

United States Department of the Interior
National Park Service

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National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Manchester Village Historic District
other names/site number _____

2. Location

street & number Ashland Avenue, Bridge, Bennett Central, Church, NA not for publication
city, town Union, School, Beach, Friend, Washington Streets NA vicinity
state Mancheser, MA code 025 county Essex code 009 zip code 01944

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>172</u>	<u>39</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>4</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>2</u>	<u>2</u> structures
	<input type="checkbox"/> object	<u>3</u>	<u>0</u> objects
		<u>181</u>	<u>41</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Valerie A. Talmage 11/11/89
Signature of certifying official Executive Director, Massachusetts Historic Commission Date
State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. 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:) _____

for Bradley J. Savage 01/08/90
Signature of the Keeper Date of Action

6. Function or UseHistoric Functions (enter categories from instructions)
Domestic/Single Dwelling, secondaryStructure, Multiple DwellingCommerce-Trade/Specialty StoreGovernment/Fire Stationeducation/LibraryCurrent Functions (enter categories from instructions)
Domestic/Single Dwelling, SecondaryStructure, Multiple DwellingCommerce/Financial Institution,Specialty Store**7. Description**Architectural Classification
(enter categories from instructions)

No Style

Colonial/GeorgianEarly Republic/FederalMid-19th Century/Greek Revival, Gothic revivalLate Victorian/Queen Anne, Shingle Style, Second Empire, ItalianateLate 19th and 20th Century Revivals/Colonial Revival

Describe present and historic physical appearance.

Materials (enter categories from instructions)

foundation Brick, Stonewalls Wood Weather Board, Shingle Stucco,Brick, Stone, Syntheticsroof Asphalt, Slateother Asbestos

The Manchester Village Historic District, in Manchester, is thirty-nine acres in size, located on Route 127 in the center of town, describing a rough arc around the head of the town's harbor. It is the most densely built-up area of Old Manchester, which contains five other discreet historic areas: Smith's Point, Newport (West Manchester), North Yarmouth, The Plain, and Kettle Cove. The district is comprised of 211 buildings, four sites, four structures, and three objects; those that contribute to the historical and architectural integrity of the district total 172 buildings, four sites, two structures, and three objects, all located along roads that existed before 1830, the date at which the town's maritime and manufacturing pursuits overlapped. Of the thirty-nine noncontributing buildings, twelve are garages. The district has a major thoroughfare (composed of a continuous roadway known, at various segments, as Bridge, Central, Union, Washington and Sea Streets) with spur-roads (Bennett, School, North and Friend Streets) all extant in the 1700s. The major thoroughfare (Bennett Street was a part of it before 1828) is apparently part of the same roadway that was upgraded by the town of Salem as a way for cattle and horseback travel in 1646, from Salem to what is now Downtown Manchester. The road's continuation from the west part of the village to the east part was made possible by a small bridge across the Sawmill Brook, just west of the town common.

The district begins on Bridge Street west of Bennett's Brook and runs about half a mile along the curve of the main thoroughfare to the district's terminus on Sea Street south of the Boston and Maine Railroad bed. To the west lies the area once known as Newport; to the north lies the area known as The Plain; and to the east lies fill (ca. 1900) on the site of a saltmarsh and harbor inlet. The district includes a point of land reaching into the water (Cheever's Point, on the district's west side), three hills--Bennett's Hill (west), Town Hill (center), and the foot of Spy Rock Hill (east)--along with a central plain that gradually slopes to the harborside. The shore was once covered with salt marsh (no longer extant) having been filled in or dredged away over the years. Sawmill Brook bisects the district and empties into the harbor. The harbor itself, now dredged deep and navigable up to the district's shore, was originally a shallow estuary which became a full sheet of water at high tide and mudflats with a creek running through it at low tide. In fact, in the the 1600s and 1700s the estuary was usually referred to as "the river" or "the creek." Until the late 19th century, the harbor was

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6. Historic Functions (cont'd)

Religion/Religious Structure,
Church Related Residence
Funerary/Cemetery
Recreation-Culture/Monument/
Marker
Agriculture/Processing/
Processing, Storage,
Agricultural Outbuilding
Industry/Manufacturing Facility,
Processing Site
Health Care/Medical Business-Office
Landscape/Natural Feature,
Plaza, Street Furniture/Object
Transportation/Rail-, Water-Related,
Road Related

Current Functions (cont'd)

Government/Fire Station
Education/Library
Religion/Religious Structure,
Church-Related, Residence
Funerary/Cemetery
Recreation-Culture/Monument/
Marker
Health Care/Medical Business
Office
Landscape/Plaza, Natural
Feature, Street Furniture/
Object
Transportation/Rail- water-,
Road-Related

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dependably navigable only as far as Tuck's Point in Newport (not included in the district) where there was another town landing for the use of the town's fishermen.

Originally, the downtown area was served by its own landing (between 1695 and 1724 it was a privately owned shipyard) behind the meetinghouse; but after 1848, when the railroad was built across the inner harbor, sizable vessels could dock only at Cheever's Point. In 1828 a new bridge was built and a new road (part of modern Bridge Street) was laid out from the bridge to Central Street, relegating Bennett Street to the status of a spur road. School Street was the early (1600s) road to Ipswich, and North Street ran around Town Hill, connecting School Street with the main thoroughfare (Union/Washington Street). In 1700, Friend Street was the roadway leading to the Lee Homestead.

The physical development of the town was dictated largely by its orientation to the water, and by the 17th-century, decisions were made to reserve a downtown waterfront parcel as a training field/meetinghouse site and to reserve another downtown parcel (the west side of School Street) for the town parsonage and the town pound. (Not until the 1850s was the last of this "ministry land" sold to private owners. In 1716 much of the land had been deeded to Ames Cheever, a minister.) In the 1600s Manchester was populated by few families, most of whom owned substantial tracts of property, with homestead parcels consisting of one to five acres. These homesteads were sold and divided in the 1600s, like property in other towns. However, more than half of the land within the district--all of it east of Sawmill Brook--was owned in common by the town's early proprietors and their heirs and assigns. In 1711 (the town then had about 60 resident taxpayers) a division was made and individual titles granted and confirmed. Early village economy was based on seafaring, fishing, crafts, trades, and some agriculture.

Residential Buildings

The majority of the structures within the district were built as residences (134 out of 212 buildings) in the 19th century. Of those 134 houses, 128 contribute towards the character of the district, with 89 having been built before 1850. During the 1800s, Manchester's prosperity was based primarily on the Grand Banks fishery and maritime commerce (pre-1840) and on furniture manufacturing (1820-1910). A third period of prosperity (beginning in the late 1800s and continuing today) is Manchester's growth as a resort and commuter town for Boston residents.

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Houses within the district range in height from one to four stories. Typically two stories high and pitch-roofed, most are of wood-frame construction with wood clapboard or shingle siding, and asphalt-shingle roofs.

A few are built of bricks, stone, or stucco. Stylistically, they are almost all vernacular and have been altered (added dormers, projecting bays, ells, and porches; replaced siding and windows; removed trim) since their original construction, with many of the changes occurring in the late 19th century. In general, the buildings are spaced comfortably close together, with small front and side yards, and larger backyards. Except for the graveyard and the town common there are no substantial open spaces within the district. Because of the durability and close spacing of the district's building stock, and because of the lack of 20th century industry here, there has been little modern infill construction. The district's houses are generally well maintained and handsome, with appropriate fencing and landscaping.

The early settlement is today represented within the district by only two houses known to date from the First Period: 25 Bennett Street, possibly built for Aaron Bennett before 1675 and 3 North Street, built for Benjamin Allen, laborer and innholder, ca. 1714. The Bennett House (only its western half survives) retains its First Period identity, while the Allen House (its western half was removed about 1870) underwent extensive remodeling in the 1830s. Also, the earliest part of 4 North Street may have been built ca. 1718 for Jabez Dodge, a tailor, and the earliest part of 11 Bennett Street may have been built for Aaron Bennett before 1725. It is also possible that elements of the house at 44 School Street date from an earlier house that was there in 1724. Of these houses, 3 North, 4 North, and 25 Bennett Streets, although now in "half-house" (three-bay facade) form, at one point had full five-bay facades.

The district has twenty-six surviving Colonial and Georgian houses, of which seven are on Bennett Street and five on Washington Street, at the two ends of the district. With four gambrel-roofed exceptions, they all have pitch roofs; and all but two are two stories in height. Most were probably built as half houses with rear leanto additions or side additions creating four- or five-bay facades. In fact, nine of the twenty-six remain as three-bay half-houses, most with rear leantos or ells. In fact, nine of the twenty-six remain as three-bay half-houses with rear leantos or ells. Of the 18th century houses of the village, the finest no longer stands. These include the houses of Judge Samuel Lee (site, 19 Central Street, lost by fire in 1952 after much alteration) and

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his son Colonel John Lee, shoreman and merchant (site, 15 Central Street, razed in 1884). Both of these men "outgrew" Manchester and moved to Marblehead, where they and their sons took prominent roles in that town's affairs. Of the remaining houses, that of Dr. Joseph Whipple, built ca. 1765, 8 Washington Street (MHC #38), remains the purest example of the Manchester version of "high style" Georgian architecture. Two stories high, with opposed chimneys, a central hallway plan, two-room depth, five-bay facade, and original pedimented transom-lit frontpiece, it is solid and imposing. The Captain Benjamin Kimbell House (48 Central Street) ca. 1760, has had major alterations, including stucco exterior residing and prominently added dormers. Because of the town's prosperity in the 19th-century, much of its 18th-century housing stock was razed or altered by anachronistic additions and embellishments that disguise its original appearance. Bennett Street, with its 17th-century Bennett House and its six 18th-century neighbors (all plain gable-roofed houses) best preserves the spirit of early Manchester.

