

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Acushnet Heights Historic District
other names/site number N/A

2. Location

street & number Roughly Bounded by Purchase, Weld, Summer, N/A not for publication
city, town County and Pearl Street New Bedford N/A vicinity
state Massachusetts code 025 county Bristol code 005 zip code 02740

3. Classification

Ownership of Property

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

Category of Property

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

Number of Resources within Property

Contributing	Noncontributing	
<u>432</u>	<u>132</u>	buildings
		sites
<u>1</u>	<u>0</u>	structures
<u>13</u>	<u>3</u>	objects
<u>446</u>	<u>135</u>	Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 3

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Valerie A. Talmage 10/16/89
Signature of certifying official Executive Director, Massachusetts Historic Commission;
State Historic Preservation Officer
State or Federal agency and bureau

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

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Beth A. Savage 11-28-89

BAS Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic / Single Dwelling, Multiple

Dwelling Secondary Structure

Commerce / Business, Department Store

Social / Civic

Current Functions (enter categories from instructions)

Domestic / Multiple Dwelling

Secondary Structure, Single Dwelling

Commerce / Business

Religion / Religious Structure,

Church-Related Residence

7. Description

Architectural Classification

(enter categories from instructions)

No Style

Mid-19th Century / Greek Revival,

Gothic Revival

Late Victorian / Italianate, Second Empire,

Queen Anne, Romanesque, Shingle Style

Materials (enter categories from instructions)

foundation Brick, Granite

walls Wood, Brick, Cast Iron

Vinyl, Aluminum, Wood Shingle

roof Asphalt

other

Describe present and historic physical appearance.

The Acushnet Heights Historic District is a densely settled, urban neighborhood of approximately 20 acres located in south-central New Bedford. New Bedford occupies a narrow strip of land eleven miles long and an average of 1.86 miles wide, and is bound by Freetown to the north, Acushnet and the Acushnet River to the east, Clark's Cove to the south, and Dartmouth to the west. Soils are generally sandy to gravelly. Near the center of the city is a rectangular-shaped area defined by four intersecting regional or local highways: Interstate 195 to the north, Route 18 (Downtown Connector) to the east, Route 6 to the south, and Route 140 to the west. The Acushnet Heights district is situated just inside the eastern edge of the rectangle, and its center is approximately three-quarters of a mile north of New Bedford City Hall.

The historic district comprises a majority of the buildings historically associated with the working class community of Acushnet Heights in the city's North End. Acushnet Heights occupies the crest of a gradually ascending ridge overlooking the Acushnet River, and many of the district's cross streets slope toward the river to the east. Defined by Purchase Street on the east and County and Summer Streets on the west, the primarily residential district extends north of Weld Square (one of the city's earliest streetcar suburbs) and is anchored by Clasky Common Park, the city's original common, to the south. Purchase Street, a north-south commercial artery, connects Acushnet Heights with New Bedford's central business district to the south. Acushnet Heights is bordered by thickly settled residential areas to the north, west, and south. Immediately north is an area of primarily triple deckers constructed after ca. 1890; many of the buildings have been altered through residing and other additions and alterations. The neighborhood beyond County Street to the west consists of single-family houses constructed between 1880 and ca. 1900. This neighborhood is more suburban in nature than Acushnet Heights. To the south is the community of North Bedford, an extension of the city's earliest settlement of Bedford village further south. North Bedford was developed as a dense, single-family community in the early decades of the 19th century. To the east, beyond Purchase Street, is the

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Historic Functions

Government / Fire Station
Education / School
Religion / Religious Structure, Church Related Residence
Culture / Monument
Landscape / Park
Transportation / Rail Related
Vacant / Not in use

Current Functions

Landscape / Park
Government / Fire Station
Work in Progress

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Architectural Classification

Late 19th and 20th Century Revivals / Colonial Revival

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industrial zone historically associated with Acushnet Heights. Construction of Route 18 (Downtown Connector) in the 1960s and 1970s has completely severed the residential development from the industrial zone.

First developed with large estates and more modest single-family dwellings in the 1830s and 1840s, Acushnet Heights remained an area of dispersed settlement up to the 1860s until the onset of its transformation into an immigrant working class neighborhood of multi-family dwellings. Acushnet Heights residents were primarily associated with the city's manufacturing concerns, especially the Wamsutta Mills cotton textile factory located in an industrial zone between Purchase Street and the Acushnet River. The historic district constitutes the northernmost of New Bedford's concentrated settlements in the second half of the 19th century, and has evolved from a community at the periphery of a growing city into an inner-city neighborhood. At the heart of the district is the Wamsutta Mills worker housing development, constructed by the Wamsutta Mills Corporation in 1868.

Speculative ventures, prompted by estate subdivisions from the 1840s to ca. 1910, account for development of the northern (Linden to Weld Streets), northwestern (Linden Street) and western (Studley and Robeson Streets) edges of the district.

The scale of the district's buildings is generally uniform. No building is higher than four stories; most are between two and three stories. Residential dwellings include architecturally elaborate single-family homes; more modest vernacular cottages and houses; worker duplexes and tenements; two-family houses, triple deckers, and six-family apartment blocks. Secondary structures, mostly wood-frame or masonry garages, are scattered throughout the area. The district contains several institutional buildings, including five churches, three former schools, and a city fire station. Brick commercial blocks are concentrated at the northern end of Purchase Street, a local commercial strip that defines the eastern edge of the historic district and separates residential development from the highway and the industrial zone further east.

All of the district's residential buildings are of wood-frame construction, built on raised brick or granite foundations. Most are vernacular interpretations of the Greek Revival, Italianate, Queen Anne, and Colonial Revival styles. Churches range from the wood-frame vernacular to brick Victorian Gothic. Several commercial blocks on Purchase Street, the fire house, and two of the three schools are of brick construction and display elements of the Romanesque Revival and Panel Brick styles.

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The district's major open space is Clasky Common Park. It is the city's original common, laid out in 1822 and expanded to its current size in 1853. Other open spaces are concentrated in the County Street area, where a few of the district's early high-style dwellings occupy generous settings. Three large County Street lots, now vacant, are the former sites of Holy Name Church, Rectory, and Convent, all demolished in the late 1960s. Other losses by demolition include the Union Street Railway repair shop on Weld Street, and two buildings associated with the Sacred Heart Church on Summer Street.

The district includes 566 buildings, of which 432 contribute to its architectural and historical integrity. A number of pre-1900 granite fence posts and cast- or wrought-iron fences survive, primarily on County and Summer Streets and on cross streets in the southern end of the historic district. The district's only major loss by fire was the destruction of the first Our Lady of Purgatory Church in 1933; the present building, the most significant of the district's noncontributing buildings, was completed in 1953. Post-1930s construction is extremely limited in the Acushnet Heights district, due to the intense development of most available land by ca. 1910 and the economic decline that has characterized the area in recent decades. Most post-1930s construction consists of garages built at the rear of house lots. The majority of noncontributing buildings have sustained extensive exterior alterations, particularly the stripping of original details or relocation of windows in conjunction with the application of aluminum or vinyl siding. Despite the application of siding, this does not affect the architectural integrity of the district as a whole.

The Acushnet Heights Historic District includes three individually listed National Register properties: the Union Street Railway Car barn (NR 1978), the Bradford Smith Building (NR 1984), and the Dawson Block/Eagles Home (NR 1982), all located at the northeast corner of the district on Purchase Street. The North Bedford Historic District (NR 1979) abuts the Acushnet Heights district to the south. Most of the buildings in the Acushnet Heights district, including two of the three former schools and all three National Register properties, currently serve residential uses. Several businesses--auto rentals, furniture, catalog showroom, and small restaurants--all operate on Purchase Street.

Residential Buildings

The earliest extant houses in the district date from the 1840s and early 1850s, when large houses for the wealthy were constructed along County Street at the crest of the ridge. At the same time, modest cottages were built on the slopes, in the vicinity of the

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Common (Franklin, Pope, Pleasant, Purchase, and State Streets), and in the northwest corner of the district along Linden Street. Generally, two types of houses were built: the 1 1/2-story Greek or Gothic Revival cottage with a sidehall plan, and the more substantial 2 1/2-story, Greek Revival or Italianate estate house, generally with a center hall plan. Neither type of dwelling was new to New Bedford, since both had been built in large quantities to the south and southwest (see County Street Historic District [NR 1976] and North Bedford Historic District [NR 1979]). Regionally, cottages were the most common type of single-family house during this period, with the sidehall plan well established by the 1860s.

Cottages in the district (Photo #1) are typically of rectangular massing, 1-1/2 stories with gable end to the street, and a three-bay facade with a sidehall plan. The cottages generally have two windows in the gable end, but some cottages with broader facades have three windows; all windows have plain surrounds and contain double-hung 6/6 wood sash. Decorative details on the Greek Revival cottages include paneled corner pilasters, a wide entablature along the side elevations, and a door surround with wide entablature and cornice. Across the facade of several cottages are one-story porches with plain posts. Intact examples of the Greek Revival cottage include the Calvin Turner House at 92 Linden Street (1843, map #77-165, MHC #472), 94 Linden Street (ca. 1851, Map #77-359), and 76 Linden Street (ca. 1843, Map #77-181, MHC #473). There are cross-gable variations of the cottage type, evidenced by the Haskins House at 12 Pope Street (1848, Map #77-90, MHC #431), the James Lawton House at 1187 Pleasant Street (1853, Map #72-101, MHC #447), and the James Bassett House at 1173 Pleasant Street (1848, Map #72-103, MHC#449). Some of the cross gable examples have a cupola at the intersection of the roof ridges. The cottage form was readily adapted to Italianate detailing, as seen in the bracketed cornice and porch of the William Beetle House at 29 Franklin Street (ca. 1854, Map #72-48, MHC #441).

There are few intact Gothic Revival style houses in the district. Most examples of the style are decorated cottages with cross gable roofs. The Sarah Ingraham House on a corner site at 1174 Pleasant Street (1845, Map #72-109, MHC #454, Photo #2) is a shingle-clad cottage with a steeply pitched cross gable roof, a square shingled cupola, bargeboards, long first floor windows, and a lancet arch head over the window in the cross gable facing Pope Street. The three-bay facade of the cottage has a center entry within a pointed arch surround. The entrance is set within a larger feature, a two-story polygonal bay centered on the facade. In addition to the pointed arch entrance, the bay includes long 4/4 windows on the first floor, double-hung 1/1 windows beneath pointed arch window heads at the attic level, and a gable-roofed belvedere with turned

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posts and a balustrade at the top. The western end of the cottage includes a one-story three-bay porch. The ornamental cottage was built for a member of a prominent New Bedford family who married William P. Field, wealthy local merchant in 1834.

Another well-preserved shingle-clad Gothic Revival cottage is 157 Austin Street (ca. 1851, Map #77-161). The three-bay facade of this cottage is pierced by three small cross gables, each containing a single window with hood molds. The windows flanking the center entry have hood molds and fleur-de-lis corbel stops. Bargeboards ornament all gables, and a one-story porch with Ionic columns--a later addition--spans the facade. A rear ell is undistinguished in its architectural detail. The cottage originally faced Summer Street to the east, and was probably moved in the 1910s prior to the construction of 373-375 Summer Street (Map #77-244), a Colonial Revival house on the corner lot facing Austin Street.

Some 2 1/2-story houses were also built in the district by 1850 (photos #1 and #3). Typically this building type consists of a three-bay facade with side entry, two windows in the gable end, plain window cornices, occasional paneled corner pilasters, door surrounds with sidelights, and bracketed cornices. Examples include 90 Linden Street (Map #77-360), 1530 and 1538 - 1540 Purchase Street (Map #s 72-131 and 72-130), and 22 Pope Street (Map #72-81). The 2 1/2-story frame dwelling became a standard vernacular house form in the Acushnet Heights Historic District from the mid-19th century until ca. 1910. Later examples of the type are distinguished either by Italianate bracketed door hoods and cornices, or by two-story bay windows across from the side entrance. Paneled corner pilasters gave way to thin corner boards on later houses of this type ca. 1870's.

The 1850s through 1870s was a period of little stylistic differentiation in residential construction in the Acushnet Heights district. The 1 1/2-story cottage and 2 1/2-story house with three-bay gable end facade proliferated. Typically, decorative detailing was confined to door surrounds, corner boards and bracketed door hoods, the scale and design of which suggest widespread acceptance of the Italianate style by the 1870s. A corresponding decline in elite single-family construction along County Street resulted in limited high-style residential architecture in the district after the 1840s. An extremely limited number of full-fledged Second Empire houses were constructed. Most later Acushnet Heights houses were constructed in the High Victorian Italianate or Queen Anne styles. Multi-family housing would eventually become the norm in the Acushnet Heights district.

Estate construction on County Street in the early years of Acushnet Heights development resulted in a concentration of high-style

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residential buildings in the district's southwest corner. The earliest documented house is also the best example of the Italianate style in the historic district, the George A. Bourne House at 716-718 County Street (1842, Map #72-206, MHC #206, Photo #4). A full three stories and square in massing, the house is clad with wood siding and has a low hip roof topped with a cupola, a popular feature in New Bedford on both estate and modest houses of the period. Large paired brackets support wide eaves. The center entry on the three-bay facade contains a replacement door but retains evidence of the original rectangular transom and sidelights. The configuration of double-hung fenestration varies on each level: tall triple windows with heavy bracketed cornices flank the center entry; paired windows with segmental arch hoods on the second level, and paired, round arched 4/2 windows directly beneath the eaves. These round arched windows also appear on the square cupola. Built by a money broker, stationer, and later owner of an auction house of stocks and shares in whaling vessels, the Bourne house has been converted to apartments.

Two Italianate houses at the northwest corner of the Common (photo #5) directly south of the Bourne House are the William Caldwell House, 710 County Street (1845, Map #72-114, MHC #114) and the Mary Cumming Almy House, 706 County Street (1847, Map #72-115). The first is a 2 1/2 story, double-pile house clad in wood siding, with a gable roof (ridge pole parallel to street) and pedimented ends. The center entry of the three-bay facade is enclosed in a projecting one-story, three-bay porch. Ornamented by elliptical arches springing from columns and corner piers, the porch is finished with a balustrade. Original corner boards and small modillion-like brackets beneath the cornice remain, but window surrounds and sash have been altered or replaced. The Almy House is particularly distinguished by its bell mansard roof with paired brackets on the eaves at the lower slopes.

The pedimented central entry, now enclosed, includes a rectangular transom and sidelights. An oriel bow window at the second level is also pedimented. The bell shape of the windows in the wall dormers is a unique feature in the Acushnet Heights district.

The earliest known instance of multi-family housing in the Acushnet Heights district is the 1854 construction of the Adoniram Merrick House at 69-71 Merrimac Street (Map #372-25, MHC #436). The 2 1/2-story double-pile house has a gable roof with the long elevation parallel to the street. The eight-bay facade includes two entrances at the center, a facade configuration that would be modified in the Wamsutta houses constructed fourteen years later. Merrick, a house builder in New Bedford, owned this house until 1860. Ownership of the house by its presumed builder suggests that 69-71 Merrimac

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Street may be an early instance of Acushnet Heights housing built on speculation in order to capitalize on the need for housing New Bedford's rapidly expanding population of immigrant mill workers. About twelve examples of this utilitarian-looking building type, excluding buildings in the Wamsutta development, are scattered throughout the historic district. Two later examples, 88-90 Austin Street (ca. 1885, Map #77-294) and 5-7 Durfee Court (ca. 1900, Map #77-361), have Eastlavian cutout brackets supporting door hoods over the dual entrances.

Two Greek Revival cottages on Purchase Street adjacent to the city's earliest industrial area are associated with mill employee housing. Both built for members of the Rodman family, 1570 Purchase Street (ca. 1849, Map #72-126) was sold to Wamsutta Mills in 1853 to be used for employee housing, and 1580 Purchase Street (1864, Map #72-207) was built for the purpose of housing Rodman employees of the Gosnold Mills. The small size of each house suggests its occupation by a single family, most likely the family of an overseer or skilled operative as opposed to that of an unskilled laborer, whose family would have resided in the multi-family tenements. The house at 1580 Purchase was sold in 1877 to the wife of a machinist at the Gosnold Mill. Both cottages are small, three bays wide, with end bay entrances similar to the district's larger Greek Revival cottages. The cottage at 1570 Purchase Street appears to have been modified at a later date with the addition of a bracketed door hood and a bay window. Wall dormers with gable roofs seen on the long (side) elevations of 1580 Purchase Street reappear on later houses in the district.

Fifty-two houses in a single development occupy the heart of the Acushnet Heights district in an area bounded by Austin Street, Purchase Street, Hazard Street, and County Street. The houses were constructed by the Wamsutta Mills in 1868. Two interior roads laid out in conjunction with the development are Austin Court and Hazard Court. The only alterations to the original gridlike arrangement of buildings occurs near the intersection of Purchase and Austin Streets, where a total of six houses were demolished in the mid-20th century. The northwest and southwest corners of this intersection are now parking lots, as is the northeast corner of the Pleasant Street/Hazard Street intersection at the southern end of the block. Six atlases of New Bedford published between 1871 and the mid-1920s confirm that worker housing, for reasons unknown, never extended into the lower half of the block between Purchase and Pleasant Streets. The lower half of the block remained vacant for at least thirteen years until a commercial block was constructed at the Purchase Street/Hazard Street corner sometime between 1881 and 1888.

The Wamsutta worker houses (photo #6) are typical of the detached

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multi-family houses in the southeastern Massachusetts region, where worker housing in rowhouses was rare. All houses in the Wamsutta development fit a similar description: wood-frame construction, rough stone foundation, gable roof with ridge pole parallel to the street, double interior chimney, six-bay facade with entries in the end bays. Utilitarian in appearance, the buildings are simply ornamented with ornament confined to the building corners and entries. Original front doors, transoms, door hoods, and steps are in various stages of preservation. Most of the buildings now have asphalt shingle covering on the roofs and have been resided with cedar shingles over the original clapboards.

Two house types in the Wamsutta development, the "tenement" and the double house, differ with respect to the number of stories each. Twenty 2-1/2-story buildings with frieze windows--the tenements--occupy the center of the development between Austin Court and Hazard Court. The remaining thirty-two buildings, 1-1/2 stories with the same frieze windows, are located at the periphery of the development. With one unit per floor in each vertical section for a total of six units each, the tenement house form was constructed in the historic district as late as the 1890s. As a house type in the district, the double-house, in which two families lived side by side, was eventually displaced by the two-family house, in which units are stacked. Two-family house construction became the norm in Acushnet Heights in the 1870s and 1880s.

Construction of the 2-1/2 story house with gable end to the street, three-bay facade, and sidehall plan gained momentum as a vernacular house form in Acushnet Heights in the third quarter of the 19th century. Generally, these vernacular houses have more attenuated proportions than their squat and broad Greek Revival counterparts (Photo #7). Wide entablatures, corner boards, double doors, minimal window detailing, and 2/2 double hung sash predominate. The most prominent feature of most of the earlier examples of this type is a heavy-scaled Italianate bracketed hood over the entrance. The organization of the three-bay facades on these houses is asymmetrical, indicating the presence of a stair hall in the bay directly behind the main entrance. Such houses were typically designed for two families with units stacked one above the other. This form of the two-family house appears for the first time in New Bedford in the late 1850s and early 1860s; some of the district's earliest 2-1/2 story gable-end dwellings may be early examples of the type.

