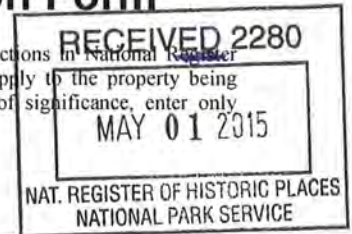


United States Department of the Interior  
National Park Service

352

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Centre and Montello Streets Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing: NA

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

### 2. Location

Street & number: 43-51, 53-61, 63-77, 91-93 Centre Street, 95, 124-126 Montello Street

City or town: Brockton State: MA County: Plymouth

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local  
Applicable National Register Criteria:

A  B  C  D

<i>Brona Simon</i>	<i>April 16, 2015</i>
<b>Signature of certifying official/Title: Brona Simon, SHPO</b>	
<b>Date</b>	
_____ <b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
_____ <b>Signature of commenting official:</b>	
<b>Date</b>	
_____ <b>Title :</b>	
<b>State or Federal agency/bureau or Tribal Government</b>	

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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

Jon Edson H. Beall  
Signature of the Keeper

6-15-15  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>7</u>	<u>1</u>	buildings
<u>      </u>	<u>      </u>	sites
<u>      </u>	<u>      </u>	structures
<u>      </u>	<u>      </u>	objects
<u>7</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

- COMMERCE/TRADE: business
- COMMERCE/TRADE: organizational
- COMMERCE/TRADE: department store
- SOCIAL: meeting hall
- SOCIAL: civic
- INDUSTRY: manufacturing facility

**Current Functions**

- COMMERCE/TRADE: business
- DOMESTIC: multiple dwelling
- 
- 
-

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## 7. Description

### Architectural Classification

LATE VICTORIAN: Romanesque Revival

LATE VICTORIAN: Italianate

LATE 19<sup>TH</sup> and EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS: Commercial Style

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### Materials:

Principal exterior materials of the property: BRICK, STONE, CONCRETE

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Centre and Montello Streets Historic District is located in a slightly eastward-sloping section of downtown Brockton at the intersection of Centre Street (MA Route 123) and Montello Street (MA Route 28). The district is situated between Main Street to the west and West Railroad Avenue to the east, with the elevated MBTA Commuter Rail (former Old Colony Line) viaduct just beyond it to the east. Montello Street is a major north-south thoroughfare, crossing the district, while Centre Street runs east-west through downtown Brockton. The district includes seven contributing buildings and one noncontributing building at the intersection of Centre and Montello streets. Among these are four buildings on the south side of Centre Street: the Romanesque Revival-style, masonry Smith Building (ca. 1889), Bay State Block (1887), and Howard-Tolman Building (1909); and on the west side of Montello Street, the three-building, Italianate-style Lilly Brackett Company (1880-ca.1940s), and the Renaissance-Revival style Anglim Building (1906). The district includes two vacant lots and one noncontributing building, the latter located at 95 Montello Street. Although the district is largely surrounded by vacant lots to the north, west, and south, the Edison Electric Illuminating Company (BRO. 51, NR 1987) and the Brockton City Hall (BRO.2, NR 1976) are visible from the district. The district represents the remaining extant collection of high-style commercial and industrial buildings on Centre and Montello streets that retain their historic and architectural integrity.

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## Narrative Description

### **Smith Building, 43-51 Centre Street (BRO.30)**

The five-bay Smith Building (Photo No. 5, 6 and 9) at 43-51 Centre Street is a five-story Romanesque Revival-style red brick and brownstone building, constructed ca. 1889. The Smith Building shares a party wall with the Bay State Block to the east, and the two buildings are connected on the interior, but were constructed as separate buildings. The first story of the north (primary) elevation contains a central entrance flanked by pairs of modern storefronts with decorative cast-iron pilasters. A wide sign band separates the first and second floors. Brick piers extend up from the second story to the roof and are detailed with brownstone banding. Following the pattern set by the ground-floor storefronts, the upper-level bays contain a narrow center bay flanked by a bay of paired windows, and then a tripartite window bay at each end. Narrow pairs of window sash, separated by a wood mullion, are located within the central bay while the double and triple window bays are articulated with brick and brownstone mullions. Window openings on the second and third stories are rectangular, with brownstone sills and lintels. A brownstone tablet between the second and third stories reads "SMITH BUILDING." The fourth story contains elongated rectangular window openings with rounded transoms detailed with brownstone arches. The fifth story follows the same fenestration pattern within the bays, but contains wide-arched window bays detailed with brownstone sills and lintels. Windows throughout the elevation are aluminum replacement sash. Brownstone stringcourses run along all stories of the building and are integral to the sills and lintels. Brick panels punctuate the red brick façade below the fourth story, and a corbelled brick parapet rises above the roof.

The red-brick west elevation is painted with a mural of the Fenway Park "Green Monster" (Photo No. 5). Window openings on the first and second stories are completely infilled with brick. Several openings on the fourth story have also been infilled with brick, and the remaining elongated window openings with rounded transoms contain aluminum sash. The flat elevation extends up to the roofline, which steps down from the north façade.

A concrete-block loading dock addition is located at the first story of the south (rear) elevation (Photo No. 9). The loading dock has two large overhead-door openings and one pedestrian entrance. The second through fifth stories of the building contain relatively evenly spaced brick arched window openings with rough-cut granite sills. Window openings reduce in height from the second to fifth floors. Many of the window openings, on the first, second, and third stories, are infilled with brick, concrete block, plywood, or metal panels. Where present, windows are aluminum.

### **Bay State Block, 53-61 Centre Street (BRO.29)**

The Bay State Block (Photo No. 5, 7, and 9) at 53-61 Centre Street is a five-story red brick and brownstone Romanesque Revival-style building constructed in 1887. The Bay State Block shares a party wall with the Smith Building to the west and the Howard-Tolman Building to the east. The three buildings were constructed individually but have been interconnected on the interior since the mid 20<sup>th</sup> century. Consistent with the architectural expression of the Smith Building,

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the north (primary) elevation of the Bay State Block has first-floor modern storefronts flanking a central entrance (Photo No. 7). Slightly narrower than the Smith Building, the upper floors of the Bay State Block follow a 2-2-1-2-2 fenestration pattern, demarcated by the brick piers running from the second floor to the roof. Each story is accentuated by brownstone stringcourses that are integral to the sills and lintels at the second, third, and fourth floors. The second and third floors contain rectangular window openings with sandstone sills and lintels, and feature decorative-pattern brick panels below the window sills. A round brownstone tablet above the center second-floor window reads "H&J"; however, the meaning of these initials is unknown. Located above the third story windows in the central three bays are sign blocks that read "BAY STATE" and "1887 BLOCK." The fourth story contains elongated, rectangular window openings with rounded transoms detailed with brownstone arches in the outer bays, and a shallow-arched window opening with a brownstone lintel in the center. Further accentuating the north elevation is a brownstone sign block at the fourth story that reads "PYTHIAN HALL." Window openings all contain aluminum sash. The fifth story follows the same fenestration pattern within the bays, but contains wide-arched window bays detailed with brownstone sills and brick lintels in the outer bays, and a rounded-arch window opening at the center of the elevation. The brick elevation extends up above the window lintels to a corbelled brick parapet.

The east elevation of the building is visible at floors three, four, and five. The existing segmental-arched window openings with rough-cut granite sills are infilled with concrete block, brick, plywood, and metal panels. The south elevation of the main block of the building has engaged brick piers and brick-infilled, rounded brick-arch window openings, with rounded brick-arched lintels and rough-cut granite sills. Many of the window openings on the third, fourth, and fifth stories have been infilled with brick, concrete block, plywood, or metal panels. Where present, windows are 1/1 aluminum sash. The first floor of the south elevation (Photo No. 9) contains a one-story, brick projecting section with a flat roof. A double-leaf pedestrian entryway is located along this elevation of the projecting section.

#### **Howard-Tolman Building, 63-77 Centre Street (BRO.28)**

The Howard-Tolman Building (Photo No. 8) at 63-77 Centre Street is a two-story Romanesque Revival-style building, constructed in 1909. The building shares its west wall with the Bay State Block, and the two buildings are connected on the interior. The north (primary) elevation is divided into three sections: a central, slightly projecting pavilion with three bays, flanked by two-bay sections. The first story contains modern storefronts separated by cast-iron columns and the second story is constructed of rock-faced brownstone blocks. Second-story windows are evenly spaced rectangular openings with brownstone sills and lintels, and modern, angled, tripartite aluminum windows. A horizontal beltcourse separates the second story from the brownstone parapet. The parapet above the second story at the center section contains a projecting cornice supported by brownstone dentils. A brownstone sign block is centered on the elevation and reads "HOWARD-TOLMAN BUILDING." The parapets in the two flanking sections of the building contain recessed panels.

The east elevation is a painted brick wall (Photo No. 10). Arched brick window openings with rough-cut granite sills are located on the second story. All but one window has been infilled with

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brick, concrete block, plywood, or metal panels. The flat elevation extends to the roofline, which steps down toward the rear elevation. The south (rear) elevation is a two-story, painted-brick façade with a one-story, wood-sided, projecting loading dock at the east end. The center of the first story of the main elevation contains large full-height window openings filled with aluminum and glass panels. Above the aluminum and glass-filled openings at the center of the second story are several bricked-in openings, and one brick, round-arched window opening with a rough-cut granite sill. The west end of the first story has bricked-in window openings. Three rectangular window openings are located at the second story of the west end of the south elevation. They were added in the second half of the 20<sup>th</sup> century. The second story of the east elevation contains several segmental-arched, bricked-in window openings, with rough-cut granite sills.

### **Anglim Building, 91-93 Centre Street (BRO.553)**

The Anglim Building (Photo Nos. 11 and 12) at 91-93 Centre Street is one of Brockton's tallest buildings and is situated at the southeast corner of Centre and Montello streets. The Renaissance Revival-style building is an eight-story, poured-concrete and steel pier-and-spandrel structure, constructed in 1906. The north, east, and west (primary) elevations of the building feature large vertical concrete piers, clad in buff brick, and recessed cast-concrete spandrel panels and a wide overhanging cornice. The first story features modern aluminum and glass storefronts at the Centre (north) and Montello (west) street elevations. The first and second stories of the north, east, and west elevations are accented by engaged columns with projecting cast-stone capitals between the storefront windows. A wide, overhanging, painted cast-concrete beltcourse separates the second and third stories. A cast-concrete balcony sits atop the second-story beltcourse on the north elevation, and wrought-iron balconies accentuate the center bay at the fifth and seventh stories. The upper stories contain openings with paired windows at the east and west elevations and triple windows at the north elevation, all separated by wide wood mullions. The lower-story window openings contain a combination of original 3/3 double-hung wood sash and 1/1 aluminum replacement sash. The seventh story of the north, east, and west elevations have arched window openings set beneath arched lintels with cast-concrete keystones, and a cast-stone beltcourse separates the seventh and eighth stories. The roofline features a monumental cast-stone overhanging cornice with decorative brackets and dentils. The south (rear) elevation (Photo No. 12) is red brick with punched window openings on its northern half, and a vertical bay of punched window openings flanked by solid red-brick walls on its southern half. The south elevation has no architectural embellishment.

### **Lilly, Brackett Boot & Shoe Co./Geo. Knight & Co. Factory, 124-126 Montello Street (BRO.49)**

The Lilly, Brackett Boot & Shoe Co./Geo. Knight & Co. Factory at 124-126 Montello Street (Photos Nos. 1-4) is typical mill-type construction with exterior brick bearing walls and a heavy timber frame. The factory has 3 structures: the main Factory (BRO.49, 1880), the Boiler House (BRO.697, 1880), and the Machine Shop/Office (BRO. 698, ca. 1940s). The red-brick, four-story factory terminates at a flat roof with no parapet. Running parallel to Montello Street, the narrow, rectangular building is 31 bays long by five bays wide. There are three low, interior brick chimneys rising from the roof. A metal shingle-clad headhouse (rebuilt in 2013) rises from the roof close to the east elevation. The brick walls rise to corbelling at the cornice, and masonry

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openings have brick segmental arches and granite sills. The 2/2 aluminum windows were installed in 2013.

The one-story, red-brick boiler house (1880) attached to the east side of the main factory is approximately square in plan, five by five bays. The chimney stack, also square in plan, has been cut down to the height of the main factory roof. Attached to the south side of the boiler house are a narrow, three-bay brick shed and a one-story brick shed that was rebuilt in 2013. Also east of the main factory, the one-story Machine Shop/Office Building is L-shaped in plan (Photo No. 2), creating a narrow alley, five bays deep, between the offices and the factory building (Figure 1). The structure, which now serves as a garage, was constructed after George Knight & Co. acquired the property in 1908, and prior to 1950.<sup>1</sup>

The existing building has four original entrance doorways. At the main factory building, there are two side-by-side (main) entrances slightly off center on the west elevation facing Montello Street (Photo No. 1), and one secondary entrance each on the north and south (Photos No. 1, 3) elevations. The west entries have brick segmental arches and granite sills. Paired Italianate wood-panel doors were rebuilt in 2013 based on the existing west and south doors. The historic doors had glazed upper panels. An identical set of paired doors (rebuilt 2013) is found in the south entry, but the north entry has a single pedestrian door. The south doors and the north door have glazed upper panels; the west doors have all-wood panels. Two original loading openings are stacked on top of each other at the east elevation just south of the boiler house. The second-story loading opening is now glazed with an aluminum-frame-and-glass storefront system (2013), the first-story loading opening has new door infill made to match the original south and west doors. New aluminum replacement windows (2013) have 2/2 double-hung sash, which match the remnants of historic windows that were in the building prior to the rehabilitation and also appear in a historic photograph (Figure 2).