Construction continued steadily throughout the 18th century, but at a modest pace. In 1790 with a total of 142 houses in the whole town (including the four other villages), the district had plenty of room to grow. And grow it did, with the addition of a total of thirty-four surviving houses built in the Federal and Adam styles. Prosperity in 1800-1812 fueled the rise of a monied class (some attracted from other places), and the town's appearance, particularly in the downtown area, was transformed by the construction of fine new houses. The Federal-style house built in 1804 for Israel Forster, shoreman (41 Central Street, MHC #13), is an excellent example of what money and taste could create in Manchester. Two stories high, five bays by two, with a hip roof surmounted by a monitor surrounding its central chimney, this pocket mansion displays sophisticated design elements--belt course, urn-and-finial front fence, lattice shutters, and attached stable with keystone-arch doorframes (its front entry porch would seem to be an 1830s addition)--more typical of Salem or Boston than of a small village. The house (37 Central Street) of Henry Story, built (or rebuilt) ca. 1812, also has a hip roof with monitor, surmounting a three-bay facade and a main block that runs deep on its narrow lot. Nearby, the house of Captain William Hooper, mariner, ca. 1805 (39 Central Street), embodies a pitch-roof variation on the Federal style, with a fine fanlit doorway and a five-bay facade (originally probably three bays) that was stuccoed in the late 19th-century. Across the street at 40 Central Street, the hip-roofed, square, three-bay house of Tyler Parsons, blacksmith/trader, built ca. 1800, stands as the only example of an original full three-story house in

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the district. These houses, built within a stone's throw of each other, were originally complemented by the fine houses of Francis Low, trader (29 Central Street), built ca. 1805, and of Nehemiah Goldsmith, cordwainer, ca. 1802 (27 Central Street), both of which burned down in 1836. Two nearly identical half-houses, two rooms deep, were built at the same time on Morse Court, behind the Henry Story house; one (#8) has an intersecting Ionic frontispiece.

The monitor roof of the Forster House (41 Central Street, MHC #13) evidently started a style in Manchester, for, in addition to the monitor at 37 Central Street, there are three others around town: 45 School Street, built ca. 1812 for Rev. James Thurston (five-bay facade with a deep ell) in what was then a country setting; 44 School Street, rebuilt ca. 1805 by housewright John Knight, who used two older houses in its construction; and the Israel Forster Tappan House on Bennett Street, built in 1826 for the trader along lines very similar to the home of his namesake at nearby 41 Central Street.

In addition to these rather ambitious examples of Federal-era village architecture, there are many less prepossessing examples, ranging from the retarditaire Cheever House (ca. 1808) at 24 School Street, with its pitch roof, central chimney, and two-room depth, to the modest David Colby House, ca. 1805 (13 North Street), its original section being only two bays in front, with a shallow pitch roof and two-room depth.

After the War in 1812, the town's maritime economy was revitalized, partly from privateering profits. Between 1820 and 1835, Manchester experienced a period of intense residential construction, as old estates were subdivided and new houses were constructed on the lots. Among the contractors involved in their construction, the father-son team of Jonathan Allen (b. 1765?) was the most active, as both real estate developers and builders.

The eastern section of the district on the north side of Washington Street had largely been built up before 1800, but only one house (built 1794) occupied the south side, standing atop a high bluff that swept down through the saltmarsh to the harbor. Captain John Allen, master mariner, purchased a lot there in 1819, and began construction of a fine brick house at 13 Washington Street. (MHC #111) Its present roof probably dates from the 1850s and it may replace an original hip roof. In 1827 Jonathan and Holton Allen bought most of the land to the west, divided it into five lots and built and sold three houses, all to mariners. The Allens had earlier (ca. 1823) built a new house at 27 School Street and sold it

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to a mariner and at 54 Union Street, near its junction with Washington Street, Jonathan built another house (ca. 1832), selling it also to a mariner. The Allens continued their work in this vicinity as they bought land on the west side of School Street between 1830 and 1833, laid out a new road ("Allen's Court," no longer extant), and built and sold four more houses, all to mariners (#26, #26r, #28, #28r--only #26 still stands in place, and even it has been totally altered). Holton built a fifth house (#34) in 1838, evidently as his own residence. It is clear from this evidence that seafarers comprised Manchester's monied class at the time.

During the period 1820-1835, development also took place at the west end of the district. In 1828 a new road was opened from the western terminus of Central Street and across Bennett's Brook over a new bridge. The new street, named Bridge Street, ran through the Cheever property, replaced Bennett Street as the direct route into town, and was the site of significant development in the 1830s and 1840s.

Captain Richard Trask and his wife Abby, a shopkeeper, built the fine house-and-shop in 1823 at 10 Union Street (MHC #23) in the downtown area using carpenters from Ipswich. Nearby, about 1820, Andrew Simonds built a five-bay pitched roof house under the brow of Town Hill (38 Union Street) and at 33-35 Union Street, cabinetmaker John C. Long built a large pitch-roofed half-house two rooms deep in 1831 (it was later doubled in size and greatly altered in appearance). In 1835 Captain Augustus W. Smith, a wealthy mariner and shipowner, built a large residence at 48-50 Union Street. With a full basement at street level, a wide five-bay facade, opposed chimneys, two-room depth, a pitched roof, and a main entrance on the side, this Federal house took a commanding position overlooking the town and harbor. Another very similar house would be built next door by Captain Smith and his father Major Burley Smith in 1849 (40-42 Union Street). 48-50 Union Street was enlarged in 1849--evidently to house cabinetmakers--and again in 1904, when a pavilioned gambrel roof was added and shops were introduced at the basement level. These two houses were among the last important homes to be built by mariners in Manchester, for the wealth had shifted to a new group: the cabinetmakers.

By 1835 one hundred men were employed by veteran cabinetmaker John Perry Allen in a steam veneer mill located downtown at the site of 24 Central Street. In 1836 the mill caught fire and the resulting blaze destroyed businesses and homes, among them the fine houses of Dr. Asa Story (29 Central Street ca. 1805) and J. P. Allen himself

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(27 Central Street). Both men soon rebuilt on the same sites, Dr. Story chose a house form that probably resembled its predecessor, while Mr. Allen built in the new Greek Revival style (27 Central Street), which would predominate during the next two decades. Twenty-six Greek Revival style houses are extant in the village today.

Cabinet shops and modest factories were built in the west end of town. One set of partners, Messrs. Danforth and Long, built their factory at 20-22 Bennett Street, and, below it, in 1838, a double house as their residence (21-23 Bridge Street). Directly opposite, cabinetmaker George W. Marble built (ca. 1837-1838) a very handsome front-gable Greek Revival-style house (24 Bridge Street, MHC #64) with a two-story front colonnaded portico and pediment. Next door at 26 Bridge Street (MHC #63) mariner Samuel F. Tappan built a traditional, pitch-roofed, center-chimney, five-bay facade dwelling. Across from the Marble House on Ashland Avenue, cabinetmaker Samuel O. Boardman built a fine Greek Revival residence around 1840. At about the same time Aaron Bennett, cabinetmaker, built a two-story Greek Revival house with a gable front with a raking pediment, at 31 Bridge Street. A bit further towards downtown, the Allen brothers built two more Greek Revival dwellings: Samuel Prince Allen, cabinetmaker, built a typical two-story structure at 8 Bridge Street while J. Prince Allen, tailor and postmaster, built a large 1 1/2-story Greek Revival cottage, complete with unpilastered matchboard facade, at 10 Bridge Street (MHC #77).

In 1832 Larkin Woodberry, a cabinetmaker, built a fine pitch-roofed house at 11 School Street two stories high with a full basement story at streetfront, gable end to the street, five-bay main block, and a northern wall built entirely of stone. Its matchboard street facade (with semi-palladian fenestration at all stories) and its frontispiece mark it as the earliest Greek Revival-influenced building in town, assuming that this was its original appearance.

As the Greek Revival style evolved, it found expression in the homes of William C. Rust, cabinetmaker (31 Central Street, ca. 1849); Tyler Parsons Jr., (38 Central Street, ca. 1844), and the aforementioned John Perry Allen, (27 Central Street, ca. 1837). On Church Street, off the main road and east of the meetinghouse, on land that was once common land, Messrs. Kelham and Fitz, partners in the furniture manufacturing business, built identical large Greek Revival houses with shared courtyards and identical barns (8 and 10 Church Street, ca. 1850). The home of Captain Samuel Crowell,

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mariner (21 Union Street, ca. 1843, MHC #100) was constructed nearby. With its matchboard street facade, raking pediment, and fine detail, it is one of the better examples of the Greek Revival style. John H. Driver, at 18 Union Street, (MHC #30) built a house ca. 1845 drawing largely on the Adamesque style, with palladian fenestration and an arched, fanlit entry. It is a brick, gable-front house situated above the street on a ledge of Town Hill. All of these houses were sizable and of architectural interest; more modest Greek Revival houses or makeovers of earlier houses, in the one-story cottage form, were built for cabinetmakers on the east side of School Street at 35 and 37 School Street. This stretch of School Street was also witness to the construction of three more Greek Revival houses: 38 School Street, built for John Knight Jr., who operated a tannery that stood on the rear of his property along the Sawmill Brook; 40 School Street, evidently built for a cabinetmaker, in cottage style, gable-front, with a fine colonnaded rear porch; and 31 School Street, built ca. 1850 for trader John Little. On the same street, closer to the downtown area, two fine houses were built for members of the Baker family: Ira, a mariner, whose five-bay ca. 1848 Greek Revival house (16 School Street) closely resembles the Rust house at 31 Central Street; and John, a carpenter, whose ca. 1850 six-bay brick double house (18 School Street) is an unusual example of the Gothic Revival style.

Two other Gothic Revival houses are found standing opposite one another on Ashland Avenue in the western part of the district. Built in 1845 for Henry Kitfield, operator of a Boston bookbindery, 9 Ashland Avenue (MHC #66) and its large period barn are two excellent examples of the Gothic Revival style (despite the disappearance of the original bargeboards), while 6 Ashland Avenue, built in 1851 for George W. Marble, cabinetmaker, is less elaborate. Other houses from the 1850s are scarce, despite the town's population increase from 1,604 in 1850 to 1,864 in 1855. The house built for Daniel W. Friend, carpenter, (8 Friend Street, ca. 1855) is an interesting venacular gable-front Italianate residence, as is the Captain John Carter House (32 School Street, ca. 1862). The Friend House, built at the corner of School Street and Friend Street, was moved to its present site in 1907; other houses--between two and four--were moved to Friend Street as well, all before 1899.