The house at 116 Austin Street (ca. 1875, Map #77-220) is a well-preserved example of the vernacular house type, featuring a boldly scaled bracketed door hood with pendants, a double window with gabled hood mold in the gable end, and pedimented wall dormers

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similar to those at 1580 Purchase Street on the long elevations. The same two-family house type with a double tier of bay windows (Photo #8) next to the entrance first appears in the early 1870s but most examples of this type in the district were constructed after ca. 1800 (the Abram Sherman House, 34 Reynolds Street, 1882, Map #77-385). Single doors with Queen Anne glazing (a rectangular window bordered by smaller multi-colored lights) replace Italianate double doors on later versions of these houses. There are at least eighty examples of the vernacular two-family house without bay windows in the Acushnet Heights district, with concentration found on County and Pleasant Streets north of Merrimac, and State Street north of Franklin. Approximately fifty of the bay window types were constructed throughout the district, most notably between the Common and the Wamsutta development, and on Reynolds and Studley Streets, a focus for new construction from the late 1880s through the turn of the 20th century.

Two-family or larger houses typified new residential construction in the Acushnet Heights district from the 1870s through the 1920s. Generally, three types of houses were built: the two-family house, the triple decker, and later the six-family apartment block. The six-family tenement block first seen in the Wamsutta development was built throughout the 1890s, but was no longer a significant building type in the late 19th century. Construction of the popular 2 1/2-story vernacular house form continued through the turn of the 20th century. The replacement of bracketed door hoods with pedimented entry porches, as at 28 Reynolds Street (ca. 1920, Map #71-40) indicates the Colonial Revival details of the early 20th century. Square bays instead of canted bay windows are seen on some vernacular houses--both two-families and triple deckers.

Two-family houses built from the 1880s on display a greater affinity for current architectural styles, namely Shingle, Queen Anne, and Colonial Revival, with Classical Revival elements predominating. A well-preserved Shingle Style house is located at 720 County Street (ca. 1900, Map #72-79, Photo #4). The 2 1/2-story house has a gambrel roof with slopes parallel to street. A large projecting center dormer with exposed rafters contains a double window; beneath this dormer is a pair of bays set into the gambrel roof at the second level. The sweep of the gambrel roof continues to the first floor, where it forms a one-story porch supported by paired columns. Similarly oriented gambrel roofs are seen on houses of the same period at 18 and 22 Robeson Street (Map #s 71-245 and 71-242).

A well-preserved shingle-clad multi-family house, more rectangular in massing than the single-family Shingle Style houses, is 759 County Street (ca. 1900, Map #71-289). The 2-1/2 story, gable roof house has a two-story bay on the long elevation facing Robeson Street. This bay is topped with a large pedimented dormer

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containing a double window. The pedimented, two- or three-level bay window became a very popular feature in Acushnet Heights multi-family construction, particularly on triple deckers, in the late 19th and early 20th centuries. Variation was achieved by the use of square versus canted bays and changing the type of window in the dormer. A wrap around one-story porch on two sides of the house consists of shingle-clad round arches supported by columns.

The Queen Anne style makes its earliest appearance in two-family houses (Photo #9), such as 12, 17, 23 and 27 Robeson Street (ca. 1900-1910, Map #s 71-246, 71-47, 71-45, 71-43). Typically, these 2 1/2-story houses of asymmetrical massing have multi-gable roofs, clapboarded first floors, and shingled upper floors. The Thomas Desmond House at 27 Robeson has a one-story, one-bay entry porch supported by columns on the first floor. Above the entry porch and beneath the projecting eaves is a recessed second porch level. The house occupies a lot at the corner of Robeson and Summer Streets, and a canted corner is displayed to the intersection. Small scale triple windows open up the pedimented dormers. In general, the incorporation of the Queen Anne turret into Acushnet Heights buildings was limited; turrets sometimes appear as additions to older buildings, such as a Greek Revival cottage at 14 Pope Street (1849, Map #72-87DK, MHC #428). A turret defines the corner of the otherwise architecturally undistinguished Alexander Crapo House at 391 Summer Street (1886, Map #77-162, MHC #470).

A precursor to the traditional triple decker form in Acushnet Heights is the full three-story Late Italianate triple decker, constructed largely in the 1880s (Photo #8). The district includes approximately six examples, three of them on upper State Street: 226, 228, and 229 State Street (all 1881-1888, Map #s 78-25(1), 78-23(1), and 78-07). Each building is rectangular in massing, with a low pitched hip roof and a four-bay facade with a single entry in an end bay. Ornament consists of corner pilasters and a wide entablature with paired brackets. This three-story house is the earliest known three-family house type in the district, appearing first at 56 Linden Street in 1870s (Map #78-214). The same type of building with a three-bay facade and storefront was constructed at 1909-1913 Purchase Street (ca. 1885, Map #78-45).

Queen Anne triple deckers (Photo #10) are the typical speculative construction in the Acushnet Heights Historic District. All extant examples are three stories, two bays wide, hipped roof, flat entry bay with dual entrances, three-story bays (canted or boxed) opposite the entrances with a pedimented dormer, and 2/2 double-hung sash. Porch variations include: a projecting one-story pedimented entry porch supported by columns and independent of the projecting bays (272-274 Weld Street, ca. 1900, Map #77-341); a pent roof porch

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joined to the roof of the first floor bay (1453-55 Pleasant Street, ca. 1900, Map #78-20 (1)); and a two-story porch independent of the projecting bays. At a later (ca. 1911-1925) triple decker at 95-97 Hazard Street (Map #71-39) has a three-story porch capped by a jerkin-head dormer.

As on most Acushnet Heights multi-family dwellings, ornament on the triple deckers is spare, limited to Queen Anne style corner brackets on projecting pedimented dormers, corner pilasters, wheel windows in the pedimented dormers, stained glass in front doors, and small square windows in stairhalls. Most triple-deckers in the district were constructed after 1895. Concentrations are found on Studley and Weld Streets, which were laid out and developed during that period. An interesting four-story variation of the triple decker is the Colonial Revival 188-190 Weld Street (ca. 1900, Map #78-237) at the corner of County Street. The house has a low-pitch hip roof, a tier of projecting bays, and a full porch with plain posts across the facade on the second, third and fourth floors. The first floor is a brick high basement with a storefront along Weld Street. A bracketed cornice runs the width and length of the building.

Last in the progression of multi-family house types in the Acushnet district is the six-family apartment block, essentially two triple-deckers joined with a common bay or party wall and entrances paired at the center. The district's most elaborate and best preserved example of the six-family apartment block is the Benjamin Waite House, 53-55 Merrimac Street at the corner of Purchase Street (1896, Map #72-37, Photo #1). Built by Waite as an investment, the building was designed by local architects Caleb Hammond and Sons, who did a number of local school and other institutional buildings. The Neo-Georgian dwelling of 2-1/2 stories with a hip roof is symmetrically massed with projecting end bays, recessed dual center entry, and a two-story porch. The porch, two bays across the first floor and four bays on the second floor, is supported by columns and incorporates railings of turned balusters. A balustrade also finishes the hip roof. Details include intact 2/2 double-hung sash, a modillioned cornice, and pedimented hoods over the first floor windows. The three pedimented dormers of the facade are well-detailed: one large gable-roofed center dormer is flanked by smaller gable-roofed dormers, each with corner pilasters. The center dormer is flanked by smaller gable-roofed dormers, each with corner pilasters and has a mock palladian window consisting of a pair of windows with a decorative round arch rising between them. Dormers on the side elevations have hip roofs and similar corner pilasters. The Benjamin Waite Apartment Block incorporates the most formally arranged facade of any residential building in the district other than the more elite houses on County Street .

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New Bedford, MACommercial Buildings

As the Acushnet Heights district grew, Purchase Street evolved from a residential street to a linear commercial center for the neighborhood. A main artery through the district, Purchase Street linked the Heights with New Bedford's central business district, and later, via streetcar, with suburbs and recreation areas to the north. Some early residential buildings on Purchase Street were adapted to commercial use in the late 19th century. An early example of new commercial construction, combining commercial and residential use, is 1546 Purchase Street (1854, Map #72-68, Photo #3). The building is a 2 1/2-story wood frame vernacular Greek Revival with a three-bay facade, corner pilasters, and 6/6 windows. The enclosed projecting storefront across the first floor is three bays with a center entrance beneath a small rectangular transom.

The 1880s through the turn of the century was an era of commercial construction on Upper Purchase Street in the Acushnet Heights district. The establishment of a business district there coincided with continuing rapid development of the adjacent residential neighborhood and the presence of the street railway. Wood-frame and brick commercial blocks range from 2 to 3-1/2 stories. The Bradford Smith Building (1927-1941 Purchase Street, 1887, Map #78-41, Photo #12) is 3-1/2 stories, sheathed in clapboards, and rises from a granite and brick foundation. The structure is capped by a black asphalt pitch roof pierced by four chimneys and broken on the facade by a double gable. Plain cornerboards and a simple frieze frame the building. Plate glass storefronts are framed by tin posts with glazed transoms. The commercial units are linked by six arched entrances that lead to recessed entries. Fenestration, except for single-pane storefront windows, consists of the original 2/2 sash. Windows on the facade are symmetrically grouped below the gables and consist of five openings on the second and third floors with three in each gable at the attic level. An additional window is centrally located on the second and third floors below the cornice which links the two gables. The block was built by Bradford Smith, a retired employee of the Taunton-New Bedford Copper Company. A certified historic rehabilitation of the Smith Building for elderly housing was completed in 1985. A 2 1/2-story commercial block at 1821-1831 Purchase Street (ca. 1880, Map #78-82DX), one block south of the Smith Building, has a similar double gable form but is noncontributing due to alterations and siding.

Seven brick commercial blocks were constructed on Upper Purchase Street between the 1870s and 1910. These blocks display a range of architectural details--some combined in an eclectic manner--from the Romanesque Revival to the Neo-Georgian styles. Among the earlier blocks is the Wamsutta Block, 1687-1701 Purchase Street at the

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northwest corner of Hazard Street (ca. 1885, Map #78-92, Photo #13). The detached building is two stories with a hip roof. A stone belt course wraps around the three public elevations at the height of the second floor window sills. Although the storefronts have been bricked in, brick corner piers are intact. The second story is also largely intact, with double-hung windows placed in round arch openings grouped in a 1-1-3-3-1-1 rhythm across the facade. Brick ornamental work on this Romanesque Revival building includes a corbeled cornice and dentil courses connecting the round arches over the second story windows.

Detailing on other brick blocks includes a Panel Brick cornice and brick segmental window head at the Dawson Wholesale Liquors Block at 1657-1663 Purchase Street (ca. 1885, Map #72-240, Photo #13), striated cornice and patterned courses at 6-10 Hazard Street (ca. 1890, Map #72-27), a projecting bracketed cornice at 1783-1789 Purchase Street (ca. 1885, Map #78-212), and inset patterned panels placed above broad round arches on the second story of the block at 1826-1888 Purchase Street (ca. 1875, Map #78-100). Generally, storefronts have been infilled or clad with aluminum siding, but the storefront at 6-10 Hazard Street, and similar arrangements evident at 1826 Purchase Street and the Dawson Block/Eagles Home at 1851 Purchase Street suggest that storefronts were divided into bays by thin columns, with each display window set beneath a rectangular three of four-light transom. Entrances in storefronts were recessed, with entry to the upper levels either paired with the store entry or separated from it by a display window. Windows above the ground floor were generally 2/2 of 4/4 double hung sash.

The Dawson Block/Eagles Home at 1843-1885 Purchases Street (Map #78-55, Photo #14) is an eclectic block designed by New Bedford architect/contractor Samuel C. Hunt and built in 1896. The building was Benjamin Dawson's second speculative commercial development on Purchase Street (the first was the Dawson Wholesale Liquor Block at 1657-1663 Purchase). The asymmetrical design of the 3 1/2-story brick building borrows elements from different architectural styles, especially the Classical Revival. Particularly interesting is the polygonal 3 1/2-story tower with an ogival dome at the corner of Purchase and Linden Street. Access to the commercial space is provided at the base of the tower through double doors beneath a semicircular fanlight. Ornament includes red terra cotta panels at the upper levels in low relief. Its prefabricated cast iron storefronts are one of the few surviving in New Bedford. The block served as the headquarters of the New Bedford Aerie #647, Fraternal Order of Eagles, a social and community service organization that bought the block in 1923. The Dawson Block was renovated for elderly apartments in 1982.

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Capping the commercial artery through the Acushnet Heights district is the Union Street Railway Car barn at 1959 Purchase Street (1910, Map #84-184, Photo #15). The imposing Neo-Georgian, two-story structure is brick with molded concrete trim in a spare and stylized classical design. Like the Dawson Block one block to the south, the Car barn entrance is oriented toward the intersection of Purchase and Weld Street. The entrance contains a paneled overhead door twenty feet square in an opening framed by a brick segmental arch. The corner face is framed by Doric pilasters on concrete and brick pedestals supporting a dentilled cornice. Two-story brick pilasters divide the side elevations into bays, each of which contains round arched window openings on the first floor and rectangular triple windows on the second floor. The building is topped with a low parapet wall above the cornice, and a framed clock is centered over the entrance. Used for more than thirty years as the car barn for the electric street railway, the Car barn was converted into apartments for the elderly and handicapped.

Institutional Buildings

The earliest of three extant schools in the Acushnet Heights Historic District may also be the earliest in the district. The Hill School House at 96-98 Linden Street (Map #77-164, MHC #471) was constructed in 1836 by residents of School District No. 3. Originally a two-story, town-room schoolhouse, the building was enlarged with a two-story, two-classroom addition in 1844 after its sale to the City of New Bedford. Oriented with its three-bay gable-end to the street, the building has an entrance centered on each five-bay side elevation. A square bell tower stood at the northern end of the roof ridge. Despite a seating capacity of 121 students, the school became obsolete and was closed in 1894. In the early 20th century the building was converted into an apartment house. Today, the bell tower is gone and the street elevation reconfigured to two bays. The school house is the oldest building in the district to be remodelled to two bays and to be rendered noncontributing by virtue of extensive alterations.

The Merrimac Street School at 89 Merrimac Street (Map #72-20, Photo # 16) and Engine House #1 at 1558 Purchase Street (Map #72-128, Photo #3) are the two earliest brick buildings in the historic district, and the first two buildings constructed by the City of New Bedford in Acushnet Heights. Both buildings were completed ca. 1860. Merrimac Street School is a two-story buildings, square in massing, with a pyramidal roof, tall chimneys, and a square brick cupola over the southwest corner along Merrimac Street. Dual entrances are located in projecting end-bay pavillions on the six-bay facade. All round-arched window and door openings on the Romanesque Revival buildings have brick sills and hoodmolds with

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label stops. The cupola contains paired round arched louver windows and is capped with a prominent cornice. Several dentil courses ornament the cornice line of the school building. Closed by the late 1960s, the Merrimac Street School continues to serve the community as the Lebanese Center. Engine House #1 retains its original wood double doors and remains in active use by the New Bedford Fire Department.

St. Joseph School (1883, Map #78-14, Photo #17) at the corner of County and Linden Street is a High Victorian Italianate building. Two and one-half stories with a mansard roof, the brick school building consists of a three-story projecting tower with a high-pitched hip roof facing the street. The tower has three round arched openings, the lowest of which contains the main entrance beneath a double window. Double-hung 4/4 sash is set into round arched window openings on the first floor and segmental arched openings on the second floor. Dormer windows are hip roofed and have decorative wood surrounds. Distinguished as the first parochial school in New Bedford, St. Joseph's now houses the Kenyon Business College.

Churches in the Acushnet Heights district are vernacular. The area's oldest church, Howland Chapel on Lower Purchase Street, existed by ca. 1870 but was demolished during urban renewal and construction of the Downtown Connector in the 1960s. Of five church buildings in the historic district, one is noncontributing due to its recent (1953) construction.

North Baptist Church (1873, Map #72-11, Photo #18) at Merrimac and County Streets is the oldest extant church in the district. The wood-frame Romanesque Revival church is a 1 1/2-story rectangular structure on a granite foundation oriented gable end to Merrimac Street with a square tower and polygonal belfry at the southwest corner. The belfry contains round arched louver windows alternating with paneled pilasters. Original dual entrances were consolidated by 1900 with the construction of a single one-story enclosed entrance spanning the Merrimac Street facade. Most original detailing survives at the side windows (trefoil tracery in window heads), on the belfry, and at the cornice. Two small spires at the entrance and other decorative woodwork were removed in 1940. The congregation undertook a remodeling of the exterior at that time for the specific purpose of creating a church that was more in keeping with the appearance of a traditional New England Church.

Sacred Heart Church on Summer Street at the top of Hazard Street (1876, Map #710-21, Photo #19) is a wood frame, gable-roof building, rectangular in massing, with a square tower at the center of the east end. The present pyramidal roof of the tower replaced the

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original steeple, probably removed during repairs and the aluminum residing of the church ca. 1960. The Gothic revival church has three principle bays on the facade. Pointed arch windows are placed to both sides of the center entrance and above the center and side entrances. The pointed arches of all three entrances are obscured by later entry porches consisting of steeply pitched pediments supported by columns. Decorative buttresses continue the line of the tower on the facade. The belfry incorporates paired pointed arch louver windows and round arched trim at the cornice and base. Decorative pinnacles at the corners of the facade have been removed, most likely during the 1960 repairs.

St. James Episcopal Church (ca. 1875, Map #77-185, Photo #20) at Linden and County Streets is the district's only contributing masonry church. The church building consist of a steeply pitched, gable-roofed, rectangular block supported by one-story buttresses and pierced by small triangular dormers. A square, gable roofed tower at the northeastern corner is pierced by small triangular dormers. A square, gable roofed tower at the northeastern corner is also buttressed. Brownstone round arched window surrounds, hoodmolds on the tower louver windows, and a rose window in the gable end facing Linden Street provide architectural interest to the Victorian Gothic church. A lattice pattern of pressed brick surrounds the tower directly at the base of the tower facing County Street.

The First Primitive Methodist Church at 164 Weld Street (1892, Map #78-16, Photo #21) is the simplest of the district's ecclesiastical buildings. A rectangular gable-roofed mass with a belvedere at the ridge on the northern end, the church has a three-bay facade with a double door center entrance. Fenestration of the facade consists of two double-hung 1/1 windows flanking the entrance, two double-hung 1/1 windows in pointed arch surrounds on the upper story, and a single wheel window at the center beneath the belvedere. The spare ornament of the church is extremely delicate, with a mere four brackets at the cornice and a steeply pitched pedimented hood supported by turned posts over the entrance. Turned elements of the belvedere suggest an Eastlake influence.

Other Buildings

The only industrial building in the Acushnet Heights Historic District is the Wamsutta Mills Cotton Storehouse (1760 Purchase Street, ca. 1875, Map #78-104). Built on a lot along the Purchase Street commercial artery convenient to the mill complex and railroad tracks to the east, the storehouse is a three-story brick building, square in massing, with a wood cornice. The original appearance of the utilitarian building has been slightly modified by the addition

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of mid 20th-century signage on the facade and loading docks on the north elevation. In the late 19th and early 20th centuries, railroad spurs led directly into the storehouse, which contained an electric motor for raising cotton bales.

