathaniel Ross and John Lynch, dealers in teas, West India goods, groceries, and nails. The building was known in the nineteenth century as the "Granite Stores" or "Granite Block" because of its handsome granite facade.

8. The McLaughlin Block was built by James P. Baxter in 1879 from designs by Francis H. Fassett. Charles McLaughlin and Company, wholesale grocers, was the first firm to occupy the building.

9. The Brooks Block was built in 1885 by John C. Brooks, Iron Dealer.

10. The Lyman Block was built in 1885 for the firm of Lyman, Son, and Tobey, ship chandlers.

11. The Moulton Block was built in 1853-54 by William Moulton, President of the Cumberland Bank. The original structure consisted of four stories with a hipped roof. Sometime after 1900 three more stories were added, and the roof became flat.

(See Continuation Sheet)
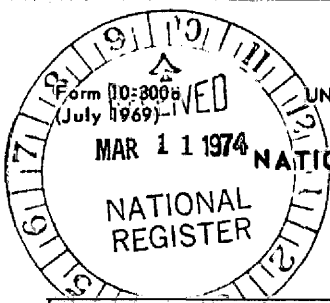
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(July 1969)

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

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(Number all entries)

7. DESCRIPTION   #2

12. The Moulton Block was built in 1851 by William Moulton to
    house the firm of Charles Rogers and Company, wholesale flour
    merchants. The block was the first large brick and granite
    warehouse to be constructed on Commercial Street.

13. The Donnell Block was built during the 1850's, possibly
    by Nathan Winslow circa 1858. By 1871 the building was
    the property of John E. Donnell, a shipbuilder and merchant.

14. The Tyler Block, was built in 1856 by Samuel Tyler. Among
    its first occupants was the firm of Ross and Sturdivant,
    commission merchants, shipbrokers, and ship chandlers.

15. The United States Custom House was built between 1868 and
    1871 from designs by Alfred B. Mullett, Supervising Treasury
    Architect. The Custom House was entered on the National
    Register in 1973.

16. The Carroll Block was built in 1863 by John B. Carroll, a
    tobacco merchant.

17. The Thomas Block was built in 1860 by a group of merchants
    comprised of Nathaniel J. Miller, Hosea I. Robinson, William
    Safford, Frederick Davis, Thomas E. Twitchell, Elbridge
    Chapman, and William Kimball. The building was constructed
    with eight individual units and was the largest mid-nineteenth
    century commercial structure' erected on Commercial Street.
    The block was named by its builders for Elias Thomas. In
    gratitude, Thomas gave the large clock on the upper center of
    the facade in 1861.

18. The Perkins Block was built by William Widgery Thomas in
    1873 from designs by Francis H. Fassett. John W. Perkins
    and Company, wholesale druggists, was the first firm to
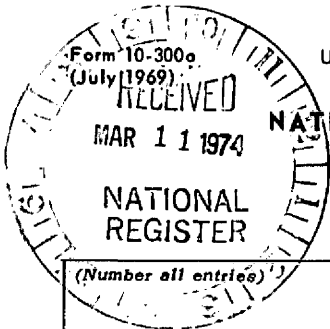   occupy the building.

19. This small brick block of three stories with unusual
    rounded corners was built circa 1830.

20. The Davis Block was built in 1902.

21. This early brick structure may be the shop and home of
    Benjamin Woodman built circa 1786-88. It may also be the
    shop and home of Peter Warren built in 1792. Local records

(See Continuation Sheet)

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INVENTORY - NOMINATION FORM
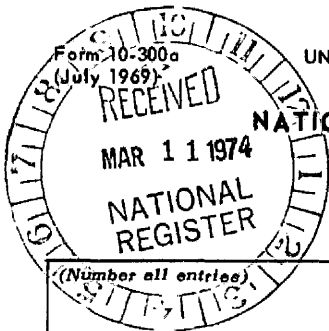
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7. DESCRIPTION

#3

21. Cont.
    are unclear, but in either case, the building would be the
    second oldest surviving structure on the Portland peninsular.
    Examination of the brickwork reveals that the first and second
    stories are late eighteenth century, while the third story
    was added at a slightly later date.