After the Civil War, the furniture manufacturing business continued as the town's mainstay, seafaring having been largely abandoned. The Second Empire style is represented by the Wheaton House at 16 North Street; 41 Union Street (built in 1803 as a minister's house but given a mansard roof ca. 1890); 26 School Street (apparently

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built by the Allens in the 1830s but extensively remodeled and given a mansard roof in the 1880s by furniture manufacturer Cyrus Dodge); 23 School Street (built or remodeled ca. 1877 for trader/postmaster Julius Rabardy); and 28 Bridge Street, built ca. 1880 for Edward Johnson.

The Queen Anne style is also represented among the district's homes. A fine example is the large house of contractor William Hoare built ca. 1888 (28 School Street). Others include the house at 25 Bridge Street built ca. 1890 for insurance man William J. Johnson; the house of baker Benjamin S. Bullock, built ca. 1885 (5 Sea Street); and the new wing added ca. 1890 to 35 Union Street for J. H. Cheever. The William H. Tappan House at 18 North Street (ca. 1885) is a Queen Anne-style residence with strong Shingle style elements; while the house of Frank Cheever, built ca. 1899 (14 Bridge Street, MHC #75), and Fred Merrill, expressman, built ca. 1898 (12 Bridge Street) are more purely Shingle Style, as is 34 Bridge Street, built ca. 1895 for F. P. Tenney, teamster and fuel dealer. The Queen Anne style left its mark on many earlier houses, which, in the late 1800s, received projecting bays, ornate door hoods, and even ells in this style. It should also be noted that houses in the Queen Anne and Shingle styles were being built on a grand scale in other sections of the town by those who summered here or commuted to Boston.

Between 1885 and 1910 the district also absorbed a scattering of rather severe boxy houses reflecting national trends. This style came to dominate the areas of the town that expanded after 1910, the terminal date for Manchester's furniture manufacturing.

Institutional Buildings

The Adamesque meetinghouse of Manchester's First Religious Society (Congregational Church, Central Street, MHC #93) was built in 1809 on the town common, on or near the site of the town's earlier meetinghouses. It is the dominant landmark of the village, its spire visible from most points in the district as well as the coast. It is a west-facing structure modeled on plate 33 of Asher Benjamin's Country Builder's Assistant, with a steeple supported by a deep three-bay, two-story pedimented pavilion which projects from the main block of the structure. The main block is two stories in height, pitch roofed, and three bays deep. At its second-story level, the pavilion has a central palladian window with rectangular windows on either side and its first floor is punctuated by three fanlit doorways, the central door slightly larger than those flanking it. The steeple has a large lunette on its facade, with a

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large clock above it. Clocks are located on the north and south faces as well. Above the clocks is an open colonnaded belfry, surmounted by an elaborate cupola, topped by a metal weathercock made in 1750.

Nearby, at the northwest corner of the common, stands the town's former firestation, built in 1885 to house the hand-tub, Seaside One. It is near the street front, 1 1/2 stories high, somewhat modified since its construction, but still sporting whimsical fenestration and modillioned cornice. Behind it, and to the southeast, stands a modern, Colonial Revival brick town building, which occupies the site of a large mansard-roofed town hall built in 1868 and razed in 1969.

To the east of the common, across Church Street and facing Union Street, stands the Memorial Library Building, ca. 1887 (MHC #94), a large, handsome stone Romanesque Revival-style building designed (it is claimed) by the firm of McKim, Mead & White. Nearby, on Chapel Lane, stands the Chapel of the Congregational Society, built about 1860 along simple Gothic lines with a large modern addition that may encompass an early parsonage. Not far away, at 22 School Street, stands the wooden meetinghouse of the Baptist Society. It was built in 1843 for the First Christian Society, and was bought in 1850 by the Baptist Society, which still uses it as their house of worship. It is 2 1/2 stories high, front-gabled with a jerkinhead roof, with a one-story jerkinhead entry portico, a large palladian window (inserted after 1895), and short spire comprised of a squat steeple, a pilastered belfry, and four gothic pillars.

The village has lost its other institutional buildings (especially the early schools) to the wrecker's ball or to relocation.

Commercial Buildings

Within the village district stand forty commercial buildings (of which twenty-six are contributing), most of them built as stores, with a few others associated with the days of cabinetmaking and furniture manufacturing. One of the most prominent--and certainly the oldest--is the building at 7 Central Street, now a restaurant, which was built as a warehouse by John Lee, shoreman and merchant, on land purchased from the town in 1754. This gambrel-roofed, five-bay structure included windows, two chimneys, and other features that made it easily convertible to a house when it was purchased in 1792 by Delucena L. Bingham, schoolmaster. It is the sole survivor of the Lee family compound (two houses, warehouses, gardens, and barns), occupied by Manchester's leading 18th-century family.

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Other early buildings used for commercial purposes include the Knight House (44 School Street), built as a house and shop ca. 1805; the Trask House, built 1823 (10-14 Union Street, MHC #23) as a house and shop, and the Allen bakehouse (16 Washington Street, MHC #43a), built ca. 1832 and occupied as a bakery into the 20th century. Another early commercial building stands at 1 Bridge Street. Built in the 1820s as a cider shed, it was later converted to a harness shop and still later as a house with Queen Anne detailing

Of the town's early variety stores, several survive (most as residences): the shop run by Ebenezer Tappan, joiner and merchant, built ca. 1800, at 44 Central Street; the building at 9 Bridge Street, built as a shop by grocer Israel F. Tappan ca. 1828; the store run by Messrs. Allen and Slade at 23 Central Street, probably built in the 1860s; the Red Shop at 50 Central Street (with palladian window), built ca. 1880 by Julius Rabardy of 52 Central Street; and the Rabardy Block, 15 Central Street (MHC #24), built by Rabardy in 1884, a large and handsome example of the Second Empire style, still run as a variety store today.

The town's cabinetmaking and furniture manufacturing industries have left some buildings within the village. The largest is at the foot of Ashland Avenue, designated as the "shop" of the Manchester Marine Corporation. This building was evidently built about 1869 as the steam sawmill for the furniture manufacturing company of Leach, Annable & Company. It was well situated for both railroad and maritime deliveries and cargoes. Nearby, on Bennett Street, three cabinet shop factory buildings still exist, all now used as residences: the Long-Danforth Shop, built about 1840 (20-22 Bennett Street); the Johnson shop, built about 1870 (30 Bennett Street); and the Allen Shop, built about 1860 (5 Bennett Street) and greatly altered about 1910 when it was converted to a residence. At Morse Court stand two opposing cabinet shops (now residences) at 9 Morse Court (ca. 1895) and 2 Morse Court (ca. 1850). At 8 Union Street, the building at the rear of the lot was Hoyt's Cabinet Shop, and may have originally been a barn. Nearby, at 2 Union Street, stands large Colonial Revival building built in 1899 (incorporating the frame of a large on-site building built in 1875) as Lee's Block, designed by local architect R. C. Rantoul.

Other commercial buildings relate to the fuel business: Samuel Knight, a dealer in coal and wood, built several warehouses and stables on or near Central Street, some still extant, Knight's Stable (now Cross's Garage) built ca. 1900 on Elm Court, and Knight's Store, a multi-unit building built ca. 1880 (24-28 Central

(continued)

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Street) and leased to shop tenants. The latter stands near the site of the town's gristmill, which burned down in 1836. On its site, and to the west, now stand the buildings associated with Peele House Square, a commercial development comprised of five buildings moved to this site from various areas, including Salem, Massachusetts (ca. 1970). Behind these buildings, in the harbor, are the pilings of a ruined wharf, perhaps Knight's Wharf, used as a coal and lumber terminal from about 1880 onward. At 34 Bridge Street, next to the roadway, stands the former stable and depot (built ca. 1895) of F. P. Tenney, who ran a fuel and teaming business.

In summary, the buildings in Manchester Village represent an excellent sampling of virtually every major type of vernacular architecture from the 1600s to the early 20th century. Although few of the buildings have escaped some form of alteration or later treatment (the Queen Anne influence being most common), most of the district's 18th century buildings have survived to this day. Within the district, infill construction took place throughout the 19th century, and was so complete as to leave little room for new construction in the 20th century. While the 20th century has seen some demolition of earlier buildings, and a few instances of intrusive or inappropriate new construction and renovation, in general its impact has been slight. Almost without exception, the vistas and streetscapes within Manchester Village are dominated by buildings dating from the 18th and 19th centuries.

Sites, Objects, Structures

Manchester Village's main sites are its three cemeteries and its town common. The cemeteries are contiguous, with wrought-iron fencing, and consist of the Forster Cemetery, the Tappan Cemetery, and the 1661 Graveyard. The 1661 Graveyard was deeded to the town's inhabitants in 1661 by Samuel Friend, and thereafter was the place of interment for the town's dead. The earliest dated gravestone is that of Joseph Woodberry, 1714. The graveyard, which is planted with tall pine trees, was expanded to the west in the early 1800s, and is in an excellent state of preservation. The other two cemeteries are located at the western corner of the 1661 Graveyard, and are private with monuments dating from the mid 1800s.

The Town Common, located in the center of the Village was originally used as a training field for its militia and as the site of the meetinghouse. It was once larger, encompassing some land to the east of Church Street that was sold off in the 1760s. It presently contains three buildings (Congregational Church, the Town Building, and Seaside One Building) and three objects, a fountain and two monuments.

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Structures within the district consist of a railroad, a ruined wharf, and three bridges (two over Sawmill Brook and one over Bennett's Brook). The Sawmill Brook bridges seem to be of modern vintage, while the Bennett Brook bridge dates, from 1828, when that part of Bridge Street was laid out over the Brook and through the Cheever family land near Cheever's Point. It is solid in construction (no arches) and made of fieldstone. The railroad, which crosses the district at Ashland Avenue and again at Sea Street, runs along the same bed as the Eastern Railroad, which came to Manchester in 1848; it continues to function as a passenger line from Gloucester to Boston. The wharf located behind 24-28 Central Street, consists of pilings and is the remains, of Knights Wharf, used for coal and lumber from the 1880s and perhaps earlier.