Outbuildings in the historic district are generally garages and sheds constructed at the rear of house lots from the late 19th century to the present. All contributing outbuildings are wood-frame. Many sheds of small barns are of sufficient size to double as garages, and therefore have been included in the total count of contributing and non-contributing buildings. The best-preserved early garages (Photo #22) are typically one-story structures with shed roofs. Vertical board double doors (one pair for each carriage or car bay) contain multi-pane glazing in the upper third of each door. Contributing garages range in size from one to three bays across.

The Common

Clasky Common Park (1822, 1853, Map #72-116, Photo #23) is a rectangle of land, approximately seven acres, that anchors the southern end of the historic district and divides the Acushnet Heights community from North Bedford. Following the gradually ascending slope of Acushnet Heights from the river west to the County Street ridge, the common is bordered by two feeder streets to the downtown (Purchase and County) on the east and west and by two residential streets (Pope and Pearl) on the north and south. The Common maintains its original function as a place for passive recreation. The main path system is formal in its geometry, though a central axis is broken at the top of the park by two private residences within the Common rectangle, 706 and 710 County Street [Van Valkenburgh Associates, p.1] The only contributing object within the boundaries of the Common is the Soldiers and Sailors Monument (1866). Located near the County Street houses in the northwest corner is the small Keeper's Shed (ca. 1890), an inconspicuous one-story frame building with a gable roof. The shed is positioned in the landscape to offer a view of the entire site without being readily viewed. A playground occupies the Purchase Street end of the park. The City of New Bedford has launched a program for upgrading its parks, and the Common is the subject of a 1987 master plan.

Intrusions and Demolitions

Most intrusions in the district are residential and commercial buildings constructed prior to the end of the period of significance (ca. 1935) but altered beyond recognition. The application of exterior siding (aluminum or vinyl) to houses and wood-frame

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commercial blocks and the infill of storefronts along Purchase Street has resulted in the loss of much original architectural detail. Rapid and dense development of the historic district through the 1910s resulted in limited post 1930s construction. Nearly one-quarter of the district's non-contributing buildings are secondary structures such as garages and large storage sheds constructed on house lots since the 1940s. The most significant non-contributing building in the district is Our Lady of Purgatory Church at 1219 Pleasant Street (Map #72-208CT, 1953), built on the site of an earlier church building destroyed by fire in 1933. The 1 1/2-story brick church is of rectangular massing and has a pedimented end gable containing a circular window facing Pleasant Street. A center entry is set within a round arch surround and flanked by pilasters. The church is compatible with other churches in the district and surrounding residential buildings in size and scale.

Construction of Route 18 (the Downtown Connector) in the late 1960s and 1970s prompted urban renewal activity, specifically demolition, along Purchase Street. Today, there are several vacant lots, severely altered commercial buildings, and post-1970 commercial blocks on the east side of Purchase Street between Merrimac and Austin Streets. These lots and buildings retain no architectural or historical integrity and have been excluded from the boundaries of the Acushnet Heights Historic District.

Archaeological Description

While no prehistoric sites are currently recorded in the district, it is possible that sites are present. One known prehistoric site is recorded in the general area (within one mile). This factor plus the locational characteristics of the property; well drained, gently sloping locales near the original Acushnet River shoreline, indicate a reasonable potential for locating prehistoric sites. In general, however, there is little potential for locating significant archaeological resources either prehistoric or historic because of intense 19th century development throughout most of the area. Only the common area may contain intact survivals. Prehistoric survivals may be present in this area as well as pastoral related resources (animal pens, shelters, watering areas) which characterized the area's use both before and after its establishment as a common in 1822. Trash areas and/or sheet refuse might also be present resulting from later public use of the common.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Community Development
Ethnic Heritage
Social History

Period of Significance

ca. 1835–ca. 1860
ca. 1860 – 1890
ca. 1895 – 1935

Significant Dates

Cultural Affiliation

N/A

Significant Person

N/A

Turner, Calvin ; Sullivan, John B;
Architect/Builder

Hunt, Samuel G; Merrick, Adoniram;
Hammond, Caleb & Sons; Smith Bradford;
Green, Augustus; Warren, Russell; Williams, John

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

The Acushnet Heights Historic District, New Bedford, is a visually cohesive group of buildings located in a primarily residential section in the North End of the city's downtown area. Situated on a ridge overlooking the Acushnet River, the district historically complemented industrial activity on the riverfront to the east and northeast. First developed in the 1830s and 1840s as the northernmost edge of the city, Acushnet Heights was transformed into a densely settled, inner-city neighborhood of multi-family houses within fifty years, and is distinct from early streetcar suburbs to the north and west. The district boundaries include the city common, the major public open space on the southern border of Acushnet Heights residential development. A number of the district's residential buildings were built on speculation to meet the needs of a rapidly expanding mill operative population, particularly French Canadian, English, and Irish immigrants who flocked to New Bedford to work in the city's textile mills between ca. 1850 and the 1920s. The consolidation of Acushnet Heights into a physically and socio-economically unified community is evidenced by the emergence of a neighborhood commercial center and the construction of municipal buildings and churches beginning in the third quarter of the 19th century. The district's buildings display a variety of high-style and vernacular interpretations of mid and late 19th-century architectural styles, notably Greek Revival, Italianate, and Queen Anne, and the residential buildings document a range of single- and multi-family house types. Retaining integrity of location, design, setting, materials and workmanship, the Acushnet Heights Historic District meets Criteria A and C of the National Register of Historic Places and is significant on the local level.

First English settlement of the New Bedford area dates to 1652, when thirty-six settlers from the Plymouth Colony purchased a tract of

See continuation sheet

9. Major Bibliographical References

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 # _____

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Primary location of additional data:

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

Specify repository:

Massachusetts Historical Commission

10. Geographical Data

Acreeage of property Approximtely Twenty Acres

UTM References

A	1 9	3 3 9 4 2 0	4 6 1 2 4 3 0
	Zone	Easting	Northing
C	1 9	3 3 9 4 5 0	4 6 1 1 9 8 0

B	1 9	3 3 9 4 4 0	4 6 1 2 1 2 0
	Zone	Easting	Northing
D	1 9	3 3 9 4 2 0	4 6 1 1 8 3 0

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title	<u>Kathleen A. Kelly and Arnold N. Robinson, Consultants, with Wm A Swan, Office</u>
organization	<u>OF HSG & Neighborhood Development</u>
street & number	<u>133 William Street</u>
city or town	<u>New Bedford</u>
date	<u>June, 1988</u>
telephone	<u>617-999-2931 Ext. 270</u>
state	<u>MA</u>
zip code	<u>02740</u>

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land from Massasoit, Sachem of the Wampanoag Indians, and his son Wamsutta. The territory was established as the town Dartmouth, incorporated in 1664. Throughout most of the colonial period the area that is now Bedford was a sparsely settled agrarian community. After ca. 1760 Joseph Russell inherited his family homestead, a portion of which he platted and sold. Situated at the foot of Union Street near the waterfront, the resulting settlement was called the New Settlement, later Bedford. [Pease, p. 123] Substantial settlement of Bedford village coincided with the onset of the maritime industries in the harbor by the early 1760s. Many of the early settlers of Bedford village and Old Dartmouth in general were Quakers from Portsmouth (Rhode Island), the Plymouth Colony, and Taunton. Despite rapid residential and commercial development near the waterfront, the residents of Bedford village relied on other sections of Old Dartmouth for civic and religious facilities.

By the time of the Revolution the village's economic emphasis had shifted from an agricultural to a maritime base. The 1765 arrival from Nantucket of Joseph Rotch, a whaling expert and a man of considerable financial resources, brought two significant changes to New Bedford's budding whaling industry. Rotch's construction of the Dartmouth in 1767 initiated the building of larger whaling vessels, which in turn permitted longer voyages, enabling ships to travel further from the coast in search of sperm whales. Secondly, Rotch devised a method of rendering whale oil aboard ship, which eliminated the frequent need for vessels to return home with fresh whale blubber to render into oil. [Clayton and Whitley, pp. 17-18] By 1775, Bedford village had a whaling fleet of 40-50 vessels sailing as far as the Gulf of Mexico and South America. Whaling was responsible for the initial growth of the village and the infusion of great wealth into the area in the 18th and early 19th centuries. As a prominent seaport, Bedford was a target of British attack during the Revolution. Destruction of a large part of the village by the British in September 1778 squelched the whaling industry and brought the maritime economy to a virtual standstill. Revival of the industry began with the departure of the first post-Revolution whaling vessel from Bedford village in 1785.

New Bedford was incorporated as an independent town, comprising the eastern portion of Old Dartmouth, 1787. The town experienced a steady population increase and significant physical expansion during the Federal period. With its commercially important waterfront, its dense residential area, and a street grid established in the 1790s, New Bedford is the only town in southeastern Massachusetts (excluding Cape Cod) to have acquired an urban character by the early 19th century. [MHC State Survey Team, p. 83] Town population dipped slightly with the settling of the town of Fairhaven in 1812. Fairhaven had a mostly agrarian population, and its division with

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the maritime-dependent New Bedford followed early 19th-century embargoes and the onset of the War of 1812 rested along political lines.

By the 1820s, settlement in New Bedford had spread northward from both the Bedford village core near the waterfront and the developing residential area oriented along County Street, the north-south county road to the west. This northern settlement, known as North Bedford, developed with the subdivision of the former Kempton family farm north of the business district. Residents of North Bedford were persons primarily associated with the town's support industries such as caulking, ropemaking, blacksmithing, and house building. [North Bedford Historic District, NR 1979] About the same time, a farm further north, with Linden Street as its northern limit, was purchase by Capt. Seth Pope. [Pease, p.123]

The land beyond North Bedford consisted of sparsely settled farmland and grazing pastures high above the Acushnet River to the east. It was out of this pastoral area--later called Acushnet Heights--that the town carved a common in 1822. The "Town Lot," now Clasky Common Park, initially consisted of the land bounded by Purchase, Pearl, State and Pope Streets. In 1853 a second parcel of ten vacant lots sold to the then City of New Bedford extended the common land to County Street. [Van Valkenburgh Associates, pp. 406] The seven-acre common was conveniently located, three-quarters of a mile from Four Corners--the intersection of Union and Water Streets--in the business district. The Common remained pasture land from the 1820s through the mid -1860s, when the Soldiers and Sailors Monument was erected. Always a place for New Bedford citizens to gather, the Common is most significant historically as the only public open space available to the low- and moderate-income families of the densely populated neighborhoods immediately to the north and south.

The earliest use of the term "Acushnet Heights" for the area north of the Common has not been definitely established. Local historian Daniel Ricketson used the term in his 1858 book, History of New Bedford:

From the high grounds at the north-west part of the city, known as "Acushnet Heights," the view up the river is rarely surpassed for beauty...The view from this point is said to have attracted the admiration of that great genius in literature and lover of nature Washington Irving, while on a visit here a few years ago. [Ricketson, 93]

A ca. 1868 painting by local artist William Allen Wall (1801-1885) titled "View from Acushnet Heights" depicts the Acushnet River from

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a high vantage point of meadow land. Wall painted at least three other views of the Acushnet River shoreline between 1850 and 1870.

The primary north-south artery through the Acushnet Heights district is Purchase Street, a road paralleling the Acushnet River shore that connected Bedford Village with North Bedford and the Heights beyond before branching east into the town of Acushnet (formed from Fairhaven in 1860). West and roughly parallel to Purchase Street is County Street, which became the focus for large estate construction within the district in the 1840s and 1850s. From the 1830s to ca. 1881, County Street extended only as far north as Linden Street, where a small subdivision had developed by the 1840s.

New Bedford experienced substantial growth during the Early Industrial period (1830 - 1870). Fourteen new churches were organized, the central business district had developed west of the waterfront, and major institutional and commercial buildings were constructed, including the Town Hall and Market (1837, now the New Bedford Free Public Library) and the Customs House (1830-1836). Extension of the New Bedford & Taunton Railroad into the North End of New Bedford by 1840 provided a means for interior product transport. The railroad depot was located east of Purchase street near the Common. In 1847, New Bedford became the first town in southeastern Massachusetts to incorporate as a city. Construction of City Hall in the central business district was completed in 1857.

Early residential development of Acushnet Heights north of the Common focused on three areas of the historic district where streets already existed. Large estate houses in the Greek Revival and Italianate styles were constructed along County Street to the west. These were the homes of business owners (e.g. apothecary, stationary, auction house, merchant tailor, spar making and those who had invested in the lucrative whaling industry. More modest single-family Greek and Gothic Revival residences were built on smaller lots oriented toward Purchase and Pleasant Streets to the east and along the Common to the south. Original owners of these houses included a carriage manufacturer, a house builder, and a coal and lumber dealer. Similar Greek Revival dwellings appeared in one of the area's earliest speculative subdivisions in the vicinity of Linden Street. As New Bedford's central business district to the south was readily accessible via Purchase Street, there is no indication that buildings serving commercial uses existed in the Acushnet Heights Historic District before the mid-19th century.

In Acushnet Heights, the development of County Street as an estate area continued a pattern established on lower County Street south of the district. Large architect-designed mansions built for New Bedford's upper and middle class families constituted the typical

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construction on County Street from the 1820s through the end of the 19th century. The most significant development of the street, from the 1820s to the 1850s, was financed largely by the successes of the whaling industry. Augustus Green, a housewright from Providence, Rhode Island, served as contractor for Greystones (1836), built for Thomas Rodman Robeson. Greystones, demolished in the mid-1890s, occupied a seven and one-half-acre estate southwest of the intersection of County and Robeson Streets. [Medeiros, Robert Burgess House] A portion of the former estate survives at the western boundary of the Acushnet Heights district. The mansion was designed by nationally known Greek Revival Architect Russell Warren, who also designed Joseph Grinnell's mansion on lower County Street, just west of the business district. Green had come to New Bedford in the early 1830s to build the Grinnell mansion. He became one of New Bedford's major nineteenth-century builders, and as an Acushnet Heights resident, had a role in the construction of the North Baptist Church at Merrimac and County Streets in the 1870s.

County Street ended at Linden Street by the mid-1830s, and was not continued across Linden until ca. 1881. when subdivision of the former Benjamin Rodman estate north of Linden Street began in earnest. In the 1840s a modest speculative development of cottages surfaced on Linden Street in the northwest corner of the Acushnet Heights district. Roughly bounded by Linden, County, Austin, and Ashland (now Summer) Streets and divided by Linden Court, the community consisted of approximately thirty buildings constructed closely together, sharply contrasting with the larger estate developments underway to the south during the same period. This early community along Linden Street was known as Jesseville, and contains a cluster of the oldest extant buildings in the Acushnet Heights district. Some of the dwellings were built by Calvin K. Turner (b. 1804), who began his real estate career in New Bedford in the early 1840s by purchasing and developing a tract of land (later Jesseville) from the former Robert Allen estate. At one time New Bedford's largest land owner, Turner invested in several large tracts of land in the northwest section of the city between 1845 and 1875.

Construction of the Hill Schoolhouse (1836) at 96 Linden Street may have prompted residential development of Jesseville. In 1835, inhabitants of what was then School District No. 3 purchased the land for the schoolhouse from Sarah W. Coggeshall for \$320.00. For six years after completion of the two-room schoolhouse, the school was jointly owned and operated by the residents of School District No. 3. In 1843, the building was sold to the town of New Bedford. The school reflects the organization of the New Bedford school system in the 1840s, when there were five classifications of schools: the high school, grammar schools, intermediate schools,

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primary schools, and schools in outlying locations which incorporated all grade in a single building. The Hill Schoolhouse served students of all ages due to its outlying location. Its name is believed to be an early reference to the part of New Bedford that later became known as Acushnet Heights.

The event with the most far-reaching consequence in the growth of New Bedford generally and in Acushnet Heights specifically was the establishment of the cotton textile industry in the late 1840s. Before 1845 there were no factories in New Bedford, with the exception of the Griswold Mill, a small iron factory on the Acushnet River. All other industries--ship building, rope twisting, cooperage, sail-making, and others--were directly connected with whaling. In 1846 Samuel Rodman, Alden G. Snell, William R. Rotch, and associates incorporated the New Bedford Steam Mill Company for the purpose of manufacturing cotton goods and grinding corn. Located southeast of Acushnet Heights on Rodman's Wharf near the foot of Hillman Street, the mill began operations in November 1846. Within a year, the mill had 7,500 spindles and was producing 25,000 yards of 39-inch sheeting per week. Due to wage disputes, insufficient capital, and poor marketing, the mill closed in 1852. [Crapo]

A second cotton textile mill opened about the same time New Bedford's North End, immediately east of the Acushnet Heights district. Thomas Bennett, Jr. a Fairhaven native employed in a small cotton mill in Georgia, expressed an interest to his employer, Dwight Perry (also from Fairhaven) in starting his own cotton mill in Georgia. The idea came to the attention of Congressman and New Bedford resident Joseph Grinnell, who suggested that Bennett locate the mill in New Bedford. Grinnell, a merchant, banker, and ship captain whose wealth stemmed from the city's highly profitable whaling industry, recognized New Bedford's potential for successfully absorbing a second major industry. Grinnell had founded the New Bedford & Taunton Railroad, built only a few years before. With Grinnell as President and Bennett as manager, the Wamsutta Mills Corporation was incorporated in April 1846.

Desiring river frontage, proximity to the railroad tracks, and a source of fresh water, officers of the Wamsutta Mills Corporation purchased from Benjamin Rodman a five-acre site with a pond at the foot of Acushnet Heights. The site provided ample accommodation for mill facilities. Wamsutta's first mill building, completed in 1848, was the first large-scale steam mill in New Bedford, with a capacity of 15,000 spindles and 300 looms. Mill operations commenced in 1849. The first, second (1855), and third (1861) mills--all stone--were destroyed during a mill fire in 1924. The oldest extant mill, the Brick Mill #4 on Acushnet Avenue (ca. 1868), is considerably

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larger than the three that preceded it and was built with the profits from a post-Civil War boom in the cotton textile industry. [Hough]

New Bedford's hesitant and relatively late entry into cotton textile manufacturing (by 1850 neighboring Fall River already had 100,000 spindles in operation) is attributed to the continued success of whaling in the city, and an initial unwillingness on the part of New Bedford investors to venture into new fields. Whaling had long provided the city with its livelihood and private investors with handsome returns. The onset of the city's textile industry was followed by a peak in the commercial successes of whaling in the 1850s. Most of the city's early textile-related development was actually financed by proceeds from the whaling industry--as opposed to outside capital--until the 1880s. Although Wamsutta Mills was an immediate success, the continued prosperity of the whaling industry delayed the formation of another textile company for twenty years. In addition, a lack of fresh water sources in New Bedford prohibited further expansion of the textile mill industry--which necessitated vast quantities of fresh water--until 1868-1869. At that time, the city's first water works were constructed in Acushnet and the New Bedford Water Works was established north of Acushnet Heights. In 1871 two receiving reservoirs were constructed to the northeast and northwest of the historic district.