22. The Gould Block was remodelled in 1877 by Edward Gould, a
    merchant, from designs attributed to Francis H. Fassett.
    That year Gould constructed another story on his earlier
    brick building and completely remodelled its facade to in-
    clude a first story cast iron store front.

23. Boothby Square was given to the city in 1902 by Colonel
    Frederic E. Boothby in memory of his wife. Born in Norway
    Maine, Boothby lived most of his life in Portland, where
    he worked as General Passenger Agent for the Maine Central
    Railroad and served as a president of the Board of trade
    and was Mayor for three terms.

24. The Milk Street Armory was built in 1895 by the State of
    Maine from designs by Frederick A. Tompson. The armory
    once housed several National Guard units.

25. Mariner's Church was built in 1828 with a spacious third
    floor chapel for seamen. First floor shops were rented to
    help support the religious and educational activities of
    the church. Mariner's Church was entered on the National
    Register in 1973.

26. The Seaman's Club was built in 1866 by Charles Q. Clapp
    probably from his own designs. The structure is unusual
    for its large second story Gothic window with four pointed
    arches and three circular carved wooden ornaments above,
    all of which is encompassed by a brick arch. An identical
    window is now covered on the building to the right of the
    Club.

27. The Chadwick and Duran Block was built in 1854 by Thomas
    Chadwick, a merchant, and William Duran, a merchant tailor.
    The firm of William Duran and Son was among the first tenants
    of the building.

28. This row of three story brick stores probably dates from
    the 1840's..

(See Continuation Sheet)

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7. DESCRIPTION   #4

29. This row of six three story brick stores probably dates from the 1830's.

30. The Wood Block was built in 1876 by Nathan Wood & Son, druggists.

31. These two small three story brick stores probably date from the 1820's.

32. This four story brick and granite block with mansard roof was the Britannia ware factory of Rufus Dunham during the 1870's and 1880's. Dunham is now considered one of America's important nineteenth century pewter and Britannia ware makers.

33. This row of seven brick stores was built between 1866 and 1868.

34. The Thomas Block was built in 1867 by the Thomas family. The structure's mansard roof and decorative third story have been altered to plain brick stories in the twentieth century.

35. The Conant-Payson Block was built in 1866 by Alvah Conant, a merchant, and Henry M. Payson, a broker. It was the first structure to be completed on Exchange Street after the Great Fire.

36. The Merchants Bank Block was built in 1866-67 from designs by Matthew Stead.

37. The Widgery Block was built in 1871 by the Thomas family.

38. The Thomas Block was built in 1870 by the Thomas family.

39. The Cummings-Sturdivant Block was built in 1868 by Nathan Cummings, a lawyer, and Isaac F. Sturdivant, a sea captain.

40. The Cumberland Bank Block was built shortly after the Great Fire of 1866. Its mansard roof was added after 1874.

41. The Bailey and Noyes Block was built in 1866 by Frederick W. Bailey and James Noyes, publishers, booksellers, and stationers, from designs by George M. Harding. At the turn of the century, the facade was completely remodelled, and a fifth story was added.

42. The Boyd Block was built in 1867 by the Boyd family from designs by George M. Harding. At the turn of the century, the block's

(See Continuation Sheet)
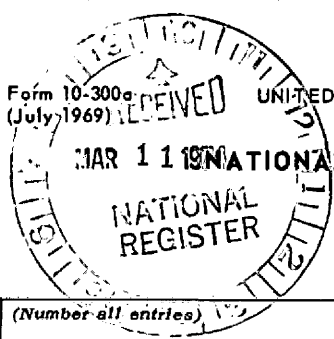
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7. DESCRIPTION   #5

42. Cont.
original hipped roof was removed, and a fifth story with a flat
roof was added.

43. The Proctor Block was built shortly after the Great Fire of
1866 and was remodelled by James P. Baxter in 1898.

44. The Stanton Block was built in 1875 by William Widgery Thomas,
a prominent merchant. Thomas named the block after his personal
friend, Edwin M. Stanton, Lincoln's Secretary of War.