(continued)

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Manchester, MAArchaeological Description

While no prehistoric sites are currently recorded in the district, it is likely that sites are present. Five known sites are located in the general area (within one mile). This factor, the location of the district around the Manchester Harbor estuary, and the presence of two brooks (Sawmill and Bennett's Brooks) within the district indicate locational characteristics favorable for native settlement and subsistence. In general, however, the potential for locating significant prehistoric survivals seems low as a result of extensive coastal modifications since the time of the first settlement and intensive historic development in the district, the most densely built up area of Old Manchester.

There is a high potential for significant historic archaeological sites within the district. Occupational-related features (trash pits, privies, wells, and outbuildings) are likely around 17th, 18th and 19th century residences, institutional, and commercial structures still extant throughout much of the district. Structural remains and similar features to those outlined above also likely survive from 17th through 19th century structures which no longer exist. Most 18th century structures were razed to provide building space for 19th century structures during the town's later period of prosperity. Only two 17th century residences survive.

Significant historic archaeological remains, many of which probably exist in filled areas, may also survive associated with the town's early maritime history. Shoreline areas, particularly east of the meetinghouse site, may contain remains and associated structures of the old town landing. This area was used from 1695-1724 as a privately owned shipyard. Seventeenth and eighteenth century shipyard remains as well as remains of wharves, fish houses, and other fishing/shipping related support activities are likely around most of the harbor area, particularly the harbor's outer reaches which were more navigable during the early settlement period. Vessel remains which reportedly were rotting in the town's coves after 1812 may also exist in deeper fill areas near the coast.

Archaeological survivals of transportation-related facilities are likely in the district area. Wharves are probably the more common survival in this category. Some wharves were probably built during the late 17th century; however, the first survival we have evidence of is the 1732 wharf built by the town at the landing place near the meetinghouse. Survivals of a bridge (1741) across the river may also exist in this area. Additional wharves were built in the vicinity of the town wharf noted above in the late 18th and early 19th century.

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Several of the town's early institutional or civic buildings may also exist as archaeological survivals. Manchester's first meetinghouse was built in 1656 on School Street, followed by a second in 1691, and the third in 1699, later modified in 1750. The "Row" Schoolhouse was mentioned by 1685. A new schoolhouse was built by the meetinghouse in 1723. A later school (1785) and powderhouse (1810) are also reported near the meetinghouse, which was rebuilt for the fourth time in 1809.

Industrial sites also probably survive in the district. An old sawmill is reported at 44 School Street, Lee's gristmill to the rear of 24-28 Central Street, and the Bennett-Forster gristmill on Bennett's Brook to the far rear of 34 Bridge Street. In 1644 the town voted to build a gristmill on the river near the meetinghouse. This mill was probably the John Knowlton mill and may be the tidal mill noted by Lamson (1895:60).

(End)

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

 nationally statewide locallyApplicable National Register Criteria A B C DCriteria Considerations (Exceptions) A B C D E F GAreas of Significance (enter categories from instructions)
AgriculturePeriod of Significance
C. 1661-C. 1900Significant Dates
N/AArchitectureCommunity PlanningIndustryMaritime HistoryTransportation

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Knight, John; Allen, Jonathan;Allen, Holton; McKim, Mead & White;Hoare, WM; Rabary, Julius Rantoll, R. C.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Manchester Village Historic District is a well-preserved village of 18th and 19th century buildings gathered along the head of Manchester Harbor. The Village is significant for its buildings, roadways, and geographical features preserved from its heyday as a maritime center (pre-1840) and as a furniture manufacturing center (1820-1910). In its maritime phase, Manchester's fishermen sustained a cod and mackerel fishery into the mid 19th century, while other seafarers served as captains and crew on board the merchant vessels of Salem, Beverly, and Gloucester. These same men served heroically in the naval phase of the American Revolution and the War of 1812, particularly as privateers. Before the Revolution, some Manchester men rose to positions of importance in the powerful town of Marblehead, and played important roles in the political and military affairs of the entire province. By the 1830s, cabinetmaking had emerged as the town's leading trade, and men like John Perry Allen and Eben Tappan evinced a talent for business and a genius for creating machines that propelled Manchester to the forefront of large-scale veneer production and quality furniture manufacturing in America. This phase would continue throughout the 19th century and early into the 20th century. Both early periods of prosperity generated excellent examples of vernacular architecture which individually represent significant regional types and variations, and collectively comprise a preserved seacoast village of 18th and 19th structures notable for their concentration, variety, and character. The Village contains three churches and one parsonage, all significantly illustrating their respective architectural styles, Adamesque and Gothic Revival, and their artistic values in design and detailing meeting exception A. Also included in the district are three cemeteries (1661 Cemetery, Forster and Tappan Cemeteries) which contain the graves of a number of individuals who were significant in the commercial, social and military history of the district and the 1661 Cemetery dates from the early settlement periods of the Village, meeting exception D. The Village retains integrity of location, design, setting, materials, workmanship, feeling, and association and meets criteria A and C and exceptions A and D of the National Register of Historic Places at the Local level.

9. Major Bibliographical References

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Manchester Town Records, 1636-1769, 2 vols., Salem Press, Salem, 1889, 1891.
Vital Records of Manchester to 1849, Essex Institute, 1903.
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See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67)
has been requested HPCA #11046 MA-KimBall Block
- 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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Massachusetts Historical Commission

10. Geographical Data

Acreage of property 39 Acres

UTM References

A
Zone Easting Northing

C

B
Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

Manchester Village Historic District boundaries are specified on the attached map. The district starts just westerly of the Bennett's Brook Bridge and runs easterly for about a half mile to a point just east of the railroad on Sea Street; it includes Rte. 127 and several spur roads, the largest being southern School Street. It follows property lines as its base.

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Boundary Justification

The district's boundaries encompass the early (pre-1830) roadways that existed during the time of Manchester's maritime activity, and includes the greatest concentration of houses and buildings dating from that era and from the subsequent era of cabinet-making. To the west of the Village boundary (across the Bennett's Brook Bridge) lies that area once known as Newport, which evolved separately from the Village; to

See continuation sheet

11. Form Prepared By

name/title Robert Booth, Pres, Consultant w/ Betsy Friedburg, National Register, Director, MHI
organization Massachusetts Historical Commission date November, 1988
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Among the district's buildings are at least two First Period structures, several good examples of the vernacular "Georgian" style, many fine Federal-era structures (including a meetinghouse and a shoreman's mansion that are among the finest surviving examples of the New England Adams style), a notable concentration of Greek Revival-style residences, and strong examples of the Gothic Revival, Second Empire, and Queen Anne styles.

In the 1630s a few families settled "Jeffries Creek," a locality situated west of "Cape Anne" (now Gloucester) and east of "Mackerel Cove" (now Beverly). Manchester was never formally incorporated. In 1640 the settlers, empowered to erect a village there, were given the land within the town's present boundaries; and in 1645 they changed its name to Manchester. There were no "great men" among the town founders, most were fishermen or carpenters, and most (but not all) settled within sight of their meetinghouse, which stood near the site of the present First Church building, in the center of the historic district. Nearby, they set aside land for their graveyard, and built a landing place, sawmill, gristmill, and several commercial structures. From this scattering of buildings, ranged around the head of the harbor, grew Manchester Village.

Where it met the shore of the Village, Manchester's harbor was a shallow sheet of water at high tide, fringed with saltmarsh, and at low tide it was mudflats stretching all the way to the deeper water off Tuck's Point. This meant that most larger vessels dropped anchor near the mouth of the harbor, near Salem Bay, which meant that the Village was unsuitable as a commercial port. It appears that while most of Manchester's mariners sailed on merchant vessels from other towns--Salem especially--the town's shoremen sustained a self-supporting fishery. Within the district, Cheever's Point--owned in the 1760s by shoreman (fishing vessel owner and fish curer) John Cheever--was used primarily as a fishyard, a place where the fish catch was set out to "cure" (dry until hardened and preserved for overseas shipment) on tablelike racks called fishflakes or fishfences. This activity continued at Cheever's Point until the 1840s and perhaps slightly beyond.

In addition to fishermen and sailors, Manchester had its share of housewrights, of which the Lee family became very prominent. Before 1760, the village also housed masons, weavers, millers, coopers, shopkeepers, cordwainers, yeomen and husbandmen, shipwrights, shoremen, laborers, innholders, and even some gentlemen. As the commercial and residential hub of the town, the Village was home to a high percentage of craftsmen and mariners, while most of the

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fishermen resided in the western part of town in the Village of Newport, near the town's deepwater landing place.

Through the Lee family, Manchester greatly influenced nearby Marblehead, then one of the richest and largest towns in the colonies. Manchester resident Samuel Lee (1694-1753), a housewright and merchant, built a fine house for himself downtown (site, 19 Central Street), prospered greatly, and became a judge. In the 1730s, he moved to Marblehead and became a leading citizen and merchant there, pursuing an import-export business with his son Jeremiah in Marblehead and with his son John in Manchester. John lived in a house (site, 15 Central Street) with a warehouse next door (extant, 7 Central Street), in the center of the Village opposite the town common. Colonel Jeremiah Lee (1721-1775) of Marblehead became one of the richest men in New England, built the region's finest house, and was a leader of the Revolution before his untimely death in the Spring of 1775. Colonel John Lee (1716-1789), moderator of Manchester's town meetings, was owner of the schooner Lynch, which became one of the original vessels of Washington's Navy in 1775. John, who eventually moved to Marblehead, had a son William Raymond Lee, born and raised in Manchester, who became a very wealthy Marblehead merchant, a regimental commander during the Revolution, and Collector of the Port of Marblehead and Salem.