New Bedford experienced a sharp decline in its whaling industry in the third quarter of the 19th-century. The nation-wide depression in 1857 on the heels of the industry's peak production year resulted in large overstocks of whale oil. Of the sixty-eight whalers arriving in New Bedford in 1858, forty-four made losing voyages. Possible recovery of the whale oil business was compromised by the 1859 discovery of petroleum in Pennsylvania, which eliminated the demand for sperm and whale oil as illuminants. By 1865, the Civil War had further damaged the ailing industry, with increased overstocks of whale oil and the wartime destruction of whaling vessels. A severe blow was dealt to New Bedford's whaling in 1871, when investors suffered huge financial losses following the abandonment of twenty-two New Bedford vessels in the ice of the Arctic Ocean. Similar losses occurred in 1876, 1888, and 1897. The city's whaling industry hung on, greatly curtailed, until the 1920s, but had been eclipsed by then by the substantial growth of the local commercial fishing industry.

The introduction of the cotton textile mills brought two fundamental changes to New Bedford's socio-economic and physical infrastructure in the mid-19th century. First, the city diversified its economic base, which proved to be advantageous when the local whaling industry began its decline in the third quarter of the 19th century.

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Second, the mills brought a differentiation of residential neighborhoods, each characterized by particular building forms and a largely homogeneous socio-economic class. The Acushnet Heights district is historically significant as a working-class, ethnically diverse neighborhood of predominantly French Canadian, English, and Irish immigrants. The district began to acquire this specific character with the construction of multi-family housing for the operatives of nearby mills.

Greater demand for development of Acushnet Heights in the 1850s resulted in expansion of the street grid between Purchase, Merrimac, County, and Linden Streets. Planned streets indicated on an 1857 map of New Bedford suggest the impending development of the second Wamsutta Mills housing group. Wamsutta Mills operated on the Rhode Island system of manufacturing, using family labor instead of young single men or women (the Lowell system), and the two housing developments built by the corporation accordingly consisted of multi-family rather than boarding houses. Due to the textile mills' relatively isolated location in the North End of the city, the Wamsutta corporation constructed housing developments for its mill workers in the vicinity of the industrial complex.

The first development, constructed ca. 1849, was located north of the mill complex in an area bounded by Kenyon Street, Logan Street, and Acushnet Avenue. Comprising twenty-four six-family tenements by ca. 1880, the first development was razed during urban renewal in the late 1960s. By 1868, the second development of fifty-nine duplexes and six-family tenement house similar to those in the first development had been constructed on Acushnet Heights overlooking the mill complex to the east.

Construction of the orderly rows of Wamsutta housing--from Purchase to County Streets and from Hazard Street north to Austin, an area that is now the heart of the Acushnet Heights Historic District--initiated the fusion of previously distinct residential areas on the Heights, the Linden Street development in the northwest and development creeping northward from North Bedford village (including County Street) to the south. The early Linden Street community had remained virtually intact until the mid-1870s. Elsewhere in the historic district, residential development consolidated in the 1860s and 1870s, with infill construction in areas already subdivided. The existence of new buildings on a limited street grid north of the district by 1871 is evidence of the city's continued expansion northward.

With the northward expansion of New Bedford's downtown and further subdivision of outlying estates and farmland, residents no longer relied solely on the city's early commercial core for goods and

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services. Local commercial conveniences for Acushnet Heights residents sprang up on Purchase Street, the district's primary north-south artery. By 1870 wood-frame houses with ground floor storefronts existed on Purchase Street from the Common to Linden Street. Businesses represented include grocery and mercantile establishments. The period of the most rapid commercial development on Purchase Street did not occur until the 1880s and 1890s, when several well-detailed brick blocks and large wood-frame double stores were constructed at the northern end of the district above Hazard Street.

By 1870 the city of New Bedford had constructed the district's first two brick buildings, the Engine House #1 at 1558 Purchase Street, and the Merrimac Street School at the northeast corner of Merrimac and State Streets. As the two earliest municipal buildings in Acushnet Heights, the Engine House and school are evidence of the expansion of municipal services into the burgeoning residential area. Merrimac Street School was a primary school for more than 200 students by 1871. The school closed in the 1960s. Hill School House, the school building constructed with private funds on Linden Street, operated concurrently with Merrimac until the earlier school's closing in 1894.

Considerable construction of institutional buildings occurred in the Acushnet Heights district in the 1870s and 1880s, indicating both an acknowledgement on the part of the city's older institutions that Acushnet Heights was a viable location for new facilities, and the coalescence of the district's foreign-born residents according to cultural, especially religious, influences. The buildings constructed not only reflected community spirit but contributed to the establishment of an Acushnet Heights neighborhood identity. The 1870s in particular was a decade of church building in the historic district.

The earliest extant church building in Acushnet Heights is the North Baptist Church at the corner of Merrimac and County Streets. The church was formed in 1872 by 32 members from the William Street Church (now the First Baptist Church), located in the city's historic center. Augustus A. Green, the local contractor who built Greystones on County Street for Thomas Robeson, donated the land on which the church was built in addition to \$17,000 dollars toward building costs. Shortly after construction finished in 1873, Green, who had become head of the Baptist Society, built a house--later the parsonage--facing County Street directly behind the church.

With the post-Civil War expansion of Wamsutta Mills operations in the late 1860s and 1870s, a large number of French Canadian immigrants arrived in New Bedford to work at the mills. Centered in

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Acushnet Heights, the city's French Canadian population increased nearly three-fold between 1875 and 1878. This influx of French Canadians, most of the Catholic faith, taxed the facilities of the predominantly Irish St. Mary's Church in North Bedford (1871, now St. Lawrence church). Another disadvantage in the French Canadians' use of St. Mary Church, was that immigrants could not worship in their native language. The French Canadian mill-workers formed the city's first parish for French-speaking Catholics in 1872. Early figures for the parish record 90 families and 360 communicants by the fall of 1875.

The parish of the Sacred Heart of Jesus remained, until 1876, a mission of St. Mary Church. In 1876, the Church of the Sacred Heart of Jesus (Sacre Coeur) was built on Summer Street along the western edge of the Acushnet Heights district, and Father George Pager was established as the first pastor in residence. The parish held its first Mass in the nearly completed structure Christmas Eve, 1876. At the building's dedication in January 1877, church membership numbered 160 families and 650 communicants. Sacred Heart continued to grow significantly through 1878; church histories record 236 families and 930 communicants in October of that year. However, not all families of the parish resided in Acushnet Heights. In the following two decades, Sacred Heart Church spawned two other French Canadian Parishes in New Bedford: St. Hyacinth in the city's South End (1888) and St. Anthony's north of the city (1895). Even after the founding of the latter parish, Sacred Heart was still left with 1,200 families and 4,000 communicants, remaining the social and religious focus of the swelling French Canadian community in Acushnet Heights.

Support among Sacred Heart parishioners grew steadily in the intervening years. The Sacred Heart Rectory on Summer Street was built ca. 1877 and has been renovated a number of times. A nine-room brick schoolhouse was built in 1886 and opened to 600 students. Construction of a larger school was begun ca. 1890 and completed in 1892, at which time the former school was renovated for exclusive use as a convent for the Holy Cross Sisters teaching at the school. The Sacred Heart Home for the Aged grew out of then-pastor Father Omer Valois's desire to form a home of refuge for girls ca. 1920. Instead, the elderly of the parish flocked to the home, prompting construction of a permanent brick building on Summer Street in 1924-1925. The convent and school building both on Robeson Street, were demolished two months after the school closed in 1972 due to inadequate funding and the increasingly frequent departure of Sisters. Additions to the Sacred Heart Home were made in the late 1950s with the construction of a wing facing Austin Street. Two cemeteries associated with the parish, one begun in 1880 and the other in 1913, are located north of the historic

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district approximately three-quarter of a mile from the church.

Two years after construction of Sacred Heart, a third church was built in the historic district. The cornerstone for St. James Episcopal Church was laid in 1878 on land at the southwest corner of Linden and County Streets donated by Mrs. Rodman Morgan. Between 1870 and 1880 the number of New Bedford immigrants classified as English or Irish had risen from 15,000 to 27,000. St. James was constructed to alleviate crowding at Grace Church, then located in a wood-frame Church on Union Street in the city's historic downtown. Forty families constituted the new congregation, which worshipped first on Purchase Street, then on Durfee Street until the opening of the new church in 1878. The St. James congregation, and the Grace congregation from which it came, consisted mainly of English immigrant families with religious backgrounds deeply rooted in the Church of England. A parish house stands west of the church at 60 Linden Street.

Methodists of Acushnet Heights worshipped at the Howland Chapel on the east side of Purchase Street near Hazard. Present on an 1871 map of New Bedford (exact date of construction unknown), Howland Chapel appears to have been the earliest house of worship in the historic district. Methodists in the community founded the First Primitive Methodist Church in 1890, and built a church on Weld Street shortly thereafter. Serving the First Presbyterian Church in 1888 and the First Spiritual Harmony Church by the 1920s, Howland Chapel was demolished during urban renewal in the early 1970s.

Despite the success of the Wamsutta Mills, only one other textile corporation (Potomska Mills, 1871) had organized in New Bedford in the more than twenty years since Wamsutta operations began in 1849. From the beginning, Wamsutta Mills produced only fine woven goods rather than the print cloths and coarse fabrics typically manufactured by textile mills in Fall River and elsewhere. This specialization in the manufacturing process initially protected Wamsutta and later New Bedford mills from southern competition that contributed to the financial ruin of many textile mill corporations in the northeast in the early 20th century. By 1870, other industries were in operation along the river at the foot of Acushnet Heights, among them an oil works, a paint manufacturer, and the New Bedford Copper Works adjacent to Wamsutta Mills.

In the mid-1870s, Wamsutta underwent a change in command with the retirement of Thomas Bennet, Jr. and the death of Joseph Grinnell, two moving forces behind the successful company since its incorporation. With a capital of \$2.5 million by 1875, the corporation under the direction of Andrew G. Pierce built as fifth mill housing 50,000 spindles and 1000 looms. The mills' cotton

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consumption had reached 19,000 bales per year, and its cloth production 20 million yards per year. Storage space in the mills undoubtedly had become scarce, for the company also built a freestanding cotton storehouse on Purchase Street in the Acushnet Heights district. This storehouse, constructed ca. 1875, was located west of the mill complex immediately adjacent to the New Bedford & Taunton Railroad tracks.

Expansion of mill operations, opening of horsecar street railways, and extension of railroad connections (New Bedford and Fall River were joined by the Watuppa Line of Old Colony Railroad)--all in the 1870s--precipitated rapid industrialization and the growth of commercial enterprises in New Bedford's North End in the fourth quarter of the 19th century. Between 1880 and 1899, fourteen new cotton mill complexes were built in the city, nine north of the historic downtown waterfront core. By 1892, New Bedford ranked third in the country (behind Fall River and Lowell) in number of spindles in operation. By 1897, twenty-five corporations owned fifty mill buildings and operated two million spindles in New Bedford. Several manufacturing complexes were established in the Acushnet Heights vicinity, an 1895 atlas of the city shows Wamsutta Mills, New Bedford Copper, and Grinnell Manufacturing Co. on the river directly east of the Acushnet Heights district, and Bristol Manufacturing, Bennett Manufacturing, and Pierce Manufacturing to the northeast. Acushnet Heights continued to remain primarily residential, but did acquire a distinct commercial focus along Purchase Street, its boundary with the industrial zone.

New construction of several well-detailed brick blocks and wood-frame double stores characterized Purchase Street in the 1880s and 1890s. Greater commercial interest in the upper end of Purchase Street may be attributed to the continued growth of the adjacent Acushnet Heights neighborhood, and to the presence of the street railway, the tracks of which ran up Purchase Street as early as 1874. With the street railway came the expansion of areas further north and east, including the Weld Square neighborhood, centered northeast of Acushnet Heights. Weld Square developed as an early streetcar suburb in New Bedford, in contrast to Acushnet Heights, the last of the "downtown" neighborhoods in the city's North End. Upper Purchase Street in Acushnet Heights was considered the gateway to Weld Square.

Buildings constructed on Purchase Street in the five blocks between Merrimac Street and Weld Street provided typical neighborhood amenities (grocery, drug store, laundry, barber). Some of the blocks combined commercial uses with apartments or meeting halls on the upper levels. Two noteworthy buildings on upper Purchase Street are the Bradford Smith Building at 1927-1941 Purchase Street and the

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Dawson Block at 1843-1855 Purchase Street. The Bradford Smith Building is architecturally significant as a well-preserved example of the wood-frame double store with apartments above. The Dawson Block is equally significant as one of the few surviving examples of cast iron architecture in the city. Dawson Block was designed by Samuel C. Hunt (d. 1898), a contractor and architect who received several municipal commissions, most notably for the New Bedford Registry of Deeds and the enlargement of New Bedford City Hall. Benjamin Dawson (1837-1920) was the owner and operator of a brewery and wholesale liquor store in a brick block he had built at the corner of Purchase and Hazard Streets (1657-1663 Purchase Street). He arrived in New Bedford in 1859 and spent his first fifteen years in the city as a weaver employed by Wamsutta Mills. [Medeiros, Form B] Dawson most likely built the Dawson Block as a speculative venture. By providing ground floor stores, an upper level office, a social hall, and meeting rooms, the Dawson Block was a center of community life not only as a commercial building but later as the home of a social and community service organization (see below). Both the Bradford Smith Building and the Dawson Block are individually listed on the National Register.

In the early 1880s, the Acushnet Heights street grid expanded into the north end of the historic district with the conclusion of the Benjamin Rodman estate subdivision. County Street was extended beyond Linden, and Reynolds and Myrtle Streets were created. North of the Linden Street/County Street intersection, the St. Lawrence parish built St. Joseph School in 1883. A large brick building, St. Joseph's is particularly distinguished as the first parochial school in the city, preceding by three years the completion of the first Sacred Heart parish school. St. Joseph School was later transferred to Holy Name Church and now houses the Kenyon Business College.

From the 1880s through the early 20th century, concentrated residential development occurred at the northern and western edges of the historic district. The blocks at the southern end of the district between the Common and Hazard Street were further consolidated with infill construction. Real estate speculation was historically the stimulus for rapid development of portions of Acushnet Heights. The earliest example was the Linden Street development by Calvin Turner in the 1840s. Also believed to have been built on speculation in the last quarter of the 19th century is much of the northern end of the district between Linden and Weld Streets, consisting of two-family houses, triple deckers, and six-family apartment blocks. Residents of these buildings were generally operatives of Wamsutta or other mills that began production in the North End of the city in the late 19th century.

One New Bedford resident, John B. Sullivan (1847-1907), is known to

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have built and resold at least two dwellings in the northwest corner of the district, 256 Weld Street and 45 Myrtle Street during this period. Sullivan established a considerable reputation as a buildings contractor in New Bedford, having founded a family firm fifteen years after arriving in New Bedford from Ireland in 1867. [Medeiros, Robert Burgess House] The Sullivan firm is credited with having erected approximately 85% of all public buildings constructed in the city between 1897 and 1917, and about 25 school houses in the general vicinity. [Pease] During the 1890s, Sullivan served as contractor for at least one other house in the historic district, located in another subdivision along County Street.

In the 1890s, the only relatively undeveloped area of the Acushnet Heights Historic District separated the Wamsutta development from the Sacred Heart property on Summer Street, and extended south along County Street. This area, owned by Thomas Bennet Jr., the retired Wamsutta manager, was platted by 1895. The block between Studley (formerly Adams) Street and Hazard Street was developed by 1910 with two-family, 2 1/2-story vernacular houses with bay windows. In the same period, Robeson Street immediately south of Hazard was built up with Queen Anne-style two-family houses. South of Robeson Street along County Street, a development of single-family homes on the former Thomas Robeson estate was underway in the mid 1890s. T. Franklin Gay's subdivision of the 7 1/2-acre estate into fifty-one house lots resulted in demolition of Greystones (1836), one of the earliest and grandest homes constructed in Acushnet Heights.

Typical of the middle-class house constructed in the subdivision is a Shingle Style residence, the Robert Burgess House at 745 County Street (1896). Burgess, a mill superintendent employed by the Pierce Manufacturing Company and later the Grinnell Manufacturing Company, hired John Williams as architect of the house and John B. Sullivan as contractor. Little is known about Williams, but Sullivan is the builder associated with construction of houses in the Weld Street section of the historic district in the same period. Unlike other area subdivisions of the period, the Gay subdivision appears to be one of the few that left design and construction of the individual houses (with restrictions) to the purchasers of the lots. As a group, houses in the Gay subdivision embody a single-family, quasi-suburban lifestyle that was removed from the densely settled, multi-family, urban character of much of Acushnet Heights. The Burgess House recalls the single-family construction that characterized County Street in the 1840s.

Three new churches were established in the Acushnet Heights Historic District in the late 19th and early 20th centuries. Interestingly, Acushnet Heights supported a sizable Portuguese population in that period, but Portuguese churches and institutions remained confined

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to the Fayal (South End) of the city. The Methodists, who had outgrown the Howland Chapel on Purchase Street, incorporated a society in February 1890, and built the First Methodist Primitive Church at 164 Weld Street (Map #78-16) in 1891. The church's establishment of a Sunday School in the south end of New Bedford was the forerunner of the Second Methodist Church Society, founded there in 1891. The First Primitive Methodist Society had a membership of 150 in 1895, but little else is known about the congregation's early years.

No evidence remains in the historic district of the second Roman Catholic parish centered on Acushnet Heights, that of Holy Name Church, formed in January 1909. Known before 1915 as St. Mary Chapel and later as St. Mary Church, Holy Name parish was a mission of St. Lawrence Church, the aforementioned mother church of Catholicism in New Bedford. Holy Name parish had a wood-frame church at the corner of County Street and the newly laid-out Studley Street, constructed in 1909-1910, and a convent at the southeast corner of Merrimac and County Streets, completed in 1915. The opening of the new convent of St. Mary Church, named Holy Name Convent, prompted the renaming of all of the church's facilities to Holy Name for the sake of uniformity. The present Holy Name Church was built north of the Acushnet Heights district on Mt. Pleasant Street in 1940, and the church, the convent and rectory were demolished in the late 1960s.

The last of the immigrant groups to establish religious ties in the Acushnet Heights Historic District was the Lebanese. The earliest Lebanese immigrant to take up residence in New Bedford is believed to have been Joseph Maroon Moses, who arrived in 1895 from Fall River, already a growing Lebanese center. Worshipping in the Maronite rite, the small New Bedford Lebanese community held services in the chapel at St. Lawrence and at the Holy Rosary Church until sufficient numbers permitted the formation of a formal parish in 1917. The parish's early independent worship took place in a church constructed in 1919 on a corner site at Franklin and Pleasant Streets. This church was destroyed by fire in 1933. The parish's rectory remains at 11 Franklin Street. The present Our Lady of Purgatory Church at 1219 Pleasant Street was constructed in 1953 - 1954 on the site of the first church. In 1966 the New Bedford City Council voted unanimously to sell for one dollar the nearby Merrimac Street School to the Lebanese church for use as a religious and cultural center.