45. The Deering Block was built in 1875 by the Deering family.

46. The Deering Block was built in 1867 by the Deering family.

47. The First National Bank Block was built in 1883-84 from designs
by Henry VanBrunt and Frank Howe of Boston. The tower and
roofline of the block were somewhat modified after a fire in
the 1940's. The weather cock on the tower was made for the
Cumberland County Court House in the 1780's and was placed on
the present building in 1884.

48. The Deering, Milliken, and Company Block was built in 1866-67.
A turn of the century fire destroyed the mansard roof and most
of the right half of this massive brick structure. However,
the distinctive cast iron first story front remains across the
entire building.

49. The Storer Block was built in 1881 from designs by Francis H.
Fassett and John Calvin Stevens I.

50. The Thompson Block was built in 1868 from designs by George M.
Harding. It is part of a row of three structures by Harding
which was considered the most high style Victorian commercial
buildings ever erected in Maine. The Thompson Block was
entered on the National Register in 1973.

51. The Rackleff Block was built in 1867 from designs by George M.
Harding. It is the center structure in Harding's row of stylish
Victorian commercial buildings. The Rackleff Block was entered
on the National Register in 1973.

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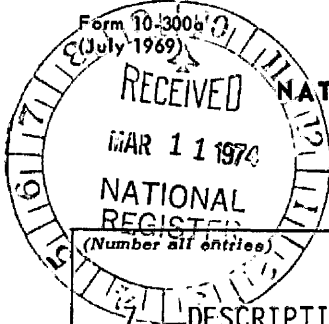
7. DESCRIPTION

52. The Woodman Block was built in 1867 by George W. Woodman, a dry goods dealer and manufacturer, from designs by George M. Harding. The structure is the third member of Harding's magnificent trio of Victorian commercial buildings. It originally housed Woodman's dry goods firm, Woodman, True, and Company. Since the late nineteenth century, it has been the headquarters of Cook, Everett, and Pennell, wholesale druggists. The Woodman Block was recorded by the Historic American Buildings Survey in 1965 and was entered on the National Register in 1972.

53. The Emery Block was built in 1877 by Daniel F. Emery for the firm of Emery, Waterhouse, and Company, wholesale hardware dealers.

54. The Donnell Block was built in 1873 by John E. Donnell, a shipbuilder and merchant.

55. The Deak Block was built in 1867-68.

56. The Sturdivant Block was built in 1867 by Charles Drown.

57. The Cumberland County Court House was built in 1910 from designs by George Burnham. It is a handsome three story granite building.

58. The Federal Court House was built in 1911 from designs by James Knox Taylor. Supervising Treasury Architect. This imposing granite building was nominated to the National Register in 1973.

59. The Rich Building was built in 1892 from designs by Frederick A. Tompson.

60. The Printers Exchange Block was built in 1866-67 by Horatio N. Jose to house the offices and printing operations of several local newspapers. Two additional stories have been constructed in this century.

61. The Centennial Block was built in 1876 by Horatio N. Jose from designs by Francis H. Fassett. The building was named in honor of the one hundred anniversary of the United States, which took place during the year in which it was erected. The block has served since its completion as a legal and financial office building. Its mansard roof was altered in this century to make an additional brick story.

(See Continuation Sheet)

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7. DESCRIPTION

#7

62. The Portland Savings Bank Block was built in 1866-67 from designs by Levi P. Newcomb and his son Edgar Allen Poe Newcomb.

63. The Colesworthy Block was built in 1889 by S. H. Colesworthy, a bookseller, from designs by John Calvin Stevens I and Albert Winslow Cobb. Between the two second story windows of this small brick building is imbedded a cannon ball from the Battle of the Wilderness in the Civil War.

64. The Sturdivant Block was built in 1866 by the Addison C. Sturdivant Heirs.

65. The Jose Block was built in 1866 by Horatio N. Jose.

66. The Oxford Block was built in 1886-87 by Cullen C. Chapman from designs by John Calvin Stevens I. With its intricate terra cotta and brownstone ornamentation, the Oxford Block is Maine's most sophisticated example of a Richardsonian Romanesque commercial building. Stevens, its designer, was the state's leading late nineteenth and early twentieth century architect. His office was located on the top floor of the block.

67. The Casco Bank Block was built in 1867 from designs by Francis M. Fassett. It has a four story facade of Hallowell granite.