The Machine Shop/Office Building (now a garage, Photo No. 2) has punched openings with steel lintels concealed by brick, and brick headers for sills. Original steel industrial windows with center hoppers are installed on the north and east elevations of the Machine Shop, and 1/1 vinyl-clad replacement windows have been installed on the east and south elevations, where the offices were previously located. A pedestrian door opening and an oversized automobile opening are located on the north elevation. Brick patching indicates that a pedestrian door was filled on the south elevation. The property is now entered from the south on Lincoln Street. The new main entrance is tucked into an alley separating the main factory building from the former offices, as it has been since Geo. Knight & Co. built the Machine Shop/Office Building (ca. 1940s). The one-story entrance vestibule is attached to the south elevation of the short wing of the L of the Machine Shop/Office. The Colonial Revival-style, multilight wood door with transom and sidelights leading to the garage has been retained as an access door.

On the interior, the narrow floor plate has one row of square, wooden columns running north-south, supporting heavy wood beams. On the first through fourth floors, there is a single-loaded corridor along the east wall with a new stair at each end. The first-floor corridor and the fourth-

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<sup>1</sup> Based on the concrete construction and footings, this addition to the building appears to date to the 1940s.



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floor ceilings are beadboard, installed in 2013 to match the ceiling that was in place at the beginning of the rehabilitation. The Machine Shop/Office Building now serves as a garage. It has a new concrete floor, exposed brick walls, and an open plan. The underside of the wood roof deck, wood beams, and steel beams are exposed.

### **28 Corner Convenience Store, 95 Montello Street (BRO.696)**

The 28 Corner Convenience Store (Photo No. 10) at 95 Montello Street was constructed in 1939 as a restaurant. The small building is situated on a large, paved parking lot located to the east of the Howard-Tolman Building. The one-story, wood-frame building has brick veneer walls and a flat roof. Since its original construction, the building has had recessed additions constructed to the north (side) and east (front) elevations. The exterior of the building is clad in a faux-brick, and a mansardlike roof has been added. The building contains a wall of storefront windows and an entrance along the east elevation. A secondary entrance is located at the north end of the east elevation. Due to the extensive alterations to the building, it is noncontributing within the district.

### **Archaeological Description**

While no ancient sites are known in the district, sites may be present. Three sites are recorded in the general area (within one mile). Environmental characteristics of the district represent some locational criteria that are favorable for the presence of Native sites. The district is located in a slightly eastward- sloping area of downtown Brockton. It includes several level to moderately sloping landforms in close proximity to wetlands. The Salisbury Plain River flows northerly, approximately 1,000 feet east of the district. Salisbury Brook passes the district a similar distance to the south. Soil characteristics of the district are difficult to determine because of the area's designation as urban land. These soils have been excavated and/or filled so that their physical characteristics are difficult to determine. Regional soil distributions, however, indicate that soils in the nominated area should be sandy and well drained. Given the above information, our current knowledge of Native American settlement and subsistence in interior Plymouth County, and levels of historic land use in downtown urban Brockton, a low potential exists for the recovery of ancient Native American resources in the district. Any potential resources that were present have been destroyed by urban development in the district.

There is a high potential for locating historic archaeological resources in the district. The potential for locating evidence of Brockton's residential, industrial, and commercial past is high in many areas of the district. During Brockton's period of prosperity (ca.1870-ca.1914), the downtown was transformed from a wood-frame town center to one built almost entirely of masonry. This development represents a period of Brockton's downtown commercial and industrial development as a shoe-manufacturing center in the Commonwealth, a transformation that was largely the result of several deadly fires in the district throughout the 19<sup>th</sup> century. Structural evidence of wood-frame residential, commercial, and industrial buildings may survive in the district. Occupational-related features (trash areas, privies, wells) associated with the building types noted above may also survive in the district.

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Although only the buildings described in this nomination remain, the Centre and Montello streets area was once comprised of fully developed urban blocks. Structural evidence from each of these blocks may survive in the district. A two-story furniture store and several small, two-story, wood-frame buildings were situated west of the Smith Building (demolished post-1968). To the east of the Howard-Tolman Building was a wood-frame rooming house (demolished in 1939) that was later replaced with the existing small restaurant building. Across Centre Street to the north was the four-story, brick Gardner Building (ca. 1885, BRO.27, demolished 2013), which housed, in part, the Stacey Adams Shoe Company, a major Brockton shoe producer. The four-story brick Masonic Building was also situated on the north side of Centre Street (demolished post-1978). The west end of the north side of the street was taken up with several small, two-story masonry buildings and the Joslyn Block (demolished between 1968 and 1978) and the Bryant Building (demolished post-1978). Several two-story buildings along Church Street were located behind the Smith, Bay State, and Howard-Tolman buildings, but were demolished (post-1968). South of the Anglim Building, the existing vacant lots were once occupied by several two-story, wood-frame buildings, first utilized as housing, and later occupied by a restaurant and a machine shop. In addition, the city block east of the Lilly, Brackett Boot & Shoe Co./Geo. Knight & Co. Factory was occupied by numerous wood-frame, multifamily houses and hotels. Several were demolished by the mid 1950s, and the remaining buildings were removed for reuse of the land as a parking lot in the late 20<sup>th</sup> century.

Structural evidence may also survive from several other buildings no longer extant in the downtown area. By 1954, the Smith Building was occupied by a furniture manufacturer that operated out of an adjacent two-story structure to the west (no longer extant, demolished post-1968) fronting Centre Street, and a four-story structure along Church Street that was connected to the Smith Building via an overhead passage at the fourth floor (building and passage no longer extant, demolished post-1968). The south elevation of the Bay State Block at 53-61 Centre Street was originally connected to a three-story structure fronting Church Street that housed a furniture factory (no longer extant). A one-story storage building was located at the rear of the Howard-Tolman Building that was later enlarged to two stories to house a manufacturer of leather trimmings (demolished after 1954). In 1898, the W. B. Mason Company was founded, operating out of the second floor of the old Gazette Building at 52 Centre Street (no longer extant, demolished ca. 1920) that was later demolished for an addition to the Gardner Building (ca. 1885, BRO.27, demolished 2013).

Boot and shoe manufacture played an important role in the local economy since at least the 1770s, and by the 1890s it dominated the local economy. Boot and shoe manufacturing probably began as a cottage industry in the late 18<sup>th</sup> century, either in workers' homes or in small shops located near residences, sometimes referred to as ten-footers. Structural evidence from these shops should remain, as well as occupational-related features associated with the shops and residences to which they were attached. Shoe manufacturing may have then evolved to larger wood-frame shops and factories, and then to full-scale masonry structures or mills.

Structural evidence might also survive in the district from barns, stables, carriage houses, and outbuildings that were associated with extant farmsteads, residences, and other residential,

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commercial, and industrial buildings and archaeological sites. Late 19<sup>th</sup>-century private lumber and coalsheds were located along a rail spur within a couple of blocks of the Lilly Brackett Factory.

Other important 19<sup>th</sup>-century structures in the district included the original railroad station, destroyed by fire in 1965. In 1939, the Arlington House was demolished and replaced with another structure. Archaeological resources associated with the Brockton Street Railway after it began operation in 1881 may also exist in the district. Rails may still be present in some areas along the Main Street corridor.

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

- COMMERCE
- SOCIAL HISTORY
- ARCHITECTURE
- INDUSTRY
- 
- 
- 

**Period of Significance**

1880-1965  
   
 

**Significant Dates**

1880 (date of construction[DOC]: Lilly, Brackett Factory and Boiler House), 1887 (DOC: Bay State Block), 1889 (DOC:Smith Building), 1906 (DOC:Anglim Building), 1909 (DOC: Howard-Tolman Building, ), ca. 1909 – 1940s (DOC: Lilly, Brackett Factory Machine Shop/Office)  
   
 

**Significant Person**

NA  
   
 

**Cultural Affiliation**

NA  
   
 

**Architect/Builder**

J. Williams Beal  
John A. Jackson

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Centre and Montello Streets Historic District in downtown Brockton, Massachusetts, is located on the south side of Centre Street (Route 123) and the east side of Montello Street (Route 28). The Centre and Montello Streets District represents the remaining buildings in a once fully developed urban block and is significant at the local level under criterion A for its association with the commercial, industrial, and social evolution of Brockton at the turn of the 20<sup>th</sup> century. The district is also significant under criterion C as a well-preserved grouping of Romanesque Revival-, Italianate-, and Commercial-style buildings constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, including Brockton's first skyscraper. The period of significance extends from 1880 when the first building in the district, the Lilly, Brackett Factory, reputedly the first brick shoe-factory in Brockton, was constructed until 1965, 50 years prior to the establishment of the district. This period reflects Brockton's rise and subsequent decline as the country's largest shoe manufacturing city. The district retains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The Centre and Montello Streets Historic District meets criteria A and C for listing in the National Register of Historic Places at the local level.

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**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

**COMMERCE** – The construction dates of the buildings (1880-1940s) within the district reflect the commercial growth of downtown Brockton during a period of great prosperity and expansion of Brockton's shoe industry. The addition of high-style buildings that served multiple purposes helped establish Centre Street as a focal point of commerce in the city, with a strategic location between Main Street and the railroad.

**SOCIAL HISTORY** – The district represents the city of Brockton's influx of immigrant groups seeking work in the city's shoe industry. These new residents founded many social and fraternal organizations devoted to the short- and long-term support of laborers and their families. Two of the contributing buildings, the Smith Building and the Bay State Block, were constructed with meeting halls on the upper floors that served a variety of social and fraternal organizations led by the leaders and workers in Brockton's shoe factories and associated industries.

**ARCHITECTURE** – The contributing buildings in the district are representative of the commercial and industrial buildings constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries in downtown Brockton, and are typical of other downtown commercial and industrial buildings in the city. Most of the buildings are typical examples of the revival styles found within the city, including the Romanesque, Italianate, and Commercial styles, first popularized in larger midwestern cities. The buildings exhibit rounded arches, rough-cut brownstone beltcourses, contrasting colors, and the overhanging cornices typical of the revival styles, and strongly

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articulated pier-and-spandrel construction typical of the Commercial style. The Anglim Building is a unique, high-rise building within the city. The vernacular Italianate features of the Lilly, Brackett Factory signal the early date of this factory, thought to be Brockton's first brick shoe factory. Together, these buildings illustrate Brockton's wealth as an industrial city during this period.

**INDUSTRY** – All buildings in the district were constructed by industrialists, investors, and manufacturing concerns in Brockton, and are directly associated with the shoe-manufacturing industry. One building within the district, the Lilly, Brackett Factory, was constructed as a factory, the remaining contributing buildings—the Smith Building, Bay State Block, Howard-Tolman Building, and Anglim Building—served businesses supporting the shoe industry and social and labor organizations supporting the workers in Brockton's shoe industry.

### **History of Brockton**

Now a suburban community, Brockton is situated in southeastern Massachusetts, bordered by Stoughton on the northwest, Avon and Holbrook on the north, Abington on the northeast, Whitman on the east, Bridgewater on the south, and Easton on the west. Brockton is located approximately 26 miles south of Boston. The city was first incorporated as Bridgewater's North Precinct in 1738, and became the town of North Bridgewater in 1821; it was incorporated as the City of Brockton in 1881. During the 19<sup>th</sup> century, Brockton evolved from a primarily agricultural area to a city with a diverse set of commercial and industrial enterprises. By the 1890s, Brockton was a major industrial center in Plymouth County, and a leading manufacturer of boots and shoes in Massachusetts.

The textile industry began in Brockton during the early Industrial Period (1830-1870). Consistent with many New England towns, mills were first powered by water (MHC Town Report: Brockton). The Bridgewater Manufacturing Co. (1813) built a cotton and woolen factory that is believed to have survived into the 1840s. The early boot and shoe and tanning industries, which had existed since the 1770s, entered a new, more productive phase before the Civil War, serving the southern states. During the Civil War, Brockton shoe manufacturers produced shoes and boots made specifically for Union soldiers. After the war, shoe manufacturing for the general population continued to soar in Brockton (see Brockton Shoe History below).

Evolving transportation systems were central to Brockton's economic growth. In 1846, the Old Colony Railroad built a line that ran through the center of North Bridgewater (now Brockton). The Brockton Street Railway Company began operation in 1881, running horse-drawn cars along Main Street from the Montello neighborhood at the northeast part of Brockton, located approximately a half mile north of the district off Montello Street, to the Campello neighborhood, located approximately three quarters of a mile south of the district, at the south border of the city. A parallel route ran through the business district along Montello Street. When the electric trolley line replaced the horsecars in 1891 and connected to neighboring towns, it was one of the earliest electric trolley lines in the country. The short runs provided working men and women the means to travel more easily to and from their places of work. In 1896, 50 years after the Old Colony Railroad first ran through Brockton (1846), the city demolished all railroad

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grade crossings, and instead built a stone railroad viaduct that extended seven tenths of a mile, with arched bridges and integrated rail stations. The viaduct is situated on the east side of West Railroad Avenue, and lies just outside the east boundary of the Centre and Montello Streets Historic District.

Between 1875 and 1885, the city grew at a faster rate than any other municipality in Massachusetts, and it was home to a number of pioneering achievements. The construction of the Edison Electric Illuminating Power Company Power Station (1883, BRO.51, NR 1987) at 70 School Street was supervised by Thomas Alva Edison and chief engineer Frank J. Sprague. It was the third power station in the United States, and developed the first three-wire distribution system containing two live wires and one grounded or neutral wire underground system in the world. Brockton was the first city in the world to install electricity to light a theater, and the second to use incandescent arc lamps.