A few city-wide social service institutions and organizations were based in Acushnet Heights in the 19th and early 20th centuries. From 1859 to 1890, the New Bedford Women's Reform & Relief Association occupied the building at 65 Merrimac Street. Organized

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in 1845 and incorporated in 1859, the association provided a home to homeless women or women new to the city. The Reform and Relief Association's presence was particularly appropriate in the city's most ethnically diverse and immigrant-rich neighborhood in the second half of the 19th century. City atlases of the 1890s indicate the use of the meeting hall on the upper level of the Wamsutta Block at 1687-1701 Purchase Street by the North End Guild, but no information about the organization has been located. Another service organization, the Fraternal Order of Eagles, established a New Bedford chapter in 1920. Founded in 1898 in Seattle, Washington, the New Bedford Aerie #647 was headquartered in the upper levels of the Dawson Block on Purchase Street, which the organization purchased in 1923.

In 1897, the City of New Bedford celebrated its Semi-Centennial with a ten-day exposition housed in a modest brick exhibit hall on Weld Street near the corner of Purchase Street. Constructed for the exposition, the hall housed displays on local industries, such as whaling, shoe manufacturing, electronics, cordage, toy-making, and foundries. In the early 20th century, the hall was outfitted with trolley tracks and converted to a repair shop for the Union Street Railway Company. Rendered structurally unstable by a 1970 fire-bombing, the repair shop was demolished ca. 1980.

The last major building constructed in the Acushnet Heights district is the Union Street Railway Car barn at 1959 Purchase Street (1910). Opened in 1872, the Union Street Railway played a key role in the development of the streetcar suburbs north and northeast of Acushnet Heights. Considered one of the 125 major street railway systems in the United States in the early 20th century, the Union Street railway provided cheap, efficient transportation to growing New Bedford residential centers as well as rural recreation areas, specifically Riverview Park on Nash Street and Lincoln Park in North Dartmouth. [NR nomination, 1978] The street railway enabled manufacturers to locate their industrial complexes independent of worker housing developments; this phenomenon post-dated the industry-sponsored residential development that was significant to the growth of Acushnet Heights. Trolleys were gradually phased out with the increased popularity of automobile transportation, and the last trolley on the line ran in 1947. The car barn and repair shop were converted to use by buses in the 1950s.

New Bedford's cotton textile industry, responsible for some of the earliest concentrated development in the Acushnet Heights Historic District, had reached its peak in 1924, with seventy mills employing 41,630 workers, almost one-half of the city's work force. About that time, cotton goods represented over 80% of the total value of all products manufactured in the city, with silk and rayon mills

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factoring significantly. Ironically, 1924 also brought the city's worst mill fire, which destroyed three mill buildings at Wamsutta Mills. New Bedford has lost four textile mill corporations following the 1922 industry depression brought on by a post-World War I surplus and stiffer competition from textile mills in the South. Southern mills benefitted from cheaper labor and greater accessibility to raw materials. A mill workers strike in 1928 slowed an industry already feeling the pinch of competition from southern states, and during the Depression years almost two-thirds of New Bedford's textile mills folded. Wamsutta Mills managed to survive longer than most local textile mills and was bought out by M. Lowenstein and Sons in 1945. [Clayton and Whitley, 28]

Economic stagnation following the closing of New Bedford's mills and factories characterized the city for the next forty years. Already in 1940, only three cities in the country (of 102 areas surveyed by the U.S. Bureau of Labor Statistics) had a lower index of employment than New Bedford. High unemployment and stagnation continues to plague the Acushnet Heights district today. Urban renewal in the late 1960s and early 1970s, combined with the construction of the Downtown Connector/J.F. Kennedy Highway (completed 1975) resulted in the demolition of several buildings along two blocks of Purchase Street in the Acushnet Heights district. While reduced economic circumstances have resulted in the retention of many historic buildings, absentee landlords and the abandonment of property in the district have taken their toll. The high percentage of rental vs. owner occupied housing in the district has delayed the rejuvenation of this historic area.

National Register recognition and certified historic rehabilitations have contributed to the redevelopment of the northern end of Purchase Street within the Acushnet Heights district. The Car Barn, Dawson Block/Eagles Home, and the Bradford Smith House have been rehabilitated for commercial use and as elderly and handicapped housing. A few CDBG applications have been filed for the rehabilitation of certain commercial buildings in the district. Other rehabilitation activity using Federal Block Grants is underway within the former Wamsutta housing development, and private property owners are beginning to undertake preservation projects for individual buildings throughout the district. However, a recent sharp increase in the frequency of exterior re-siding projects, vinyl siding in particular, is compromising the architectural integrity of the district's fine wood-frame residential buildings. Production of a pamphlet on historic house maintenance and the effects of siding historic buildings is being undertaken by the New Bedford Office of Housing and Neighborhood Development.

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Archaeological Significance

Since patterns of prehistoric occupation in New Bedford are poorly understood, any surviving sites would be important. Surviving sites in the district may have potential for an understanding of prehistoric settlement and subsistence along the Acushnet River, one of the largest estuaries in southeastern Massachusetts, and the relationship of sites in that area with probable coves in the Buzzard's Bay locale as well as more inland sites.

Historic period remains in the district can contribute to a greater understanding of pastoral pursuits in New Bedford, common in the town's early settlement. Trash areas and possible sheet refuse on the common can also provide detailed social, cultural and economic information on New Bedford's low and moderate income families after 1860. These groups used the common for recreational and civic purposes after that date.

United States Department of the Interior
National Park Service

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Acushnet Heights Historic District
New Bedford, MA

HPCA #11157 MA	14-16	Hazard Court
HPCA #11156 MA	10-12	Hazard Court
HPCA #11158 MA	18-20	Hazard Court
HPCA #11155 MA	6-8	Hazard Court
HPCA #11160 MA	5-7	Austin Court
HPCA #11159 MA	1-3	Austin Court
HPCA #MA-79-0087	1959	Purchase Street
HPCA #0472-84-MA-84-0478	1927-1944	Purchase Street
HPCA #0204-81-MA-81-0209	1851	Purchase Street

Previously Listed on the National Register:

Union Street Car barn 1959 Purchase Street (NR 1978)
Dawson Block/Eagles Home 1851 Purchase Street (NR 1982)
Bradford Smith Building 1927-1944 Purchase Street (NR 1984)

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Acushnet Heights Historic District,
New Bedford, MA

10. Geographical Data

UTM References New bedford North Quad 1:25000

	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
E	19	339130	4611810
F	19	339030	4612000
G	19	338960	4612130
H	19	338830	4612160
I	19	338820	4612300
J	19	338840	4612450
K	19	338840	4612570
L	19	339210	4612740
M	19	339260	4612750
N	19	339320	4612720

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Verbal Boundary Description

The boundary of the Acushnet Heights Historic District is indicated on the enclosed composite of five assessor's maps prepared by the City of New Bedford's Office of Housing and Neighborhood Development. Beginning at the southeast corner of Clasky Common Park, the boundary proceeds north on the west side of Purchase Street until it turns east to take in Lot 72-133 on the east side, then north along the rear lot lines on the east side of Purchase Street, the last lot being Lot 72-207; then north along the east side of Purchase, excluding lots on the east side, until Lot 78-104 fronting the intersection of Purchase and Austin; then north along the rear lot lines on the east side of Purchase, the last lot being 78-100; then north along the rear lot lines from Lot 78-100 to 84-199; then west and north to take in Lot 84-184 at the northwest corner of Weld Street; the west along the south side of Weld Street to Lot 77-341 at the southeast corner of Weld and Summer; then south along the east side of Summer until the intersection with Linden Street, then west to take in Lot 77-237 on Summer Street; then south along rear lot lines on the west side of Summer until Lot 77-161 on Austin Street; then south and west to take in all of Lots 77-218 and 71-21 (Sacred Heart) on the west side of Summer between Austin and Robeson; then east to take in lots on both sides of Robeson Street between Summer and County; then south to take in lots on both sides of County until Lot 71-337 at the northwest corner of County and Pope; then east, south, and east to take in the Common and return to the point of origin.

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Acushnet Heights Historic District,
New Bedford, MA

Boundary Justification

The Acushnet Heights Historic District contains a historically and visually cohesive group of the best-preserved residential, commercial, and institutional buildings in the Acushnet Heights area of downtown New Bedford. The district boundary excludes residential buildings immediately to the north that have sustained greater alteration resulting in a loss of architectural and historical integrity. The boundary also excludes residential buildings to the west and south that are historically associated with single-family construction distinct from the development of Acushnet Heights, a neighborhood characterized by multi-family dwellings. By virtue of its primarily residential, neighborhood emphasis, the district is also distinguished from the industrial zone to the east and northeast along the Acushnet River. The boundary includes all extant commercial buildings that retain their architectural and historical integrity on the east side of Purchase Street between Pope Street and Weld Street.

DISTRICT DATA SHEET
ACUSHNET HEIGHTS HISTORIC DISTRICT, NEW BEDFORD, MA

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STATUS	STYLE	TYPE OF RESOURCE
77-175	---	---	13 Ashland Place	1871-1881	C	Vernac. 2-1/2	B
77-381 A	---	---	14 Ashland Place	1871-1881	NC	Italianate	B
77-168	---	---	15 Ashland Place	1881-1895	C	GK. Revival	B
	B		garage	ca. 1950	NC	---	B
77-239	---	---	21 Ashland Place	ca. 1845	C	Ital. vernac. 2-1/2	B
			garage	ca. 1900	C	---	B
77-167	---	---	23 Ashland Place	ca. 1851	C	GK. Revival	B
77-394	---	---	25-27 Ashland Place	1895-1911	C	Vernac. 2-1/2	B
	C		garage	ca. 1868	C	Vernac. 2-1/2	B
77-326	---	---	26 Ashland Place	1895-1911	C	Vernac. 2-1/2	B
77-325	---	---	30 Ashland Place	1895-1911	C	Vernac. 2-1/2	B
77-169	---	Wamsutta Mills Worker Housing	1-3 Austin Court	ca. 1868	C	GK. Revival	B
77-168	---	"	2-4 Austin Court	ca. 1868	C	GK. Revival	B
77-170	---	"	5-7 Austin Court	ca. 1868	C	GK. Revival	B
77-167	---	"	6-8 Austin Court	ca. 1868	C	GK. Revival	B
77-171	---	"	9-11 Austin Court	ca. 1868	C	GK. Revival	B
77-91	---	"	10-12 Austin Court	ca. 1868	C	GK. Revival	B
77-233	---	"	13-15 Austin Court	ca. 1868	C	GK. Revival	B
77-166	---	"	14-16 Austin Court	ca. 1868	C	GK. Revival	B
77-235	---	"	17-19 Austin Court	ca. 1868	C	GK. Revival	B
77-164	---	"	18-20 Austin Court	ca. 1868	C	GK. Revival	B
78-154	---	---	6-8 Austin Street	1851-1871	C	GK. Revival	B
78-89	---	Wamsutta Housing	9-13 Austin Street	ca. 1868	C	GK. Revival	B
78-151	---	"	17-19 Austin Street	ca. 1868	C	GK. Revival	B
78-150	---	"	23-27 Austin Street	ca. 1925	C	Four Square	B
78-80	---	"	31-35 Austin Street	ca. 1868	C	GK. Revival	B
	D		shed	ca. 1950	NC	---	B
78-149	---	"	39-41 Austin Street	ca. 1868	C	GK. Revival	B

78-148	---	"	45-49 Austin Street	ca. 1869	C	GK. Revival	B
78-147	---	"	51-55 Austin Street	ca. 1868	C	GK. Revival	B
			garage	1923-1925	C	---	B
78-66	---	"	61-63 Austin Street	ca. 1868	C	GK. Revival	B
78-146	---	"	67-69 Austin Street	ca. 1868	C	GK. Revival	B
78-146aE	---	"	71 Austin Street	1911-1925	NC	---	B
77-286	---	---	81 Austin Street	1895-1911	C	Vernac/Eastlake	B
77-197 (1)	---	---	85 Austin Street	1871-1881	C	Vernac. 2-1/2 (bay)	B
77-197 (2)	---	---	85 (rear) Austin Street	ca. 1875	C	GK. Revival	B
77-196	---	---	87-89 Austin Street	1881-1895	C	Late Ital. trip. decker	B
77-294	---	---	88-90 Austin Street	1881-1895	C	Vernac/Eastlake WH	B
77-366	---	---	97 Austin Street	1881-1895	C	Vernac. 2-1/2	B
	F		garage	ca. 1950	NC	---	B
77-222	---	---	98 Austin Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
77-195	---	---	101 Austin Street	1871-1881	C	Vernac. 2-1/2	B
77-194	---	---	103 Austin Street	1851-1871	C	Vernac. 2-1/2	B
77-356	---	---	104 Austin Street	1881-1895	C	Vernac. 2-1/2	B
77-221	---	---	108 Austin Street	1871-1881	C	Vernac. 2-1/2	B
77-357	---	---	109 Austin Street	1881-1895	C	Vernac. 2-1/2	B
77-193	---	---	113 Austin Street	1871-1881	C	Vernac. 2-1/2	B
77-220	---	---	116 Austin Street	1871-1881	C	Italianate	B
			shed	1895-1911	C	---	B
77-192	---	---	117 Austin Street	1871-1881	C	Vernac. 2-1/2	B
77-191G	---	---	121 Austin Street	1881-1895	NC	triple decker	B
77-363	---	---	129 Austin Street	1871-1881	C	Italianate 2-1/2 (bay)	B
77-161	---	---	157 Austin Street	ca. 1851	C	Gothic Revival	B
72-115	---	Mary C. Almy House	706 County Street	1847	C	Italianate	B
			garage	ca. 1950	C	---	B
72-114	114	Wm. Cadwell House	710 County Street	1845	C	Italianate	B
			cast iron fence		C	---	O
72-206	206	Geo. Bourne House	716-718 County St.	1842	C	Italianate	B
			garage	ca. 1900	C	---	B
71-337	---	---	717 County Street	ca. 1880	C	Georgian Revival	B
			garage	ca. 1890	C	---	B

72-79	---	---	720 County Street	1895-1911	C	Shingle Style	B	
			brick fence posts		C	---	O	
71-287	---	---	721 County Street	1895-1911	C	Queen Anne	B	
			barn/carr. hse.	1895-1911	C	---	B	
72-75	---	William T. Cook House	726 County Street	ca. 1849	C	GK. Revival	B	
			garage	ca. 1920	C	---	B	
			bronze/granite fence		C	---	O	
71-285	---	Joseph Knowles Hse.	729 County Street	ca. 1898	C	Colonial Revival	B	
71-201	---	---	731-737 County St.	1851-1871	C	Georgian Revival	B	
			fence posts	ca. 1851	C	---	O	
			shed	ca. 1950	NC	---	B	
72-47	H	47	William Beetle House	732 County Street	ca. 1850	C	GK. Revival	B
			granite fence	ca. 1900	C	---	B	
71-252	642	Robert Burgess House	745 County Street	1896	C	Shingle Style	B	
71-289	---	---	759 County Street	1895-1911	C	Colonial Revival	B	
72-118	---	Augustus Green Hse.	762 County Street	ca. 1875	C	Vernac. 2-1/2	B	
72-05 I	---	---	764-766 County St.	1911-1925	NC	---	B	
72-281 J	---	---	770 County Street	1911-1925	NC	---	B	
72-02 K	---	---	772 County Street	1851-1871	NC	Vernac. 2-1/2	B	
72-01	---	---	774 County Street	1881-1895	C	Vernac. 2-1/2	B	
71-42	---	---	783-785 County St.	1895-1911	C	Vernac. 2-1/2 (bay)	B	
			garage	ca. 1900	C	---		
78-194	---	Wamsutta Housing	786-788 County St.	ca. 1868	C	GK. Revival	B	
71-34 L	---	---	787-797 County St.	1911-1925	NC	---	B	
78-195	---	Wamsutta Housing	792-794 County St.	ca. 1868	C	GK. Revival	B	
	M	---	shed	ca. 1950	NC	---	B	
78-196	---	"	798-800 County St.	ca. 1868	C	GK. Revival	B	
78-197	---	"	804-806 County St.	ca. 1868	C	GK. Revival	B	
77-272 N	---	---	809 County St.	1895-1911	NC	---	B	
78-198	---	Wamsutta Housing	810-812 County St.	ca. 1868	C	GK. Revival	B	
77-223	---	---	811-813 County St.	1881-1895	C	Commercial	B	
78-64	---	---	826 County Street	ca. 1876	C	GK. Revival	B	
77-189 (1)	---	---	827 County Street	1881-1895	C	Vernac. 2-1/2	B	

77-189 (2)	---	---	829 County Street	1881-1895	C	Triple decker	B
78-62 O	---	---	830 County Street	ca. 1876	NC	Vernac. 2-1/2	B
77-188	---	---	831 County Street	1881-1888	C	GK. Revival	B
77-187	---	---	833 County Street	1881-1888	C	GK. Revival	B
78-61	---	---	834 County Street	ca. 1876	C	GK. Revival	B
78-59 P	---	---	840 County Street	1871-1881	NC	GK. Revival	B
Q			garage	ca. 1950	NC	---	B
78-57	---	---	842 County Street	1881-1888	C	GK. Revival	B
77-97	---	---	863 County Street	1895-1911	C	Vernac. 2-1/2	B
78-12 R	---	---	864 County Street	1881-1895	NC	triple decker	B
77-377	---	---	865 County Street	1895-1911	C	Vernac. 2-1/2	B
78-206 S	---	---	868 County Street	1881-1895	NC	---	B
77-89	---	---	869 County Street	1881-1895	C	Vernac. 2-1/2	B
78-10	---	---	874 County Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
78-08	---	---	878 County Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
77-242	---	---	881 County Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
78-06	---	---	884 County Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
77-77	---	---	885 County Street	1881-1895	C	Vernac. 2-1/2	B
78-04	---	---	886 County Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
77-76	---	---	889 County Street	1881-1895	C	Vernac. 2-1/2	B
78-02	---	---	892 County Street	ca. 1890	C	Q. Annet trip. decker	B
77-75 (1)T	---	---	893 County Street	1881-1895	NC	Vernac. 2-1/2	B
77-75 (2)	---	---	893 rear County Street	1895-1911	C	Vernac. 2-1/2	B
77-55	---	---	1 Durfee Court	1851-1871	C	GK. Revival cape	B
77-361	---	---	5-7 Durfee Court	1895-1911	C	Vern/Eastlake WH	B
77-243	---	---	10 Durfee Court	1895-1911	C	GK. Revival	B
77-54	---	---	11 Durfee Court	ca. 1851	C	GK. Revival	B
U			garage	ca. 1950	NC	---	B
77-53	---	---	15 Durfee Court	1851-1871	C	GK. Revival 2-1/2	B
77-238	---	---	2 Durfee Street	1895-1911	C	Vernac. 2-1/2	B
72-73	---	---	3 Franklin Street	1871-1881	C	Second Empire	B
72-232 V	---	---	4 Franklin Street	1881-1888	NC	Italianate	B