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PERIOD *(Check One or More as Appropriate)*

☐ Pre-Columbian   ☐ 16th Century   ☐ 18th Century   ☐ 20th Century
☐ 15th Century   ☐ 17th Century   ☒ 19th Century

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

Aboriginal
☐ Prehistoric
☐ Historic
☐ Agriculture
☒ Architecture
☐ Art
☒ Commerce
☐ Communications
☐ Conservation

☐ Education
☐ Engineering
☐ Industry
☐ Invention
☐ Landscape
    Architecture
☐ Literature
☐ Military
☐ Music

☐ Political
☐ Religion/Phi-
    losophy
☐ Science
☐ Sculpture
☐ Social/Human-
    itarian
☐ Theater
☒ Transportation

☒☒ Urban Planning
☐ Other *(Specify)*

_____
_____
_____
_____
_____
_____
_____

STATEMENT OF SIGNIFICANCE

HISTORIC SIGNIFICANCE

Portland's nineteenth century waterfront and adjacent commercial district are of major historical and architectural significance. The city is one of the oldest ports on the Atlantic seaboard, and the tangible remains of its maritime prosperity are among the best preserved in the nation.

Portland was settled in 1632-33 by George Cleeve and Richard Tucker, two Englishmen who were attracted to the site by its broad, fertile peninsular running three miles in length as well as its large sheltered harbor. Other settlers soon joined Cleeve and Tucker to fish, farm, and trade with the Indians. First known by its Indian name Machigonne, the community was later called Casco. In 1658, it received the English name Falmouth, which it bore to the end of the eighteenth century. The northern isolation of the town left it constantly open to attack. In 1675 during King Phillip's War, it was completely destroyed by Indians. Again in 1690 the town was left in ruins by the French and the Indians, and a quarter century passed before a permanent settlement was re-established.

The difficult seventeenth century was a prelude to more stable eighteenth century development. In 1718 the town was officially incorporated as Falmouth. Many earlier settlers returned and new ones joined them. The community prospered from the 1720's to the American Revolution as a major British lumber port. Large stands of tall white pine were cut in nearby areas for masts for the Royal Navy and English commercial fleets. There was a brisk trade in other types of timber as well.

As the Revolution approached, a majority of Falmouth's inhabitants favored independence from England. Through the 1760's and early 1770's many had been opponents to British restrictions and British rules. This angered Royal officials in Boston; and in October of 1775, they dispatched a fleet of five war vessels to the town under the command of Captain Henry Mowat. Captain Mowat bombarded Falmouth on October 18, 1775, resulting in the destruction of more than four-fifths of the five hundred structures there.

(See Continuation Sheet)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Federal Writers' Project of Maine, Portland City Guide, Portland, 1940.
Hull, John T., Hand Book of Portland, Old Orchard, Cape Elizabeth, and
               Casco Bay, Portland 1888.
Neal, John, Account of the Great Conflagration of Portland, Portland, 1866.
Willis, William, The History of Portland, From 1632 to 1864, Portland, 1865.
Shettleworth, Earle G., The Architecture of Portland, Maine, 1830 to 1870,
               Unpublished senior thesis on deposit in the Colby
   College Library, Waterville, Maine.

10. GEOGRAPHICAL DATA

	LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE		LONGITUDE	O R	LATITUDE	LONGITUDE	
	Degrees Minutes Seconds		Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	43° 39' 26"		70° 15' 32"				
NE	43° 39' 35"		70° 15' 15"				
SE	43° 39' 24"		70° 15' 03"				
SW	43° 39' 13"		70° 15' 21"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Approximately 27 Acres.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

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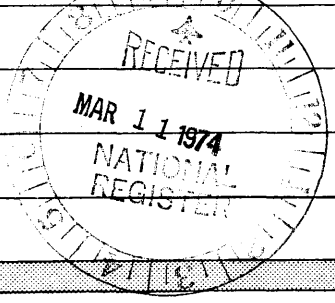
11. FORM PREPARED BY

NAME AND TITLE:
Earle G. Shettleworth, Jr.