Brockton's prosperity during the second half of the 19<sup>th</sup> century led to the construction of distinguished public, commercial, religious, and residential buildings. Historian Douglass Shand-Tucci has written that Brockton, like other Boston suburbs, developed its own architecture. Local architect Wesley Lyng Minor settled in Brockton in 1882, and designed the Romanesque Revival-style Brockton City Hall (1892, BRO.2, NR 1976) at 45 School Street. He was also responsible for commercial blocks and many "fine houses," notably the well-preserved Gardner J. Kingman House (1886, BRO.13, NR 1977) at 309 Main Street.<sup>2</sup> The Brockton architectural firm of Howard and Austin designed several commercial blocks, including the four-story Romanesque Revival-style Gardner Building (ca. 1885, BRO.27, demolished 2013) at 62-76 Centre Street, which was situated on the north side of Centre Street, and the Italianate style Sackett Block (1871, BRO.35, demolished) at 157 Main Street.<sup>3</sup>

A number of prominent Boston architectural firms worked in Brockton, notably J. Williams Beal (1855-1919), who was responsible for many important buildings in Brockton, among them the Anglim Building (1906, BRO.553), which is in the district, as well as Plymouth County Courthouse (1891, BRO.38), and the Masonic Building (1899, BRO.31).<sup>4</sup> Wealthy congregations and parishes were able to build fine churches, including St. Paul's Episcopal Church (1893, BRO.91), designed by Cram, Wentworth and Ferguson, and St. Edward's Catholic Church (1914, BRO.128) in the Montello section of the city, designed by Maginnis and Walsh.

The Brockton Board of Trade (1899) published statistics showing exponential population growth, from 8,700 in 1870 to 62,288 in 1915. The foreign-born population, primarily from Ireland, Sweden, England, and Nova Scotia, and later from Russia, climbed from 4,032 in 1885 to 17,709 in 1915.

<sup>2</sup> Douglass Shand-Tucci, *Built in Boston: City and Suburb 1800-2000* (Amherst, 1999), 74.

<sup>3</sup> In recent years some historic commercial buildings in downtown Brockton have fallen into disrepair, or have been lost through fire and demolition.

<sup>4</sup> MACRIS database contains thirteen buildings in Brockton designed by the firm of J. Williams Beal.



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### **Brockton Shoe History**

Micah Faxon, the town's first shoe manufacturer, moved to North Bridgewater (now Brockton) in 1811. His patented method of production made it possible to produce a shoe or boot in one operation. In the 1820s, following Faxon's lead, William French, Silas Packard, and Colonel Edward Southworth started shoemaking businesses. In 1837, North Bridgewater's shoemakers made 79,000 pairs of boots and 22,300 pairs of shoes, and the industry provided employment to 700 men and 370 women. By 1848, D. S. Howard, the town's largest manufacturer, was known for his "good, low priced shoes," and it was said that he attracted national recognition for Brockton's shoes (MHC Town Report: Brockton).

Before the Civil War (1861-1865), Brockton's largest market was the southern states, but the war created an unprecedented demand for footwear made especially for the soldiers. Historians for the Works Progress Administration (WPA) Guides asserted that the town (North Bridgewater) provided boots to half the Union Army.<sup>5</sup> In the 1870s, the industry continued to expand, and Brockton became known as "shoe city" as George E. Keith's "Walkover Shoe" became popular, and Douglas, Crawford, Packard, Thompson, Barry, Taylor, Eaton, and Diamond Shoes established businesses.

By the 1880s, shoe factories numbered between 70 and 80. The Lilly, Brackett Shoe Company moved its manufacturing from Boston to Brockton in 1880, suggesting that Brockton was an attractive environment for the industry. Statistics showed that the relative number of employees in the shoe industry was declining, while production was increasing due to the use of machinery.<sup>6</sup> Brockton became known for innovative tools that contributed to the growth of the shoe industry, manufacturing sewing-machine needles, awls, knives, shoe pegs, and shoe blacking. Probably the most significant innovation, the McKay Sewing Machine (introduced 1861) sewed uppers to soles and increased production by one third, thus reducing labor costs.

The changes brought on by mechanization led to frequent labor disputes between factory owners and their shoe workers, as owners constrained wages. In 1885, a notable strike began at the M. A. Packard factory, as female workers, who were members of the Knights of Labor, confronted a foreman. In the same year, 42 manufacturers drew up a "manifesto" known as the "42 lockout" that allowed them to hire and fire workers at will. The Knights of Labor and the Laster's Protective Union went out on strike, and eventually succeeded in winning some concessions for their members. According to the Brockton Board of Trade (1899), piecework had become standard in the local shoe industry, and owners controlled labor costs more easily by setting the pace of work.

By 1894, shoe manufacturing completely dominated a strong local economy, and in 1899 Brockton's shoe production peaked. Out of a total of 431 factories in the city, 91 of them were involved with the manufacture of shoes. The two largest shoe companies were Preston B. Keith

<sup>5</sup> The Works Progress Administration (WPA) through its Federal Writers' Project (1935-1942) created a series of books, including forty-eight state, city, and territorial guides.

<http://www.senate.gov/reference/resources/pdf/WPAStateGuides.pdf>

<sup>6</sup> Bradford Kingman, *History of Brockton, Plymouth County, Massachusetts, 1656-1894* (Syracuse N.Y. 1895), 405.

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Shoe Co. in the Campello section of the city, and W.L. Douglas Shoe Co. in the Montello section.<sup>7</sup>

### **Grover Shoe Factory Disaster (1905)**

Brockton's worst industrial fire broke out on March 20, 1905, at the corner of Main and Calmar Streets in the Campello section, a largely Swedish neighborhood. The wood-frame R.B. Grover and Company shoe factory, caught fire and collapsed after the explosion of an old, overworked steam boiler, killing 58 employees and badly injuring about 150.<sup>8</sup>

The fire caused by the boiler explosion destroyed about four acres of the city around the factory. Businesses closed for a day as burial services were conducted. The granite Grover Monument was built in the Melrose Cemetery over the burial site of 36 bodies that could not be identified. The explosion, followed by a second in Lynn the next year, resulted in the creation of the Board of Boiler Rules by the Governor of Massachusetts and the passage of "An Act Relating to the Operation and Inspection of Steam Boilers" in 1907 that paved the way for a national boiler safety code adhered to by the Lilly, Brackett Company.

### **Shoe Industry and Labor Issues**

In 1907 employment rose and the shoe industry employed 15,000 workers in 35 factories in the city. Brockton's core continued to expand, with commercial building construction, including the Anglim Building and Howard-Tolman Building, and expansion of its industrial base including the construction of the Lilly, Brackett Company Machine Shop and Office during this period. Despite the military contacts that sustained the industry during World War I, production was down. The *Shoe Workers' Journal* decried "sensational" advertisements in the *Brockton Enterprise*, taken out by a "coterie" of owners, attacking the Boot and Shoe Worker's Union, and blaming them for a perceived decline in the industry, including loss of wages.<sup>9</sup>

By the 1920s, production dropped by 20 percent, and consequently workers were laid off. However, in 1923, after the unions appealed for higher wages, the Arbitration Board did award small increases. But by 1929, the number of shoe workers had already declined by one third and wage reduction followed. During the Depression, the decline accelerated as labor unrest and unemployment ballooned. The New Deal (1933-1936) did ameliorate some poverty and unemployment, and fraternal organizations provided financial assistance wherever possible to struggling families. Although the industry declined overall, three of the largest shoe-manufacturing businesses in the United States were still in Brockton in 1940 (MHC Town Report: Brockton).

A small recovery of Brockton's shoe industry was evident in the 1950s. The construction of MA Route 24 improved access to and from the city, and the local population climbed, boosting development. The demand for shoes for the military increased during the Cold War and the

<sup>7</sup> The mammoth W.L. Douglas Shoe Company shut down in 1950, after 74 years in the shoe industry.

<sup>8</sup> History of the Grover Factory fire:

[http://www.archive.org/stream/historyofbrockto00pieriala/historyofbrockto00pieriala\\_djvu.txt](http://www.archive.org/stream/historyofbrockto00pieriala/historyofbrockto00pieriala_djvu.txt)

<sup>9</sup> Between 1882 and 1923, every shoe manufacturer in Brockton was a Union shop led by the Boot and Shoe Workers Union.

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Korean conflict. But the recovery was weak and problems beset the shoe industry – military orders were limited, and the market for civilian shoes was also under pressure.<sup>10</sup> One survivor, Stacy, Adams & Company (founded 1875), known for its high-quality shoes, was still operating in the Gardner Building on Centre Street in 1964.

### **Early Years of the Lilly, Brackett Boot & Shoe Co. Factory**

*Note: The Lilly, Brackett factory building often had multiple tenants, and several different addresses have been used by the various tenants to indicate where in the building they were located. In general, the north end of the building used addresses 124 Montello Street and 95 Church Street; the south end of the building used addresses 126 Montello Street and 54 Lincoln Street.<sup>11</sup>*

The block bounded by Montello, Church, and Lincoln streets and West Railroad Avenue (the site of the Lilly, Brackett factory) is shown as vacant on the 1879 Walker map of Brockton (Figure 3). Also shown on this map are several freestanding wood-frame commercial and residential buildings on land now occupied by the Smith, Howard-Tolman, and Anglim buildings, the Bay State Block, 28 Convenience, and associated parking lots. Constructed ca. 1880, the Lilly, Brackett & Co. factory first appears on the 1882 birds-eye view of Brockton and is identified as #61 on that map in the list of manufactories. From 1879 through 1893, the passenger station for the Old Colony Railroad, which ran north-south through Brockton just east of the Lilly, Brackett factory, was located across West Railroad Avenue from the northeast corner of the Lilly, Brackett building (Figure 4). At some point between 1893 and 1899, much larger passenger facilities were constructed one block to the north, with buildings on both sides of the railroad tracks. There were a few sheds and a rail spur along the railroad tracks within a couple of blocks of the Lilly, Brackett factory, but those all appeared to be private, used as lumber and coal sheds. The owners of Lilly, Brackett may have been attracted to this location by the rail line for shipping, but they did not appear to have a loading/unloading area adjacent to their site. Possibly, it was the convenience the railroad provided for travel to Boston and nearby towns for workers that was the appeal of this site.

“Lilly, Brackett Boot & Shoe M’F’Y” appears on the 1885 Sanborn Insurance Map. That year, the building had a second occupant, the E. Merritt & Co. Machine Shop, which had its general machine room on half of the first floor while its “Inventors” (presumably the people who designed the machinery for E. Merritt & Co.) occupied one quarter of the second floor. The building had two addresses, 124 & 126 Montello, representing the two entrances (north end and south end, respectively). By 1889, Lilly, Brackett appears to have occupied the entire building. Departments were dispersed as follows: the machine shop (not the extant Machine Shop), sole leather room, and heel factory were on the first floor; office, treeing, finishing, stitching, and cutting all were located on the third floor; and bottoming was on the fourth floor.

<sup>10</sup> Brockton Shoe Industry: 20<sup>th</sup> Century (Stonehill College Archives, Easton, MA). <http://www.stonehill.edu/x15154.xml>

<sup>11</sup> It becomes even more confusing because Lilly, Brackett had a sales office in Boston’s Leather District at 19 Lincoln Street from 1880 through 1886. This is corroborated by the sign shown on the historic photograph, included here (Figure 2), noting the Boston Store was at 19 Lincoln Street.

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There were a few main steps in shoemaking in the second half of the 19<sup>th</sup> century. Cutting is when the parts of the shoe are cut from leather, following a pattern. Then the insole is tacked to a wooden, foot-shaped last. The upper is stretched over the top of the last and tacked to the insole (also called lasting). Bottoming referred to assembling the shoe parts or just when the heel is attached to the shoe bottom and shaped to the shoe (also called heeling). Finishing includes trimming, coloring, and polishing the shoe. Treeing refers to attaching pieces such as shoelaces and accessories.

Based on where the departments were located in the building, it seems that the materials for the shoes were brought in (leather) or started (heels) on the first floor, and the shoe was assembled on its way up to the fourth floor and then made its way back down to the third floor for the final steps before it was packaged and sent out. The original large loading door at the second story of the east elevation suggests that the finished shoes may have been shipped from the second floor.

### **Lilly, Brackett & Co.**

A successor to the Boston-based boot and shoe firm of P. Ware, Jr. & Co., the company name evolved with changes in ownership during the 1870s (before the company relocated to Brockton), becoming Lilly, Young, Pratt & Brackett in July 1872; then in June 1878, it was changed to Lilly, Young & Brackett; and finally in June 1879, it became Lilly, Brackett & Co (aka C. Lilly & W.G. Brackett). Having lost their building in Boston's Great Fire in November 1872, the company temporarily relocated to Lynn until they could occupy their new building at 127 Federal Street in Boston almost exactly one year following the fire. In 1880, the manufacturing operations relocated to the new factory Lilly, Brackett & Co. had built in Brockton on Montello Street, reputedly the first brick shoe factory in Brockton. Lilly, Brackett retained a Boston office and sales room at 19 Lincoln Street (in the heart of Boston's Leather District), and moved that office in 1886 to 105 Bedford Street, near the edge of Boston's leather/textile district, where they remained at least through 1900. By 1897, the company had a second industrial building in Brockton at 53 Spark Street, which was several blocks north of the building on Montello Street. Despite their success, Lilly, Brackett & Co. was not listed in the Brockton city directories after 1902.

By the 1880s, Lilly, Brackett & Co. was well known in the industry as a standard to meet for manufacturing fine gentlemen's shoes and boots. Among shoe-manufacturing cities in the United States in 1887, Brockton ranked third, behind Lynn and Haverhill, and Lilly, Brackett was considered one of the city's leading manufacturers. Lilly, Brackett & Co. was not immune to the labor issues brought on by mechanization. In 1897, the company was one of at least 17 Brockton shoe firms whose lasters went out on strike, demanding that their wages be restored. It is not known when the labor unrest was resolved.