72-71	---	---	5 Franklin Street	ca. 1851	C	GK. Revival	B
72-213	---	---	6 Franklin Street	1871-1881	C	Vernac. 2-1/2 (bay)	B
72-70 W	---	---	7 Franklin Street	ca. 1850	NC	Gothic Revival	B
			garage	1895-1911	C	---	B
			granite fence posts		C	---	O
72-212	---	---	8 Franklin Street	1881-1888	C	Vernac. 2-1/2	B
72-54	---	Our Lady of Purgatory Rectory	11 Franklin Street	ca. 1850	C	GK. Revival	B
72-94 X	---	---	14 Franklin Street	ca. 1850	NC	Gothic Revival	B
72-58 Y	---	---	15 Franklin Street	1881-1895	NC	Vernac. 2-1/2	B
72-93 Z	---	---	16 Franklin Street	1875	NC	Vernac. 2-1/2 (bay)	B
72-211	---	---	17 Franklin Street	1881-1888	C	Vernac. 2-1/2 (bay)	B
72-269	---	---	18-20 Franklin St.	1911-1925	C	Vernac. 2-1/2 (bay)	B
72-215	456	John Kirk House	27 Franklin Street	1851	C	Gothic Revival	B
72-48	441	William Beetle House	29 Franklin Street	ca. 1854	C	Italianate	B
BA			garage	ca. 1950	NC	---	B
			shed	ca. 1900	C	---	B
72-76	---	---	30 Franklin Street	1911-1925	C	Queen Anne Apart.	B
72-202	---	---	32 Franklin Street	1851-1871	C	GK. Revival	B
72-241 BB	---	---	36 Franklin Street	ca. 1940	NC	---	B
78-189	---	Wamsutta Mills Worker Housing	1-3 Hazard Court	ca. 1868	C	GK. Revival	B
78-188	---	"	2-4 Hazard Court	ca. 1868	C	GK. Revival	B
78-190	---	"	5-7 Hazard Court	ca. 1868	C	GK. Revival	B
78-187	---	"	6-8 Hazard Court	ca. 1868	C	GK. Revival	B
78-90	---	"	9-11 Hazard Court	ca. 1868	C	GK. Revival	B
78-186	---	"	10-12 Hazard Court	ca. 1868	C	GK. Revival	B
78-191	---	"	13-15 Hazard Court	ca. 1868	C	GK. Revival	B
78-185	---	"	14-16 Hazard Court	ca. 1868	C	GK. Revival	B
78-192	---	"	17-19 Hazard Court	ca. 1868	C	GK. Revival	B
78-184	---	"	18-20 Hazard Court	ca. 1868	C	GK. Revival	B
72-27	---	"	6-10 Hazard Street	1881-1895	C	Italianate commerc.	B

72-18	---	---	28 Hazard Street	1871-1881	C	GK. Revival WH	B
72-16	---	---	34-36 Hazard Street	1881-1895	C	Italianate	B
	BC		garage	ca. 1950	NC	---	B
72-14 (1)	---	---	38-40 Hazard Street	1851-1871	C	GK. Revival	B
72-14 (2)	---	---	42-44 Hazard Street	1881-1888	C	Vernac. 2-1/2	B
72-09	---	---	50 Hazard Street	1871-1881	C	Vernac. 2-1/2	B
72-08	---	---	54 Hazard Street	1851-1871	C	Italianate	B
72-07 BD	---	---	58 Hazard Street	1895-1911	NC	Vernac. 2-1/2	B
72-295 BE	---	---	60 Hazard Street	1851-1871	NC	---	B
72-06 (1)	---	---	64 Hazard Street	1851-1871	C	Italianate	B
			garage	1911-1925	C	---	B
72-06 (2)	---	---	64-1/2 Hazard Street	1851-1871	C	vernacular	B
72-04 BF	---	---	68 Hazard Street	1851-1871	NC	Gothic Revival	B
78-193	---	Wamsutta Housing	69-71 Hazard Street	ca. 1868	C	GK. Revival	B
72-03	---	---	72 Hazard Street	1871-1881	C	Italianate	B
71-41	---	---	87 Hazard Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
	BG		garage	ca. 1950	NC	---	B
71-40	---	---	91-93 Hazard Street	1911-1925	C	Vernac. 2-1/2 (bay)	B
71-39	---	---	95-97 Hazard Street	1895-1911	C	Q. Anne trip. decker	B
71-38	---	---	99 Hazard Street	1895-1911	C	Q. Anne trip. decker	B
71-37	---	---	103 Hazard Street	1895-1911	C	Q. Anne trip. decker	B
71-44	---	---	104-106 Hazard St.	1911-1925	C	Queen Anne	B
	BH		garage	ca. 1950	NC	---	
71-36 BI	---	---	105 Hazard Street	1895-1911	NC	Vernac. 2-1/2 (bay)	B
77-172	---	---	2 Linden Court	ca. 1851	C	GK. Revival	B
77-174 BJ	---	---	4 Linden Court	1851-1871	NC	GK. Revival	B
77-186	474	James Knott House	5 Linden Court	ca. 1869	C	GK. Revival	B
77-176	---	---	6 Linden Court	ca. 1851	C	GK. Revival	B
77-340	---	---	7 Linden Court	1881-1895	C	GK. Revival WH	B
77-149	---	---	8 Linden Court	ca. 1851	C	GK. Revival	B
77-257 BK	---	---	9 Linden Court	1871-1881	NC	GK. Revival	B
77-180	---	---	10 Linden Court	ca 1851	C	GK. Revival WH	B
78-81 BL	---	---	14 Linden Street	ca. 1940	NC	---	B
	BM		garage	ca. 1940	NC	---	B

78-245	---	---	18 Linden Street	ca. 1875	C	Vernac. 2-1/2	B
78-37 BN	---	---	23-27 Linden Street	1871-1881	NC	Vernac. 2-1/2	B
78-72	---	---	28 Linden Street	1871-1881	C	Vernac. 2-1/2	B
78-35 BO	---	---	31 Linden Street	1881-1888	NC	Vernac. 2-1/2 (bay)	B
	BP	---	garage	ca. 1950	NC	---	B
78-34	---	---	35-35A Linden St.	1881-1888	C	Second Empire	B
78-70	---	---	36 Linden Street	1871-1881	C	Vernac. 2-1/2	B
78-33	---	---	37-39 Linden Street	1881-1895	C	Q. Anne trip. decker	B
	BQ	---	garage	ca. 1950	NC	---	B
	BR	---	shed	ca. 1950	NC	---	B
78-68	---	---	40 Linden Street	1871-1881	C	Vernac. 2-1/2 (bay)	B
78-32 BS	---	---	41-45 Linden Street	1871-1881	NC	---	B
78-214	---	---	56 Linden Street	1871-1881	C	Late Ital. trip. decker	B
78-14	---	St. Joseph School	57 Linden Street	1883	C	High Vict. Italianate	B
			wrought iro fence		C	---	B
77-185 (1)	---	St. James Epis. Church	60 Linden Street	1871-1881	C	Victorian Gothic	B
77-185 (2)	---	St. James Parish Hse.	64 Linden Street	1895-1911	C	Shingle Style	B
77-98	---	---	65-67 Linden Stree	ca 1851	c	Gothic Revival	B
77-181	---	---	70 Linden Street	1881-1895	C	Vern. 2-1/2 Eastlake B	B
77-182	---	---	72 Linden Street	ca 1851	C	GK. Rev. 4-square	B
77-95 BT	---	---	73 Linden Street	ca. 1890	NC	Vernac. 2-1/2 (bay)	B
			shed	ca. 1890	C	---	B
77-181	473	---	76 Linden Street	ca. 1843	C	GK. Revival	B
77-94	---	---	77 Linden Street	1911-1925	C	---	B
77-387	---	---	77-1/2 Linden Street	ca. 1895	C	Vernac. 2-1/2	B
77-171	---	---	78 Linden Street	ca. 1851	C	GK. Revival	B
77-91	---	---	79 Linden Street	1895-1911	C	Q. Anne trip. decker	B
77-314	---	---	83 Linden Street	1881-1895	C	Italianate	B
77-170	---	---	84 Linden Street	ca. 1851	C	Federal	B
77-273	---	---	85 Linden Street	1895-1911	C	vernacular	B
77-169	---	---	86-88 Linden Street	ca. 1851	C	GK. Revival	B
77-360	---	---	90 Linden Street	ca. 1851	C	GK. Revival	B
77-165	472	Calvin Turner House	92 Linden Street	1843	C	GK. Revival	B

77-70	---	---	93 Linden Street	1871-1881	C	GK. Revival	B	
77-359	---	---	94 Linden Street	ca. 1851	C	GK. Revival	B	
	BU		garage	ca. 1950	NC	---	B	
77-68	---	---	95 Linden Street	1851-1871	C	vernacular	B	
			barn	1871-1881	C	vernacular	B	
77-164	471	Hill School House	96-98 Linden Street	1836, 1844	C	GK. Revival	B	
	BV, BW		2 garages	ca. 1950	2NC	---	2B	
77-60	---	---	97 Linden Street	ca. 1851	C	GK. Revival	B	
77-258	BX	---	99 Linden Street	ca. 1851	NC	---	B	
77-58 (1)	---	---	99 1/2 Linden Street	1895-1911	C	GK. Revival	B	
77-58 (2)	---	---	101 Linden Street	1895-1911	C	GK. Revival	B	
77-88	---	---	8 McMurray Ct.	1895-1911	C	Q. Anne trip. decker	B	
77-81	---	---	9-11 McMurray Ct.	1895-1911	C	Vern/Eastlake WH	B	
77-87	BY	---	12 McMurray Court	1895-1911	NC	Vernac. 2-1/2 (bay)	B	
77-86	BZ	---	16 McMurray Court	1895-1911	NC	Vernac. 2-1/2	B	
77-85	CA	---	18 McMurray Court	ca. 1940	NC	---	B	
72-21	---	---	2 Merrimac Avenue	1881-1895	C	vernac. mill house	B	
72-23	---	---	3 Merrimac Avenue	ca. 1875	C	vernac. mill house	B	
72-37	---	Benjamin Waite Hse.	53-55 Merrimac St.	1896	C	Neo-Georigian	B	
72-63	---	---	56 Merrimac Street	ca. 1876	C	Vernac. 2-1/2	B	
72-268	---	---	57 Merrimac Street	1881-1895	C	Greek Revival	B	
72-35	---	---	59-61 Merrimac St.	ca. 1871, 1881	C	Gothic Revival	B	
72-62	CB	---	60 Merrimac Street	1851-1871	NC	Vernac. 2-1/2 (bay)	B	
72-34	CC	437	New Bedford Women's Reform & Relief Assoc.	65 Merrimac Street	1855	NC	Gothic Revival	B
72-25	436	A. Merrick House	69-71 Merrimac St.	1854	C	GK. Revival WH	B	
72-289	435	M. Hanlon House	77 Merrimac Street	1873	C	Italianate	B	
72-23	CD	---	77 (rear) Merrimac St.	1881-1895	NC	---	B	
72-214	---	---	78 Merrimac Street	1871-1881	C	Vernac. 2-1/2	B	
72-234	CE	---	80 Merrimac Street	1871-1881	NC	Italianate	B	
72-217	---	---	81 Merrimac Street	1871-1881	C	vernac. mill house	B	
72-51	---	---	84 Merrimac Street	1871-1881	C	Vernac. 2-1/2	B	
72-20	---	Merrimac St. School	89 Merrimac Street	1851-1871	C	Romanesque Rev.	B	
			granite fence posts		C	---	O	

72-50	443	Sarah Banford Hse.	90 Merrimac Street	ca. 1877	C	Italianate 2-1/2 (bay)	B
72-13	---	---	91-93 Merrimac Street	1881-1888	C	Late Italianate	B
72-254	---	---	97 Merrimac Street	ca. 1876	C	Gothic Revival	B
72-43	CF	---	98 Merrimac Street	ca. 1876	NC	Vernac. 2-1/2 (bay)	B
72-42	---	---	102 Merrimac Street	1871-1881	C	Vernac. 2-1/2 (bay)	B
	CG	---	garage	ca. 1950	NC	---	B
72-141	---	---	103-105 Merrimac St.	1911-1925	C	Colonial Revival	B
72-41	---	---	106 Merrimac Street	1871-1881	C	Vernac. 2-1/2	B
72-40	---	---	110 Merrimac Street	1871-1881	C	Vernac. 2-1/2	B
72-12	CH	---	111 Merrimac Street	ca. 1876	NC	Vernac. 2-1/2	B
72-11	---	North Baptist Church	Merrimac St.	1873	C	Romanewq. Rev.	B
72-251	---	---	131 Merrimac Street	1895-1911	C	vernacular	B
77-67	---	---	18 Myrtle Street	1895-1911	C	Q. Anne six-family	B
77-365	---	---	24 Myrtle Street	1895-1911	C	Q. Anne trip. decker	B
77-56	---	---	25 Myrtle Street	1881-1895	C	Italianate	B
77-328	---	---	28 Myrtle Street	1911-1925	C	Vernac. 2-1/2 (bay)	B
77-280	---	---	29 Myrtle Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
77-64	---	---	32 Myrtle Street	1881-1895	C	Italianate	B
77-52	CI	---	35 Myrtle Street	1881-1895	NC	Italiante	B
77-331	CJ	---	36 Myrtle Street	ca. 1886	NC	Vernac. 2-1/2 (bay)	B
77-332	CK	---	38 Myrtle Street	1895-1911	NC	triple decker	B
	CL	---	shed	ca. 1950	NC	---	B
77-51	CM	---	39 Myrtle Street	1881-1895	NC	Italianate	B
77-50	---	John Sullivan House	45 Myrtle Street	ca. 1888	C	Italianate	B
77-61	CN	---	46 Myrtle Street	1881-1895	NC	---	B
	CO	---	garage	ca. 1950	NC	---	B
72-85	---	---	1-2 North Oak Street	1852	C	GK. Revival	B
72-83	---	---	3 North Oak Street	1851-1871	C	GK. Revival	B
72-80	---	---	4 North Oak Street	ca. 1875	C	Gothic Revival	B
72-223	---	---	6 North Oak Street	1881-1895	C	Gothic Revival	B
72-103	449	James R. Bassett House	1173 Pleasant Street	1848	C	GK./Gothic Rev.	B
	CP	---	garage	ca. 1950	NC	---	B
		---	fence		C	---	O

72-109	454	S. Ingraham House	1174-1178 Pleasant St.	1845	C	Gothic Revival	B
CQ			garage	ca. 1950	NC	---	B
			iron/granite fence		C	---	B
72-102	448	Sawtelle House	1181 Pleasant Street	1890	C	Italianate	B
			iron/granite fence		C	---	O
72-108	---	---	1186-1188 Pleasant St.	ca. 1845	C	GK. Revival	B
72-101	447	James Lawton House	1187 Pleasant Street	1853	C	GK. Revival	B
72-106	CR 452	J. Baldwin House	1190 Pleasant Street	1845	NC	GK. Revival	B
72-100	446	John Cranston Hse.	1193 Pleasant Street	1854	C	Gothic Revival	B
72-104	451	Wm. T. Cook House	1196 Pleasant Street	ca. 1845	C	GK. Revival	B
CS			garage	ca. 1950	NC	---	B
72-95	434	Henry Forbes Hse.	1207 Pleasant Street	1845, ca.1904	C	GK. Rev./shingle	B
72-208	CT ---	Our Lady of Purgatory	1219 Pleasant Street	1953	NC	---	B
72-69	CU ---	---	1220 Pleasant Street	ca. 1850	NC	GK. Revival	B
CV			garage	ca. 1950	NC	---	B
72-67	---	---	1228 Pleasant Street	ca. 1876	C	Vict. vernacular	B
			garage	ca. 1910	C	---	B
72-245	---	---	1227-1229 Pleasant St.	1851-1871	C	Vict. vernacular	B
72-65 (1)	---	---	1230 Pleasant Street	1871-1881	C	Vernac. 1-1/2	B
72-65 (2)	---	---	1232 Pleasant Street	1851-1871	C	Italianate	B
72-54	---	---	1235 Pleasant Street	1851-1871	C	Gothic Revival	B
72-61	---	---	1236 Pleasant Street	1851-1871	C	GK. Revival	B
72-60	CW ---	---	1242 Pleasant Street	1851-1871	NC	Vernac. 2-1/2	B
72-24	---	---	1257 Pleasant Street	1851-1871	C	Vernac. 2-1/2	B
72-22	CX ---	---	1263 Pleasant Street	1911-1925	NC	---	B
72-22	CY ---	---	1265 Pleasant Street	1851-1871	NC	---	B
72-31	---	---	1268 Pleasant Street	1851-1871	C	Italianate 2-1/2	B
72-29	CZ ---	---	1272 Pleasant Street	ca 1876	NC	Vernac. 2-1/2 (bay)	B
72-28	---	---	1276 Pleasant Street	ca. 1876	C	Second Empire	B
72-203	DA ---	---	1279 Pleasant Street	1851-1871	NC	Italianate	B
72-278	---	---	1281 Pleasant Street	1851-1871	C	Greek Revival	B
72-26	---	---	1282-1286 Pleasant St.	ca. 1876	C	Second Empire	B
72-277	---	---	1285 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B

78-164	---	Wamsutta Mills Worker Housing	1291-1295 Pleasant St.	ca. 1868	C	GK. Revival	B
78-163	---	"	1301-1305 Pleasant St.	ca. 1868	C	GK. Revival	B
78-162	---	"	1311-1315 Pleasant St.	ca. 1868	C	GK. Revival	B
78-157	---	"	1312-1316 Pleasant St.	ca. 1868	C	GK. Revival	B
78-161	---	"	1321-1327 Pleasant St.	ca. 1868	C	GK. Revival	B
78-156	---	"	1322-1328 Pleasant St.	ca. 1868	C	GK. Revival	B
78-160	---	"	1331-1335 Pleasant St.	ca. 1868	C	GK. Revival	B
78-155	---	"	1332-1336 Pleasant St.	ca. 1868	C	GK. Revival	B
78-151	---	---	1350 Pleasant Street	1911-1925	C	commercial garage	B
78-226	---	---	1357 Pleasant Street	1911-1925	C	Vernac. 2-1 (bay)	B
78-88	---	---	1358 Pleasant Street	1881-1895	C	GK. Revival WH	B
78-79 DB	---	---	1361 Pleasant Street	ca. 1876	NC	Vernac. 2-1/2	B
78-78	---	---	1365 Pleasant Street	ca. 1876	C	Vernac. 2-1/2	B
78-83 (1)	---	---	1366 Pleasant Street	1871-1881	C	Vernac. 2-1/2	B
78-77	---	---	1368 Pleasant Street	ca. 1876	C	Vernac. 2-1/2	B
78-83 (2)	---	---	1370 Pleasant Street	1871-1881	C	Vernac. 2-1/2	B
78-75	---	---	1375 Pleasant Street	ca. 1876	C	Vernac. 2-1/2	B
78-133	---	---	1380 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-74 DC	---	---	1383 Pleasant Street	1881-1888	NC	Vernac. 2-1/2	B
78-58	---	---	1385 Pleasant Street	1911-1925	C	Vernac. commercial	B
78-73	---	---	1387 Pleasant Street	1871-1881	C	Queen Anne 2-1/2	B
78-54	---	---	1406 Pleasant Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
78-36	---	---	1411 Pleasant Street	1881-1888	C	Q. Anne trip. decker	B
78-54	---	---	1412 Pleasant Street	1881-1888	C	Vernac. 2-1/2 (bay)	B
78-31	---	---	1417 Pleasant Street	1881-1888	C	Italianate	B
78-52	---	---	1420 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
DD	---	---	garage	ca. 1950	NC	---	B
78-139	---	---	1423 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-50	---	---	1426 Pleasant Street	1881-888	C	Vernac. 2-1/2	B
	---	---	garage	1895-1911	C	---	B
78-28	---	---	1427 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-48	---	---	1430 Pleasant Street	1881-1895	C	Late Ital. trip. decker	B