ORGANIZATION
Maine Historic Preservation Commission

DATE
December, 1973

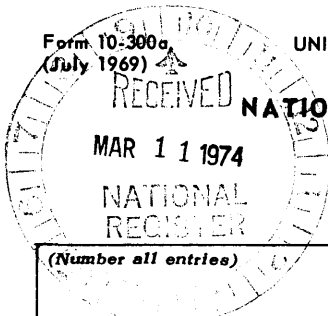STREET AND NUMBER:
31 Western Avenue

CITY OR TOWN:	STATE	CODE
Augusta,	Maine	23

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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 National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☒

Name *James H. Mundy*

Title *State Historic Preservation Officer*

Date *March 4, 1974*

NATIONAL REGISTER VERIFICATION

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

[signature]

Director, Office of Archeology and Historic Preservation

Date 5/2/74

ATTEST:

[signature]

Keeper of The National Register

Date 5·1·74

SEE INSTRUCTIONS

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#2

8. SIGNIFICANCE

Little effort was made to rebuild Falmouth immediately because of the fear of renewed attack from the British. Shortly after peace was signed in 1783, families began to return. By 1786 the pre-Revolutionary population of 2,000 had been surpassed, and the town became known as Portland. With the passing of the English mast trade, the port turned to the rum trade and flourished as never before. Merchants exported lumber to the West Indies, imported molasses from there, and manufactured it into rum, which they then marketed along the Atlantic coast. Great fortunes were made in the rum trade by Portland merchants, captains, and shipbuilders. However, more then twenty years of Federal Period prosperity came to an abrupt halt in 1807 when Jefferson's Embargo closed the port.

Portland suffered severe economic hardship through the Embargo and the ensuing War of 1812. Yet there was one positive result. The town became established as a place of commercial as well as of maritime importance, because the need for small imported goods created new local industries. By the 1820's the community had recovered from the effects of embargo and war, and the port had begun to thrive once more. Coastal steamships carrying passengers and freight began to use the harbor in 1824. Two years later Portland's commercial fleet surpassed the size and value of that of any other port on the Atlantic seaboard, a position held for a brief period of time.

Portland became Maine's first and largest city in 1832 with a population of about 13,000. While the port continued to prosper, plans were laid to make the community a railroad center as well. Several railroads were chartered in the 1830's, and the first one ran to Portsmouth, New Hampshire in 1842. Businessmen did not want easy links with Boston for fear that this would divert business from their city. Thus, they rejoiced at the establishment of railroads into Maine and especially the Atlantic and St. Lawrence Railroad which linked Portland with Montreal and the grain-producing regions of the West. Built between 1846 and 1853, the 292 mile Atlantic and St. Lawrence track made Portland the winter port for Montreal as well as a major American grain port.

The steamship travel which had started in 1824 grew in the following decades. In 1844 the Portland Steam Packet Company inaugurated a schedule between Portland and Boston. Regular lines along the coast and to New York were also established. The arrival of the Sara Sands in 1853 started Portlands transatlantic service. In this aspect of transportation, the port had the advantage of being one day's sailing time closer to Europe than any other major United States City.

(See Continuation Sheet)

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(Number all entries)

#3

8. SIGNIFICANCE

With the development of railroad and steamship lines, large companies began to establish themselves in Portland. The first of these was Greeley and Guild of Boston, importers of West Indies molasses. In 1845 they built an experimental plant to produce sugar from molasses. The firm failed, but its manager, John Bundy Brown, continued the business with Dependence H. Furbish, an employee, who finally found a steam process which gave the desired result. In 1855 they, with Phillip Brown, were granted a charter for the Portland Sugar Company, which soon became an important factor in Portland's economy as well as the largest molasses importer in New England.

In 1846 the Portland Company was founded to build steam engines and railroad equipment. Other companies came into existence to manufacture iron products, kerosene, and furniture.

As a result of this great period of prosperity and expansion, the waterfront and commercial areas of the city changed. Between 1850 and 1852 the waterfront was extended with the creation of Commercial Street at a cost of $80,000. One hundred feet wide and more than a mile long, it was soon lined with new wharves, stores, and massive brick warehouses. On Middle and Exchange Streets, long the main business thoroughfares, small wooden and brick shops and homes gave way to large buildings. Among these was Wood's Marble Hotel which was built to accommodate passengers of the English steamship Great Eastern. This giant vessel was to have made the city its port-of-call but did not.

During the 1850's rumblings of the coming Civil War were heard, and by 1858 Fort Gorges had been started in the harbor. When the war struck, Portland did more than its share, sending 5,000 men into service over a four year period and donating more than half a million dollars to the war effort. Only once did the city experience the conflict directly. One night in 1863, Confederate raiders captured the Revenue Cutter Caleb Cushing from the harbor and took it out to sea. Although they blew up the vessel, they were captured and brought back to Portland.

After the Civil War ended, the city was returning its full energies to maritime and commercial pursuits when it was swept by a great fire on July 4, 1866. The fire was considered the worst urban conflagration up to its time in American history. It left 10,000 people homeless and caused twelve million dollars worth of damage. Fortunately, the holocaust did not destroy the newly created waterfront on Commercial Street, but parts of Fore Street and most of Middle and Exchange Streets. This area, together with residential sections of Portland, was rapidly rebuilt in grander scale and style. By the early 1870's few marks of the terrible fire remained.

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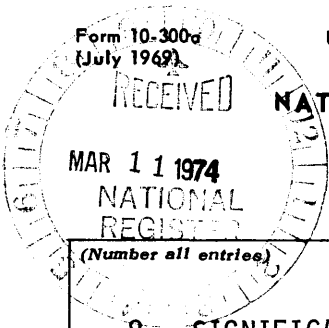
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8. SIGNIFICANCE

In 1872 Portland attained maturity as a railroad center. Sixty-five trains arrived and departed each day. The port thrived as well. In August of 1874 alone, almost six million feet of lumber were shipped from the city to the West Indies. The trend continued into the 1890's and early 1900's. At that time seven transatlantic steamer lines used it, with an average sailing every two days. Boston and New York steamers also ran on a regular schedule. Millions of tons of wheat, livestock, meat, and general cargo left Portland for Great Britain and Germany every winter. Two huge grain elevators were built. From 3,000 to 4,000 European immigrants landed yearly. The tourist industry boomed, with a quarter of a million people making the city their summer haven. They were accommodated in many intown, shore, and island hotels.

Truthfully, the Portland Evening Express of November 28, 1911, could declare, "Thus it is that Portland is growing with rapid strides, upbuilding its business district and extending its residential area outward in all directions. As a bustling commercial center, an attractive place of residence, and a beautiful summer resort. Portland looms big..."

As World War I approached, Portland still possessed the strength and vitality of earlier years. However, within the next two decades, old economic and social patterns would change, and the city would be faced with the problems of an urban center in the twentieth century.

ARCHITECTURAL SIGNIFICANCE:

Although the eighteenth and nineteenth century roles of the port of Portland have largely ceased, the city remains the most important commercial center in Maine as well as a major oil port for Canada. Within Portland's waterfront and commercial district, many of the structures erected from the late eighteenth to early twentieth centuries have survived and have been adapted through the years to changing needs. Thus, the area possesses the dual quality of an historic environment with most of its original elements intact as well as a remarkable group of American commercial buildings encompassing a rich variety of styles and types.

The earliest building in the district is the Woodman or Warren shop and house (21) dating from the 1780's or 90's. It is a simple three story brick structure with a gable roof and a large central chimney. The fact that the building was used as both a business and a residence reflects the two purposes which the area served in the late eighteenth and early nineteenth centuries. Moreover, the structure is of interest because it is the second oldest building on the Portland peninsula and displays such late eighteenth century brickwork features as three arched windows on the

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first story and a projecting horizontal brick coarse between the first and second stories.