Manchester men who had married Lee women included William Tuck, Benjamin Kimbell (48 Central Street), Jeremiah Hibbert (3 School Street), and Amos Hilton (8 Union Street), all of them daring privateers throughout the eight-year naval war with Britain. Other prominent Manchester rebels were Major Eleazer Crafts and Captain Andrew Marsters. Captain William Pitman (12 Washington Street) and Dr. Joseph Whipple (8 Washington Street) were lost with sixteen others from the privateer Gloucester in 1776, and Andrew Leach and ten others from Manchester were lost from the Newburyport privateer Barrington.

Although slow to recover from the losses of war--and from the defection of the Lees to Marblehead--Manchester rebounded under the leadership of William Tuck, politician and merchant; Israel Forster, shoreman; and Ebenezer Tappan, joiner and merchant. This recovery was shaken in 1793-1794 by a terrible outbreak of typhus that killed scores of people, and wiped out entire families. Once again, the town regained its momentum, and by 1800 Manchester had embarked upon a period of genuine prosperity, fueled by its fishery and its much-in-demand mariners. Outsiders, attracted by the town's opportunities, began to move here--among them merchants, physicians, cordwainers, blacksmiths, and traders--and they and some of the more

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prosperous natives proceeded to build substantial residences and stores. Much of Manchester's prosperity actually derived from the active maritime commerce of nearby Gloucester and Salem, which was then opening trade worldwide, with Manchester captains and sailors manning the ships. Manchester's fishery also prospered, particularly under the guidance of Israel Forster (41 Central Street), a young shoreman whose fish, cured along Manchester's shoreline, were considered the finest available in the state. He soon became a large owner of fishing vessels, and rose to the rank of Major in the local militia--a rank he shared with Major Burley Smith, a shoemaker who had come to Manchester from New Hampshire in the 1790s.

The Embargo, followed by the War of 1812, temporarily halted construction in Manchester. After the war the town resumed its maritime pursuits, funded, in some instances, by privateering profits. As in the past, most of Manchester's mariners found employment on Salem vessels. Some of them became shipmasters, and made small fortunes from their voyages to Europe, the Caribbean, and the Orient. Many of those shipmasters built new homes in the Village in the 1820s and 1830s, particularly along Washington and School Streets. About 1835 seafaring was eclipsed as the town's leading occupation by the cabinetmaking industry.

Cabinetmaking in Manchester had a modest beginning between 1790 and 1810 through the work of David Bennett (Bennett Street), Caleb Knowlton (6 Morse Court), and Colonel Ebenezer Tappan (1761-1849) of 29 Central Street, who had learned the trade from an uncle in Maine. An earlier cabinetmaker, Moses Dodge (21 School Street), had died in 1776 without leaving local apprentices to carry on his work. Mr. Tappan and Caleb Knowlton both master craftsmen, trained apprentices, with John Allen (b. 1795) being their most apt protege. In 1818 Allen went into business for himself, and in 1819 a Salem man, Charles Johnson (9 Bennett Street), and two New Hampshire brothers, John C. and Rufus W. Long (33 Union Street and 21-23 Bridge Street, respectively), moved to Manchester to work with him. The three soon founded a firm together, and later each ran his own. In 1825--having begun selling furniture directly into the New York market--Mr. Allen purchased the old Village gristmill at the mouth of Sawmill Brook (rear of 24-28 Central Street) and built a veneering mill on the site. He applied his mechanical genius to the problem of cutting very thin veneers, and invented a revolutionary veneering saw capable of cutting a four-inch-thick piece of mahogany into one hundred veneers. Fortunately for his business, the saw worked; unfortunately for Mr. Allen, his modifications came a few days too late to be patentable. He and his men prospered from this

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instance of mechanizing a handicraft, and by 1835, when he introduced a steam-powered veneering mill on the site, a hundred employees were producing thousands of veneers for piano and furniture manufacturers (some of the furniture manufacturers were based in Manchester). In 1836, the Allen mill caught fire, burned down, and took several other buildings with it. Mr. Allen lost a fortune in this disaster, although he remained in business for decades to come, he was never free of financial concerns. In the next year, 1837, Manchester (total population: 1,346) employed 120 men in factories producing chairs and cabinet ware, worth a total of \$84,500; at the same time, the town had fourteen vessels and sixty-five men employed in the cod and mackerel fishery, with a year's fish catch valued at \$12,800. The way to wealth was clear, and the fishery soon died out.

The 1840s brought remarkable prosperity to the Village, whose inhabitants built new houses in the Greek Revival and Gothic Revival styles. The arrival of the Eastern Railroad in 1848 proved a boon to the town, enabling manufacturers to ship directly to Boston and to the South, which was an important market for the town's products. At the same time, the freight trains brought large amounts of wood--walnut, cherry, mahogany--which supplied the furniture industry. After a brief interruption by the Gold Rush of 1849 Manchester increasingly applied the factory system to its industry. Increasing numbers of outsiders came to work here, many from Maine and Nova Scotia. Carvers, turners, carpenters, chairmakers, sawyers, varnishers, and upholsterers found employment alongside the cabinetmakers. By 1850, of the Village's 276 able-bodied workmen, only thirty were mariners, and 163 were involved in the manufacture of furniture.

Despite the continued economic strength, there was little new residential construction in Manchester, although several factories were built. The Captain A. W. Smith House (48-50 Union Street) was enlarged in 1849 (also known as the Railroad House) and used to house cabinetmakers, as was much of the Dr. Asa Story House (29 Central Street). Henry C. Leach (4 Beach Street), Lewis N. Tappan (39 Central Street), and his cousin Samuel F. Tappan Jr. (26 Bridge Street) fought in Kansas and Missouri during the Civil War. In 1863 Leach moved to Colorado, where he was elected president of the territorial council and was instrumental in preventing Colorado's admission to the union as a state under an unpopular constitution. In this effort, he was joined by S. F. Tappan, a chairmaker who went to Kansas in 1854, fought the pro-slavery forces for years, and served as secretary of the constitutional conventions by which Kansas became a free state. Tappan then fought in Colorado,

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attained the rank of Colonel, and later served as peace commissioner to the Indians. Lewis N. Tappan was also a battlefield and political veteran of Kansas and in 1859 he also went to Colorado, where he became prominent in politics and opened the territory's first store and first Sunday School. He later returned to Manchester and served as state representative in 1877. In 1865, Manchester's cabinet business gave employment to about 160 men, manufacturing goods worth about \$93,000 with the town's four planing and sawing mills turned out \$13,000 of work. A fifth mill would be added in 1869 at the foot of Ashland Avenue, Leach, Annable, & Co. Steam Sawmill (still extant).

Into the 1870s, business remained relatively strong, with 120 cabinetmakers employed in Manchester in 1875. After 1875, the loss of business accelerated in the 1880s and 1890s. Writing in 1895, town historian Lamson, noted, "when business drifted to larger centres, when the small shops could no longer compete with the great factories, when those who had built up the town's industries passed away, a blight fell upon the town from which it has never recovered."

Lawson's assessment is borne out by the statistical evidence. Between 1890 and 1900 the number of men employed in the manufacture of furniture declined from forty to twenty-one, and two of the three factories closed. By 1910 the last furniture factory (Dodge Brothers) had closed, signalling the end of more than a century of Manchester cabinetmaking and furniture manufacture.

Into this picture of decline entered wealthy outsiders, mainly Bostonians, who bought up Manchester's farms and headlands for "country estates" and "seaside cottages"--a practice begun in the 1850s, and augmented by amenities like the Manchester Yacht Club and the Essex Country Club. The newcomers created opportunities for retailers, building contractors, and those willing to work in service positions such as chauffeurs, groundskeepers, laundresses, and servants, and by 1910 Manchester had become a suburb, with its productive era a thing of the past.

Since that time, the town has remained a prosperous suburb whose historical area has been preserved essentially intact. Although not the result of any formal program or initiative, historic preservation has evidently been a town concern and source of pride throughout this century, supported and promoted by a combination of an active and visible historical society, appreciative newcomers, a financial premium for tastefully treated historic real estate, and--probably most important--families, church groups, and stores that carry forward the town's traditions and its sense of its own history.

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Manchester, MAArchaeological Significance

Since patterns of prehistoric occupation in Manchester are poorly documented, any surviving sites would be significant. Sites in this area could contribute to our knowledge of pre-colonial land use in the Manchester area, particularly as they relate to native settlement and subsistence along the north shore of Massachusetts Bay and the Cape Ann area.

Historic archaeological resources described previously have the potential for providing detailed information on the changing social, cultural, and economic patterns that characterized one of the earlier Massachusetts Bay settlements. Archaeological survey and excavation can help determine the location of Manchester's 17th and early 18th century residences, most of which no longer exist. Similar testing can also help locate survivals of Manchester's early mills, meetinghouse sites, schools, and commercial structures. Archaeological survey and excavation can be of particular importance in coastal areas where survivals can document and reconstruct maritime features that characterized the town's maritime growth and economy through the early 19th century. Maritime survivals, which may exist in unique buried conditions along the coast, can contribute valuable data toward wharf construction, vessel technology, the development of early coastal fisheries, and trade. Careful sampling of occupational-related features associated with standing structures and those no longer extant can also provide important data about Manchester's maritime past and change to other land-based industries such as cabinetmaking.

Analysis of occupational-related features can also be important in documenting the relative importance of maritime trades and agriculture, both important in Manchester's early development.

(End)

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Zone	Point	Easting
19 A	354050	4714610
19 B	354030	4714750
19 C	354320	4714940
19 D	354330	4715030
19 E	354530	4715060
19 F	354660	4715260
19 G	354470	4715240
19 H	354490	4715320
19 I	354740	4715270
19 J	354675	4715140
19 K	354890	4714980
19 L	354965	4715040
19 M	355080	4714830
19 N	354970	4714800
19 O	354790	4714930
19 P	354620	4714800
19 Q	354460	4714870
19 R	354330	4714780
19 S	354450	4714530
19 T	354380	4714480
19 U	354220	4714500

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Manchester, MA

Continuation from Boundary Justification

the north (and to the west of School Street) are areas that were reserved as pastureland in the historical era (although on School Street, the area to the north--The Plain--was a small village that evolved separately from the Village); to the east lies the area once known as North Yarmouth, separately evolved; and to the south lies the harbor and filled-in land.