78-24 (1)	---	---	1438 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-46	---	---	1438 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-239 DE	---	---	1440 Pleasant Street	1881-1888	NC	Vernac. 2-1/2	B
78-24 (2)	---	---	1441 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-44 DF	---	---	1442 Pleasant Street	1881-1888	NC	Vernac. 2-1/2	B
78-22	---	---	1445 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-20 (1)	---	---	1447 Pleasant Street	1895-1911	C	Q. Anne trip. decker	B
78-20 (2)	---	---	1449-1451 Pleasant St.	1881-1895	C	Vernac. 2-1/2	B
78-42	---	---	1450 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
			garage	1911-1925	C	---	B
78-20 (1)	---	---	1453-1455 Pleasant St.	1895-1911	C	Q. Anne trip. decker	B
78-40	---	---	1458 Pleasant Street	1881-1888	C	Vernac. 2-1/2	B
78-18	---	---	1461 Pleasant Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
78-17	---	---	1465 Pleasant Street	1881-1888	C	Vernac. 2-1/2 (bay)	B
PG	---	---	garage	ca. 1950	NC	---	B
78-38	---	---	1466 Pleasant Street	ca. 1930	C	Mediterranean	B
72-112 DH	---	---	2 Pope Street	1851-1871	NC	---	B
72-113 DI	---	---	garage	ca. 1950	NC	---	B
72-99 DJ	---	---	9-11 Pope Street	1911-1925	NC	---	B
			Wrought iron/granite fence		C	---	O
72-90	431	J. Haskins, Jr. Hse.	12 Pope Street	1848	C	Gothic Revival	B
72-89	430	Ebenezer Jenny Hse.	13 Pope Street	1848	C	GK. Revival	B
72-87 DK	428	B. Hathaway House	14 Pope Street	1849	NC	GK. Revival	B
72-82	---	---	15 Pope Street	1881-1888	C	Late Italianate	B
			barn	ca. 1900	C	vernacular	B
72-81	---	---	22 Pope Street	ca. 1850	C	GK. Revival	B
DL	---	---	garage	ca. 1950	NC	---	B
72-113 DM	---	---	1487-1497 Purchase St.	ca. 1850	NC	---	B
72-110 DN	---	---	1501 Purchase Street	1911-1925	NC	---	B
72-113	---	---	1502-1508 Purchase St.	1881-1888	C	Vernac. 2-1/2	B
72-107 DO	---	---	1519 Purchase Street	ca. 1940	NC	---	B
			garage				
72-132	---	---	1520 Purchase Street	1851-1871	C	Italianate	B

72-235	---	---	1527 Purchase Street	1851-1871	C	italianate	B
	DQ		garage	ca. 1950	NC	---	B
72-131	---	---	1530 Purchase Street	ca. 1851	C	GK. Revival	B
	DR		garage	ca. 1950	NC	---	B
72-130	---	---	1538-1540 Purchase St.	1851-1871	C	GK. Revival	B
72-105	DS	---	1541-1547 Purchase St.	ca. 1850	NC	---	B
72-129	---	---	1546 Purchase Street	ca. 1850	C	GK. Revival	B
72-224	DT	---	1551 Purchase Street	1960s	NC	---	B
72-128	---	Engine House #1	1558 Purchase Street	1851-1871	C	Romanesue Rev.	B
72-126	---	Benj. Rodman House	1570 Purchase Street	ca. 1849	C	GK. Revival	B
72-68	DU	Estes-Macomber	1571-1575 Purchase St.	1854	NC	Gk. Revival	B
	DV	House/Store	garage	ca. 1950	NC	---	B
72-207	---	Sam. Rodman House	1580 Purchase Street	1864	C	GK. Revival	B
			shed	ca. 1900	C	---	B
72-64	---	---	1587 Purchase Street	1851-1871	C	GK. Revival	B
72-240	---	Dawson Liquors	1657-1663 Purchase St.	1881-1888	C	Romanesq. Revival	B
78-92	---	Wamsuta Block	1687-1701 Purchase St.	1881-1888	C	Romanesque Revival	B
78-104	---	Wamsutta Mills	1760 Purchase Street	ca. 1875	C	brick industrial	B
		Cotton Storehouse					
78-212	---	---	1783-189 Purchase St.	1881-1888	C	vernac. commercial	B
78-101	DW	---	1800 Purchase Street	ca. 1940	NC	---	B
78-85	---	---	1807-1809 Purchase St.	1851-1871	C	vernac. commercial	B
78-82	DX	---	1821-1831 Purchase St.	ca. 1871-1888	NC	---	B
78-100	---	---	1826-1828 Purchase St.	1871-1881	C	Romanesq. Rev.	B
78-55	480	Dawson Block/ Eagles Home	1843-1855 Purchase St.	1896, 1923	C	electic	B
78-53	DY	---	1875-1879 Purchase St.	1881-1888	NC	---	B
78-51	EA	---	1885-1889 Purchase St.	1881-1888	NC	---	B
78-94	---	---	1886-1888 Purchase St.	1871-1881	C	GK. Revival/comm.	B
78-93	---	---	1892-1914 Purchase St.	1881-1888	C	vernac. commercial	B
78-49	---	---	1897-1899 Purchase St.	1881-1888	C	Second Empire	B
78-45	---	---	1909-1913 Purchase St.	1881-1888	C	Late Ital./comm.	B

84-202	---	---	1926-1934 Purchase St.	1881-1888	C	Queen Anne/comm.	B
78-41	---	Bradford Smith Bldg.	1927-1941 Purchase St.	ca. 1887	C	vernac. commercial	B
84-201	---	---	1938-1940 Purchase St.	1881-1895	C	Second Empire	B
84-199	EB	---	1952-1956 Purchase St.	1881-1888	NC	vernac. commercial	B
84-184	198	Union Street Railway Car barn	1959 Purchase Street	1910	C	Neo-Georgian	B
77-273	---	---	5 Reynolds Street	1895-1911	C	Q. Anne trip. decker	B
77-69	---	---	7 Reynolds Street	1881-1895	C	Ital/Eastlake trim	B
77-256	---	---	11 Reynolds Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
77-90	---	---	12 Reynolds Street	1871-1881	C	Italianate	B
77-84	---	---	14 Reynolds Street	1881-1895	C	Vernac. 2-1/2	B
77-66	---	---	17 Reynolds Street	1881-1895	C	Vernac. 2-1/2	B
77-82	EC	---	18 Reynolds Street	1881-1895	NC	Italianate	B
			garage	ca. 1900	C	---	B
77-271	---	---	20 Reynolds Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
77-65	---	---	21 Reynolds Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
			garage	ca. 1900	C	---	B
77-78	---	---	22 Reynolds Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
77-63	---	---	25 Reynolds Street	1895-1911	C	Q. Anne trip. decker	B
77-262	---	---	26 Reynolds Street	1881-1895	C	Colonial Revival	B
77-71	---	---	28 Reynolds Street	1881-1895	C	Vernac. 2-1/2 (bay)	B
77-62	ED	---	33 Reynolds Street	1881-1895	NC	Vernac. 2-1/2 (bay)	B
	EE		garage	ca. 1950	NC	---	B
77-385	---	Abram Sherman Hse.	34 Reynolds Street	ca. 1882	C	Vernac. 2-1/2 (bay)	B
71-250	---	---	8 Robeson Street	1895-1911	C	Colonial Revival	B
71-249	---	---	10 Robeson Street	1895-1911	C	Colonial Revival	B
71-246	---	---	12 Robeson Street	1895-1911	C	Queen Anne	B
71-47	---	---	17 Robeson Street	ca. 1907	C	Queen Anne	B
71-245	---	---	18 Robeson Street	1895-1911	C	Colonial Revival	B
71-242	---	---	22 Robeson Street	1895-1911	C	Colonial Revival	B
71-45	---	Thomas Desmond Hse.	23 Robeson Street	ca. 1903	C	Queen Anne	B
71-43	---	---	27 Robeson Street	ca. 1901	C	Queen Anne	B
72-88	429	Alexander Case House	121 State Street	1847	C	GK. Revival	B

72-86	---	---	123 State Street	ca. 1850	C	GK. Revival	B
72-97	---	---	124 State Street	1871-1881	C	Vernac. 2-1/2	B
72-84	426	Henry Bumpus House	127 State Street	1853	C	GK. Revival	B
	EF		garage	ca. 1950	NC	---	B
72-96	---	---	128 State Street	1851-1871	C	Italianate	B
72-92	EG 433	F. Hammond House	132 State Street	1868	NC	GK. Revival	B
72-91	432	C. Covell House	134 State Street	ca. 1844	C	GK. Revival	B
72-77	EH ---	---	135 State Street	1851-1871	NC	---	B
72-57	445	Jas. Whittaker House	138 State Street	1886	C	Late Ital. trip. decker	B
			garage	1911-1925	C	---	B
72-210 (1)	---	---	140 State Street	ca. 1884	C	GK. Revival	B
72-210 (2)	---	---	140-1/2 State Street	ca. 1884	C	GK. Revival	B
72-49	442	John Kirk House	143 State Street	1875	C	GK. Revival	B
72-55	444	---	144 State Street	1893	C	GK. Revival	B
72-46	---	---	145 State Street	ca. 1875	C	Second Empire	B
72-233	457	John Glover House	146 State Street	1877	C	Italianate	B
72-45	439	Daniel Murphy House	147 State Street	ca. 1875	C	Italianate 2-1/2 (bay)	B
72-44	438	---	149 State Street	ca. 1875	C	Ita./Sec. Emp.	B
72-280	EI ---	---	160 State Street	1871-1881	NC	---	B
72-10	---	---	161-163 State Street	1851-1871	C	GK. Revival mill hse.	B
72-15	EJ ---	---	164 State Street	1851-1871	NC	Vernac. 2-1/2	B
72-236	EK ---	---	169 State Street	1851-1871	NC	---	B
78-234	---	Wamsutta Mills	172-174 State Street	ca. 1868	C	GK. Revival	B
		Worker Housing					
78-183	---	"	173-175 State Street	ca. 1868	C	GK. Revival	B
78-232	---	Wamsutta Housing	176-178 State Street	ca. 1868	C	GK. Revival	B
78-182	---	"	177-179 State Street	ca. 1868	C	GK. Revival	B
78-231	---	"	180-182 State Street	ca. 1868	C	GK. Revival	B
78-181	---	"	181-183 State Street	ca. 1868	C	GK. Revival	B
78-177	---	"	184-186 State Street	ca. 1868	C	GK. Revival	B
78-180	---	"	185-187 State Street	ca. 1868	C	GK. Revival	B
78-178	---	"	188-190 State Street	ca. 1868	C	GK. Revival	B
78-179	---	"	189-191 State Street	ca. 1868	C	GK. Revival	B

78-76 EL	---	---	198 State Street	1881-1888	NC	altered WH	B
78-243 EM	---	---	198 1/2 State Street	1881-1888	NC	altered WH	B
78-65	---	---	199 State Street	1871-1888	C	Italianate	B
78-244 EN	---	---	200-202 State Street	ca. 1876	NC	altered WH	B
78-69 EO	---	---	206 State Street	1871-1881	NC	Vernac. 2-1/2	B
78-199	---	---	207 State Street	1881-1888	C	Vernac. 2-1/2	B
78-67	---	---	208-212 State Street	1881-1888	C	Vernac. 2-1/2	B
78-60	---	---	209 State Street	1871-1881	C	Vernac. 2-1/2	B
78-58 EP	---	---	211 State Street	1895-1911	NC	triple decker	B
78-203	---	---	214-216 State Street	1881-1895	C	Q. Anne trip. deckr	B
78-204	---	---	218 State Street	1881-1888	C	Vernac. 2-1/2	B
78-30	---	---	220 State Street	1881-1888	C	Vernac. 2-1/2	B
78-208	---	---	221 State Street	1881-1895	C	Vernac. 2-1/2	B
78-29	---	---	222 State Street	1881-1888	C	Vernac. 2-1/2	B
78-27 EQ	---	---	224 State Street	1881-1888	NC	Vernac. 2-1/2	B
78-25 (1)	---	---	226 State Street	1881-1888	C	Late Ital. trip. decker	B
78-25 (2)	---	---	226-1/2 State Street	1881-1888	C	Late Italianate	B
78-09 ER	---	---	227 State Street	1881-1888	NC	Late Ital. trip. decker	B
78-23 (1)	---	---	228 State Street	1881-1888	C	Vernac. 2-1/2	B
78-23 (2)	---	---	228-1/2 State Street	1881-1888	C	Vernac. 2-1/2	B
78-07	---	---	229 State Street	1881-1888	C	Late Ital. trip decker	B
78-21	---	---	230 State Street	1881-1888	C	Vernac. 2-1/2	B
78-19 (1)ES	---	---	232 State Street	1881-1888	NC	Vernac. 2-1/2	B
78-05	---	---	237 State Street	1881-1888	C	Vernac. 2-1/2	B
78-135	---	---	239 State Street	1881-1888	C	Vernac. 2-1/2	B
78-19 (2)ET	---	---	240 State Street	ca. 1950	NC	---	B
78-03 EU	---	---	241 State Street	1895-1911	NC	triple decker	B
78-15	---	---	242 State Street	1881-1888	C	Vernac. 2-1/2	B
78-141	---	---	243 State Street	1881-1888	C	Q. Anne trip. decker	B
71-32	---	---	6 Studley Street	1895-1911	C	Q. Anne trip. decker	B
71-31	---	---	8 Studley Street	1895-1911	C	Q. Anne trip. decker	B
77-230	---	---	9 Studley Street	1895-1911	C	Q. Anne trip. decker	B
			garage	1911-1925	C	---	B

71-30	---	---	10 Studley Street	1895-1911	C	Q. Anne trip. decker	B
77-229	---	---	11 Studley Street	1895-1911	C	Q. Anne trip. decker	B
71-29	---	---	12 Studley Street	1895-1911	C	Q. Anne trip. decker	B
77-228	EV	---	13 Studley Street	1895-1911	NC	triple decker	B
71-28	---	---	14 Studley Street	1895-1911	C	Q. Anne trip. decker	B
77-227	---	---	15 Studley Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
71-27	---	---	16 Studley Street	1895-1911	C	Venrac. 2-1/2 (bay)	B
77-226	---	---	17 Studley Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
71-25	---	---	18 Studley Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
71-241	---	---	316 Summer Street	1895-1911	C	Queen Anne	B
71-319	---	---	332-334 Summer Street	1895-1922	C	Colonial Revival	B
71-21 (1)	---	Sacred Heart RC Church	Summer Street	1876	C	Gothic Revival	B
71-35	---	---	340 Summer Street	1895-1911	C	Queen Anne	B
			garage	1911-1925	C	---	B
71-21 (2)	---	Sacred Heart Rectory	341 Summer Street	ca. 1895	C		B
71-26	---	---	344 Summer Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
71-260	---	---	348 Summer Street	1895-1911	C	Italianate 2-1/2 (bay)	B
77-225	---	---	358 Summer Street	1895-1911	C	Vernac. 2-1/2	B
			garage	1895-1911	C	---	B
77-218	---	Sacred Heart Home	359 Summer Street	1924-1925	C	Georgian Rev.	B
	FG		garage	ca. 1950	NC	---	B
77-219	475	Joseph Comell House	368 Summer Street	1853	C	Gothic Revival	B
77-244	---	---	373-375 Summer Street	1911-1925	C	Colonial Revival	B
77-369	479	R. Isherwood Hse.	376 Summer Street	1874	C	Italianate	B
			garage	1895-1911	C	---	B
77-166	---	---	388-390 Summer Street	1895-1911	C	Queen Anne	B
	EW		garage	ca. 1950	NC	---	B
77-162	470	Alex. Crapo Hse.	391 Summer Street	1895-1911	C	Queen Anne	B
			garage	ca. 1890	C	---	B
77-289	---	---	394 Summer Street	1871-1881	C	Italianate	B
			granite fenceposts		C	---	O
77-308	478	B. Collins House	399 Summer Street	1852	C	Italianate	B
			barn/garage	ca.1855	C	---	B
			granite fence posts		C	---	O

77-163	---	---	404 Summer Street	ca. 1851	C	GK. Revival	B
			granite fence posts		C	---	B
77-159	469	Frank Young Hse.	407 Summer Street	1889	C	Second Empire	B
	EX		garage	ca.1950	NC	---	B
77-401	EY	---	408-410 Summer Street	ca. 1851	NC	---	B
			barn	1871-1881	C	---	B
77-158	---	---	413 Summer Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
77-237	---	---	415 Summer Street	1895-1911	C	Vernac. 2-1/2 (bay)	B
77-57	---	---	416-418 Summer Street	1851-1871	C	GK. Revival	B
77-382	---	---	422 Summer Street	1895-1911	C	Italianate	B
77-49	EZ	---	438 Summer Street	1871-1881	NC	---	B
	FA		garage	ca. 1950	NC	---	B
77-368	---	---	442 Summer Street	1895-1911	C	Vernac. 2-1/2	B
77-299	---	---	446 Summer Street	1895-1911	C	Vernac. 2-1/2	B
78-16	---	First Primitive Methodist Church	164 Weld Street	1892	C	vern/Eastlake trim	B
78-01	---	---	182 Weld Street	1881-1895	C		B
78-237	---	---	188-190 Weld Street	1895-1911	C	Col. Rev. trip. decker	B
77-74	---	---	200 Weld Street	1895-1911	C	Q. Anne trip. decker	B
77-73	FB	---	204 Weld Street	1881-1895	NC	Vernac. 2-1/2 (bay)	B
77-72	---	---	212 Weld Street	1881-1895	C	Q. Anne trip. decker	B
77-62	FC	---	235-236 Weld Street	1911-1925	NC	---	B
77-397	---	John Sullivan House	256 Weld Street	1893	C	Q. Anne trip. decker	B
77-48	---	---	260 Weld Street	1881-1895	C	Q. Anne trip. decker	B
77-47	---	S. Mechamber House	264 Weld Street	1910	C	Q. Anne trip. decker	B
77-235	---	---	268 Weld Street	1895-1911	C	Q. Anne trip. decker	B
77-341	---	---	272-274 Weld Street	1895-1911	C	Q. Anne trip. decker	B
72-116	---	Clasky Commom Park	Pope Street	1822, 1853	C	---	St.
		Soldiers and Sailors Monument		1866	C	---	O
		Keeper's Shed		ca. 1890	C	Vernacular	B
	FD	Spanish-American War Memorial		1950	NC	---	O
	FE	Harold Clasky Monument		1969	NC	---	O
	FF	America Lebanese Veterans Memorial		ca.	NC	---	O

KEY: C = contributing, NC = noncontributing, B = building, O=object, St. = structure, WH = worker housing/tenement
 Noncontributing resources are designated with letters after the map numbers in the following sequence:
 A to Z, BA to BZ, CA to CZ, DA to DZ, etc.