### **Lilly, Brackett & Co. Directors**

The company directors listed in the 1896 Brockton city directory were Frank E. Angerer, Willard G. Brackett, Channing Lilly, and A.H. Sonnemann. The following year, *The Boot and Shoe Recorder* listed Willard G. Brackett as Lilly, Brackett Boot & Shoe Co.'s major shareholder with

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737 shares, Lilly owned one share only, Sonnemann owned 212 shares, and Frank E. Angerer had 50 shares.<sup>12</sup>

Born in Baltimore on December 24, 1844, **Channing Lilly** was the son of Alonzo and Mary Ann (Eutler) Lilly. He attended a local private school and the Lawrence Scientific School, where he studied chemistry and graduated *magna cum laude* with a B. S. degree in July 1867. Lilly briefly engaged in a business enterprise with his brother between 1867 and 1870, advertising as "Importers and Jobbers of Druggists' Sundries and Fancy Goods."<sup>13</sup> However, Channing soon moved into shoemaking, which he pursued the rest of his career. In 1870, Channing Lilly joined a Boston firm, P. Ware, Jr., & Co., boot and shoe manufacturers, and moved to Newton, MA, where he lived for many years. In 1884, he relocated to Boston and lived in an apartment at the fashionable Hotel Cluny on Boylston Street. Suffering from rheumatism, Lilly travelled to Europe from September 1886 to August 1887, seeking a cure for rheumatism at hot springs. A few years later, he appears in the *Boston City Directory* (1900) at 443 Marlborough Street in the Back Bay. According to his obituary in the *Harvard Graduates Magazine*, Channing Lilly retired from business in 1895. Channing Lilly appears as vice-president of Lilly, Brackett in the Brockton directories in 1902, the last year that the company was listed in the Brockton directories. Channing Lilly died of Bright's Disease in Boston on February 29, 1912.

In 1897, about two years after Channing Lilly retired, **Willard G. Brackett** was president of Lilly, Brackett & Co. Willard Gilman Brackett, son of Gilman and Caroline Brackett, was born on August 1, 1845 in Newton, MA. Gilman Brackett, listed as a "provisions dealer," was a founding member of Newton's Unitarian Society (1851). According to Boston directories, Willard G. Brackett began his career working in the boot and shoe business at two addresses in Boston: 64 Hanover Street (1873) and 127 Federal Street (1873-1877) as a director of Lilly, Young, Pratt & Brackett. By 1882 he was listed in Brockton at Lilly, Brackett & Co., but he worked from the company's Boston office and sales rooms at 19 Lincoln Street (1883-1885), 105 Bedford Street (1889-1891), and the corner of Essex and Lincoln streets (1893-1895).

Willard G. Brackett married Fanny E. Breck of Brighton, MA on October 7, 1884, and they had four children. Willard G. Brackett lived in Newton, MA, first with his parents (from 1860 to 1891) and subsequently moved with his wife and children into their own residence at 27 Bellevue Street in the same city. The Brackett family's elegant residence in Newton is a 2½-story wood frame, Queen Anne/Colonial Revival-style mansion. Willard G. Brackett was civic minded. During the 1880s he served three years on Newton's city council and six years on Newton's school board. Willard G. Brackett was retired by 1919, left Newton and moved to 174 Commonwealth Avenue, Boston, in 1920, where he lived with his wife and adult children.

<sup>12</sup> *Boot and Shoe Recorder*, vol. 30 (Feb. 3, 1897), 127.

<sup>13</sup> J. W. Leonard, *Industries of the Saginaws: Historical, Descriptive And Statistical*. East Saginaw, MI. M. J. M. Elstner & Co., 1887.

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### **George Knight & Co.**

Geo. Knight & Co. purchased the Lilly, Brackett building in 1908 and moved their business here. They always listed their address as 54 or 52 Lincoln Street, Brockton, which is the south entrance of this property where the “new” office entrance was located. Geo. Knight & Co. was reportedly founded in 1885, and manufactured machinery for the shoe industry, specifically machines for punching holes and applying eyelets to shoes. They advertised “Labor Saving Special Machines for Up-to-Date Shoe Factories.” Other early advertisements suggest that the company prospered by producing custom or unusual machines, “Manufacturers and Dealers in Shoe Machinery of Every Description” (1900, 1902), and “Manufacturers of Shoe Machinery, Special Machinery” (1915). Geo. Knight & Co. advertised their expertise in shoe machinery in the 1920s, and advertised in 1939 more generally as “machinery.” In 1961, they were still listed as “mach mfrs” at 52/54 Lincoln Street.

Patent records show a measure of innovation at Geo. Knight & Co. and indicate the involvement of George Knight’s four sons, who were partners in the family business. In 1942, they registered “cutting die for ornamental parts of shoe uppers” in the name of Chesterton S. Knight, assignor to Geo. Knight & Co. Inc., Brockton, partnership of George Knight, George R. Knight, and Chesterton S. Knight. In 1961, the Gazette of the US Patent Office has a filing for a “Back Seam Press - Anthony W. La Torre, Manchester, NH, and Chesterton S. Knight, assignor to Geo. Knight & Co. Inc.”

Despite the final decline of Brockton’s shoe industry in the 1960s, Geo. Knight & Co. continued to operate from the Lilly, Brackett & Co. building, supplying shoe-related machinery throughout the US and abroad into the early 1970s. With their market contracting, Knight & Co. looked to expand into other manufacturing sectors as explained by Chick Knight, fourth-generation owner, in an email:

“At the same time, the company searched for replacement sources of business. There was a venture with the Brunswick Bowling Company on the design of automatic pin-setting machinery. Several prototypes were made, however Geo. Knight & Co passed on partnership opportunities.”<sup>14</sup>

The ingenuity and resourcefulness that made Knight & Co. successful during the prosperous years of Brockton’s shoe industry also made it possible for the company to transition to a new industry. One of the company’s ventures turned into a success:

In 1970 the company manufactured its first Heat Transfer Press to work along with the burgeoning technology of applying heat activated letters and numbers to athletic uniforms, graphic images to tee shirts . . .and to other apparel and accessory items. Geo Knight & Co developed many techniques and holds several patents that are still used within the Graphics Imaging Industry. The transition was completed from the shoe industry in 1985. Geo

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<sup>14</sup> Knight, Chick. “RE: Knight & Co.” Message to Leslie Donovan, 28 Nov. 2012. Email. Chick Knight (Chesterton S. Knight, III) is the company owner.

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Knight & Co continues a tradition of Made in the USA manufacturing into its fifth generation.<sup>15</sup>

With the new venture underway, Knight & Co stayed in the Lilly, Brackett building until 2004 when they moved into a new facility in Brockton at 52 Perkins Street, four blocks south and on the east side of the railroad tracks.

### **The Knight Family and Geo. Knight & Co.**

**George Knight** was born on June 21, 1860, in Charlottetown, Prince Edward Island in Canada to parents who had emigrated from England. He is listed in the 1880 Federal Census as a machinist, boarding at 10 Bowdoin Street in Boston along with 30 other occupants, mostly working men and women. Many were carpenters, and a number of them, like Knight, came from Prince Edward Island as well as from England and Scotland. George Knight first appeared in the Brockton City directories in 1887 as a machinist at Knight & Norris; in 1890 he is listed at Knight and Bailey, shoe-machinery makers at 50 Montello Street, which was about two blocks north of the Lilly, Brackett factory. By 1892 the company was listed as George Knight & Co., machinists and machinery manufacturers, still at 50 Montello Street. In 1910, George Knight and his wife Abby had settled with their family at 141 Moraine Street, Brockton. They had two daughters, Kathleen (19) and Ruth (6); and four sons, George R. (12), Chesterton S. (10), Frederic S. (8), and Carlton E. (2).

The 2½-story, wood-shingled, Colonial Revival/ Shingle Style George Knight House (1895, BRO.152) at 141 Moraine Street was the Knight family residence from 1900 through at least 1976. Apparently close knit, the families of George Knight's sons, George R. and Chesterton S., were neighbors at 161 and 151 Moraine Street respectively.

**Chesterton Stevens Knight** (1899-1989) graduated from MIT in 1921, after which he became a partner in his father's firm. Chesterton's older brother, George R. Knight, also attended MIT in the class of 1920 and became a partner at Geo. Knight & Co. However, it was the younger brother, Chesterton S. Knight, who was listed as the plant manager in 1950. Chesterton S. and Marion Knight had a son, Chesterton S. Jr., and two daughters.

**Chesterton S. Knight Jr.** (1925-2004) appears in the 1985 *Directory of New England Manufacturers* as sales manager for Geo. Knight & Co. Inc., 54 Lincoln St. (the office address at the south end of the Lilly, Brackett building), Brockton that "Employs 55."

In 1997, **Chesterton S. Knight III** purchased the family business, representing the fourth generation of ownership.

### **Stall & Dean**

Stall & Dean Manufacturing Company was first located at 147 Pleasant Street (1899-1901) and later at 23 Foundry Street (1902-1916) in Brockton before it ultimately moved to the north end of the former Lilly, Brackett factory by 1917. *American Shoemaking* (July 22, 1916) reported that

<sup>15</sup> Ibid.

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the firm Stall & Dean would occupy the upper three floors of the building. The Golden Sporting Shoe Co., managed by Daniel J. Golden, and owned by Stall & Dean since 1901, also moved to the former Lilly, Brackett factory ca. 1917.

According to the company history, Stall & Dean was founded in Brockton in 1898. Charles H. Dean got his start manufacturing rugged outdoor apparel known as “duck clothing.”<sup>16</sup> With the backing of the large Boston hardware firm Dame, Stoddard & Kendall, Charles Dean enlarged his business to include sporting goods, eventually becoming one of the largest sporting goods manufacturers in the country. In 1899, as the business prospered, Charles H. Dean formed a partnership with W. T. Stall, a buyer for Dame, Stoddard & Kendall. W. T. Stall and Charles Dean bought the financial interest of the hardware company that had financed the start-up, and began to operate the sporting goods business as Stall & Dean. In 1900, Stall & Dean Mfg. Co., sporting goods, first appears in the Brockton directory at 147 Pleasant Street. The following year, they had moved to 23 Foundry Street. By 1902, they opened a Chicago factory to better serve their clients in the western states. Soon after, they also expanded in Brockton; based on the 1909 Sanborn Insurance Map, Stall & Dean occupied two buildings at 19-23 Foundry Street.

With its expansion into Chicago, Stall & Dean was acknowledged as one of the foremost manufacturers of sporting goods in the country. The year before, in 1901, Stall & Dean had purchased the Golden Athletic Shoe Company, and the partners Stall & Dean operated it as a separate business, producing a wide range of footwear for numerous sports. Their catalogs contained endorsements from many famous players, including Ty Cobb. They manufactured uniforms and equipment for high schools and colleges as well as for professional athletes.

According to their advertisements, Stall & Dean made a variety of sporting clothes and gear including “Football and Baseball Clothing, Baseball Mitts, Foot Balls, Striking Bags, Athletic Knit Goods, Sweaters, Jerseys, etc.” They are best known for their baseball catcher’s mitt, which some say was invented in the Lilly, Brackett Factory. Their co-tenant, Golden Sporting Shoe Co., claimed they made the “finest line of sporting shoes in the United States.” Both Stall & Dean and Golden Sporting Shoe used the address of 95 Church Street, which is the north end of the Lilly, Brackett building.

The ownership of the company is not clear during the 1920s and early 1930s. One history claims that Walter Stall bought out his partner Mr. Dean at some point.<sup>17</sup> It seems more likely it was his son, Richard who purchased Dean’s interest. In 1924, Richard G. Stall, son of Walter, is listed as company president and treasurer. However, in 1929, Charles H. Dean was company president, and it is known that Walter Stall died prior to 1930. In 1932, Dean is listed as president and Richard Stall is listed as treasurer. Also that year, Richard Stall is listed as living in Chicago, suggesting that Dean was spending more time in Brockton and needed Stall to manage the

<sup>16</sup> The clothing would have been made of duck cloth, which is a heavy cloth typically made of cotton today (also known as canvas).

<sup>17</sup> National Museum of American History, Smithsonian Institute, Archives Center holds Stall & Dean company records 1898 – 1998. <http://amhistory.si.edu/archives/d9669.htm>



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Chicago operation. Charles Dean died at the end of 1932.<sup>18</sup> From 1935 to 1961, Richard G. Stall, son of the former owner, was listed as president and treasurer. Stall was joined by vice president Frank W. Cobb by 1942 through at least 1961. By 1975, Richard Stall, Jr. was the third generation of the family to represent the business. He sold the business in 1996. Stall & Dean remained in the Lilly, Brackett factory until at least 1961. Golden Sporting Shoe, on the other hand, had moved to 89 N. Montello Street, Brockton by 1939. Athletic clothing is still produced under the name Stall & Dean, and it is interesting to note that their reproductions of their historic uniforms, caps, etc. are still popular.

**Charles Henry Dean** was born in Lakeville, MA on November 24, 1865, the son of shoe manufacturer William Dean and Elizabeth (Pratt) Dean. Charles Dean and his family moved to Brockton, where he attended Brockton public schools. After high school, Dean worked as an errand boy in the Brockton clothing store of McElroy and Cushman, where he remained for seven years, rising to a position as a buyer.<sup>19</sup>

In the early years of the company, Charles Dean boarded at 273 N. Montello Street in Brockton, approximately one-half mile north of the district on Montello Street. Between 1906 and 1907, Dean relocated his home and office to Chicago to be closer to the Chicago plant of Stall & Dean, opened in 1902, but he remained involved with the Brockton branch of Stall & Dean. Dean and his family lived on Sheridan Road in Chicago after 1906. He was an active member of the Chicago Chamber of Commerce, belonged to the Masons, the Shrine, Commandery and “thirty-second degree lodges.” A keen sportsman, Dean was a member of the Chicago Athletic Club and the Exmoor Golf Club. In 1889, he married Grace Gammons in Brockton, and they had a son Dwight F. Dean. Charles Dean died on December 31, 1932 in Chicago, Illinois.<sup>20</sup>

**Walter T. Stall** was born May 29, 1869, in Taunton, MA, the son of machinist Thomas D. and Mary L. Stall. As a child and young adult, Walter moved with his parents around eastern Massachusetts to Ipswich, Boston, and Arlington. Upon beginning his partnership with Charles Dean, Stall moved to Brockton by 1900 and by 1910 he had settled (with his wife Erdine, his son Richard G., and his mother Mary) at 11 Arlington Street, Brockton (within walking distance to the factory). Walter, his wife, and son were still living there in 1920. However, in the 1930 census, Erdine Stall was listed at the same address, but as a widow.