**MANCHESTER VILLAGE HISTORIC DISTRICT
MANCHESTER, MASSACHUSETTS
DISTRICT DATA SHEET**

<u>Sketch Map #/ Assessors' Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
44/8		Sinnicks House	4 Ashland Avenue	ca. 1880	C	Late Victorian	B
44/6		Marble House	6 Ashland Avenue	1851	C	Gothic Revival	B
A.		House	5 Ashland Avenue	1970s	NC	Colonial Revival	B
21/23	66	Kitfield House and Barn	9 Ashland Avenue	1846	C C	Gothic Revival	2B
44/4		Richardson House	10 Ashland Avenue	ca. 1845	C	Greek Revival	B
21/25-6 BCDEFG		Leach, Annable and Co. Steam Saw Mill and 6 Outbuildings	foot of Ashland	ca. 1869 20th Cent.	C NC	Mid-19th Century no style	B 6B
28/52		Cider shed	1 Bridge Street	ca. 1820/ ca. 1890	C	Queen Anne	B
H.		Store	6 Bridge Street	ca. 1920s	NC	Shingle	B
I.		House	7 Bridge Street	ca. 1950	NC	Colonial Revival	B
44/15		S. P. Allen House	8 Bridge Street	ca. 1850	C	Greek Revival	B
28/49		Tappan Shop	9 Bridge Street	ca. 1845	C	Federal	B
44/14	77	J. P. Allen House	10 Bridge Street	ca. 1828	C	Greek Revival	B
44/13		Merrill House	12 Bridge Street	ca. 1896	C	Shingle	B
28/48	8	Tappan barn/Bray House	13 Bridge Street	ca. 1828/ ca. 1850	C	Greek Revival	B

**MANCHESTER VILLAGE HISTORIC DISTRICT
MANCHESTER, MASSACHUSETTS
DISTRICT DATA SHEET (cont'd)**

<u>Sketch Map #/ Assessors' Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
44/12	75	Cheever House	14 Bridge Street	ca. 1897	C	Shingle	B
J.	7a	Cheever Barn/ shops	15 Bridge Street	ca. 1822/ ca. 1925	NC	Colonial Revival	B
28/47a	7b	Cheever House	17 Bridge Street	ca. 1822	C	Federal	B
44/10	73	Danforth-Lee House	18 Bridge Street	ca. 1845/ ca. 1890	C	Colonial Revival	B
44/9	72	Boardman House	22 Bridge Street	ca. 1840	C	Greek Revival	B
28/44		Long-Danforth House	21-23 Bridge Street	ca. 1838	C	Greek Revival	B
21/21	64	Marble House	24 Bridge Street	ca. 1837	C	Greek Revival	B
28/43		Johnson House	25 Bridge Street	ca. 1890	C	Queen Anne	B
21/20	63	S. F. Tappan House	26 Bridge Street	ca. 1837	C	Federal	B
28/42	4	Hassam House	27 Bridge Street	ca. 1800	C	Federal/Queen Anne	B
21/19		Johnson House	28 Bridge Street	ca. 1880	C	second Empire	B
28/40		Johnson House	29 Bridge Street	ca. 1845	C	Mid-19th Century	B
28/39		Bennett House	31 Bridge Street	ca. 1845	C	Greek Revival	B
K,L		House & garage	33 Bridge Street	1987	NC	Split Level	2B
21/17		Tenney Barn	34 Bridge Street	ca. 1895	C	Shingle	B

MANCHESTER VILLAGE HISTORIC DISTRICT
 MANCHESTER, MASSACHUSETTS
 DISTRICT DATA SHEET (cont'd)

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
21/40, 29,33		Tenney House	34 Bridge Street	ca. 1895	C	Shingle	B
28/99		Bennett's Brook Bridge	Bridge Street	1828	C	Arch	St
28/7		Allen Cabinet Shop	5 Bennett Street	ca. 1860/ ca. 1910	C	Early 20th Century	B
28/8		Allen House	7 Bennett Street	ca. 1800	C	Georgian	B
28/51		Cheever House	Bennett Street	ca. 1765	C	Georgian	B
28/10		Hassam House	9 Bennett Street	ca. 1730	C	Georgian	B
M.		house	Bennett Street	1980s	NC	Shed	B
N.		house	Bennett Street	1960s	NC	Ranch	B
28/49 O.		I. F. Tappan House and garage	Bennett Street	1826 n/a	C NC	Adam Shed	B B
28/46 P.		Tappan House and garage	18 Bennett Street	ca. 1895	C NC	Late Victorian Shed	B B
28/45		Long-Danforth Cabinet Shop	20-22 Bennett Street	ca. 1840/ ca. 1890	C	Late Victorian	B
28/41		house	24 Bennett Street	ca. 1910	C	Late Victorian	B
28/13		Morgan House	21 Bennett Street	ca. 1885	C	Late Victorian	B
28/38		Johnson Cabinet Shop	30 Bennett Street	ca. 1870	C	Late Victorian	B

**MANCHESTER VILLAGE HISTORIC DISTRICT
MANCHESTER, MASSACHUSETTS
DISTRICT DATA SHEET (cont'd)**

<u>Sketch</u>							
<u>Map #/</u>							
<u>Assessors'</u>							
<u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
28/28		Bennett House	25 Bennett Street	ca. 1675	C	New England Colonial	B
28/37		Bennett House	34 Bennett Street	ca. 1770	C	Georgian	B
28/35		Bennett House	38 Bennett Street	ca. 1770	C	Georgian	B
28/27		Bennett House	Forster Road	ca. 1890	C	Late Victorian	B
28/29		Bennett House	33 Bennett Street	ca. 1900	C	Late Victorian	B
28/30 Q.		Allen House and barn	37 Bennett Street	ca. 1770	C NC	Georgian	2B
45/4	93	Congregational Church	Central Street	1809	C	Adam	B
45/23		Town Common with	Central Street		C		Sl
45/40		Civil War Monument			C		O
45/41		WWII/Korea Monument			C		O
45/42		Towne Fountain			C		O
R.		Bridge	Central Street	modern	NC		St
53/32		Lee Warehouse/ Bingham House	7 Central Street	ca. 1754/ ca. 1792	C	Georgian	B
53/31	24	Rabardy Block	15 Central Street	1884	C	Second Empire	B
S.		Store	19 Central Street	1953	NC	Colonial Revival	B
45/23		Seaside One Firehouse	Central Street	1885	C	Colonial Revival	B
53/30		Allen-Slade Store	23 Central Street	ca. 1860	C	Italianate	B

**MANCHESTER VILLAGE HISTORIC DISTRICT
MANCHESTER, MASSACHUSETTS
DISTRICT DATA SHEET (cont'd)**

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
45/3		Knight's Store	24-28 Central Street	ca. 1880	C	Shingle	B
T.		Knight's Office	30 Central Street	ca. 1896	NC	Late Victorian	B
UVWXY		Peele House Square (group of buildings moved to this spot);	36 Central Street	various	NC	various	5B
45/43		remains of Knight's Wharf		ca. 1900	C		St
53/18		John Perry Allen House	27 Central Street	ca. 1837	C	Greek Revival	B
53/17		Dr. Story House	29 Central Street	ca. 1837	C	Federal/Queen Anne	B
53/13 Z.		Rust House and garage	31 Central Street	ca. 1849	C NC	Greek Revival	2B
53/12		Rust Barn/store	33 Central Street	ca. 1849	C	Mid-19th Century	B
53/11 AA		William Lee House and garage	35 Central Street	ca. 1795	C NC	Georgian	2B
53/6		Story House	37 Central Street	ca. 1812	C	Federal	B
44/22		Parsons House	38 Central Street	ca. 1844	C	Greek Revival	B
53/5		Hooper House	39 Central Street	ca. 1805	C	Federal	B
53/4	13	Forster House	41 Central Street	1804	C	Adam	B
44/21		Parsons House	40 Central Street	ca. 1805	C	Federal	B
44/20		Tappan House	44 Central Street	ca. 1800	C	Federal	B

MANCHESTER VILLAGE HISTORIC DISTRICT
 MANCHESTER, MASSACHUSETTS
 DISTRICT DATA SHEET (cont'd)

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
44/20a		Brown House	46 Central Street	ca. 1850	C	Greek Revival	B
44/19		Kimbell-Tappan House	48 Central Street	ca. 1760	C	Georgian	B
44/18		Rabardy Shop	50 Central Street	ca. 1880	C	Late Victorian	B
44/17	80	Story House and gazebo	52 Central Street	ca. 1770	C C	Georgian/ Late Victorian	2B
53/14		Rust tenement	5 Morse Court	ca. 1890	C	Late Victorian	B
53/47		Parsons-Morgan House	6 Morse Court	ca. 1805	C	Federal	B
53/15		Rust tenement	7 Morse Court	ca. 1895	C	Late Victorian	B
53/8		Parsons-Knowlton House	8 Morse Court	ca. 1805	C	Federal	B
53/16		Rust Shop	9 Morse Court	ca. 1895	C	Late Victorian	B
53/10		Cabinet Shop	12 Morse Court	ca. 1850	C	Late Victorian	B
BB		House	Elm Court	ca. 1970s	NC	Ranch	B
53/25		Merrill Stable	Elm Court	ca. 1900	C	Late Victorian	B
53/19		Marshall House	2 Elm Court	ca. 1910	C	Late Victorian	B
CC		Commercial garage	Elm Court	n/a	NC	Shed	B
53/44		Knight stable	Elm Court	ca. 1900	C	Late Victorian	B
45/6		William Fitz House	8 Church Street	ca. 1850	C	Greek Revival	B

MANCHESTER VILLAGE HISTORIC DISTRICT
 MANCHESTER, MASSACHUSETTS
 DISTRICT DATA SHEET (cont'd)