The use of brick for commercial buildings greatly increased in Portland during the first two decades of the nineteenth century, and a few of these have survived on Fore Street. A row of two three story shops (31) with broad, low pitched roofs dates from the 1820's and possibly earlier. Federal Style vertical brickwork with slanted ends appears over the windows.
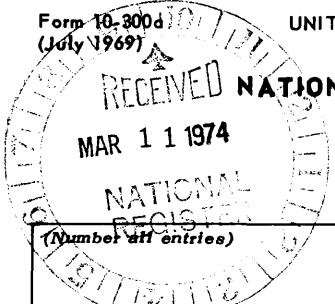
By the late 1820's granite joined brick as a popular building material. The grand Mariner's Church (25) of 1828 is a brick structure with a Thomaston, Maine granite facade designed in a transitional late Federal-early Greek Revival manner. The rounded granite corners of the church front are reflected in brick in the front and rear corners of a circa 1830 block (19) nearby at Fore and Pearl Streets. This three story building utilizes rectangular pieces of granite for its window sills and lintels as well as for a decorative stringcoarse across the front between the second and third stories. A handsome row of six three story brick stores (29) probably dates from the 1830's. Sills and lintels are made of rectangular pieces of granite. Another three story brick block (28) displays granite sills and lintels as well as first story granite shop fronts in a simple post and lintel Greek Revival style.

With Portland's increased prosperity in the 1850's, the scale of its commercial buildings grew. Nowhere was this more apparent then on the broad new throughfare constructed across the face of the waterfront between 1850 and 1852. The mile-long, one hundred foot wide Commercial Street was soon dotted with massive brick and granite mercantile blocks and warehouses. Most of these survive today, forming a cohesive and dramatic nineteenth century cityscape.

The first building to be completed on Commercial Street was the William Moulton Block (12) of 1851. Its Greek Revival style is reflected in the brickwork of the right wall. On either side of the front and rear bay of the wall is a wide brick pilaster running from the second to the fourth stories. A brick cornice above the front and rear fourth story windows forms the base for a large triangle outlined in the brickwork of the roof gable. The first story possesses granite posts and lintels for entrances and large window openings. A similar building is the nearby Chadwick and Duran Block (27) of 1854 at Fore and Moulton Streets. Other Commercial Street structures which reflect the forthright simplicity and strength of the Greek Revival are the Winslow Blocks (35) of 1852, the Chase Block (6) of 1853 and the Donnell Block (13) of circa 1858.

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The other major style of the 1850's on Commercial Street was the Italianate. Charles A. Alexander employed a facade of recessed brick panels with arched tops for the Smith, Hersey and Company Block (4) of 1852. Alexander's recessed brick panel treatment of the Richardson Wharf Company Block (1) was more severe and reflected the Greek Revival in spite of its 1864-67 date. Both of these blocks by Alexander required a gambrel roof to span their large size. Other Commercial Street buildings exhibit the gambrel roof for the same reason.

Besides those works known to be by Alexander, other blocks on Commercial Street possess Italianate features. The Ross and Lynch Block (7) of 1854 has a granite facade with arched windows and a bracketed cornice. Italianate quoins and cornices details are found on the Brooks and Moulton Block (9 & 11), while the right unit of the Tyler Block (14) exhibits similar cornice treatment. Finally, the monumental Thomas Block (17) of 1860 possesses Italianate granite window lintels, a bracketed cornice, and an arched central pediment.

The Great Fire of July 4, 1866, destroyed much of the commercial center of Portland, including parts of Fore Street and most of Middle and Exchange Streets. In the decade after the fire, a new business district emerged from the ruins in grand Victorian style and scale. Thus many of the present blocks on Fore, Middle and Exchange Streets date from 1866 and the years directly following it. Now much of the area is more than a century old. Like Commercial Street, it presents a cohesive total environment of the time during which it was created.

The Victorian business district displays a variety of nineteenth century architectural styles. A touch of Gothic Revival is seen in the pointed arches of the large second story window of the 1866 Seaman's Club (26) on Fore Street by Charles Q. Clapp. The Italianate style manifests itself throughout the area. On Exchange Street two prime examples stand adjacent to each other, the Conant-Payson Block (35) of 1866 and the Merchants Bank Block (36) of 1866-67 by Matthew Stead. The former has a cast iron first story front with a six bay facade divided by rusticated pilasters which join to form arches at the top. The latter building possesses a three story stone facade with handsome doorways and windows as well as rusticated pilasters on the second and third stories.

The French Second Empire or Mansard Roof style also gained wide acceptance during the rebuilding of Portland. On the waterfront itself, Alfred B. Mullett's grand granite Custom House (15) of 1868-71 displays a mansard tower at either end. A block above it at Middle and Pearl Streets stands the most high style row of Victorian commercial buildings constructed in

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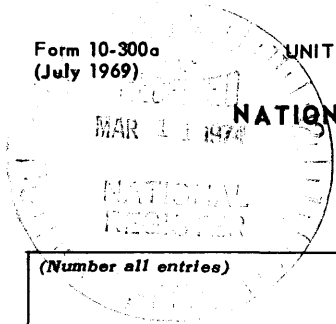
Maine. The Woodman, Rackleff, and Thompson Blocks (65, 64, &63) comprise George M. Harding's magnificent architectural trio built in 1867 and 1868. All three possess intricate cast iron first story fronts made at the Portland Company from Harding's designs. The second and third stories of brick have highly carved stone window treatment as well as plaques with identifying names. While the central Rackleff Block ceases with an ornamental cornice, the Woodman and Thompson Blocks rise another story with highly decorative mansard roofs.

The decades following the initial rebuilding of the Victorian commercial district witnessed the filling in of remaining gaps and the rebuilding of a few structures. These factors resulted in a few examples of late nineteenth century architecture. For example, the Oxford Block (66) was erected on Middle Street in 1886-87 by Cullen C. Chapman to replace a post-fire building. The block was designed by John Calvin Stevens I and is Maine's most sophisticated example of a Richardsonian Romanesque commercial building. The first story has an arched central entrance of brownstone ornamented with intricate carvings of medieval beasts. The second and third story central bay is comprised of a wooden bay window with an ironwork balcony at the top. The remaining side bays of windows have brownstone sills and lintels and terra cotta panels between the second and third stories. The fourth story is composed of a series of arched windows with decorative brick arches above them as well as a rich pattern of brickwork and small terra cotta tiles.

Nearby the Rich Block (59) was built in 1892 from plans by Frederick A. Tompson. This narrow, four story Queen Anne style building is of yellow brick with brownstone trim and a terra cotta panel in the triangular pediment. The second story central arch, the bay window above it, the many windows with multi-paned sash at the top, the brick and stone pilasters across the facade, and the pediment with its inscription result in a picturesque effect. Tompson was also the architect of the massive brick Milk Street Armory (24) of 1895. Built in the Romanesque Revival style, the turreted Armory has a huge arched entrance of polished granite. Rough granite was used for the structure's base as well as to outline its windows and doorways.

During the early twentieth century, Beaux-Arts Classicism found expression in the impressive granite walls of George Burnham's Cumberland County Court House (57) of 1910. A year later James Knox Taylor's handsome granite Federal Court House (58) was executed in the Renaissance Revival manner. By World War I, the area was all but completed and has sustained only a few major changes since that time.

In the last decade, there has been much interest and investment in

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readapting old buildings in Portland's waterfront and commercial district for contemporary needs. Speciality shops, restaurants, small craft industries, and apartments have joined with the more traditional commercial and professional uses of the area. In addition to much private investment, these efforts have been encouraged and aided by the Old Port Exchange, a group of area businessmen; Greater Portland Landmarks, Inc.; and the City of Portland. Currently, much of this district is undergoing a National Endowment for the Humanities Study by the Portland Planning Board. Entitled "City Edges", the study is exploring ways in which to best utilize the area's potential economic and cultural value. The challenge facing Portland is to continue to find creative solutions for reusing the rich architectural heritage of the waterfront and commercial district in order to insure its viability and integrity for the future.

Architects represented in the Portland Waterfront and Commercial district are Charles A. Alexander, 1828-88, George Burnham, Charles Quincy Clapp, 1799-1868, Albert Winslow Cobb, 1858-1941, Francis Henry Fassett, 1823-1908, George Milford Harding, 1828-1910, Frank M. Howe, 1848-1909, Alfred B. Mullett, 1834-1890, Edgar Allen Poe Newcomb, 1846-?, Levi P. Newcomb, 1822-1898, Matthew Stead, 1808-1879, John Calvin Stevens I, 1855-1940. James Knox Taylor, 1857-1929, Frederick A. Tompson, 1857-1919, and Henry Van Brunt, 1832-1903.