In 1922, after a short apprenticeship, **Richard G. Stall** (1898-1976) was working in the firm’s sales division. From the 1930s through at least 1961, Richard G. Stall and his wife, Brenda O. Stall, lived at 262 Spring Street, Brockton. In 1958, his son Richard G. Stall, Jr. (1928-2006) was employed as a foreman at Stall & Dean. By 1961, Richard Stall, Jr. had moved to Bridgewater. Richard Jr. eventually moved to Hanover, MA where he lived from 1970-2006. At some point, Richard Jr. became head of the company and in 1996, he sold the business, which up until that time had been family-owned.

<sup>18</sup> Perhaps at this point, it was Richard Stall who bought Charles Dean’s interest in the company from his estate.

<sup>19</sup> Being the Portraits and Biographies of the Progressive Men of the West. By Press Reference Library (Western edition). Notables of the West. p. 337

<sup>20</sup> *Illinois, Deaths and Stillbirths Index, 1916-1947*. Accessed at ancestry.com

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The Lilly, Brackett Boot & Shoe Co./Geo. Knight & Co. building on Montello Street was purchased in 2013 from the Knight family by the current owner, Capstone Communities LLC, which rehabilitated the building for apartments. The project received state and federal historic preservation investment tax credits. The rehabilitation of the building complied with the *Secretary of the Interior's Standards for Rehabilitation*, preserving the building's interior and exterior masonry and structure, replacing the building's deteriorated roof and windows, and reproducing the exterior doors to match existing. Interior features such as brick walls, parts of the wood beams, and the wood floors are exposed on the interior.

### **Centre Street Development**

During Brockton's period of prosperity (ca.1870-ca.1914), the downtown was transformed from a wood-frame town center to an almost entirely masonry city. The transformation of the city's core to a brick and stone center was partially the result of the numerous deadly fires that often began in the wood-frame shoe factories or commercial buildings and spread at alarming rates within the thickly settled downtown area. To protect people and property, the city began constructing its downtown buildings, whether commercial, industrial, religious, or otherwise, in masonry. Buildings in Brockton's downtown area were constructed in a variety of revival styles that were fashionable at the time. All buildings within the Centre and Montello Streets Historic District are masonry structures, and represent the period of Brockton's downtown commercial and industrial development as a shoe-manufacturing center in the Commonwealth.

The buildings within the district were conveniently situated one block from the railroad station (original station destroyed by fire in 1965). Immediately to the east of the district is the railroad right-of-way. Laid out in 1846 by the Fall River Railroad Company, it originally connected North Braintree to Fall River. It merged with the Old Colony Railroad in 1854, and the existing viaduct was constructed in 1896 as part of the Massachusetts Grade Crossing Act that sought to remove grade crossings in the Commonwealth. At the same time that the buildings within the Centre and Montello Streets Historic District were constructed, a trolley ran down Centre Street connecting the downtown to surrounding neighborhoods. Due to its unique location between the industrial buildings east of Montello Street and the commercial core of Main Street to the west, Centre Street catered to a variety of users by providing ground-floor retail, commercial, and industrial upper floors, and top-floor meeting halls that served a variety of labor unions and fraternal organizations. The Centre Street corridor offered numerous retail opportunities including several restaurants, a paint shop, a printing shop, a post office, and a tailor.

The area within and surrounding the Centre and Montello Streets District was once comprised of fully developed urban blocks. The district represents the remaining buildings. A two-story furniture store and several small, two-story, wood-frame buildings were situated west of the Smith Building (demolished post-1968). To the east of the Howard-Tolman Building was a wood-frame rooming house (demolished in 1939) that was later replaced with the 28 Corner Convenience Store building. Across Centre Street to the north was the four-story, brick Gardner Building (ca. 1885, BRO.27, demolished 2013) that housed, in part, the Stacey Adams Shoe Company, a major shoe producer in the City. The four-story brick Masonic Building was also

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situated on the north side of Centre Street (demolished post-1978). The west end of the north side of the street was taken up with several small, two-story masonry buildings, and the Joslyn Block (demolished between 1968-1978) and the Bryant Building (demolished post-1978). Several two-story buildings along Church Street were located behind the Smith, Bay State, and Howard-Tolman buildings but were demolished after 1968. South of the Anglim Building, the existing vacant lots were once occupied by three two-story, wood-frame buildings first utilized as housing, and later occupied by a restaurant and a machine shop (demolished ca. 1964 and post-1968). In addition, the east side of the city block occupied by the Lilly, Brackett Boot & Shoe Co./Geo. Knight & Co. Factory was occupied by numerous wood-frame multifamily houses and hotels. Several were demolished by the mid 1950s, and the remaining buildings were removed for reuse of the land as a parking lot in the late 20<sup>th</sup> century. Despite these losses, the district retains integrity, and is in the immediate vicinity of the Edison Electric Illuminating Company at Montello and Lincoln Streets (NR 1987), and the high-style Brockton City Hall at School and Montello streets (NR 1976).

#### **Smith Building, 43-51 Centre Street**

The five-story Smith Building, which shares a party wall with the Bay State Block to its east, was constructed ca. 1889. The building is a well-preserved Romanesque Revival-style building characterized by its rounded arches, rough-cut brownstone beltcourses, and contrasting colors. The Smith for whom the Smith Building is named is unknown. Like its neighbors, the ground floor was dedicated to retail establishments. Its upper floors were occupied by various offices as well as lodging rooms with a large hall on the fourth floor that was utilized by a number of social clubs at the turn of the century. Known as the Red Men's Hall, the fourth-floor hall served as a meeting place of the Improved Order of Red Men, a fraternal organization devoted to the principles of American Liberty. The hall was also utilized by the Knights of Honor, the Royal Arcanum, and the United Order of Pilgrim Fathers, fraternal organizations whose objective was to provide insurance to the heirs of deceased members (the Knights of Honor went bankrupt in 1916, but the Royal Arcanum is still active with offices in Boston). Rooms in the building served as a meeting location for the National Association of Stationary Engineers, a trade organization of "Stationary Engineers" who were engineers responsible for power plants in the factories and buildings in the city. It also served the Stitchers's Union No. 4, which was a chartered group under the Boot and Shoe Workers Union. Social clubs, such as the Brockton Camera Club, also utilized the building.

By 1954, the building was occupied by a furniture manufacturer that operated out of an adjacent two-story structure to the west (no longer extant, demolished post-1968) fronting Centre Street and a four-story structure along Church Street that was connected to the Smith Building via an overhead passage at the fourth floor (building and passage no longer extant, demolished post-1968). Following removal of the Church Street buildings, many of the window openings of the south elevation were bricked in. The mural of Fenway Park's "Green Monster" on the west elevation was painted by Andrew Morrison following the 2004 World Series. The scoreboard is repainted occasionally to reflect important games and the team standings.

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### **Bay State Block, 53-61 Centre Street**

In 1887, the five-story Bay State Block was constructed for the Bay State Carpet Company which operated out of the building. The building is a well-preserved Romanesque Revival-style building characterized by its rounded arches, rough-cut brownstone beltcourses, and contrasting colors. The first floor contained retail businesses, and the upper floors were dedicated to manufacturing. The fourth floor of the building was a meeting hall dedicated to the Knights of Pythias, a fraternal organization devoted to peace among all people through understanding and the first fraternal organization chartered by an Act of Congress. The meeting hall was utilized by a number of fraternal organizations by 1900, including the American Order of Foresters, an organization dedicated to helping those less fortunate, and the Knights of Malta.

The south elevation of the building was originally connected to a three-story structure fronting Church Street that housed a furniture factory (no longer extant). That section of the building was expanded to connect to structures behind the Howard-Tolman Building that were utilized as storage by 1909. In 1954, the printing company that occupied the Bay State Block also occupied portions of the Howard-Tolman Building and an addition that has since been demolished. Following removal of the Church Street buildings, at a point after 1968, many of the window openings of the south elevation were bricked in.

According to the Massachusetts Historical Commission's Inventory form for the property, John A. Jackson of Brockton is the architect for the Bay State Block. Identified as a carpenter in an 1897 Annual Report of the City of Brockton, Jackson had offices on Pleasant Street. He was also the vice president of the Massachusetts State Association of Master Builders. Jackson was an alderman in the city and served on the Joint Standing Committee on Sewerage and Drainage in 1896.

### **Howard-Tolman Building, 63-77 Centre Street**

The two-story Howard-Tolman Building was constructed in 1909. The building is atypical in the district as well as downtown, due to its two-story height. The building is a well-preserved Romanesque Revival-style building characterized by rough-cut brownstone façade and dentilated cornice. It was constructed immediately adjacent to the Bay State Block and was occupied by the same printing company that was located on the second floor of the Bay State Block. Like its neighbors, the Howard-Tolman Building contained ground-floor retail establishments. A one-story storage building was located at the rear of the building that was later enlarged to two stories to house a manufacturer of leather trimmings (demolished after 1954). Following removal of the Church Street buildings, many of the window openings of the south and east elevations were bricked in.

The Howard-Tolman Building was constructed following the development of a successful business partnership between Fred Swain Tolman and Frederick B. Howard. In 1875, Tolman started a printing business, known as Tolman Printing, in downtown Brockton. Located in many rented spaces including the adjacent Bay State Block, the business thrived. In 1876, Frederick Howard, a local banker and friend, partnered with Tolman in his business. The company grew

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from one employee to more than 125. Eventually, the business grew to a point where more space was needed, and the Howard-Tolman Building was constructed.

Tolman's company had a wide portfolio of print jobs, but specialized in shoe-carton labels when the shoe industry changed from shipping shoes in sacks to boxes. Tolman designed and printed labels for manufacturers to ship throughout the country. Tolman was also an active member of the Brockton community, producing many of the Brockton Agricultural Fair posters of the period. The fair was run by the Brockton Agricultural Society, of which he was a vice president and director. He was also a member of the influential Commercial Club of Brockton, a member of the Merchants' and Manufacturers' Club, the Algonquin Club of Boston, a Mason in the Paul Revere Lodge, a member of the Brockton Country Club, and a director of the Home National Bank of Brockton where he served with Frederick Howard. In addition, he was an active member of the Satucket Chapter of the Royal Arch Masons, the Bay State Commandery of the Knights Templar, the Massachusetts Consistory, and other fraternal organizations including the Odd Fellows and New England Order of Protection. Upon his death, a prominent shoe manufacturer stated, "Although not engaged in the manufacture of shoes, Mr. Tolman was closely identified with the industry and some of the credit for the growth of Brockton's leading industry properly belongs to him."

Frederick Howard was a prominent local banker and businessman who invested early in transportation and utilities. He was the president of the Home National Bank of Brockton, which was incorporated in 1874. He was an early investor in the New Bedford, Middleborough & Brockton Street Railway Company, based out of 203 Main Street in Brockton. He was also an investor in the Edison Electric Illuminating Company (located at 70 School Street, NR 1987) that brought the country's first electric streetlights to Brockton. Following its incorporation in 1884, the company acquired and ran the former Whitman Light & Power Company, Stoughton Gas & Electric Company, and by 1916, the Bridgewater Electric Company. He was a Mason, member of the Knights Templar, and a Shriner, as well as a member of the Commercial Club and Brockton Country Club, running in the same circles as Tolman. Howard was also a neighbor of Tolman's on Arlington Street in Brockton.

### **History of W. B. Mason**

The Smith Building, Bay State Block, and Howard-Tolman Building constitute the current headquarters of a Brockton-based office supply company established in 1898, which moved into the district in 1943. William Betts (WB) Mason immigrated to the United States from New Zealand with his family in 1872, at the age of seven. Living in Brockton in 1880, his 33-year-old widowed mother was working as a seam-stay maker stitching small pieces of leather over shoe seams, presumably in one of Brockton's many shoe factories, to support her young family, which included three girls in addition to William. To help his family, William, then fifteen years old, worked as a clerk in a clothing store. William married Clara W. Belcher in 1893 and opened a rubber-stamp company at 46 Main Street in Brockton in 1897. Shoes leaving Brockton's factories were stamped prior to shipment. In 1898, the W.B. Mason Company was founded at the second floor of the old Gazette Building at 52 Centre Street (no longer extant, demolished ca. 1920). The Gazette Building was later demolished for an addition to the Gardner Building (ca.

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1885, BRO.27, demolished 2013). The booming shoe industry was in need of W.B. Mason's rubber stamps and associated products, which later expanded to include the sale of office supplies.

Following W.B. Mason's death in 1912, and for the next thirty years, the company continued to operate under the direction of Mason's family. In 1918, the company purchased its first truck, expanding its product line by buying in Boston and delivering directly to customers. By the 1920s, the W.B. Mason Company published its first catalogue, an action that positioned the company as a leading supplier of office supplies.

In 1943, the company was sold to Sam Kovner, a leading Brockton printing entrepreneur, and the company moved from 52 Centre Street to the Bay State Block (53-61 Centre Street), where it expanded into the Smith and Howard-Tolman Buildings in the second half of the 20<sup>th</sup> century. It is unknown when the interiors of the buildings were interconnected. Printing services were added to the W.B. Mason Company following Kovner's purchase of the business. Joseph and Helen Kovner Green inherited the company in the 1960s and added office furniture sales to its offerings. Since the 1960s, the company has continued to grow, adding stores and distribution facilities across the Northeast. The Green family continues to own and operate the company which is overseen by its President and CEO, Leo Meehan, out of its Brockton headquarters on Centre Street.

#### **Anglim Building, 91-95 Centre Street**

One of Brockton's tallest buildings, the Renaissance Revival-style Anglim Building was the home of the world-renowned United Shoe Machinery Company as well as the Dunbar Pattern Company. The eight-story building is a poured concrete and steel structure, designed by J. Williams Beal in 1906 for Henry and William Anglim, purveyors of insurance and real estate in the city. Known as the first skyscraper in Brockton, the building is a unique example of a commercial structure in downtown Brockton that served the extensive shoe manufacturing industry in the city.

The building housed the United Shoe Machinery Company on the first three floors, with the upper five floors utilized for light manufacturing. The United Shoe Machinery Corporation was formed in 1899 through the merger of three shoe equipment-manufacturing corporations. United Shoe developed and manufactured shoe-manufacturing machinery. It also provided service on its machines, which were often leased rather than sold to shoe manufacturers, and trained workers on how to use its equipment. United Shoe entered into leases with shoe manufacturers that ensured no other company's equipment would be used in the factories, and mandated the use of machine supplies that were manufactured by United Shoe. These actions essentially quashed any competition among machinery companies. In addition to Brockton, United Shoe had major buildings in Beverly and Boston, including one of Boston's earliest skyscrapers, the United Shoe Machinery Corporation Building at 160 Federal Street (1929, BOS. 1787, NR 1980), as well as manufacturing concerns overseas. United Shoe was responsible for the production of 85 percent of shoemaking machines in the country at its peak in 1928, and employed 9,000 workers in

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Massachusetts. The upper floors of the building housed several printing companies, shoe pattern-designing firms, and associated manufacturers of shoe material.

J. Williams Beal was a Boston architect trained at the Massachusetts Institute of Technology. After a brief stint in the office of Richard M. Hunt in New York City, Beal took a position with the renowned architectural firm of McKim, Mead & White. In 1888, J. Williams Beal began his practice in Boston; he was later joined (in 1915) by his son Robert Washburn Beal, a landscape architect. The architectural character of Beal's designs throughout his career ranged from execution of the many revival styles popular in the late 19<sup>th</sup> century to the streamlined Art Deco. Although many of his buildings were steel-reinforced concrete structures, the Anglim Building was one of his largest. In addition to the Anglim Building, Beal designed multiple buildings still extant in downtown Brockton, including the Marston Building, Richmond Block, Grayson Hotel, People's Savings Bank, and Enterprise Department Store. Beal also designed several National Register-listed buildings elsewhere in Massachusetts: Athol High School in Athol (NR 2010), Highland Spring Brewery Storage Building in Boston (NR 2010), Peabody-Williams House in Newton (NR 1986), Commonwealth Shoe & Leather Company, Whitman (NR 2014), and multiple buildings in Quincy.

#### **28 Corner Convenience Store, 95 Montello Street**

The 28 Corner Convenience Store was originally constructed in 1939 as a restaurant. It replaced an interconnected complex of one- to two-story wood-frame buildings known as the Arlington House. The Arlington House rented out rooms on the upper floors. The first floor contained a variety of stores, including a market, laundry, and drug store. It was demolished by 1939 and replaced with the current building. Over the years, the building served as a restaurant and most recently as a convenience store.

The Smith Building, Bay State Block and Howard-Tolman Building have been continuously utilized by the W.B. Mason Company since the mid 20<sup>th</sup> century. The three buildings are currently undergoing a substantial rehabilitation for continued use by the W.B. Mason Company, utilizing state and federal historic tax credits. Rehabilitation includes exterior masonry rehabilitation, roof replacement, and conversion of the fourth and fifth floors of the Smith Building and Bay State Block from storage to office space. The Anglim Building is partially occupied by a variety of small-scale commercial business. There are no plans known for its rehabilitation.

#### **Archaeological Significance**

Historic archaeological resources described above may contribute important information that helps to reconstruct the commercial, industrial, and social evolution of an eastern Massachusetts city that developed from its agricultural and light-industrial beginnings in the 18<sup>th</sup> century to an economy dominated by boot and shoe manufacture in the late 19<sup>th</sup> century. Additional architectural survey, combined with archaeological survey and testing, may locate extant examples and archaeological sites of outbuildings associated with boot and shoe manufacturing during the late 18<sup>th</sup> and early 19<sup>th</sup> centuries. These structures and sites may contain valuable information related to the architectural styles of structures employed with cottage industries for

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boot and shoe manufacturing and their evolution to larger shops and factories. Occupational-related features may exist that contain important information related to the materials and tools used in boot and shoe manufacture. Information may also exist that defines the changing role of cottage industries and their relationship to larger shoe shops and factories.

Information may also be present that can further define Brockton's late 19<sup>th</sup>- to early 20<sup>th</sup>-century period of prosperity. Occupational-related features may contain important information that defines the degree of prosperity enjoyed by various social groups in Brockton. The contents of trash pits, privies, and wells may contain information related to the social, cultural, and economic characteristics of factory workers and area residents who lived and worked in the Centre and Montello Streets Historic District and the city of Brockton during much of the 19<sup>th</sup> and early 20<sup>th</sup> centuries. Important information may be present that documents the economic and social change that occurred as Brockton moved from an economy and settlement based on agriculture to one that focused on boot and shoe manufacture.



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Engineering Department

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Works Progress Administration Guides  
<http://www.senate.gov/reference/resources/pdf/WPAStateGuides.pdf>

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**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** BRO. 28-30, 49, 553, 696-698

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**10. Geographical Data**

**Acreage of Property** approx. 2.27 acres

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Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

- |              |           |            |            |
|--------------|-----------|------------|------------|
| 1. Latitude: | 42.084056 | Longitude: | -71.016540 |
| 2. Latitude: | 42.084064 | Longitude: | -71.018675 |
| 3. Latitude: | 42.083618 | Longitude: | -71.018680 |
| 4. Latitude: | 42.082802 | Longitude: | -71.016690 |

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |           |        |                   |
|-------------|-----------|--------|-------------------|
| 1. Zone: 19 | Easting:  | 333211 | Northing: 4661076 |
| 2. Zone: 19 | Easting:  | 333034 | Northing: 4661081 |
| 3. Zone: 19 | Easting:  | 333033 | Northing: 4661032 |
| 4. Zone: 19 | Easting : | 333195 | Northing: 4660937 |

**Verbal Boundary Description (Describe the boundaries of the property.)**

The boundary of the district encompasses the parcels associated with the eight buildings and two vacant lots located to the south of Centre Street in Brockton, MA, and sited on assessor's parcels 110-061, 110-062, 110-063, 110-064, 110-065, 150-025, 150-026, 150-027, and 150-029. The district is bounded by a parking lot and Montello Street to the west, Centre Street to the north, West Railroad Avenue and the MBTA Commuter Rail Viaduct to the east, and Church Street and Lincoln Street to the south. The boundaries of the district were defined to include those parcels on which buildings have stood since their construction and the intervening vacant parcels, and to exclude vacant parcels and recently constructed properties along its edges.

**Boundary Justification (Explain why the boundaries were selected.)**

The boundaries of the district include the eight extant buildings, seven contributing and one noncontributing, and two vacant parcels within the Centre and Montello Streets Historic District.

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The district includes all five extant buildings on the south side of Centre Street between Main Street and West Railroad Avenue, and the entire block on which the Lilly, Brackett Boot & Shoe Co./Geo. Knight Co. buildings sit. The Centre Street buildings and Lilly, Brackett buildings are separated by two vacant parcels. Extensive late 20<sup>th</sup>-century demolition and urban renewal activity in adjoining parcels to the north, west, and south have created a distinct, compact district, and the MBTA right-of-way viaduct to the east also provides a natural end point for the district.

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### 11. Form Prepared By

name/title: Taya Dixon, Senior Consultant, Epsilon Associates, and Leslie Donovan and Katherine Matison, Tremont Preservation Services with Betsy Friedberg, NR Director  
organization: Massachusetts Historical Commission  
street & number: 220 Morrissey Boulevard  
city or town: Boston state: MA zip code: 02125  
e-mail betsy.friedberg@ssec.state.ma.us  
telephone: 617-727--8470  
date: April, 2015

### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)  
**Assessor's Maps**

Centre and Montello Streets Historic District

Name of Property

Plymouth County, MA

County and State

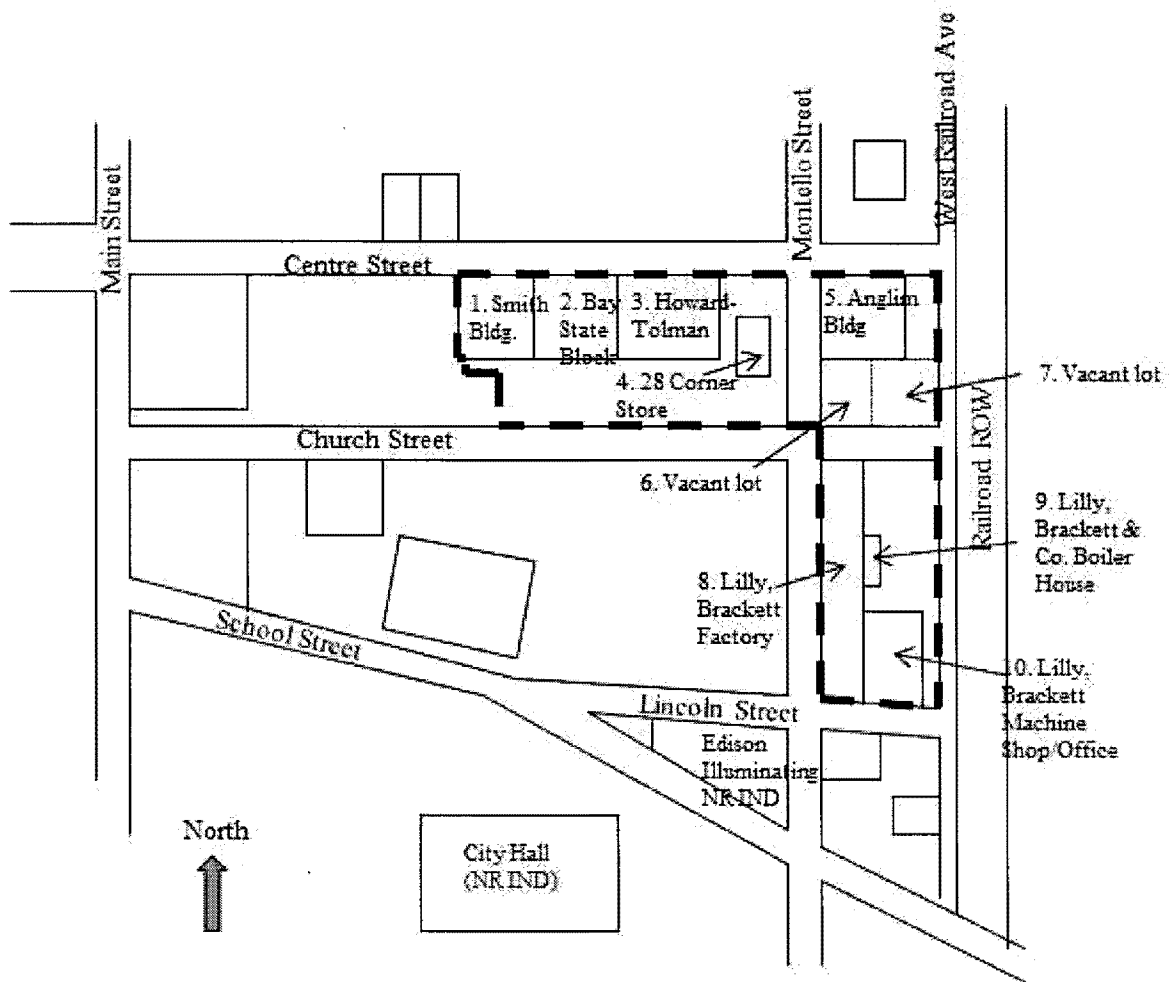
**District Data Sheet**

Map No.	Assessors No.	MHC No.	Name	Address	Date	Style	Status	Type
1	110-065	BRO.30	Smith Building	43-51 Centre St	ca.1889	Romanesque Revival	C	B
2	110-064 & 110-061	BRO.29	Bay State Block	53-61 Centre St	1887	Romanesque Revival	C	B
3	110-063	BRO.28	Howard-Tolman Building	63-77 Centre St	1909	Romanesque Revival	C	B
4	110-062	BRO.696	28 Corner Convenience Store	95 Montello St	1939	Significantly altered, late 20 <sup>th</sup> c.	N/C	B
5	150-025	BRO.553	Anglim Building	91-93 Centre St	1906	Renaissance Revival	C	B
6	150-026		Vacant parcel	Montello St				V
7	150-027		Vacant parcel	Montello St				V
8	150-029	BRO.49	Lilly, Brackett Factory	124-126 Montello St	1880	Italianate	C	B
9	150-029	BRO.697	Lilly, Brackett Factory Boiler House	124-126 Montello St	1880	Commercial	C	B
10	150-029	BRO.698	Lilly, Brackett Factory Machine Shop/Office	124-126 Montello St	ca. 1940	Commercial	C	B

Centre and Montello Streets Historic District  
Name of Property

Plymouth County, MA  
County and State

### District Data Sheet Sketch Map



Centre and Montello Streets Historic District  
Name of Property

Plymouth County, MA  
County and State

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photograph log. For simplicity, the name of the photographer, photograph date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photograph Log

Name of Property: Centre and Montello Streets Historic District

City or Vicinity: Brockton

County: Plymouth State: MA

Photographers: Brian Graves, Leslie Donovan, Kate Matison

Date Photographed: June 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

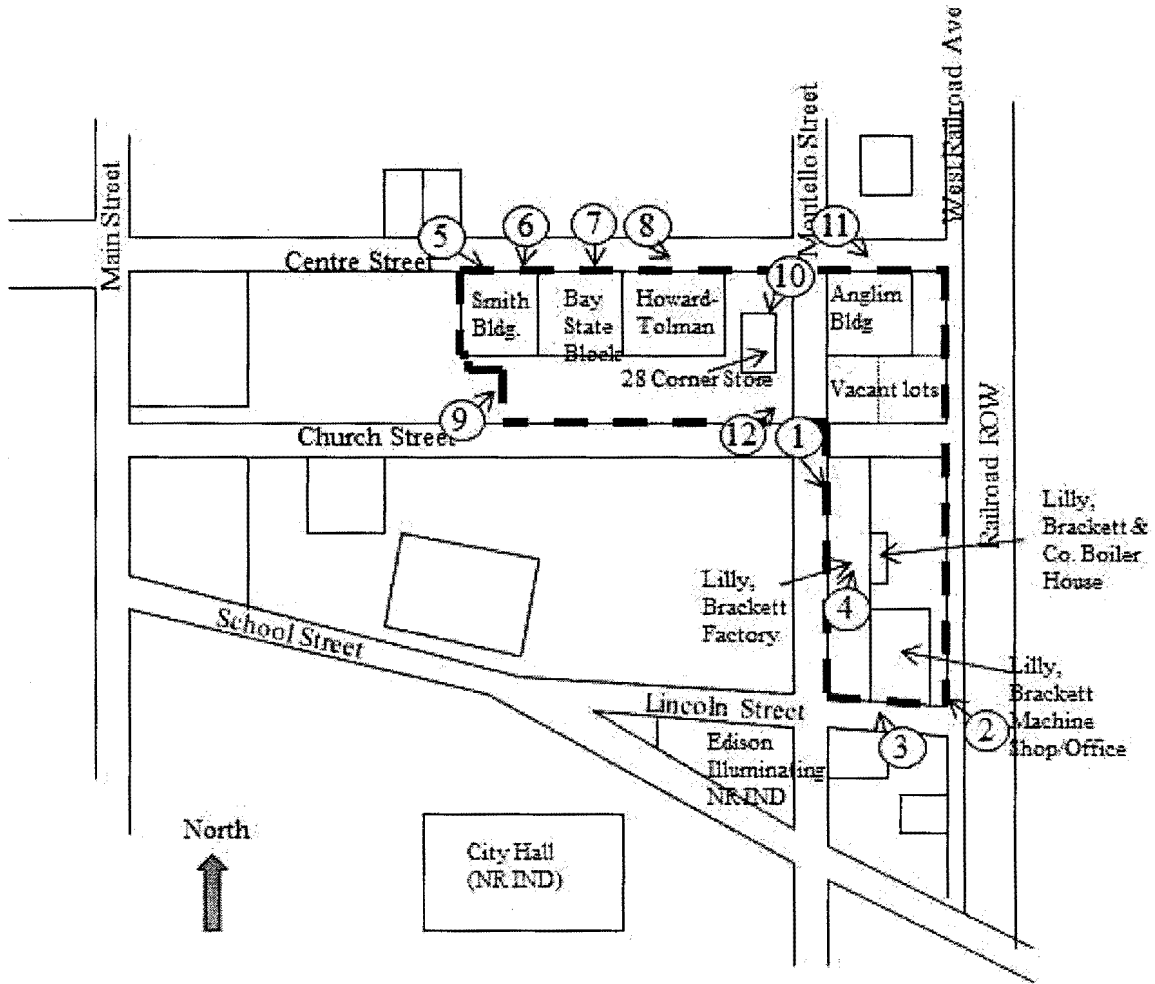
- 1 of 12: Lilly, Brackett Boot & Shoe Co./Geo. Knight Co, view southeast of north and west elevations
- 2 of 12: Lilly, Brackett Boot & Shoe Co./Geo. Knight Co, view northwest of south and east elevations, main building and machine shop
- 3 of 12: Lilly, Brackett Boot & Shoe Co./Geo. Knight Co, view northwest of south and east elevations
- 4 of 12: Lilly, Brackett Boot & Shoe Co./Geo. Knight Co, interior view of hallway
- 5 of 12: View southeast of Smith Building, Bay State Block and Howard-Tolman Building
- 6 of 12: Smith Building, view south of north elevation
- 7 of 12: Bay State Block, view south of north elevation
- 8 of 12: Howard-Tolman Building, view southeast of north elevation
- 9 of 12: View northeast of Smith Building and Bay State Block
- 10 of 12: 28 Convenience Store and Howard-Tolman Building, view southwest of north and east elevations
- 11 of 12: Anglim Building, view southeast of north and west elevations
- 12 of 12: Anglim Building, view northeast of south and west elevations



Centre and Montello Streets Historic District  
Name of Property

Plymouth County, MA  
County and State

Photo Key Sketch Map



Centre and Montello Streets Historic District  
Name of Property

Plymouth County, MA  
County and State

Figures

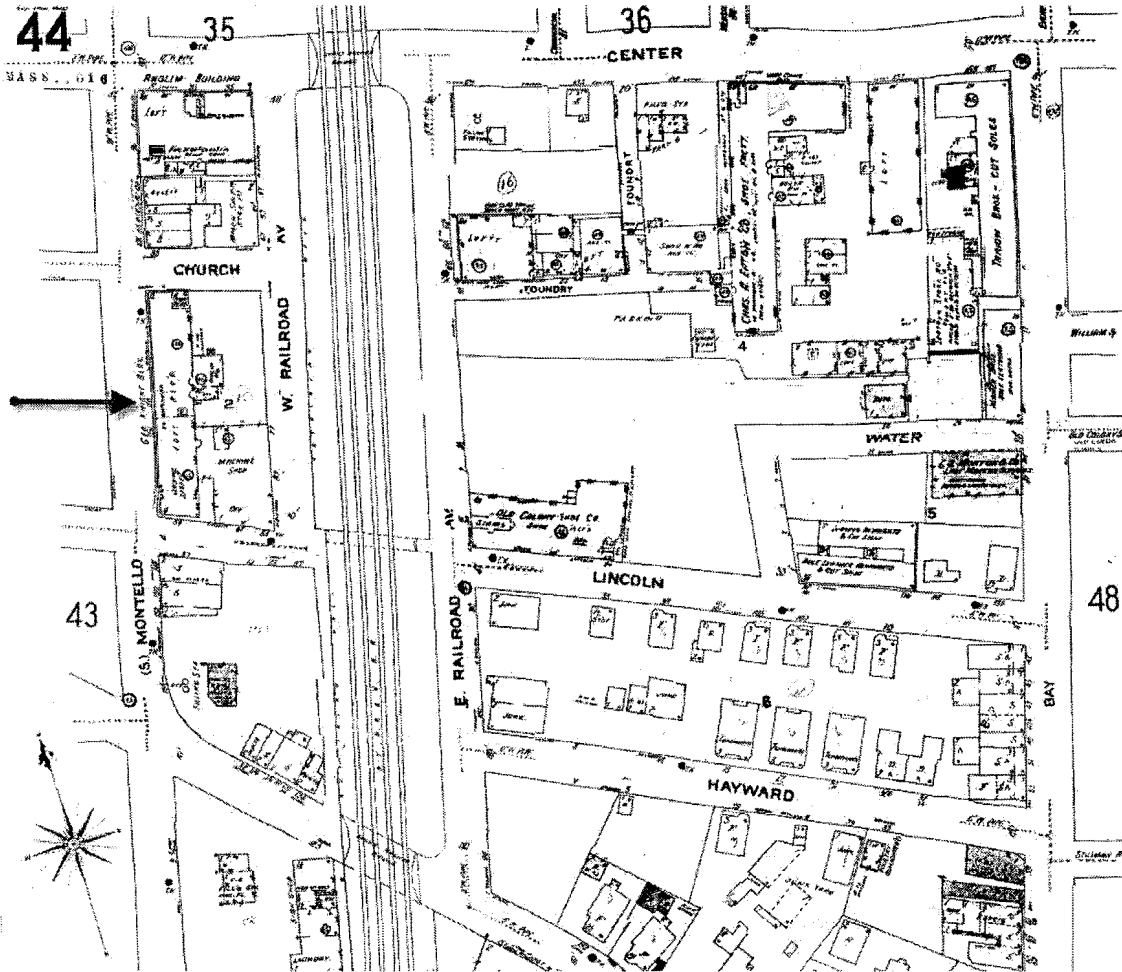


Figure 1. *Insurance Maps of Brockton, Massachusetts*. Sanborn Map Company: New York, New York. 1909, corrected to 1950. Plate 44.

Centre and Montello Streets Historic District  
Name of Property

Plymouth County, MA  
County and State

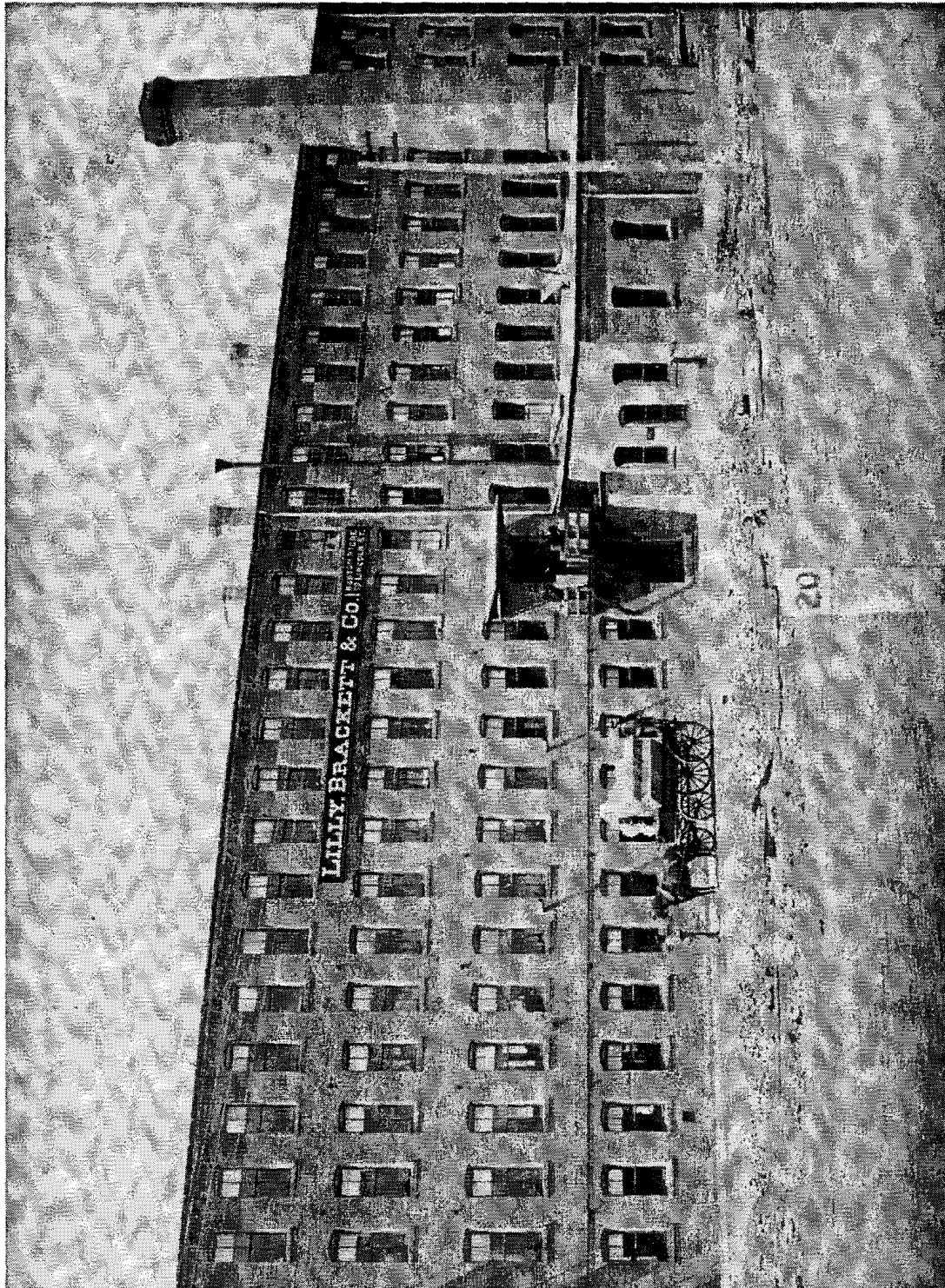


Figure 2: Source: James E. Bensen, Brockton Historical Society, Brockton, MA. East elevation. Date unknown

Centre and Montello Streets Historic District  
Name of Property

Plymouth County, MA  
County and State



Figure 3: *Atlas of Plymouth County*, Geo. H. Walker & Co. 1879, Map of Brockton, Mass.

Centre and Montello Streets Historic District  
Name of Property

Plymouth County, MA  
County and State

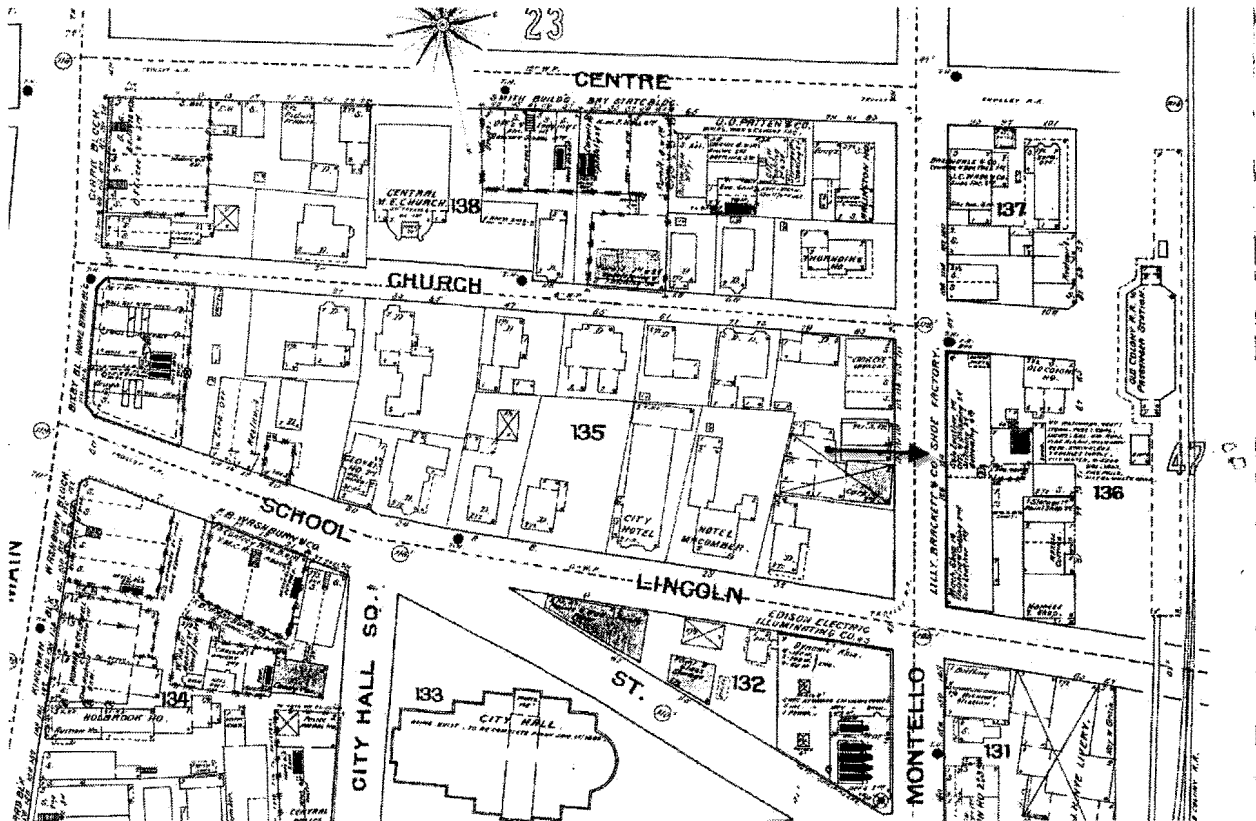
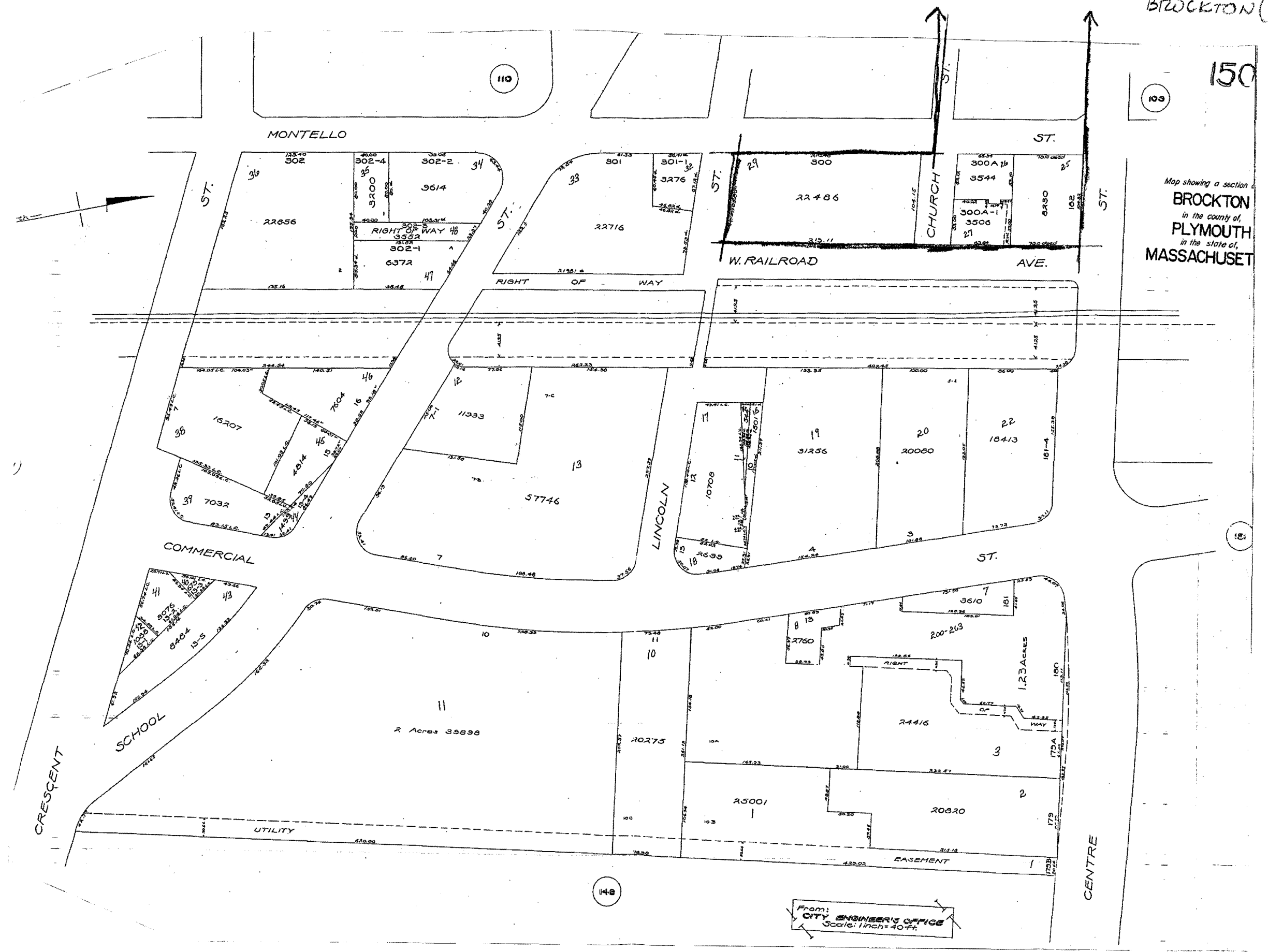


Figure 4: *Insurance Maps of Brockton, Massachusetts*. Sanborn Map Company: New York, New York. 1893, Plate 18.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Map showing a section of  
**BROCKTON**  
in the county of,  
**PLYMOUTH**  
in the state of,  
**MASSACHUSETTS**

From:  
**CITY ENGINEER'S OFFICE**  
Scale: 1 inch = 40 ft.

148

150

154

110

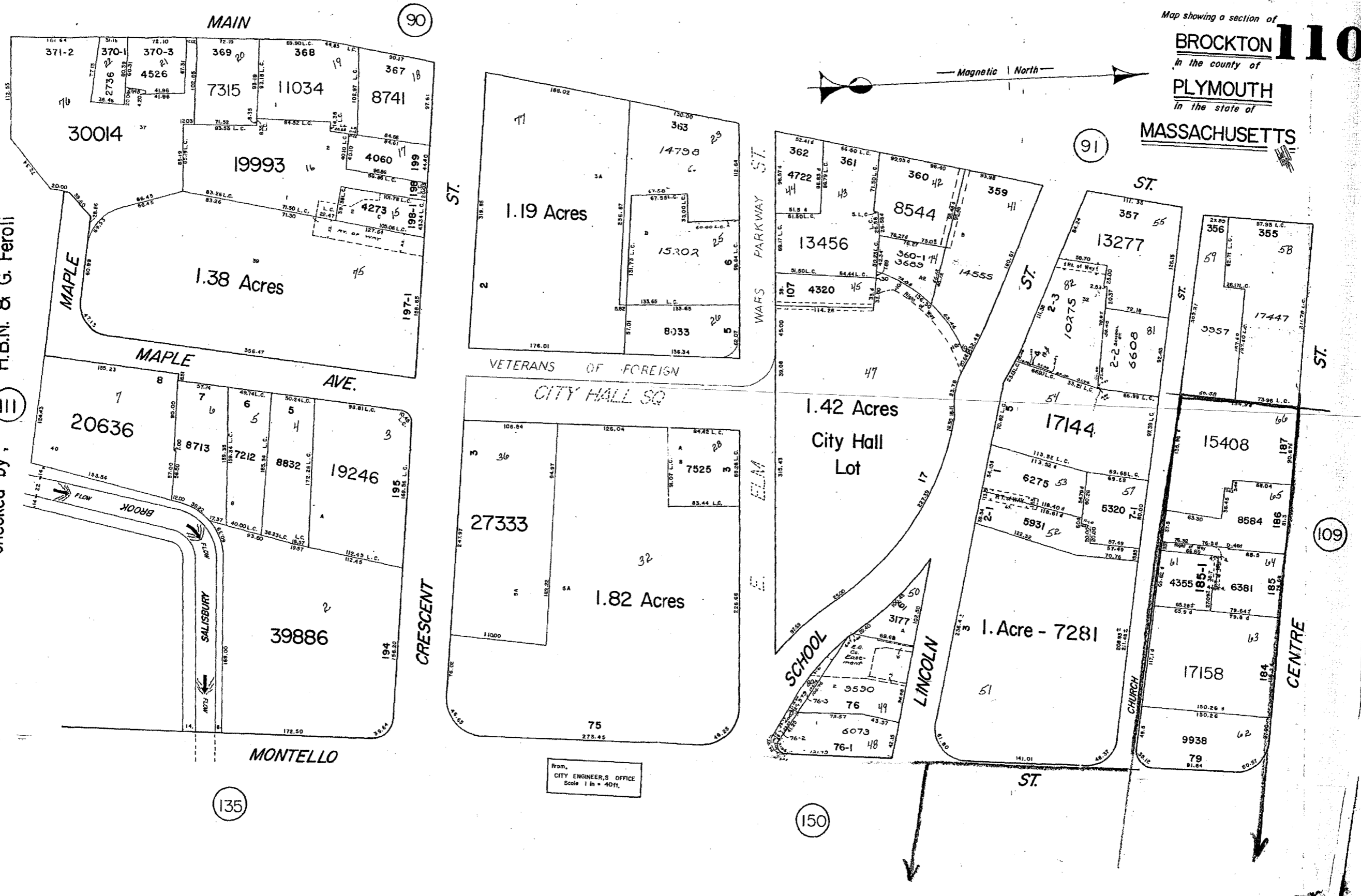
109

CENTRE & MONTELLO STS., W.D.  
 BROCKTON (PLYMOUTH) MA.

Map 2 of 2

Map showing a section of  
**BROCKTON 110**  
 in the county of  
**PLYMOUTH**  
 in the state of  
**MASSACHUSETTS**

Plan replotted, this the 26th of Feb. 1985 by, J.D. Ferro  
 checked by, H.B.N. & G. Feroli



From,  
 CITY ENGINEER'S OFFICE  
 Scale 1 in = 40ft.

**StationLofts**  
LOFTS, 1 & 2BR  
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StationLoftsApts.com

124







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StationLofts  
508.588.4663  
StationLoftsApts.com



RAIL ROAD





COLUMBIA ST

STAT







WHO BUT  
**W.B. MASON**  
SINCE 1898

BOSTON RED SOX  
SIX YEARS TOGETHER  
THE JIMMY FUN

**WHO BUT W.B. MASON SINCE 1898**

FENWAY PARK																		
P	1	2	3	4	5	6	7	8	9	R	H	E	P					
4	ST	LO	U	S	0	0	0	0	0	0	0	0	0	0	4	0	45	NY
2	B	O	S	T	1	0	2	0	0	0	0	0	0	0	3	9	0	CLE
																		CH

AT BAT BALL STRIKE OUT (H)



SMITH BUILDING

Richard  
Smith  
1850-1910

BAY STATE

1887

BLOCK



W.B.MASON

WHO BUT

**W.B. MASON**

FOR OFFICE SUPPLIES, FURNITURE & PRINTING

Since 1898

WHO BUT

**W.B. MASON**

FOR OFFICE SUPPLIES, FURNITURE & PRINTING

Since 1898

WHO BUT

**W.B. MASON**

FOR OFFICE SUPPLIES, FURNITURE & PRINTING

Since 1898

HOWARD - TOLMAN  
BUILDING

W.B. Mason Co.

MASON

WHO BUT  
W.B. MASON

WHO BUT  
W.B. MASON



W.B. MASON

WHO BUT  
W.B. MASON  
FOR OFFICE SUPPLIES, FURNITURE & PRINTING  
Since 1898

WHO BUT  
W.B. MASON  
FOR OFFICE SUPPLIES, FURNITURE & PRINTING  
Since 1898

WHO BUT  
W.B. MASON



WILMASON

BOSTON RED SOX  
51 YEARS TOGETHER  
THE JIMMY FUNN

FENWAY PARK		45678910		R H E P	
P					
4	ST LOUIS	0	000000	0	40
2	BOSTON	7	000000	3	90
AT BAT BALLS		P		E	
P		P		E	





28 CORNER CONVENIENCE STORE

28 CORNER CONVENIENCE STORE





WAPENC  
RETHRO SALE

NO  
PARKING  
HERE  
ANY  
TIME

WAPENC  
RETHRO SALE



ONE WAY

698

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Centre and Montello Streets Historic District  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: MASSACHUSETTS, Plymouth

DATE RECEIVED: 5/01/15 DATE OF PENDING LIST: 5/29/15  
DATE OF 16TH DAY: 6/15/15 DATE OF 45TH DAY: 6/16/15  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000352

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 6-15-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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

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



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

April 16, 2015

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

Dear Mr. Loether:

Enclosed please find the following nomination form:

Centre and Montello Streets Historic District, Brockton (Plymouth), MA

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

Sincerely,

A handwritten signature in blue ink that reads "Betsy Friedberg".

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

Enclosure

cc: Wayne McAllister, Brockton Planning Board  
Bill Carpenter, Mayor, City of Brockton  
Arnie Danielson, Brockton Historical Commission  
Leslie Donovan, Taya Dixon, consultants  
Leo Meehan, CEO, W. B. Mason  
Jason Korb, CC Station Lofts, LLC  
Abdelmonen Kehia, TR, Youmar Realty