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
45/5		Kelham House	10 Church Street	ca. 1850	C	Greek Revival	B
DD EE		Kelham Barn and garage	10r Church Street	ca. 1850/ ca. 1980	NC NC	Shed	2B
45/8		Fitz Barn/parsonage	Chapel Lane	ca. 1850/ ca. 1910	C	Late Victorian	B
45/9		Congregational Church	Chapel Lane	ca. 1860	C	Gothic Revival	B
51/57		Lee Block	2 Union Street	1875/1899	C	Colonial Revival	B
51/58		Hilton House and cabinet shop	8 Union Street	ca. 1765 ca. 1830	C C	Georgian Federal	B B
51/60	23, 29	Trask House and shop	10-14 Union Street	1823	C	Federal	B
45/30	94	Memorial Library	13 Union Street	1887	C	Romanesque	B
FF	30	Bank building	17 Union Street	ca. 1970	NC	Colonial Revival	B
51/61		Driver House	18 Union Street	ca. 1845	C	Adam	B
GG		Allen's Pharmacy	20 Union Street	ca. 1920	NC	Early 20th Century	B
45/12	100	Crowell House and barn	21 Union Street	1843	C C	Greek Revival	2B
45/13-14		Store block	23-29 Union Street	ca. 1900	C	Late Victorian	B
HH		Store	36 Union Street	ca. 1970	NC	Shed	B

**MANCHESTER VILLAGE HISTORIC DISTRICT
MANCHESTER, MASSACHUSETTS
DISTRICT DATA SHEET (cont'd)**

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
51/63		Simonds House	38 Union Street	ca. 1820	C	Federal	B
51/64		Smith House	40-42 Union Street	ca. 1850	C	Federal	B
46/3		Long-Cheever House	33-35 Union Street	ca. 1831/ ca. 1890	C	Federal/ Queen Anne	B
46/2		Leach House	4 Beach Street	ca. 1835	C	Federal	B
51/65		Smith House/ Kimball Block	48-50 Union Street	1835/1849/ 1904	C	Federal/ Colonial Revival	B
II		House	39 Union Street	1987	NC	Colonial Revival	B
46/4		Randall/Long House	41 Union Street	1803/1890	C	Federal/Mansard	B
46/5		Kimball House	43 Union Street	ca. 1899	C	Colonial Revival	B
JJ		Office	47 Union Street	ca. 1970s	NC	Colonial Revival	B
46/6a	105	Girdler House	51 Union Street	ca. 1770	C	Georgian	B
51/66		Pert House	54 Union Street	1832	C	Federal	B
51/77		Roberts Barn	58 Union Street	ca. 1890	C	Late Victorian	B
51/67		Allen House	60 Union Street	ca. 1730	C	N.E. Colonial/ Queen Anne	B
53/33		Rowe Block Bigwood store	2 School Street 4 School Street	ca. 1890 ca. 1845	C C	Queen Anne Greek Revival	B B
51/57		Lee House	3 School Street	ca. 1730	C	Georgian	B

MANCHESTER VILLAGE HISTORIC DISTRICT
 MANCHESTER, MASSACHUSETTS
 DISTRICT DATA SHEET (cont'd)

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
53/34		Hooper's Grocery	6 School Street	ca. 1899	C	Late Victorian	B
51/56		Hooper House	7 School Street	ca. 1890	C	Late Victorian	B
KK		Fire Station	10-14 School Street	1975	NC	Shed	B
51/55		Woodberry House	11 School Street	1832	C	Greek Revival	B
51/54		Leach House	13 School Street	ca. 1786	C	Georgian	B
53/37		Ira Baker House	16 School Street	ca. 1848	C	Greek Revival	B
53/38		John Baker House	18 School Street	ca. 1850	C	Gothic Revival	B
53/39		Baptist Church	22 School Street	1843	C	Gothic Revival	B
51/50		Dodge House	21 School Street	ca. 1773	C	Georgian	B
51/4		Cheever House	24 School Street	ca. 1808	C	Federal	B
51/49		Lamson House	23 School Street	ca. 1877	C	Second Empire	B
51/3		Dodge House and shed	26 School Street	1834/ 1890	C C	Queen Anne	2B
51/48		Babcock House	27 School Street	1823	C	Federal	B
51/2		Hoare House	28 School Street	ca. 1888	C	Queen Anne	B
51/20 LL		Little House and Garage	31 School Street	ca. 1850	C NC	Greek Revival	2B

**MANCHESTER VILLAGE HISTORIC DISTRICT
MANCHESTER, MASSACHUSETTS
DISTRICT DATA SHEET (cont'd)**

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
51/1 MM		Carter House and Garage	32 School Street	ca. 1862	C NC	Italianate	2B
51/6		Cheever House	2 Desmond Avenue	ca. 1800	C	Federal	B
54/26		Allen House	34 School Street	ca. 1838	C	Federal	B
51/5		Gilson House and Garage	35 School Street	ca. 1846	C C	Greek Revival	2B
50/		Cross-Giles House	37 School Street	ca. 1811/ 1845/1890	C	Late Victorian	B
54/38		Knight House	38 School Street	ca. 1845	C	Greek Revival	B
54/40		Hoyt House	40 School Street	ca. 1845	C	Greek Revival	B
54/22 NN		Knight House and Garage	44 School Street	ca. 1805	C NC	Adam	2B
50/		Thurston House	45 School Street	ca. 1812	C	Adam	B
00		Bridge	School Street	Mid 20th c.	NC	-	St
54/21		Swett House	6 Friend Street	ca. 1895	C	Late Victorian	B
54/20		Friend House	8 Friend Street	ca. 1855	C	Italianate	B
54/19		Friend House	10 Friend Street	ca. 1816	C	Federal	B
54/32		Friend Barn	12 Friend Street	ca. 1816	C	Federal	B
54/17		House	14 Friend Street	ca. 1830	C	Federal	B

MANCHESTER VILLAGE HISTORIC DISTRICT
 MANCHESTER, MASSACHUSETTS
 DISTRICT DATA SHEET (cont'd)

<u>Sketch Map #/ Assessors' Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
54/16		Gillis House	16 Friend Street	ca. 1820	C	Federal	B
54/14		Lee Shoe Shop	20 Friend Street	ca. 1820	C	Federal	B
54/15		Crafts House	22 Friend Street	1780s	C	Georgian	B
51/75		Allen House/tavern	3 North Street	ca. 1714	C	N.E. Colonial	B
51/21		Dodge-Tuck House	4 North Street	ca. 1718	C	N.E. Colonial	B
51/73		Sinnicks House	5 North Street	ca. 1900	C	Late Victorian	B
51/22		Phillips House	6 North Street	ca. 1885	C	Queen Anne	B
51/72		Leach House	7 North Street	ca. 1900	C	Late Victorian	B
51/23		Knight House	8 North Street	1810	C	Federal	B
51/70-1		Driver House	9 North Street	ca. 1770	C	Georgian	B
51/34		House	12 North Street	1870s	C	Late Victorian	B
51/69		Colby House	13 North Street	ca. 1805	C	Federal	B
51/35		House	14 North Street	ca. 1900	C	Late Victorian	B
51/36		Wheaton House	16 North Street	ca. 1870	C	Second Empire	B
51/68		Lee House	17 North Street	ca. 1833	C	Greek Revival	B
51/39		Tappan House	18 North Street	ca. 1884	C	Queen Anne	B
46/7		Dexter House	1-3 Washington Street	1827	C	Federal	B

**MANCHESTER VILLAGE HISTORIC DISTRICT
MANCHESTER, MASSACHUSETTS
DISTRICT DATA SHEET (cont'd)**

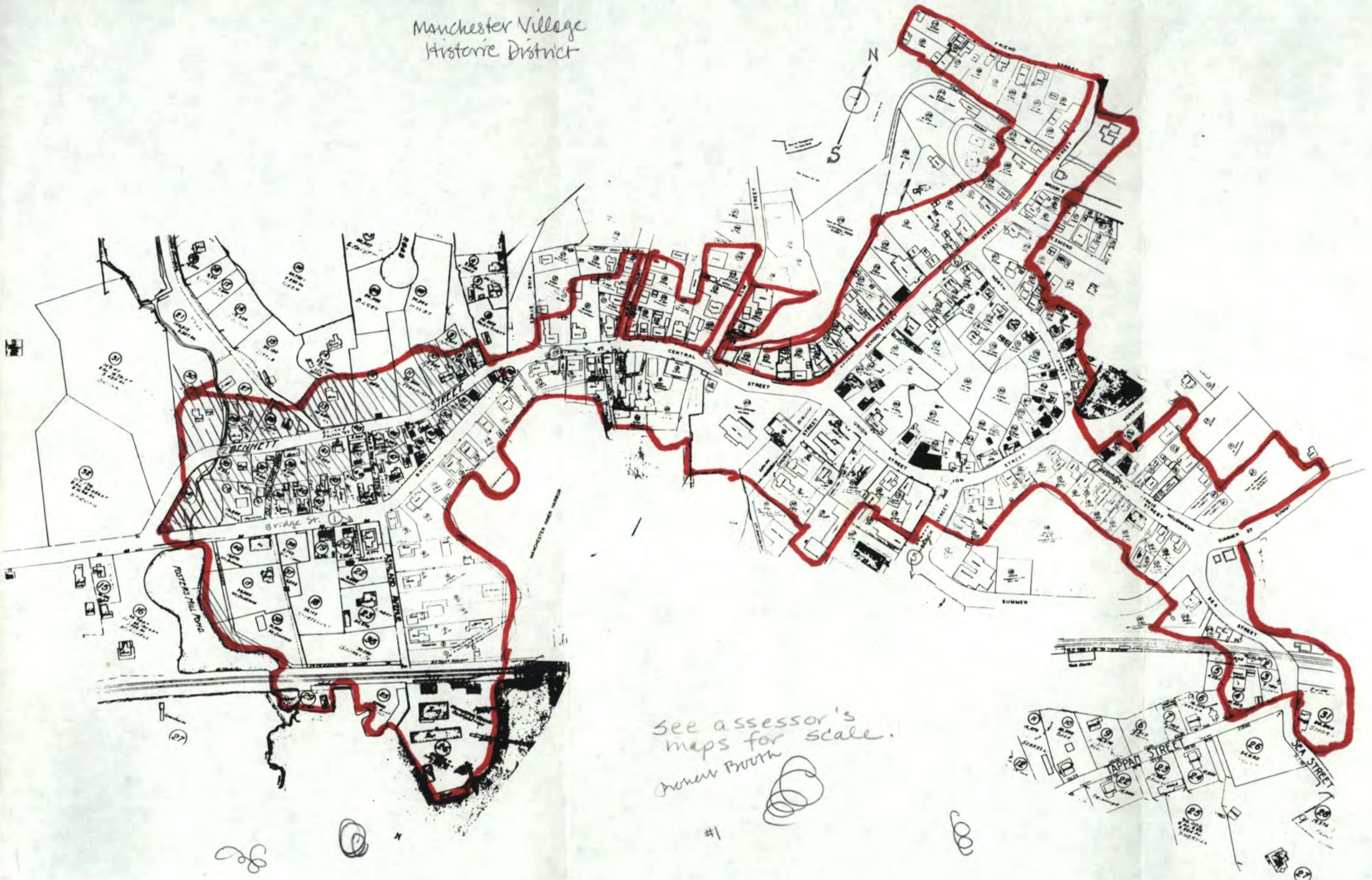
<u>Sketch Map #/ Assessors' Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
46/8		Hamilton House	5 Washington Street	ca. 1870	C	Mid-19th Century	B
51/46		Norwood House	6 Washington Street	ca. 1770	C	Georgian/Queen Anne	B
46/9		Jewett House	7 Washington Street	ca. 1842	C	Greek Revival	B
51/47	38	Dr. Whipple House and stable	8 Washington Street	ca. 1765 ca. 1890	C C	Georgian Late Victorian	2B
46/10		Holm House	9 Washington Street	ca. 1843	C	Greek Revival	B
52/10	40	Allen House	10 Washington Street	ca. 1825	C	Federal	B
46/11		Crowell House	11 Washington Street	ca. 1827	C	Federal	B
52/11	41	Lee House	12 Washington Street	ca. 1770	C	Georgian	B
46/13	111	Allen House	13 Washington Street	ca. 1820	C	Adam	B
46/15		Allen Warehouse	15 Washington Street	ca. 1845	C	Mid-19th Century	B
52/13	43a	Allen Bakehouse and stable	16 Washington Street	ca. 1832 ca. 1890	C C	Federal Late Victorian	2B
46/14		Abner Allen House	17 Washington Street	ca. 1794	C	Georgian	B
46/16		Luther Allen House	19 Washington Street	ca. 1834	C	Federal	B
52/15	43	Tewksbury House	20 Washington Street	ca. 1770	C	Georgian	B
51/40		Forster Cemetery	Washington Street	ca. 1850	C		Si
51/41		Tappan Cemetery	Washington Street	ca. 1850	C		Si