VACANT LOTS: 36 total

Austin Street 77-393, 78-154
 County Street 71-48, 71-388, 72-38, 72-39, 77-399
 Durfee Court 77-59
 Franklin Street 72-222
 Hazard Street 71-322, 71-323, 72-17
 McMurray Court 77-79, 77-80
 Pleasant Street 72-19, 72-33, 72-53, 72-259
 Purchase Street 72-30, 72-32, 72-127, 78-47, 78-86, 78-87, 78-95, 78-153, 78-158, 78-39
 Reynolds Street 77-83
 Robeson Street 71-324
 State Street 78-11
 Studley Street 77-231
 Summer Street 77-370, 77-371
 Weld Street 78-205, 78-207

NOTES

1. The accompanying map is a composite of five assessor's maps. Map numbers for each resource are indicted by plat and lot number. Example: 78-237 is Plat 78, Lot 237 on the original New Bedford assessor's maps. When two distinct resources share the same plat/lot number, the corresponding map numbers are distinguished by the addition of a (1), (2), etc. to the plat/lot number. Example: 99 1/2 and 101 Linden Street are both on Plat 77, Lot 58: 99 1/2 Linden is 77-58 (1), and 101 Linden is 77-58 (2). Subentries such as outbuildings are not numbered individually, but have individual letter designations if noncontributing.

2. If the precise date for a resource is unknown, a range date is given based on the resource's first appearance in maps or atlases of New Bedford.

3. A number of dwellings in the historic district are vernacular, 2-1/2 stories, end gable type. This term is indicated under "Style" when a precise style does not apply to the resource. Some of these houses have a 2-story bay window; such houses are designated with the term "(bay)".

NUMBER OF RESOURCES WITHIN ACUSHNET HEIGHTS HISTORIC DISTRICT

	contributing	noncontributing
Buildings	432	132
Objects	13	3
Structures	1	0
<u>Total</u>	<u>446</u>	<u>135</u>

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Acushnet Heights Historic District

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Bristol

DATE RECEIVED: 10/26/89 DATE OF PENDING LIST: 11/07/89
DATE OF 16TH DAY: 11/23/89 DATE OF 45TH DAY: 12/10/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89002035

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11/28/89 DATE

ABSTRACT/SUMMARY COMMENTS:

This historic district is significant for the buildings and places associated with the community's working class, which was tied to the cotton textile industry. In addition, the district exhibits the evolution of New Bedford from its earliest settlement through the whale oil industry and textile manufacturing. The last economic phase - textiles - brought about distinctive mill workers' housing projects. In addition, the district reveals the influence of successive waves of immigrant groups, including French Canadian, English, Irish, and Lebanese.

RECOM./CRITERIA Accept / A+C
REVIEWER Antoinette Q. Lee
DISCIPLINE Historian
DATE 11/28/89

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

CLASSIFICATION

count resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

historic current

DESCRIPTION

architectural classification
 materials
 descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

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

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

BIBLIOGRAPHY

GEOGRAPHICAL DATA

acreage verbal boundary description
 UTM's boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps USGS maps photographs presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____









4

#4

Acushnet Heights Historic District

New Bedford, MA



5

#5

Acushnet Heights Historic District
New Bedford, MA



#6

Acushnet Heights Historic District
New Bedford, MA



7

#7

Acushnet Heights Historic District
New Bedford, MA



8

#8

Acushnet Heights Historic District

New Bedford, MA



#9

Acushnet Heights Historic District
New Bedford, MA



#10

Acushnet Heights Historic District

New Bedford, MA





11

Acushnet Heights Historic District
New Bedford, MA



12

#12

Acushnet Heights Historic District

New Bedford, MA

ROSS & CO
ELECTRONICS DISTRIBUTOR

Television
E.A. ROSS, CO INC

E.A. ROSS CO
ELECTRONICS

HOME STEREO
AND
TAPE ACCESSORIES

STEREO
AND
RECORDS



13

13

Acushnet Heights Historic District

New Bedford, MA



14

14

Acushnet Heights Historic District

New Bedford, MA



THE CAR BARN
1959 Purchase Street

PURCHASE ST

15

Acushnet Heights Historic District

New Bedford, MA



LEONARD J. BINGO
BINGO
BINGO BINGO

NAME
BINGO
BINGO BINGO

16

#16

Acushnet Heights Historic District

New Bedford, MA



STATE ST
LIVIN ST

NO PARKING
ANYTIME

NO PARKING
ANYTIME

W. H. ...

17

17

Acushnet Heights Historic District
New Bedford, MA



18

#18

Acushnet Heights Historic District
New Bedford, MA



19

#19

Acushnet Heights Historic District

New Bedford, MA



20

#20

Acushnet Heights Historic District

New Bedford, MA



FIRST
PRIMITIVE
METHODIST
CHURCH

1831

21

#21

Acushnet Heights Historic District

New Bedford, MA



22

#22

Acushnet Heights Historic District

New Bedford, MA



23

#23

Acushnet Heights Historic District
New Bedford, MA



THE NEW YORK STATE
EDUCATION DEPARTMENT
ALBANY, N. Y.



ACUSHNETT HEIGHTS HISTORIC DISTRICT
NEW BEDFORD, MA

WORKER HOUSING, ODD-NUMBERED SIDE OF HAZARD COURT

AMERICAN LANDMARKS, INC.
1986

NEGATIVE FILED AT AMERICAN LANDMARKS, INC.

VIEW NE ALONG REAR OF HAZARD COURT HOUSES, FROM HAZARD STREET
PHOTO #1



ACUSHNET HEIGHTS HISTORIC DISTRICT
NEW BEDFORD, MA

WORKER HOUSING : 69-71 HAZARD STREET, 17-19 HAZARD COURT, 18-20 HAZARD COURT
(LEFT TO RIGHT)

AMERICAN LANDMARKS, INC.
1986

NEGATIVE FILED AT AMERICAN LANDMARKS, INC.

VIEW NE ON HAZARD STREET
PHOTO # 2



ACUSHNETT HEIGHTS HISTORIC DISTRICT
NEW BEDFORD, MA

WORKER HOUSING ON AUSTIN COURT

AMERICAN LANDMARKS, INC.

1986

NEGATIVE FILED AT AMERICAN LANDMARKS, INC.

VIEW N ON AUSTIN COURT

PHOTO # 3



ACUSHNETT HEIGHTS HISTORIC DISTRICT
NEW BEDFORD, MA

WORKER HOUSING ON STATE STREET

AMERICAN LANDMARKS, INC.

1986

NEGATIVE FILED AT AMERICAN LANDMARKS, INC.

VIEW SON STATE STREET FROM AUSTIN STREET

PHOTO # 4



ACUSHNETT HEIGHTS HISTORIC DISTRICT
NEW BEDFORD, MA

WORKER HOUSING : 388-390 PLEASANT STREET (TO LEFT), ODD NUMBERED SIDE
OF AUSTIN STREET (TO RIGHT)

AMERICAN LANDMARKS, INC.

1986

NEGATIVE FILED AT AMERICAN LANDMARKS, INC.

VIEW W ON AUSTIN STREET FROM PURCHASE STREET

PHOTO # 5



Saxons
Furniture
&
APPLIANCES

RCA
Quality Electronics

NATIONAL
&
Catalina

ACUSHNETT HEIGHTS HISTORIC DISTRICT
NEW BEDFORD, MA

WAMSUTTA MILLS COTTON STOREHOUSE (1750 PURCHASE STREET)

AMERICAN LANDMARKS, INC.

1986

NEGATIVE FILED AT AMERICAN LANDMARKS, INC.

VIEW SE ON PURCHASE STREET; MILL #4 TO EXTREME LEFT
PHOTO # 10





ACUSHNETT HEIGHTS HISTORIC DISTRICT
NEW BEDFORD, MA

WAMSUTTA BLOCK (1701 PURCHASE STREET)

AMERICAN LANDMARKS, INC.

1986

NEGATIVE FILED AT AMERICAN LANDMARKS INC

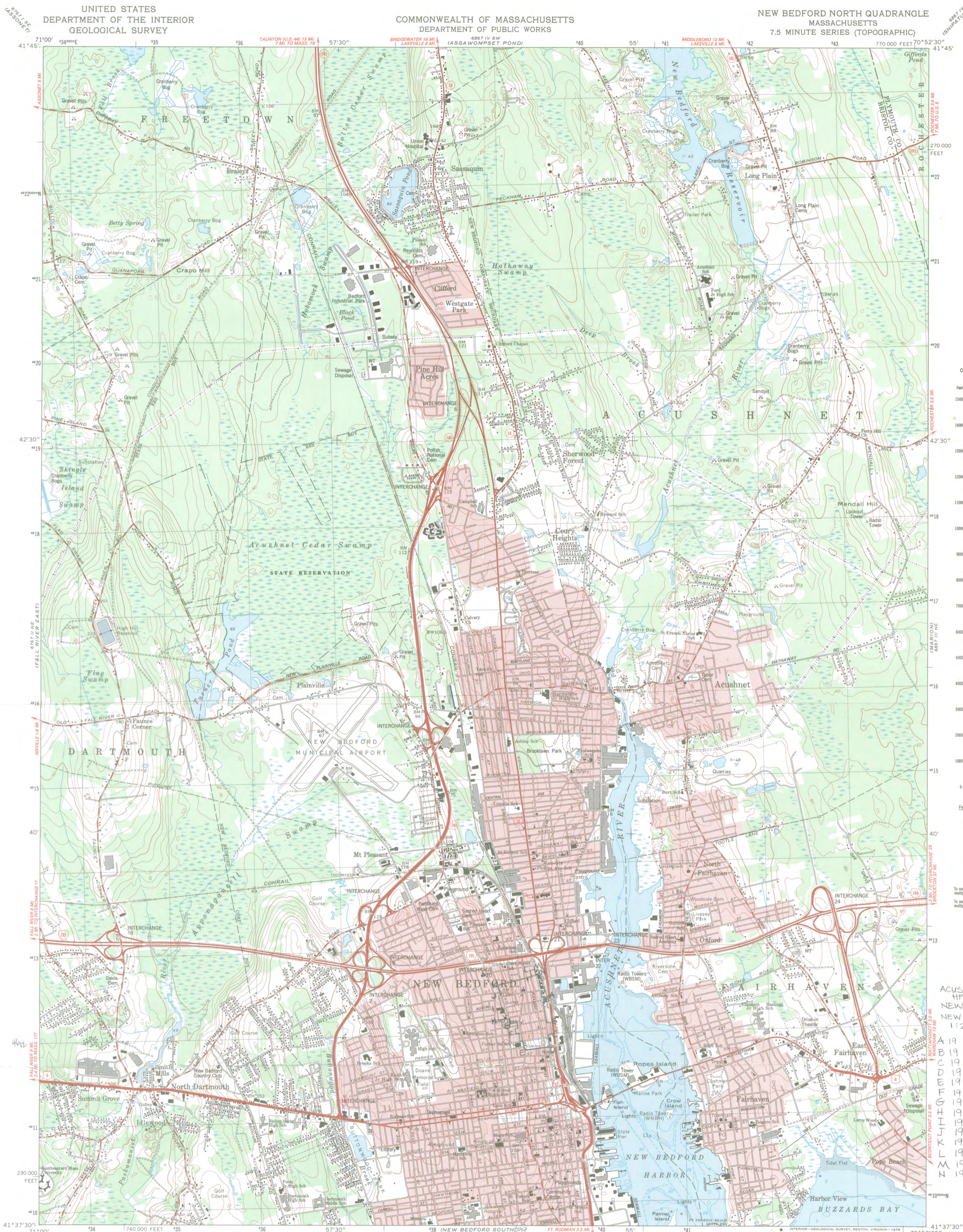
VIEW SW ON PURCHASE STREET
PHOTO # 11

Missing Core Documentation

Property Name	County, State	Reference Number
Acushnet Heights Historic District	Bristol, Massachusetts	89002035

The following Core Documentation is missing from this entry:

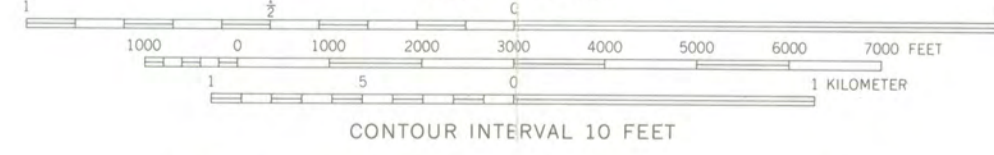
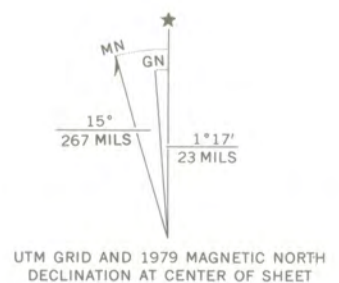
- Nomination Form
- Photographs (#s: 6-9)
- USGS Map



ACUSHNET HEIGHTS
HISTORIC DISTRICT
NEW BEDFORD, MASS.
NEW BEDFORD NORTH QUAD
1:25000

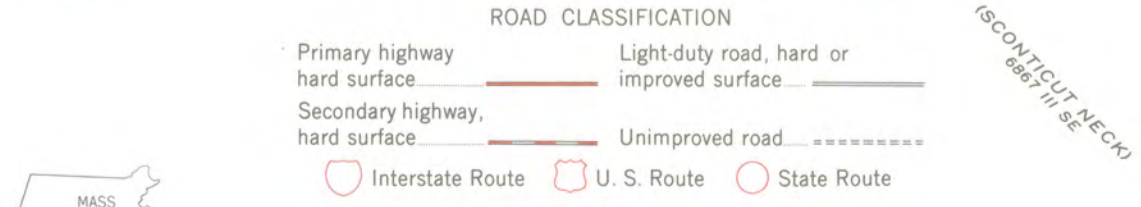
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B	19	339440	4612120
C	19	339450	4611980
D	19	339420	4611830
E	19	339130	4611810
F	19	339030	4612000
G	19	338960	4612130
H	19	338830	4612160
I	19	338820	4612300
J	19	338840	4612350
K	19	338840	4612570
L	19	339210	4612740
M	19	339260	4612750
N	19	339320	4612720

Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey
Topography by planetable surveys 1936. Revised 1964
Revised 1975 from aerial photographs taken 1974
Field checked 1975. Map edited 1979
Selected hydrographic data compiled from NOS 353 (1973)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 5 meters south and
42 meters west as shown by dashed corner ticks
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid, zone 19
Red tint indicates areas in which only landmark buildings are shown
Boundaries in tidewater areas from information furnished by
Massachusetts Department of Public Works
There may be private inholdings within the boundaries of
the National or State reservations shown on this map

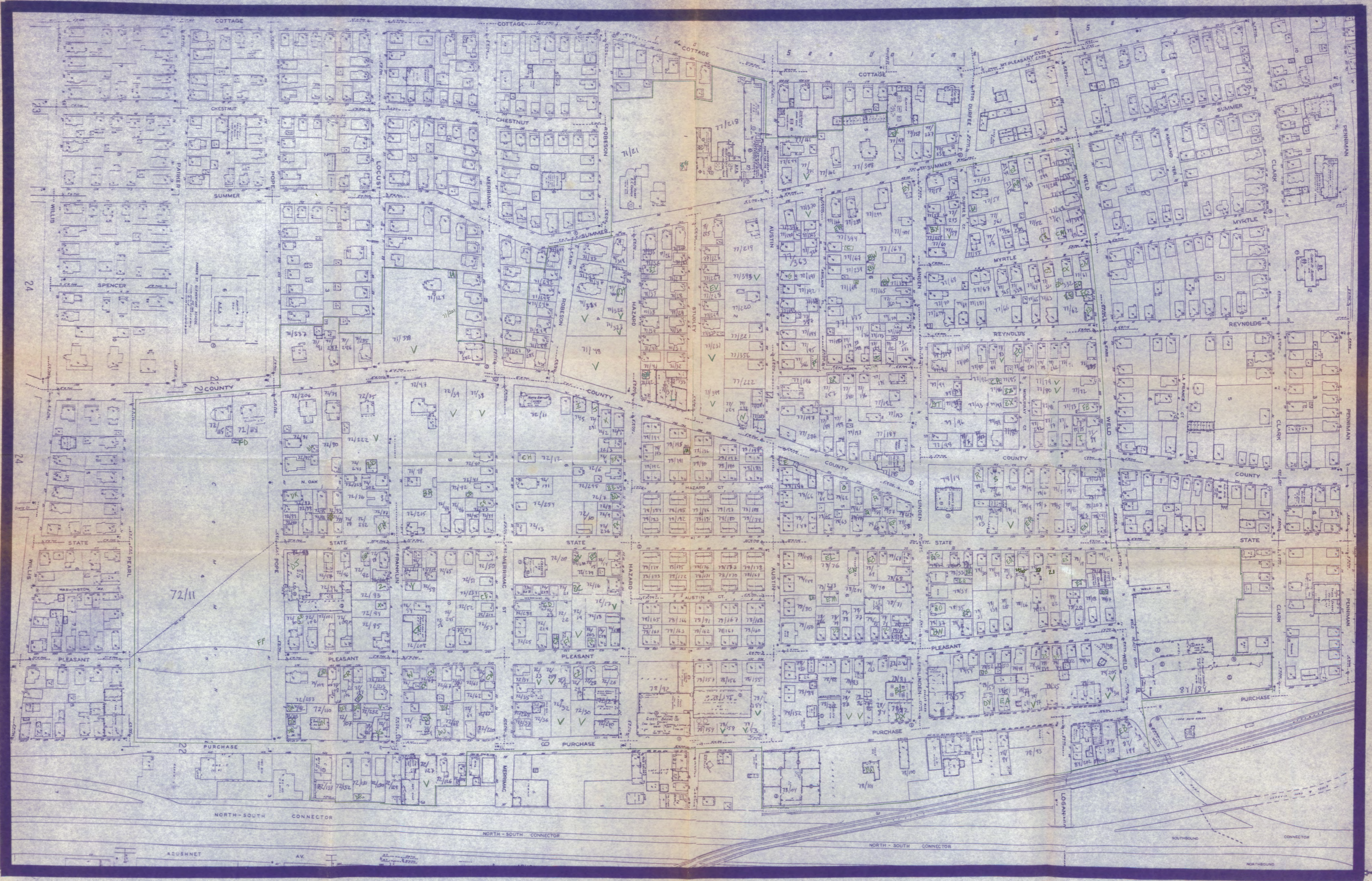


DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 3.7 FEET

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



NEW BEDFORD NORTH, MASS.
N4137.5—W7052.5/7.5
1979
DMA 6867 III NW—SERIES V814



Acushnet Heights Historic District





OCT 26 1989

October 12, 1989

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

Dear Ms. Shull:

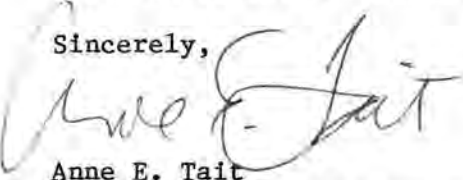
Enclosed please find the following nomination:

Acushnet Heights Historic District, Purchase, Weld, Summer, County, and Pearl Streets, New Bedford (Bristol County), MA.

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

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

Sincerely,


Anne E. Tait
Acting National Register Director
Massachusetts Historical Commission

Enclosure:

Massachusetts Historical Commission, Valerie A. Talmage, *Executive Director, State Historic Preservation Officer*
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

Office of the Secretary of State, Michael J. Connolly, *Secretary*