MANCHESTER VILLAGE HISTORIC DISTRICT
 MANCHESTER, MASSACHUSETTS
 DISTRICT DATA SHEET

<u>Sketch</u> <u>Map #/</u> <u>Assessors'</u> <u>Map #</u>	<u>MHC #</u>	<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Status</u>	<u>Style</u>	<u>Resources</u>
51/42		1661 Cemetery	Washington Street	1661	C		Si
14/1		Godsoe House	33 Summer Street	ca. 1845	C	Greek Revival	B
14/2		Carter House	31 Summer Street	ca. 1850	C	Greek Revival	B
46/23		Bullock House	5 Sea Street	ca. 1885	C	Queen Anne	B
46/24		Coughlin House	9 Sea Street	ca. 1890	C	Mid-19th Century	B
14/33		Connolly House	8 Sea Street	ca. 1860	C	Mid-19th Century	B
15/31		Tuck-Tappan House	18 Sea Street	ca. 1743	C	Georgian	B
15/4		Hodgkins & Sons grain house, barn & shed	34 Tappan Street	ca. 1885/ ca. 1900	C	Late Victorian	3B

Total:	Contributing	Noncontributing	
	172	39	Buildings
	4	0	Sites
	2	2	Structures
	3	0	Objects
	<u>181</u>	<u>41</u>	

Manchester Village
Historic District



See assessor's
maps for scale.
Dorcas Brook

1704
Brook

20

#1

20

7

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Manchester Village Historic District

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Essex

DATE RECEIVED: 11/24/89 DATE OF PENDING LIST: 12/05/89
DATE OF 16TH DAY: 12/21/89 DATE OF 45TH DAY: 1/08/90
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89002156

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1/8/90 DATE

ABSTRACT/SUMMARY COMMENTS:

Well preserved village district encompassing significant aspects of town's historical development as a maritime center (pre-1840) and as a furniture manufacturing hub (1820-1910), including a variety of vernacular architecture representing distinctive regional types.

RECOM./CRITERIA Accept A+C
REVIEWER Swase
DISCIPLINE Architectural History
DATE 01/08/90

DOCUMENTATION see attached comments Y see attached SLR Y

CLASSIFICATION

count resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

historic current

DESCRIPTION

architectural classification
 materials
 descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

summary paragraph
 completeness
 clarity
 applicable criteria
 justification of areas checked
 relating significance to the resource
 context
 relationship of integrity to significance
 justification of exception
 other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

acreage verbal boundary description
 UTM's boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps USGS maps photographs presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Signed _____ Phone _____
Date _____



26, 24, 22 BRIDGE ST.
Manchester
Robt. Booth, photo + neg.
April, 1987
photo number: 1 of 7

looking east up Bridge St., S.F. Tappan house (#26), foreground

photography by:

photo - processing
by

image

K.S.

F-32A/B33

212347



38, 34, 30 Bennett St., Manchester
Robt. Booth, photo + neg.
April, 1987

photo # 2 of 7

looking east up Bennett St., Bennett house (#38) foreground

photography by:

photo - processing
by

image

212347
FF-6A/7
KS.



50-38 Central St., Manchester
Robt. Booth, photo^r + neg.
August, 1987
photo # 3 of 7

looking east along Central St., Kimbell-Tappan house (#48) with twin chimneys

212347

FF-22A/23

KS

photography by.

photo - processing
by

image



TOWN COMMON, Central St., Manchester

Robt. Booth, photo: + neg.

August, 1987

photo # 4 of 7

looking east across Central St. toward Town Common, Seaside One Firehouse foreground.

212347
FF11A/12
KS.

photography by

photo - processing
by

image



BEACH ST., MANCHESTER
ROBT. BOOTH, PHOTO^R. + NEG.
APRIL 1987
PHOTO #5 of 7

looking north up Beach St. toward Union St.
(#4 Beach, right; #40-42 Union, white house in center)

photography by:

photo - processing
by

image

F=25
K5.



22-10 SCHOOL ST., MANCHESTER
ROBT. BOOTH, PHOTO^R + NEG.
APRIL 1987
PHOTO #6 of 7

looking south down School St.,
Cheever house (#22) foreground.

Photography by.

Photo - processing
by

image

K.S.
FF-27A/28



8, 10, 16 WASHINGTON ST., MANCHESTER

ROBT. BOOTH, PHOTO^R + NEG

AUGUST, 1987

PHOTO # 7 of 7

looking east along Washington St., Whipple house (#8) foreground

212347

FF-2/14/22

KS

photography by.

photo - processing
by

Image

Manchester Village
Historic District

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

MARBLEHEAD NORTH QUADRANGLE
MASSACHUSETTS—ESSEX CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



- A- 19/354510/4715370
- B- 19/354910/4715215
- C- 19/355100/4714830
- D- 19/354290/4714405
- E- 19/353970/4714670

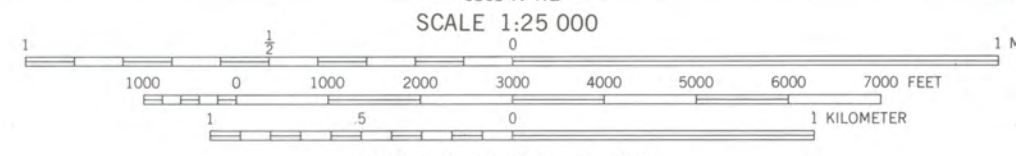
MANCHESTER
CENTER DISTRICT
MANCHESTER,
MASS.

Feet	Meters	U.S. Grid
15000	4500	19 354050 4714610
14000	4200	19 354030 4714750
13000	3900	19 354320 4714940
12000	3600	19 354330 4715030
11000	3300	19 354530 4715060
10000	3000	19 354660 4715260
9000	2700	19 354700 4715240
8000	2400	19 354490 4715320
7000	2100	19 354740 4715270
6000	1800	19 354675 4715140
5000	1500	19 354890 4714980
4000	1200	19 354965 4715040
3000	900	19 355080 4714830
2000	600	19 354970 4714800
1000	300	19 354790 4714930
0	0	19 354620 4714800
		19 354460 4714870
		19 354330 4714780
		19 354450 4714530
		19 354380 4714480
		19 354220 4714500

Feet	Meters
1	3048
2	6096
3	9144
4	12192
5	15240
6	18288
7	21336
8	24384
9	27432
10	30480

To convert feet to meters multiply by 3.048
To convert meters to feet multiply by 3.2808

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
taken 1938. Topography by planimetric surveys 1942. Revised
from aerial photographs taken 1969. Field checked 1970.
Selected hydrographic data compiled from USC&GS Charts 240 and
241 (1970). This information is not intended for navigational purposes.
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid,
zone 19
Boundaries in tidewater areas from information supplied
by Massachusetts Department of Public Works.
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 9.3 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

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

MARBLEHEAD NORTH, MASS.
N4230—W7045/7.5

1970
AMS 6869 III SE—SERIES V814

Manchester Village
Historic District
USGS map.

NOV 24 1989



November 9, 1989

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed please find the following nomination:

Manchester Village Historic District, Ashland Avenue, Bridge, Bennett, Central, Church, Union, School, Beach, Friend, and Washington Streets, Manchester (Essex County), Massachusetts 01944

There has been no owner objection for the above mentioned property.

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. Comments received to date are attached to the nomination form.

Sincerely,

Anne Tait
Assistant National Register Director
Massachusetts Historical Commission

Enclosure: