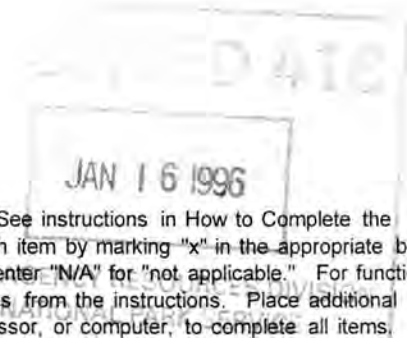


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Farnumsville Historic District

other names/site number \_\_\_\_\_

2. Location

roughly bounded by Providence Rd., Cross St.,  
street & number Main St., Harding St. Depot St., and Maple Ave. N/A not for publication

city or town Grafton N/A vicinity

state Massachusetts code MA county Worcester code 027 zip code 01519

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Judith B. McDonough 12/12/95  
Signature of certifying official/Title Judith B. McDonough, Executive Director Date  
Massachusetts Historical 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 for additional Comments.)

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau

4. 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): \_\_\_\_\_

[Signature] Signature of the Keeper Entered in the National Register Date of Action 12/16/96

Farnumsville Historic District  
Name of Property

Worcester, MA  
County and State

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

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

**Category of Property**

(Check only one box)

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

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
207	63	buildings
1		sites
8		structures
	1	objects
216	64	Total

**Name of related multiple property listing**

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

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

DOMESTIC: single dwelling, multiple dwelling

INDUSTRY: manufacturing facility

**Current Functions**

(Enter categories from instructions)

DOMESTIC: single dwelling, multiple dwelling

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

MID-19TH CENTURY/OTHER: Vernacular

LATE 19TH & 20TH CENTURY REVIVALS/OTHER:

Vernacular

**Materials**

(Enter categories from instructions)

foundation Stone: granite

walls Wood: weatherboard

Brick

roof Asphalt

other

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

Farnumsville Historic District  
Name of Property

Worcester, MA  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

- A** owned by religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

INDUSTRY

**Period of Significance**

1810 - 1935

**Significant Dates**

N/A

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

N/A

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Massachusetts Historical Commission

Farnumsville Historic District  
Name of Property

Worcester, MA  
County and State

**10. Geographical Data**

Acreege of Property roughly 150 acres

**UTM References**

(Place additional UTM references on a continuation sheet)

1. 19 278080 4673380  
Zone Easting Northing

3 19 278920 4672390  
Zone Easting Northing

2. 19 278280 4673440  
Zone Easting Northing

4. 19 278840 4672200  
Zone Easting Northing

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

Christine S. Beard, Preservation Consultant, for the Grafton Historical Commission  
name/title with Betsy Friedberg, National Register Director, MHC

organization Massachusetts Historical Commission date November 1995

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name multiple owners

street & number telephone

city or town state zip code

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Farnumsville Historic District  
Grafton, (Worcester County)  
Massachusetts

Section number 7 Page 1

### 7. DESCRIPTION

Farnumsville is one of three textile mill villages located in the town of Grafton, Worcester County, Massachusetts. Situated near the eastern boundary of Worcester County, Grafton is surrounded by seven towns and cities. The town landscape is characterized by hilly terrain and abundant waterways. Two significant rivers, the Blackstone and the Quinsigamond, intersect in the southern part of Grafton. Just south of where the two rivers convene, the Blackstone makes a sharp turn eastward into the heart of the village of Farnumsville. This small industrial village grew up around the Blackstone River which provided water power for the town's earliest mechanized textile mill (1912). Although the first mill is no longer extant, the site remains a focal point for the village as it contains the 1844 mill with its subsequent additions.

The Farnumsville Historic District includes the core of the industrial village, its factory complex, associated residences, public buildings, and commercial structures. Properties lie along the principal thoroughfares (Main, Ferry, and Depot Streets and Providence Road) and secondary streets (Cross, Collette, and Harding Streets, Maple and River Avenues, and Keith Hill Road). The District contains a total of 175 principal buildings, 95 outbuildings, one bridge, and one cemetery. In total, eight contributing structures exist in the district: associated with the mill are two dams, a flood gate, a lock gate, and canal channel; in addition, the district contains portions of the defunct Blackstone Canal, its towpath, and remains of a former lock and dam. Of the 175 principal buildings, 34 are noncontributing. Among the noncontributing principal buildings are 13 small modern wood-frame apartment buildings which comprise a complex within the district. Of the 95 outbuildings, 29 are noncontributing (all due to age but one which is in ruins). The noncontributing outbuildings are predominantly modern garages and sheds without foundation.

The District includes a variety of buildings types but is dominated by Vernacular residences from the late nineteenth and early twentieth centuries, most built to house workers of the Farnumsville Mill. Toward the south end of the district, near the intersection of Providence Road and Depot Streets, is the mill and associated outbuildings, located on roughly 20 acres. South of the mill complex is the Farnumsville Cemetery, occupying about 10 acres and being the southernmost property in the district. Commercial buildings are primarily located along Providence Road between Depot and Main Streets where they are interspersed among single and multi-family houses. Along Main, Cross, and Harding Streets are a mix of single and multi-family dwellings set on modest size lots like those along the commercial stretch (typically 10,000 to 15,000 square feet). At the northernmost point in the district (along Providence Road) and west of the mill (near the Ferry Street, Maple Avenue, and Depot Street intersection) are areas dominated by single-family homes standing on somewhat larger lots (typically one to two acres). In addition to the mill complex, cemetery, commercial buildings, and residences, there are two former schools, two social clubs, a former hotel, small manufacturing building, bridge, and former fire station, all of which contribute to the district.

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 2

In the northern half of the district landscaping is limited to small residential lawns and gardens. There are larger areas of open space in the southern half of the district, particularly south of the Blackstone River on either side of Depot Street near the mill. Here remnants of the Blackstone Canal wind through a large wooded area (approximately 25 acres). The only other major open space is at the cemetery which occupies about 11 acres at the southern tip of the district and is sparsely landscaped (see description following).

Residences in the district date from about 1820 to about 1930. Over 60% of the houses were built between 1880 and 1920. Although nearly half are of Vernacular design, a full range of architectural styles is represented, including Federal, Greek Revival, Italianate, Second Empire, Gothic Revival, Queen Anne, Colonial Revival, and Tudor Revival. With the exception of three brick houses, residences are typically simple wood-frame structures built by local carpenters and housewrights. For the most part, they remain well-preserved although there is a significant amount of synthetic siding. Most continue to function as residences, a few have been converted to commercial use or from single to multi-family use. Extant public and institutional buildings contributing to the district roughly date from 1850 to 1935. Among these are examples of architect-designed buildings in the Greek Revival, Italianate, and Colonial Revival styles. The social clubs, fire house, hotel, and Main Street school are wood-frame buildings, while the Harding Street school is constructed of brick. The social clubs continue to be used for their original purpose. The Harding Street school has been converted to apartments as has the hotel. The fire house is used by the town as a storage facility and the Main Street school is a senior citizens center.

The brick Farnumsville Mill is among the earliest buildings in the district, with much of the 1844 building remaining and possibly remnants of the 1827 structure as well. It is one of two contributing industrial buildings in the district. The other is the Lund Textile Company, built about 1915, which is concrete block finished with stucco.

Although most of the contributing commercial buildings are constructed of wood, about a half dozen dating from the early twentieth century are built of concrete block, several are also covered with stucco. All are very simple one or two-story structures with limited architectural detailing. Only one, the Austin G. Kempton Store, exhibits any architectural detailing that can be attributed to a particular style.

Alterations to residential buildings within the district are generally minimal, typically consisting of single-story side or rear additions, application of synthetic siding, or replacement of doors and windows. The commercial, public, and institutional buildings have been altered very little. Losses in the district have also been minimal. Several small buildings associated with the railroad, including the station, have disappeared as have the Freewill Baptist Church (at Main Street and Providence Road) which was demolished about 1930, and the Farnumsville Hotel (at Providence Road and Depot Street) which was taken down after 1950. The two earliest factories on the mill site were destroyed by fire in 1830 and about 1842.

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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 3

Until 1842 a small portion of Farnumsville, west of the Blackstone River, was part of the neighboring town of Sutton. As late as 1830 the only streets in Farnumsville were Depot Street and Providence Road (known as County Road) which was the principal thoroughfare between Grafton and communities to the south and north. A cluster of eight to ten houses stood near the intersection of the two streets, close to the mill. Between about 1835 and 1840 (judging from extant houses) Main Street was extended eastward from the village of Fisherville to Providence Road in Farnumsville. Maple Avenue and Keith Hill Road had also been laid out by 1857. Development spread from the industrial focus at Providence Road and Depot Street, primarily northward but also south as far as the cemetery and west to the intersection of Depot Street, Maple Avenue, and Ferry Street. As late as 1870 these were the only streets in the village. Toward the end of the century, by 1898, Cross Street was laid out. River Avenue was in existence as a private way by 1922. Collette Street was laid out in two stages between 1922 and 1947. The street pattern today remains largely unchanged from the 1930s configuration. Infill construction since the 1930s consists largely of small single-family residences, the exception being a modern apartment complex of 13 two-story detached buildings near the center of the district which is set back from the street and obscured somewhat by buildings fronting the street. The historic character of the area distinguishes the district from its immediate surroundings. Beyond the district boundaries, a greater number of buildings postdating 1950 are found.

The Providence & Worcester Railroad linked Farnumsville to outside markets when tracks were laid out in 1847-48 west of the mill near the intersection of Depot Street, Ferry Street, and Maple Avenue. There are no buildings associated with the railroad remaining in Farnumsville with the exception of the station master's residence.

An important feature to the development of industry in the Blackstone River Valley was the Blackstone Canal (MHC# 929) which was constructed in 1828 parallel to the Blackstone River and linked Worcester with the eastern seaboard through Providence. Although the canal once had strong ties to industry in South Grafton it was short lived and quickly replaced by the railroad, portions of which were actually laid out over the former canal bed. The only remnants of the canal in Farnumsville are sections of the canal bed, towpath, lock, and dam that can be seen in the wooded areas off Depot Street.

#### Mill Complex

The focus of the district and village is the Farnumsville Cotton Mill complex (6 Depot Street - MHC# T) near the southern end of the district. The complex remains largely intact, with a main mill, community house, mill office, garage, stock house, salt house, gate house, flood gate, two dams, and lock gate. The main mill was constructed in at least 11 stages between 1844 and 1940 by various owners of the factory. The earliest section, built by the Blackstone Woolen Company, rises three stories above a raised basement of rough coursed ashlar and is typical of industrial buildings of the period with regularly-spaced windows lining exposed elevations; smooth granite sills exist at window openings. Around 1876 The Farnumsville Cotton Mills Company added the eastern portion of the

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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 4

main building, following a similar design as the 1944 section but using rougher sills and lintels. About the same time, a stair tower and three-story addition were constructed at the rear. In 1881 the addition was extended and widened. Also in the 1880s a two-story boiler house and engine house were added. For the most part, additions to the main block are similar in design. Around 1922, after Wuskanut Mill, Inc. took over the factory, several more additions were made, including a one-story wing to the northeast, a three-story machine shop with large multi-pane windows above a concrete base, a fourth floor to the main block of the mill, a round smokestack, and three small one-story sections off the west end of the building.

Associated with the mill, on the opposite side of Depot Street, are four detached buildings. The earliest of these are the stock house (ca. 1870) and salt house (ca. 1890). Although substantially altered, these two buildings retain significance as part of the mill complex. The stock house is a two and one-half story wood frame structure with a mansard roof from which projects a prominent loading door. The one-story salt house behind was probably associated with the dye process. The other two buildings in the mill complex were both built about 1925. One is a two-story community house, with a cross-gambrelled main block, joining a gabled west wing. This wood-frame building is sheathed with clapboard and has a variety of dormers. The main entry is set beneath a shallow-arched transom and a door hood on simple brackets. The final building in the mill complex is a single-story brick garage with a flat roof and parapet at the facade. This deep building has a broad swinging door at the center of the facade.

Just north of the main mill building are a variety of structures associated with operation of the mill, including two dams (one with flood gate), an intact flood gate with a small brick gate house, and a lock gate. Also remaining are the cut-stone retaining walls that guided the river flow.

Company Housing

In nineteenth century industrial villages mill companies typically owned residences nearby their factories which they rented to employees. In the case of Farnumsville, company-owned residences included both single and multi-family dwellings. As early as 1832 town valuations indicate that the Grafton Woolen Manufacturing Company, earliest owners of the mill at Farnumsville, also owned ten houses. It is not known if these were houses built by the company expressly for use by their employees or if the company purchased houses previously built by nearby residents. It appears that at least two of the early residences owned by the Grafton Woolen Manufacturing Company survive; these are the Fowler/Allen House (298 Providence Road - MHC# 395) and the Farnum/Morse House (303 Providence Road - MHC# 399) both of which were built about 1810 to 1820. These Cape Cod style houses are typical of the period, rising one and one-half stories to a gable roof. They have broad heavy massing and symmetrical facades with center entries. The Farnum/Morse House exhibits Federal style detailing in its pilasters flanking the entry, three-light transom, and sidelights. Also of interest on this house are the four blind half windows beneath the eaves.

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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 5

Throughout the nineteenth century, the various mill owners purchased a number of private residences for use as workers housing, as indicated in town valuations. They also commissioned the construction of a small number of workers houses, both single and multi-family, between 1850 and 1925. All are located near the mill, on Providence Road and Harding Street. There were a total of about 20 company residences built. The earliest of these were built very near the mill by Wright & Morse about 1850. Examples are the houses at 318 and 320 Providence Road (MHC# 409 & 410) and 1 Depot Street (MHC# 406). These appear to have been the only single-family company houses built. The Providence Road houses are simple one and one-half story gable front dwellings with side hall entries and simple detailing, including box cornices, molded window surrounds, and narrow cornerboards. The house at 1 Depot Street has been altered over time and its original configuration is difficult to discern.

More common are the multi-family workers "tenements", similar to those found in most nineteenth century industrial villages. In Farnumsville, it appears that some of these were built on the sites of earlier single-family dwellings. This may account for the small number of early nineteenth century housing in the district when more were known to have existed. The earliest multi-family workers housing in the district was constructed by the Farnumsville Cotton Mill company around 1875 at 300 Providence Road (MHC# 397) shortly after they took over the mill. This is one of only three buildings in the district with Second Empire style detailing, and the only tenement house of this design. A four-family dwelling, it is two stories high with a mansard roof. The symmetrical facade has two paired entries set beneath small porches. Indicative of Second Empire design are the small brackets decorating the dormers.

The Farnumsville Cotton Mill built about eight additional tenements in the village, all around 1890 to 1900. Six buildings of three different designs have been identified from this building campaign. Identical buildings were constructed in pairs at various locations close to the mill, interspersed among existing residential and commercial buildings. All have the basic rectangular form but vary in the number of units, fenestration, and configuration of porches. Adjacent to 300 Providence Road are 302 and 304 Providence Road (ca. 1900 - MHC# 398 & 401). These identical tenement houses contain four units each and are two-stories high with low hip roofs. They are characterized by their two-tiered porches at the side elevations. Symmetrical fenestration includes both paired and single windows. These Vernacular style buildings have little architectural detailing, with simple unmolded window and door surrounds. The second tenement type from the late nineteenth century building campaign is a six-unit house, surviving at 283 and 285 Providence Road (ca. 1890 - MHC# 388 & 389). These buildings are two stories high and nine bays wide with paired entries centered on symmetrical facades. They are enclosed by steep gable roofs and have simple architectural trim, including narrow cornerboards, box cornices, and unmolded window surrounds. The third tenement type from this period is a two-story four-unit building with gable roof, surviving at 289 and 291 Providence Road (ca. 1890 - MHC# 390 & 392). Each is six bays wide and has a prominent two-tiered porch, with square posts and balusters, centered on the facade. The building at #289 retains a decorative frieze on the porch railing.

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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 6

When the factory was taken over by Waskanut Mill, Inc. around 1920, the mill building was enlarged and additional tenement houses were constructed to accommodate the increased work force. They built six identical four-unit houses at 6, 7, 8, & 9 Harding Street (ca. 1920 - MHC# 433, 434, 435, & 436) and 4 & 5 Harding Street (ca. 1925 - MHC# 431 & 432). These again follow the same basic rectangular plan but have two-tiered porches centered on both the facade and rear elevation. Porches have square posts and balustrades. The houses have shallow hip roofs and symmetrical fenestration, with both paired and single windows. Architectural detailing is very simple, with unmolded window and door surrounds.

Other Multi-Family Housing

In addition to the multi-family housing built by the Farnumsville Cotton Mill and Wuskanut Mill, there were a number (about 20) of similar dwellings constructed by investors to rent to workers of the mill. These include two-family and four-family houses and multi-family apartment buildings. Generally, the earlier buildings are the two and four-family houses while the apartment buildings were built after 1915. Unlike the identical houses built by the mill companies in rows or pairs, privately-built tenements are scattered throughout the district and vary in their design. They date from about 1880 to about 1925 and are, for the most part, Vernacular style structures with very little architectural detailing.

The earliest multi-family houses other than those built by the mill owners are at 268 and 270 Providence Road (ca. 1880 - MHC# Q). These are similar Vernacular buildings constructed by members of the Adams family. They are similar in dimensions and basic form, having rectangular plans, symmetrical fenestration, steep gable roofs, and simple trim. The principal difference is in the entrances. At #268 two doors are centered on the facade under a small porch hood supported on plain brackets. The house at #270 has entries closer to the side walls and a porch supported on turned posts extending across the entire facade.

The remaining multi-family dwellings follow the same basic rectangular plan and have simple detailing and symmetrical fenestration. Variations in window types, porch configuration, and decoration distinguish them from one another. Many are essentially Vernacular but have distinguishing elements from other styles. There are three similar houses at 297 Providence Road (ca. 1890), 17 Main Street (ca. 1900 - MHC# 446), and 260 Providence Road (ca. 1910) which are two-story buildings exhibiting Colonial Revival style influence in their square plans, two-tier porches, hip roofs, and hip dormers. The houses at 136 Ferry Street (ca. 1900 - MHC# 553), 295 Providence Road (ca. 1890), and 28 Main Street (ca. 1910 - MHC# 452) illustrate Queen Anne influence in the form of cross gables, prominent porches with turned posts, and bay windows. The jerkin head roof shape often found on Craftsman style bungalows has been translated to a larger scale at 30 Main Street (ca. 1925 - MHC# 453) and on two buildings at 20 Main Street (ca. 1905 - MHC# 447 & 448). The building at 30 Main Street is also the only example of a triple decker in the district and one of only a few in Grafton.

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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 7

The apartment buildings, such as 21 Cross Street (ca. 1920 - MHC# 464), 25 Cross Street (ca. 1925), 32 Main Street (ca. 1925), and 34 Main Street (ca. 1915), tend to be somewhat larger than other multi-family buildings and have more simplified finishes, such as unmolded window and door surrounds, plain narrow cornerboards, no porches, and plain eaves trim.

Other Single-Family Housing

About 65% of the residences in the district are single-family dwellings, with the greatest concentration of these along Providence Road north of Main Street. Most are modest houses built by or for employees of the mill. Together with the multi-family houses, they contribute to the character of the area and create streetscapes illustrative of life here in the nineteenth and early twentieth centuries. The single-family houses date from roughly 1820 to 1930, but the majority were built in the last half of the nineteenth century; six predate 1850. Most of the earliest dwellings stand on Providence Street, which was the principal thoroughfare through Farnumsville in the early part of the nineteenth century. As early as 1830 a cluster of eight to ten houses stood along Providence Road near Depot Street, near the mill. Town valuations indicate that these were probably all owned by the Grafton Woolen Manufacturing Company by 1932. (Apparently some were built by the mill company and others purchased from neighbors.) The Willis/Brady House (246 Providence Road - MHC# 372) and Cromb/Chase House (274 Providence Road - MHC# 385) were built about 1820 and are far enough north on Providence Road that they are likely to have been built by independent of the mill company. Typical of the period, these are one and one-half story Cape Cod cottages with five bay facades and center entries. Although altered with the addition of a porch (Willis/Brady House) and dormer (Cromb/Chase House), they retain much of their historic character. Detail is very simple, consisting of unmolded window and door surrounds, narrow cornerboards, and undecorated eaves.

Shortly after Main Street was extended into Farnumsville (about 1835 to 1840), houses were built near its intersection with Providence Road. The two oldest houses on Main Street were the last capes constructed in the district: the Fuller/Kempton House (4 Main Street - ca. 1840 - MHC# 440) and the O. Aldrich House (11 Main Street - ca. 1840 - MHC# 444). Both are very much intact (although 11 Main Street has been resided). Similar to the earlier capes, these are five-bay one and one-half story houses. These have the addition of Greek Revival influence in the two-third sidelights and pilasters framing the main entries. The entry at 11 Main Street also has a full entablature over the door.

The earliest house in the district that does not follow the Cape Cod form is the Dr. Levi Rawson House (277 Providence Road - ca. 1830 - MHC# 387). Unlike the earlier capes, it has a pedimented front gable, broad dimensions, center entry flanked by pilasters, and wide cornerboards. It is the only one of its kind in South Grafton. Another unique house, the Bellows/Davis House (66 Depot Street - ca. 1845 - MHC# U; 421), is also a gable front Greek Revival dwelling but is constructed of brick. The earliest of three brick houses in the district, the Bellows/Davis House expresses the Greek Revival style more in its form than in specific finishes. It is one and one-half stories with a broad gable front. The side-hall entry is flanked by partial sidelights and topped by a granite lintel. Gable ends are

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 8

trimmed with a box cornice with shallow returns at gable ends.

Unlike the earlier gable-front houses, those built in the second half of the nineteenth century are more uniform in their proportions, typically narrower than earlier examples. Most were a simple Vernacular design, like the Bassett House (253 Providence Road - ca. 1850 - MHC# 377). This, the most basic form of the gable-front design, includes wide cornerboards, shallow returns at gable ends, and a box cornice with wide frieze.

Between about 1850 and 1910 the most common single-family house built in the district continued to be the wood-frame gable-front cottage. There are a number of variations on this basic form which include Vernacular, Greek Revival, Italianate, Queen Anne, and Colonial Revival style features. Most common in the 1850s and 1860s was a simple one and one-half story Vernacular house with a narrow two or three bay facade and side hall entry. Examples of this house type, such as the R.A. Smith House (60 Depot Street - ca. 1860 - MHC# U; 419) and the Morse House (229 Providence Road - ca. 1860 - MHC# 367), have simple trim, including unmolded window and door surrounds, plain narrow cornerboards, and shallow unadorned eaves. Gable-front houses of the 1870s and 1880s were typically more highly articulated than earlier examples, most incorporating Italianate style detailing. The best examples are the Loren Davis House (64 Depot Street - ca. 1880 - MHC# U; 420), T.S. Sherman/Johnson House (250 Providence Road - ca. 1865 - MHC# 375), and Sherman/Wilson House (247 Providence Road - ca. 1880 - MHC# 373). Indicative of the Italianate style is ornamentation such as bay windows, bracketed cornices and door hoods, deeply molded window surrounds, and porches with turned posts and decorative bracing. The Sherman/Wilson House also has interesting triangular window heads as does the Dr. Warren B. Maxwell House (257 Providence Road - 1877 - MHC# 380). In addition, there are also a few examples of a two-story version of the gable-front house, most intact is the Italianate style Boutillette House (294 Providence Road - ca. 1880 - MHC# 394) which has similar details to the smaller Italianate examples. The basic gable-front house form remained in use through the 1890s, although far less frequently than previously and with greater modification, such as side wings, porches, and second stories. Examples of this two-story house type remain at 299 Providence Road (A.G. Kempton House - ca. 1890 - MHC# 396) and 6 Main Street (ca. 1900 - MHC# 442). A small number of late nineteenth century houses in the district utilize Queen Anne style detailing. Although the Queen Anne style was not widely used in the district, elements of the style, including towers, dormers, and porches, were used sparsely on several buildings. Examples include the Skully House (267 Providence Road - ca. 1895 - MHC# 382) and 20 Maple Street (MHC# 426 - ca. 1890). There is one unusual Colonial Revival example of the one and one-half story cottage at 33 Main Street (ca. 1895). It has a prominent gambrel front, pedimented entry porch supported on Tuscan columns, and shed dormers.

Prior to 1900 very few two-story houses were built in the district. A notable exception is the Sherman/Johnson House (252 Providence Road - ca. 1850 - MHC# 376) which has a five-bay facade, center entry, and gable roof. The design incorporates Greek Revival style detailing such as wide cornerboards, pilasters and side lights flanking the entry, and a deep box cornice with wide frieze.

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 9

Two similar houses were built at 10 and 14 Maple Street (MHC# 424 & 425) around 1905, an unusually late date for Greek Revival style houses. The only other single-family house in the district that utilizes a two-story end-gable design is the William J. Maxwell House (12 Cross Street - ca. 1880 - MHC# 459). This is a more Vernacular version with little architectural detailing that can be attributed to any particular style.

One of the most significant architectural examples in the district is the Second Empire style Dr. Thomas K. Whittemore House (263 Providence Road - ca. 1872 - MHC# 381). The only house of its style in the district and the only truly high style residence.

Although an increasing number of multi-family houses were being constructed after 1900, single-family housing continued to make up about half the new residential stock in 1910; the number of single family houses being built steadily declined after 1910 (less than a dozen single-family houses were built after 1910). Single-family homes built after 1910 follow no particular design or style. About half are Vernacular houses with little or no stylistic association. There are several notable houses dating from the early twentieth century. All are well-preserved anomalies in the district. The house at 5 Cross Street (1920 - MHC# 458) is Colonial Revival style "four square" house with a hip roof, hip dormer, paired and tripartite windows, bay windows topped by balustrades, and entry porch supported on Tuscan columns. One of the more unusual buildings in the district is the Colonial Revival style brick house at 51 Depot Street (ca. 1920 - MHC# 417). It is two and one-half stories high and three broad bays wide with end-wall chimneys, salt box roof, and a center entry sheltered by a small porch. There is one example of a Tudor Revival style house in the district, the brick house at 36 Main Street (ca. 1930 - MHC# 454). It is a one and one-half story house with a prominent cross gable at the facade.

Public and Institutional Buildings

Although the character of the district is largely residential, there are two schools, a fire station, and two social clubs that contribute to the historic character. Although only the social clubs continue to be used for their original purpose, all the buildings remain intact. The oldest of these is the Greek Revival style Farnumsville Engine House (3 Main Street - MHC# 439) from about 1853. This is a rare example of a mid-nineteenth century fire house and the only one of three built in the 1850s by the town of Grafton that survives. Previously located on the opposite side of the street, the engine house is two stories high with a shallow front gable and three story tower at the rear. It is trimmed with a box cornice with a wide frieze, molded window surrounds, and corner pilasters with recessed panels and molded caps. The earliest of the two schools in the district is the Farnumsville School (27 Main Street - 1872 - MHC# 451). The Italianate wood-frame building is a well-preserved example of 1870s school design. This cross-shaped building is unique in Grafton and considered progressive for its date. It is a single-story building with two entries flanking a central wing and large window openings for ample light and ventilation. There are numerous elements of the Italianate style used here, including panelled pilasters, bracketed cornice, overhanging eaves, and bracketed window hoods. The second

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 10

school, the Harding Street School (3 Harding Street - 1926 - MHC# 437), is more typical of traditional educational design. This Colonial Revival style building is constructed of brick and has a roughly square plan and symmetrical fenestration. It is two-stories high with a flat roof bordered by a low parapet. Brick quoins decorate the building corners and much of the remaining trim is concrete, including keystones, lintels, and sills. The two social clubs are wood-frame Vernacular structures typical of early twentieth century designs for institutions of this type. The Polish National Home (7 Main Street - ca. 1935 - MHC# 441) is a two-story building with symmetrical fenestration at the facade. The building has a gable roof which is obscured by a stepped parapet at the facade. The main entry is centered on the facade and sheltered by a small porch with square posts and a balcony above. Trim has been obscured by synthetic siding but major elements of the original design are visible. The Knights of Columbus Hall (130 Ferry Street - ca. 1920) is a one and one-half story gable-front building with a deep floor plan. The wide front elevation has a center entry sheltered by a gabled enclosure. The wood shingled building has very simple trim, including molded window surrounds and a box cornice.

Commercial Buildings

There are about a dozen contributing buildings in the district that were originally constructed for commercial use. Most are located along Providence Street between Depot and Main Streets which has been the principal commercial stretch in the village since the late nineteenth century. Two of these commercial buildings stand on the same lot at 313 Providence Road (MHC# 405 & 407). The southernmost of these is the oldest commercial building in the district (ca. 1830-1840) which appears to have been constructed by the mill owners, Wright Houghton & Company, as a store. It is a small wood-frame structure, two stories high with a shallow gable roof and three-bay facade. It is decorated with Greek Revival detailing, such as panelled corner pilasters, a wrapping porch on broad columns, and a wide frieze board. The second building on the lot is a Second Empire style general store, known as the Austin G. Kempton Store. Constructed ca. 1865 as a post office and general store, this building rises two full stories to a third story contained beneath a mansard roof with hexagonal slate shingles. Other elements of its Second Empire design include panelled corner pilasters and frieze, paired brackets along a coffered soffit, and prominent window hoods. These two buildings are excellent examples of intact mid-nineteenth century commercial structures. About 1865 Alfred Morse, owner of the mill, constructed a hotel and attached barn at 308 Providence Road (MHC# 403) near the mill. Today only the large barn remains. Although it has been altered with the application of synthetic siding and modern storefronts, it retains a major presence in the district and significant elements of its original design, including the cupola and large front gable with shallow returns at the eaves. Another nineteenth century commercial building that remains, although much altered, is the St. Germain Hotel (28 Cross Street - ca. 1875 - MHC# 465). The building has lost much of its architectural integrity through the conversion to apartments, application of synthetic siding, construction of additions, and replacement of doors and windows but remains historically significant to the development of the village. Two large commercial properties were built in the early twentieth century of similar modern designs. One is the Lund Textile Company (134 Ferry Street - ca. 1915 -

(continued)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Farnumsville Historic District  
Grafton, (Worcester County)  
Massachusetts

Section number 7 Page 11

MHC# 552). Although the original front office has been added to over the years, it remains the principal feature at the facade. It is a small single-story building of concrete construction finished with stucco. It has a flat roof with a low stepped parapet at the facade and a center entry flanked by paired windows. The entry is sheltered by a small flat-roof porch. Typical of its Modern style, ornamentation is minimal. Collette Motors (37 Main Street - ca. 1935) is faced with rusticated random ashlar and has a somewhat streamlined design. Half the building contains the sales office while the remainder is a service garage with wide bays containing overhead garage doors. The building has a flat roof with a stepped parapet above the sales office. The office has a wide glazed storefront set beneath a cantilevered roof.

In the late nineteenth and early twentieth century much of the commercial construction in the district was conversion of residences to first floor commercial use, construction of small shops on a portion of a residential lot, or construction of mixed residential/commercial buildings. There are a few very small stores scattered throughout the district, primarily on residential lots with other structures, that appear to have been built in the late nineteenth and early twentieth centuries by owners of the adjacent houses as retail establishments or workshops. Typically, these are one-story shops with rectangular plans and minimal architectural detailing. Well-preserved examples, like those at 40 Main Street (ca. 1920 - MHC# 455) and 9 Main Street (ca. 1930 - MHC# 443) are typical of the small wood-frame stores built in the district. There is one example of a similar store that was constructed of rusticated concrete block at 295 Providence Road (ca. 1930).

#### Other Resources

At the southern end of the district, occupying approximately 1.5 acres of land, is the Farnumsville Cemetery (316 Providence Road - ca. 1812 - MHC# 802) which contains roughly 200 stones. The earliest stone identified dates from 1812 while the latest stone found has a date of 1890. Stones range from simple unornamented slate slabs to a marble monument topped by a pedestal and urn. The cemetery is laid out in uneven rows of slate, granite, and marble stones. Landscaping is sparse, including a row of maple trees along Providence Road and a small grouping of arborvitae in the southwest corner. Two lengths of fence enclose the northwest and northeast sides of the cemetery; the fences are made up of a series of rough granite posts joined by heavy bronze chain.

#### Archaeological Description

While no prehistoric sites are currently recorded within the district, it is possible that sites are present. At least eight prehistoric sites are recorded in the general area (within one mile). Most known sites are found along the margins of the Blackstone River floodplain and its tributary streams. The physical characteristics of the district include well drained aeolian and alluvial soils on level to moderately sloping terraces and floodplain land surfaces in close proximity to the Blackstone River. The combination of these characteristics indicate favorable locational criteria for Native American subsistence and settlement activities. Given the above information, the large size of the district

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7 Page 12

(approximately 150 acres), known site densities and the availability of open space, a high potential exists for the recovery of significant prehistoric survivals. Prehistoric potential may be greater in the southern half of the district south of the Blackstone River where larger areas of open space are present.

A high potential also exists for the recovery of significant historic archaeological remains within the district. Potential also exists for the recovery of significant historic archaeological remains within the district. Potential structural remains from Farnumsville's early mills are the focus of archaeological resources in the same way that the present Farnumsville Cotton Mills are the focus of the existing industrial village. The first mechanized textile mill was constructed by Peter Farnum at the site of the present mill in 1812 and enlarged to a 4 story mill in 1827. An earlier 18th century mill is also indicated by the present of a waterworks on a 1745 map near where Peter Farnum built his mill, however, little evidence of this mill/waterworks survives. In 1830 the first mill burned and was quickly replaced by a large brick mill. In ca. 1842 the second mill was destroyed by fire and also rebuilt. The latter mill, which now exists as the Farnumsville Cotton Mill, was constructed in 11 stages between 1844 and 1940, while each of these mills were constructed on the same general site, numerous phases of construction and demolition may increase the potential for archaeological survivals and the re-use of water supply systems. As mills were destroyed by fire and demolished, components of the mills, particularly below ground floors, and water power canals may have been filled and built over by new mills. North of the mill, archaeological survivals may also include construction features and structural remains associated with two dams, an intact flood gate, brick gate house, lock gate and stone retaining walls along the river. These remains likely date to the 19th century mill succession at the site, however, remnants of the earlier 18th century water works may also be present, possibly in the vicinity of the existing water power facilities or submerged. By the mid 19th century, railroad facilities were also present in the vicinity of the mill, however, only the station master's house on Depot Street remains today. Structural remains may survive from the railroad station and other buildings associated with the providence and Worcester railroad probably in the Depot Street/Main Street locale. Structural remains may also survive from residential housing in the Farnumsville village. Earlier homes dating to the early 19th and possibly late 18th century may exist related to farmsteads in the village locale. Peter Farnum, owner of the first mechanized mill in 1812, was one of several farmers believed to have been living and working in the area prior to that date. Other known homes operated primarily by farmers and craftsmen are reported in the northern more isolated portion of the district. Most 19th century residential structured remains probably result from simple family homes although survivals from late 19th and early 20th century multi family homes also may exist. In 1830 about 8 to 10 homes are reported in the mill area, most owned by Peter Farnum's Grafton Woolen Manufacturing Company. Only 4 houses are extant from the period prior to 1840 indicating potential survivals from this period along the Providence Road corridor particularly near Depot Street. While most structural remains in the district are likely residential related survivals from institutional public and commercial structures are also possible. Archaeological remains from the original site of one of three engine houses built in the 19th century may survive on the east side of Providence Road opposite the present location of the Farnumsville Engine House. The house was

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 7, 8 Page 13, 1

moved across the street from its original site in 1890. Structural remains from the 1862 Freewill Baptist Church may also exist at the site of the extant Cromb/Chase House at the intersection of Main Street and Providence Road. Survivals from the Farnumsville Hotel taken down in 1950 may also exist at the intersection of Providence Road and Depot Street. The Farnumsville District also contains historic archaeological remains related to the Blackstone Canal in the southern portion of the district. Survivals from the canal prism should exist including the canal trend, towpath and embankment. Structural remains from a canal lock and dam also remain. Occupational related features should be present with most archaeological structural remains as well as structures still extant. Trash pits, privies and wells may be present with many residential sites particularly during the late 18th and early 19th centuries. Occupational related features with latter 19th and early 20th century homes may be limited to trash deposits and sheet refuse patterns. Occupational type features related to industrial resources can include trash deposits and industrial dumping areas. Dumping area which served the entire community may also be present.

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**8. STATEMENT OF SIGNIFICANCE**

The Farnumsville Historic District in Grafton, Massachusetts possesses integrity of design, location, setting, materials, and workmanship, as well as association with the development of Farnumsville as a small industrial village functioning around a single mill. Beginning with construction of the town's first mechanized textile mill here in 1812, the village gradually expanded and became more diversified through the nineteenth and early twentieth centuries. Today this largely residential district remains a well-preserved collection of mill structures, houses, stores, and public buildings which represent most of the major architectural styles of the nineteenth and early twentieth centuries. The period of significance for the district is 1810 through 1935, to encompass the earliest structures built in the village and the last buildings constructed before the economy of Farnumsville took a downward turn. The Farnumsville Historic District is of local significance and meets Criteria A and C for listing on the National Register of Historic Places.

Industrial Development

Until 1825 the economic base of Grafton was still primarily agricultural although small milling operations had been established at various locations in town along the Quinsigamond and Blackstone Rivers. The first mill in Grafton, a saw mill, was in operation by 1729 on the Quinsigamond just west of the town center. In the southern part of town along the Blackstone River, a grist mill, scythemaking shop, and currying operation were established by the mid-eighteenth century. By 1775 a second fulling mill was established on the Blackstone River and another fulling mill, a grist/saw mill, and a scythe shop were all operating in North Grafton. The Willard family had begun production of their well-known clocks in the northeast section of town by 1766. Manufacturing continued to

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 2

function on a small scale into the early nineteenth century. In 1800 Grafton had several saw and grist mills, at least one fulling mill, three triphammers, several scythemaking shops, two tanneries, and a currying operation. In 1812 Albert Stone added a carding mill to his fulling mill at North Grafton. About the same time Peter Farnum began operating a small woolen mill in South Grafton, on the site of the current Farnumsville mill.

Originally from Uxbridge, Massachusetts, Peter Farnum (1765-1832) operated the mill along with his son Paul under the name Peter Farnum & Son. The company remained in the Farnum family for a number of years. Paul Farnum remained with the company until his retirement in 1823 at which time his brother, Peter Jr., took his place. Another brother, John Farnum, and a cousin, Mowry (or Morey) Farnum, joined the company about the same time. Peter Farnum's daughter Elizabeth was the wife of Silvanus Holbrook who was also connected with the mill company for a time.

During the decade between 1825 and 1835 the town's economy was transformed from one reliant on farming to one dominated by industry. Although boot and shoe making remained primarily a cottage industry into the early nineteenth century, the production of leather goods and leather processing became increasingly important to the town economy. Beginning with the opening of J.W. Slocomb's small shoe factory near the center in 1813, Grafton became the third largest producer of boots and shoes in the state by 1837, employing 1,392 people that year. The leather industry was hard hit by the depression that followed the financial panic of 1837. Despite a dramatic decrease in production, ten boot and shoe factories, five curriers, and two tanneries remained in Grafton in 1866.

Textile production was also becoming a significant industry for Grafton by 1837 when 469 people were employed in textile related businesses. The New England Manufacturing Company constructed its "upper mill" in North Grafton in 1826, adding the "lower mill" a few years later. The mills, together with associated workers housing, village green, churches, stores, and school comprised what was known as the New England Village. Similarly, in South Grafton three small industrial villages developed around the mills along the Blackstone River, in Farnumsville, Fisherville, and Saundersville, all named for the mill owners.

Peter Farnum expanded his textile operation in 1827 with the construction of a four-story stone mill for the production of satinets with a two story wood-frame ell for the manufacture of shuttles. As at the New England Village, associated housing, commercial, and institutional buildings were rapidly built around the mill, creating the small industrial village of Farnumsville. By 1830 about a dozen buildings were clustered around the mill.

By 1831 the mill at Farnumsville was operated by the Grafton Woolen Manufacturing Company whose principals were Peter Farnum, Luther Wright, and Daniel Pitts. In 1830 the mill burned and was replaced by a somewhat larger brick mill which was equipped with four sets of machinery, sixteen satinet and twelve broad looms. By 1837 the mill was producing 70,000 yards of cloth annually and employing 59 people. Like the leather industry, the town's textile mills suffered financial losses

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 3

following the panic of 1837 but the textile industry rebounded relatively fast and by 1855 there were six cotton mills in town employing 500 people. In 1838 the Blackstone Woolen Company (with Peter Farnum as principal along with partners Wright and Phillips) was running the mill at Farnumsville. The Blackstone Woolen Company failed in 1842. About the same time, the mill was again destroyed by fire but was soon rebuilt by a new partnership, Wright, Houghton & Company. The earliest section of the existing mill building dates from the 1844 construction by Wright, Houghton & Company which accommodated seventy-five looms in the production of cotton rather than woolen cloth which had previously been manufactured here. In 1846 Alfred Morse bought out Houghton and another partner, Buffum, and the company name was changed to Wright & Morse. Between 1860 and 1865 Alfred Morse became sole owner of the mill. By 1870 he was operating the mill in partnership with his son James under the name A. Morse & Son. In 1873 the business again failed and the mill was acquired the following year by Peter Simpson, Jr., John Rhodes, and William H. Andrews who formed the Farnumsville Cotton Mills for the manufacture of print cloth.

Although leather production and goods remained the leading industry in Grafton until about 1900, accounting for 70% of the goods manufactured in Grafton in 1880, textile manufacturing was a substantial part of the economy, with the value of textile goods produced in Grafton more than doubling between 1875 and 1885. While the leather industry declined rapidly after 1900, with only one manufacturer remaining in 1910, the textile industry sustained production through the 1920s until the Depression.

In the late nineteenth century, the Farnumsville Cotton Mills expanded their facility several times and increased the mill capacity to 800 spindles and 200 looms by 1876. Through several changes in owners and managers the company continued to produce printed cottons and drills until 1901 by which time they had expanded production and increased the mill capacity to 350 looms, 15,000 spindles, and 150 employees. Between 1900 and 1905 the factory was sold to the Excelsior Mills. It is unclear if or for how long Excelsior ran the mill but by 1920 it had been acquired by the Wuskanut Mills. Wuskanut further enlarged the mill building and was responsible for construction of associated buildings such as a community house and a group of multi-family housing blocks. After converting the facility to the production of worsteds for mens' wear, Wuskanut Mills grew steadily and eventually employed 500 people. The business continued to grow and prosper through the 1920s but could not withstand financial hardships brought about by the Depression and closed about 1930. In the mid-twentieth century the mill did reopen for textile production under J.J. O'Donnell Woolens, Inc.

Earliest Development (1800 to 1860)

At the time Peter Farnum's first mill was constructed in 1812 little had been built in South Grafton. What we know of today as Farnumsville was largely agricultural land and Peter Farnum was one of several farmers who are believed to have been living and working in the area prior to 1812. A map of 1795 notes a water works by the Blackstone River near where Farnum later built his mill but no physical evidence of eighteenth century use survives. The oldest resource in the district, the

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 4

Farnumville Cemetery (316 Providence Road - MHC# 802 - ca. 1812), contains grave stones dating back as far as 1812. The earliest stones bear the names of South Grafton's first residents, primarily farming families like the Shermans, Browns, Wadsworths, and Reddings.

The earliest surviving houses in the district appear to date from about 1800. By 1830 there were approximately eight to ten houses standing nearby the mill. According to the town tax records, most of those were owned by Peter Farnum's Grafton Woolen Manufacturing Company (mill owners until 1838) which was assessed for 10 houses in 1832. It is not known if these were houses built by the company or previously existing houses that the company purchased, although the latter is likely. Four houses survive from the period prior to 1840 (all along Providence Road) but it is not known which were owned by the mill company. The Willis/Brady House (246 Providence Road - MHC# 372 - ca. 1820) and Cromb/Chase House (274 Providence Road - MHC# 385 - ca. 1820) are far enough north on Providence Road that they are likely to have been built independent of the mill company. Settlement in Farnumville was substantial enough by 1831 that the first South Grafton post office was opened here, with Dr. Levi Rawson as postmaster. Rawson's house still stands at 277 Providence Road (MHC# 387 - ca. 1825).

In the 1840s and 1850s residential growth around the mill at Farnumville continued as a small community was beginning to take shape. Several factors facilitated the growth of the village, primarily expanded mill production and greater accessibility to house lots. First, in constructing the new mill in 1844, the Blackstone Cotton Mill increased production capacity thus creating demand for a larger work force and housing to accommodate them. By opening up additional markets, increased mill production was facilitated by construction of the Providence & Worcester Railroad in 1847 just west of the mill. Although the rail station is no longer extant, the Station House, which is said to have been occupied by the station master, remains at 77 Depot Street (ca. 1845 - MHC# 422). Secondly, prior to 1842 land west of the Blackstone River was part of Sutton, discouraging expansion from the mill in that direction. After annexation, development was advanced west of the river along Depot Street, Ferry Street, and Maple Avenue. Thirdly, in the 1840s Main Street was extended eastward from Fisherville to Providence Road in Farnumville, creating a greater number of potential house lots and increased access to the Fisherville mill which also provided work for a number of Farnumville residents.

By 1857 there were about a dozen houses clustered along Providence Road near Depot Street, five or six houses west of the mill on Depot Street near the railroad, nine houses grouped near the intersection of Main Street and Providence Road, and another seven isolated at the north end of the district along Providence Road. Those houses closest to the mill were owned by the mill company and are discussed in the following section. Houses further west on Depot Street had close ties with the mill. The house at 66 Depot Street (MHC# U; 421 - ca. 1840) was occupied for many years by Loren Davis, a cloth folder, who later built the house at 64 Depot Street (MHC# U; 420 - ca. 1880). The houses at 57 Depot Street (MHC# 418 - ca. 1850) and 59 Depot Street (ca. 1850) were built by members of the Redding family and sold to mill owners A. Morse & Son around 1870.

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 5

The three oldest houses on Main Street, the Fuller/Kempton House (4 Main Street - MHC# 440 - ca. 1840), O. Aldrich House (11 Main Street - MHC# 444 - ca. 1840), and Smith P. Chase House (16 Main Street - ca. 1850), were built shortly after Main Street was laid out.

The more isolated houses at the north end of Providence Road were generally slightly larger and when constructed were not as closely associated with the mill as those houses directly west and east of the mill. Owners of the earliest houses at the north end of Providence Road were primarily farmers or craftsmen, like Josiah G. Hall a shoemaker who lived at 233 Providence Road for many years, farmer Frank Hall whose house was at 237 Providence Road, and Amherst J. Ford who repaired boots and shoes at 243 Providence Road. One early family from this area, the Shermans, are well represented by three houses associated with that family: 247, 250, and 252 Providence Road.

Company Development

As mentioned previously, most of the houses close to the mill were owned by the mill company (Wright & Morse were owners from 1846 to about 1860). Those included, 1 Depot Street (MHC# 406 - ca. 1830), 305 Providence Road (MHC# 402 - ca. 1850), 318 Providence Road (MHC# 409 - ca. 1850), and 320 Providence Road (MHC# 410 - ca. 1850). The two single-family houses at 318 and 320 Providence Road were built about 1850 and appear to be the earliest residences built by the mill company; they are also examples of only a few single-family houses built by a mill owner in the district. Wright & Morse were also responsible for construction of the Morse Hotel which stood at **308 Providence Road**, and a boarding house at 309 Providence Road (MHC# 404 - ca. 1860), and the Former Farnumsville Store (MHC# 407 - ca. 1830-40), which is remarkably intact given its early date. Although the hotel is no longer extant, the large Morse Hotel Barn (MHC# 403 - ca. 1850) that was formerly attached does remain. By 1855 Wright & Morse had also acquired four additional houses which they probably rented to employees at their mill.

As sole owner of the mill properties and later in partnership with his son, Alfred Morse (mill owner from about 1860 until 1873) continued the practice of purchasing nearby houses, presumably to rent to his employees. By 1870 they owned a total of 18 houses. This ceased by about 1870 when Alfred Morse & Sons began experiencing financial difficulties which would lead to his closing the mill in 1873. Hard times were reflected in the lack of new construction associated with the mill. It appears that the last buildings constructed by Morse were three houses on the east side of Providence Road just south of Keith Hill Road. These were later replaced by housing of the Farnumsville Cotton Mills.

After 1874, when the Farnumsville Cotton Mill (mill owners from 1874 until about 1900) reopened and expanded the factory, mill-related construction was again undertaken. Construction of the four-family house at 300 Providence Road (MHC# 397 - ca. 1875) marks the beginning of a period of prosperity for the village and the start of multi-family housing construction in the district. About 1890 they constructed two additional housing blocks at 302 and 304 Providence Road (MHC#s 398 and 401 - ca. 1890). The four houses at 283, 285, 289, and 291 Providence Road (MHC#s 388, 389, 390, and

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 6

392) were built about 1890. It appears these were built in the location of several earlier houses built by Wright & Morse and the Farnumsville Engine house which probably accounts for it having been moved across the street.

The final mill-related housing includes six multi-family blocks built by the Waskanut Mills on Harding Street. These were built in two phases, the first around 1920 when 6, 7, 8, and 9 Harding Street (MHC#s 433, 434, 435, and 436) were erected. The buildings at 4 and 5 Harding Street (MHC#s 431 and 432) were constructed about five years later.

#### Later Residential Development

Between 1857 and 1870 four additional houses were constructed north of Main Street. As late as 1870 the northern portion of the district remained somewhat isolated, with no buildings existing between Dr. Rawson's House at 277 Providence Road (MHC# 387) and 255 Providence Road.

After 1870 residential development in the district increased quickly, paralleling expansion of the textile industry and the Farnumsville mill. The Farnumsville Cotton Mill enlarged its facility several times in the late nineteenth and early twentieth centuries. By 1876 the mill employed 75 workers. This number was doubled by 1901. Around 1925 the mill employed approximately 500 people. To accommodate this rapidly increasing work force, both single and multi-family houses were built at an increased rate that did not taper off until after about 1925. Construction of both single and multi-family housing was steady well into the twentieth century. Single-family construction tapered off somewhat after about 1915 while multi-family construction continued fairly steadily until about 1930. Residences built after 1900 were scattered throughout the district, filling in empty lots in varied locations. Most of the single-family houses were built on Providence Road north of Main Street, Depot Street, and Maple Avenue.

Much of Grafton's work force by the end of the nineteenth century were foreign-born immigrants. By 1855 large numbers of Irish immigrants were already in Grafton, followed by waves of Canadian, English, and Scottish. By 1870 the latter totaled nearly one quarter of the town's population. By 1875 the French Canadian population outnumbered the Irish. The highest percentage of foreign-born residents was reached in 1895 (33.15%). English and Scottish immigrants were found mostly in North Grafton, while a large number of French Canadians settled in South Grafton. In the late nineteenth century, most of the parishioners of St. James Church in nearby Fisherville were from Quebec, Ireland, and the maritime provinces. Eventually the congregation was further diversified by immigrants from Poland, Italy, Lithuania, and Slovakia. This is reflected, not only by the surviving institutions but also in the names of some property owners and occupants.

The physical isolation of the northern part of the district was lessened with the construction of the Dr. Warren B. Maxwell House (257 Providence Road - MHC# 380) and Dr. Thomas K. Whittemore House (263 Providence Road - MHC# 381) in the 1870s. Dr. Whittemore (1838-1877) moved to

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 7

Farnumsville about 1864 to take the place of the former village doctor, Levi Rawson. Whittemore died suddenly in 1877 and was replaced by Dr. Maxwell. Few of the early residents of this area had direct ties to the mill. It was not until the 1880s and 1890s that employees of the mill had to seek housing further from the mill as the number of employees and demand for housing increased. It appears that many of the mill workers with houses north of Cross Street were primarily the skilled craftsman, specialists, or senior personnel. Mill overseer Andrew Johnson owned the houses at 250 and 252 Providence Road (MHCs# 375 and 376 - ca. 1865 and 1850) while loom fixer Hilton Whitehead lived at 229 Providence Road (MHC# 367 - ca. 1860). Lyman Pike, mill engineer, bought the house at 257 Providence Road (MHC# 380 - 1877) around 1892. Throughout the remainder of the district there was no noticeable segregation of residents. Most of the houses, both single and multi-family, were owned or occupied by employees of the Farnumsville mill or nearby Fisherville mill. With the laying out of Cross Street in the 1880s came an increasing number of residences which were built to house mill workers. Cross Street is dominated by simple vernacular houses built between 1880 and 1910 for mill workers. Typical of these are the single-family houses at 18 Cross Street (ca. 1885) which was occupied by loom fixers Joseph and Alex Balcom and 20 Cross Street (MHC# 462 - ca. 1885) which was owned by weaver Eli Lemaire. The two large multi-family buildings at 19 & 21 Cross Street (MHC#s 463 and 464 - ca. 1925 and 1920) are likely to have housed employees from both the Farnumsville mill and the nearby Fisherville mill given the close proximity of the latter. Similarly there were a number of residences, primarily multi-family, built along the north end of Main Street that probably housed employees of both mills. In the 1920s the Farnumsville mill was employing about 500 people while the Fisherville mill employed up to 700 people therefore the need for housing was great in these two small adjacent villages. These include two buildings at 20 Main Street (MHC# 447 - ca. 1905), a triple decker (the only one in the district) at 30 Main Street (MHC# 453 - ca. 1925), and 40 Main Street (MHC# 455 - ca. 1900).

Residences constructed further south on Main Street and in the southern half of the district along Providence Road Depot Street, Ferry Street, and Maple Avenue are more likely to have been occupied by the Farnumsville mill workers, like those at 317 & 319 Providence Road (ca. 1920 and 1925), 292 Providence Road (MHC# 393 - ca. 1880) which was occupied by mill operative Henry Bashaw, 10 Maple Avenue (MHC# 424 - ca. 1906) which was owned by Russian immigrant and weaver Alexander Ermak, and 136 Ferry Street (MHC# 553 - ca. 1900). The earliest multi-family houses independent of the mill company were two at 268 & 270 Providence Road (MHCs# 384 and 383 - ca. 1880) built by the Adams family, a local farming family. Austin G. Kempton, who ran the general store at 211 Providence Road, also owned several multi-family houses, including 297 Providence Road (which was built on his house lot ca. 1890), 299 Providence Road (MHC# 396 - ca. 1890), and 1 Main Street (MHC# 438 - ca. 1890).

After about 1915 the construction of single-family residences tapered off although multi-family construction continued for another 15 or 20 years. The majority of multi-family houses built after 1915 were larger apartment buildings, containing a greater number of smaller units than the multi-family houses built previously. These were primarily built on Cross Street and Main Street, well-

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 8

situated to accommodate both the Farnumsville and Fisherville mill workers. This may indicate a shift in the mill population from the employment of families under the Rhode Island system to increased employment of unmarried workers. Typical of the apartment buildings are those at 25 Cross Street (ca. 1925-30), 32 Main Street (ca. 1925) and 34 Main Street (ca. 1915).

Also scattered throughout the district are homes of various craftspeople or merchants who served the local community, these include 292 Providence Road (MHC# 393 - ca. 1880) where carpenters Gilbert and Stephen Bashaw lived, 294 Providence Road (MHC# 394 - ca. 1880) which was owned by tea peddler Paul H. Boutillette, 33 Main Street (ca. 1895) which was occupied by laborer Lexter Gasso, 12 Cross Street (MHC# 459 - ca. 1880) owned by Robert Maxwell who operated a provisions store, and 24 Cross Street (ca. 1885) where Charles St. Germain lived (St. Germain ran a hotel - MHC# 465 - next to his house).

Public, Institutional, and Commercial Development

The village population was substantial enough by the mid-nineteenth century that public, social, and commercial services began to be established. Following establishment of the town fire department in 1853, three engine houses were built, including the Farnumsville Engine House (3 Main Street - MHC# 439 - ca. 1850s). This is the only one of the three remaining in town today, it was moved from the east side of Providence Road to its present location (nearly opposite its original site) about 1890.

Indicative of the villages increasing population and growing needs in the mid-nineteenth century is the Austin G. Kempton Store (299 Providence Road - ca. 1890) which was much larger and more diverse than the earlier company store, containing the post office and selling grain, patent medicines, hardware, hay, coal, and dry goods in addition to food. This and Collete Motors (37 Main Street - ca. 1935) are the most visually prominent of the village's historic commercial buildings. The Hotel St. Germain (28 Cross Street - MHC# 465 - ca. 1885) is the only building of its type remaining but has less of a presence as it has been significantly altered. In the late nineteenth and early twentieth century a few free standing single-story shops were constructed on the same lot as the proprietor's residence, including 295 Providence Road (ca. 1890) and 40 Main Street (ca. 1920). There are also several houses in the district that appear to have been built, primarily in the early twentieth century, to accommodate stores at the first floor and residential use above, such as 1 Main Street (MHC# 438 - ca. 1880), 3 Main Street (ca. 1890), and 15 Main Street (MHC# 445 - ca. 1900). Most of these buildings housed small grocery or provisions stores.

The growing population of Farnumsville and neighboring Fisherville in the late nineteenth century required construction of the school building at 27 Main Street (MHC# 451) in 1872. Prior to that classes were held nearby at the Freewill Baptist Church. Although the Main Street school was expanded in 1884, the facility was outgrown in the 1920s and the larger Harding Street School (3 Harding Street - MHC# 437 - 1926) was built.

(continued)

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

**Farnumsville Historic District  
Grafton, (Worcester County)  
Massachusetts**

Section number 8 Page 9

In 1838 the Freewill Baptist Church was organized in South Grafton in the village of Saundersville. After a period of decline, the church was reestablished in Farnumsville about 1862 with a church being constructed at the intersection of Main Street and Providence Road. Although the church building no longer remains, the Cromb/Chase House (274 Providence Road - MHC# 385 - ca. 1820s) stands as a reminder of its presence. This was the long-time residence of George W. Cromb, who was deacon of the church for a number of years.

Two social clubs were built in Farnumsville in the early twentieth century, the Polish National Home (7 Main Street - MHC# 441 - ca. 1935) and Knights of Columbus Hall (130 Ferry Street - ca. 1920). Both continue to function as meeting places for the local community.

Other than the Farnumsville Mill, only one other industrial building was constructed during the period of significance for the district, the Lund Textile Company (134 Ferry Street - MHC# 552 - ca. 1915), a small cotton and silk mill. The company opened about 1915 and manufactured corset fabrics. They remained in operation until about 1930 when the mill was taken over by American Weavers, Inc. By 1947 the factory was occupied by the Tupper Corporation, well-known manufacturers of plastic goods.

Recent preservation efforts within the district have had strong support from the town planning department, the local historical commission, and residents of the district. A major drive is currently under way to raise funds for restoration of the Farnumsville Engine House. Several proposals for adaptive reuse of the mill have recently been set forth including one to create a mixed-use performing arts/small manufacturing facility. Residents of the district are committed to preserving the historic character of the neighborhood and retaining the mill as its focus.

Archaeological Significance

Since patterns of prehistoric occupation in Blackstone are poorly understood, any surviving sites could be significant. Prehistoric sites in this area can contribute to a greater understanding of Native American settlement and subsistence within the Blackstone River drainage, particularly in a transitional zone between the coastal lowlands and Worcester Plateau uplands. Potential sites in the district may contain valuable information on the importance of upland sites along tributaries of that drainage system. Native American settlement in this area may focus on larger sites along the Blackstone River, possibly at the confluence of tributary rivers/streams or at fall lines. These sites in town may be related to larger sites and/or core areas along lower portions of the Blackstone River towards Managansett Bay to the south or towards the lower reaches of the Charles or Neponset Rivers to the northeast. Prehistoric sites in this area may contain information which indicates the local and regional socio/political impact of native social groups in these drainages and possibly how these relationships changed through time. This data could test commonly held beliefs pertaining to riverine drainage settlement hypotheses.

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 8 Page 10

Historic archaeological remains described above have the potential to provide detailed information on the social, cultural and economic changes that occurred in a dispersed rural farming area as it grew into an industrial village functioning around a single mill. Further historical research combined with archaeological survey and testing can help to identify 18th century agricultural and water power components of the district which may survive. Similar research conducted for early 19th century structural remains in the district can help document the pre-industrial agricultural beginnings in Farnumsville which are presently poorly documented. Documentation of 19th century residential structures related to the district's industrial growth can also be improved through archaeological research. The analysis of structural remains combined with detailed study of occupational type features can help document which structures were built specifically for the use of mill workers and which structures may have been purchased by mill owners and transformed for mill use. This analysis may identify characteristic similarities between mill owned and designed housing and later changes which occurred with homes not originally designed for mill use. Residential use of housing in Farnumsville might also be different relative to distance from the mill location. Most mill owned housing was located near the mill. Archaeological studies of housing sites in the district can provide us with important information on the lives of mill workers and how they changed through time. Detailed analysis of structural remains and occupational related features can contribute information towards studies of ethnicity in the district. Archaeological survivals document the extent to which ethnic groups retained their native heritage as they adapted to industrial life in the village. This can be important in Farnumsville and in South Grafton in general where the growing work force included nationalities such as Irish, French Canadians, Poles, Italians, Lithuanians and Slovaks. Social origination within the industrial village can also be studied through archaeological resources. Some historians report that the predominance of single family homes and smaller apartment buildings in the village is the result of intentional employment of families by mill owner under what has been called the Rhode Island System. During the late 19th and early 20th Centuries this employment system began to change resulting in increased employment of unmarried workers and growth of boarding houses and larger apartment structures with smaller units. Archaeological resources in the district can be used to help further define changes in employment and social organization in the village. Transportation and water power technologies can be documented through archaeological studies related to the Blackstone Canal. Further historical research and archaeological testing can document the location of mill related facilities which enabled the transfer of goods manufactured at the mill to canal boats for transport out of the village. Canal modifications can also be identified as its function changed from water transport to water power for the mill. Construction features and materials used in construction can also be identified in areas of the canal prism, lock and dam.

(end)

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Farnumsville Historic District  
Grafton, (Worcester County)  
Massachusetts

Section number 9 Page 1

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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetFarnumsville Historic District  
Grafton, (Worcester County)  
MassachusettsSection number 10 Page 1**10. GEOGRAPHICAL DATA**UTM References (cont.)

	Zone	Easting	Northing
5	19	278500	4671910
6	19	278020	4671890
7	19	277980	4672360
8	19	278160	4672580
9	19	277960	4672740

(end)

Verbal Boundary Description

The Farnumsville Historic District includes properties along the principal thoroughfares (Main, Ferry, and Depot Streets and Providence Road) and secondary streets (Collette, Cross, and Harding Streets, Maple and River Avenues, and Keith Hill Road) in the village of Farnumsville, located in the southern part of Grafton. In nearly all locations, boundaries follow current property lines of lots bordering these streets. Near the center of the district, the boundary cuts across the Blackstone River. The eastern boundary of the district follows the Massachusetts Electric Company easement line in two locations where lots are very large and parcels extend into areas of newer housing. Exact boundaries are delineated on an attached map.

Boundary Justification

The Farnumsville Historic District includes the core of the industrial village, its factory, associated residences, public buildings, and commercial structures. Most of the buildings date from the nineteenth or early twentieth centuries. The northernmost property in the district is 227 Providence Road. Further north the character of the streetscape changes considerably with a significant number of residences postdating the mid-twentieth century. Historic properties in the area north of the district are far more scattered than is found within the district. The same situation occurs east of the district along Keith Hill Road, south of the

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

**Farnumsville Historic District  
Grafton, (Worcester County)  
Massachusetts**

Section number 10 Page 2

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district along Providence Road and Maple Avenue, and west of the district along Ferry Street. The Blackstone River creates a natural boundary along much of the west side of the district and south of the district between Maple Avenue and Providence Road. Just west of the district boundaries, between Main Street and the Blackstone River, are four small streets lined with houses which appear to have been built within the period of significance but have been substantially altered and retain little integrity. For this reason they have been excluded from the district. The areas east and north of the district is also physically set off by the Massachusetts Electric Company easement. The Farnumsville Historic District is contiguous with the Fisherville Historic District, separated only by the Blackstone River where it passes under Main Street. The two districts are distinct communities, each having a unique character and history.

**(end)**

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<b>MAP#</b>	<b>MHC#</b>	<b>HISTORIC NAME</b>	<b>STREET ADDRESS</b>	<b>DATE</b>	<b>STYLE</b>	<b>STATUS</b>	<b>TYPE</b>
115-54		South Grafton Laundry	5 Collette Street	ca. 1930	altered	C	B
115-55		garage	7 Collette Street	ca. 1930	Vernacular	C	B
				ca. 1930		C	B
115-51			8 Collette Street	ca. 1950		NC	B
115-56		shed	9 Collette Street	ca. 1970		NC	B
		shed		ca. 1970		NC	B
				ca. 1970		NC	B
115-15		R. Maxwell House	4 Cross Street	ca. 1890	Vernacular	C	B
		garage		ca. 1950		NC	B
115-38	458	garage	5 Cross Street	1920	Colonial Revival	C	B
				ca. 1920		C	B
115-14		garage	6 Cross Street	ca. 1900-20	Vernacular	C	B
				ca. 1950		NC	B
115-39			7 Cross Street	ca. 1965		NC	B
115-13			8 Cross Street	ca. 1970		NC	B
115-40			9 Cross Street	ca. 1965		NC	B
115-41			11 Cross Street	ca. 1965		NC	B
115-11	459	William J. Maxwell House	12 Cross Street	ca. 1880	Vernacular	C	B
		garage		ca. 1935		C	B
115-10			14 Cross Street	ca. 1890	Altered	NC	B
115-42	460		15 Cross Street	ca. 1925	Altered	NC	B
115-9	461		16 Cross Street	ca. 1900	Vernacular	C	B
		shed		ca. 1920		C	B
115-43			17 Cross Street	ca. 1925-30	Colonial Revival	C	B
		shed		ca. 1970		NC	B
115-8		James Balcom House	18 Cross Street	ca. 1885	Vernacular	C	B
115-44	463		19 Cross Street	ca. 1925	Vernacular	C	B
		garage		ca. 1930	Vernacular	C	B
115-7	462	Eli Lemaire House	20 Cross Street	ca. 1885	Vernacular	C	B
		shed		ca. 1950		NC	B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STYLE	STATUS	TYPE
115-4	464		21 Cross Street	ca. 1920		C	B
		garage		ca. 1930		C	B
115-6			22 Cross Street	ca. 1925	Vernacular	C	B
115-5		Charles St. Germain House	24 Cross Street	ca. 1885	Vernacular	C	B
115-45			25 Cross Street	ca. 1925-30	Vernacular	C	B
		garage		ca. 1920		C	B
		store		ca. 1925		C	B
115-4			26 Cross Street	ca. 1965		NC	B
		garage		ca. 1965		NC	B
115-3	465	St. Germain Hotel	28 Cross Street	ca. 1875	Vernacular/altered	C	B
124-4	406	Wright & Morse/Kempton House	1 Depot Street	ca. 1830	Vernacular	C	B
124-5			5 Depot Street				V
123-28		Farnumsville Cotton Mill	6-15 Depot Street	1844-1940	Vernacular	C	B
		floodgate		by 1850		C	S
		gate house		by 1850		C	S
		dam		by 1850		C	S
		dam		by 1850		C	S
		lock gate		by 1850		C	S
		mill office		ca. 1920		C	B
124-6		community house		ca. 1925		C	B
124-68		garage		ca. 1930		C	B
124-29		stock house		ca. 1870		C	B
		salt house		ca. 1890		C	B
		mill channel		mid-late 19th century		C	S
123-28,29	929	Blackstone Canal		1828		C	S
	T; 923	bridge	at Blackstone River	1925		C	S
123-30	417		51 Depot Street	ca. 1920	Colonial Revival	C	B
		garage		ca. 1950		C	B
		shed		ca. 1920		C	B
123-31	418	O. Redding House	57 Depot Street	ca. 1850		C	B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<b>MAP#</b>	<b>MHC#</b>	<b>HISTORIC NAME</b>	<b>STREET ADDRESS</b>	<b>DATE</b>	<b>STYLE</b>	<b>STATUS</b>	<b>TYPE</b>
123-32		Redding House garage	59 Depot Street	ca. 1850 ca. 1930	Vernacular	C C	B B
123-27	U; 419	R.A. Smith House shed	60 Depot Street	ca. 1860 ca. 1900-1930	Vernacular ruins	C NC	B B
123-33			61 Depot Street				V
123-26	U; 420	Loren Davis House shed	64 Depot Street	ca. 1880 ca. 1900	Italianate	C C	B B
123-40		shed	65 Depot Street	ca. 1960		NC	B
123-25	U; 421	Bellows/Davis House shed shed	66 Depot Street	ca. 1840s ca. 1930 ca. 1970	Greek Revival	C C NC	B B B
123-34	422	Station House shed	77 Depot Street	ca. 1845 ca. 1890	Vernacular	C C	B B
123-13		Knights of Columbus Hall	130 Ferry Street	ca. 1920	Vernacular	C	B
123-12	551		132 Ferry Street	ca. 1890	Vernacular	C	B
134	552	Lund Textile Company shed machine shop/garage	134 Ferry Street	ca. 1915 ca. 1950 ca. 1915	Modern	C NC C	B B B
123-10	553	garage	136 Ferry Street	ca. 1900 ca. 1930	Vernacular	C C	B B
124-20A	437	Harding Street School	3 Harding Street	1926	Colonial Revival	C	B
124-15	V; 431	Waskanut Mills Worker Housing	4 Harding Street	ca. 1925	Colonial Revival	C	B
124-13	V; 432	Waskanut Mills Worker Housing	5 Harding Street	ca. 1925	Colonial Revival	C	B
124-16	V; 433	Waskanut Mills Worker Housing garage	6 Harding Street	ca. 1920 ca. 1930	Colonial Revival	C C	B B
124-9	V; 434	Waskanut Mills Worker Housing garage	7 Harding Street	ca. 1920 ca. 1930	Colonial Revival	C C	B B
124-17	V; 435	Waskanut Mills Worker Housing	8 Harding Street	ca. 1920	Colonial Revival	C	B
124-10	V; 436	Waskanut Mills Worker Housing garage	9 Harding Street	ca. 1920 ca. 1930	Colonial Revival	C C	B B
116-11			171R Keith Hill Road	ca. 1960		NC	B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STYLE	STATUS	TYPE
115-64	438	garage	1 Main Street	ca. 1880	Vernacular	C	B
				ca. 1930		C	B
115-24			2 Main Street	ca. 1970		C	B
115-64A	439	Farnumsville Engine House	3 Main Street	ca. 1850s	Greek Revival	C	B
115-66			Main Street	ca. 1890	Vernacular	C	B
		garage		ca. 1920		C	B
115-25	440	Fuller/Kempton House	4 Main Street	ca. 1840	Cape	C	B
		garage		ca. 1930		C	B
115-27	442		6 Main Street	ca. 1900	Vernacular	C	B
		garage		ca. 1930		C	B
115-67	441	Polish National Home	7 Main Street	ca. 1935	Vernacular	C	B
		shed		ca. 1935		C	B
		monument		1969		NC	O
115-28			8 Main Street	ca. 1960		NC	B
		shed		ca. 1960		NC	B
115-68	443	Fuller House	9 Main Street	ca. 1865	Vernacular	C	B
		garage		ca. 1920		C	B
		store		ca. 1930		C	B
115-30			10 Main Street	ca. 1960		NC	B
115-69	444	O. Aldrich House	11 Main Street	ca. 1840	Cape	C	B
		cottage/garage		ca. 1900		C	B
115-62		former store	14 Main Street	ca. 1900	Vernacular	C	B
		garage		ca. 1920		C	B
		shed		ca. 1930		C	B
115-70	445	former store	15 Main Street	ca. 1900	Vernacular	C	B
115-61		Smith P. Chase House	16 Main Street	ca. 1850	Vernacular	C	B
115-71	446		17 Main Street	ca. 1900	Colonial Revival	C	B
		garage		ca. 1950		NC	B
		garage		ca. 1930		C	B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<b>MAP#</b>	<b>MHC#</b>	<b>HISTORIC NAME</b>	<b>STREET ADDRESS</b>	<b>DATE</b>	<b>STYLE</b>	<b>STATUS</b>	<b>TYPE</b>
115-33		apartment building 1	18 Main Street	ca. 1980		NC	B
		apartment building 2		ca. 1980		NC	B
		apartment building 3		ca. 1980		NC	B
		apartment building 4		ca. 1980		NC	B
		apartment building 5		ca. 1980		NC	B
		apartment building 6		ca. 1980		NC	B
		apartment building 7		ca. 1980		NC	B
		apartment building 8		ca. 1980		NC	B
		apartment building 9		ca. 1980		NC	B
		apartment building 10		ca. 1980		NC	B
		apartment building 11		ca. 1980		NC	B
		apartment building 12		ca. 1980		NC	B
		apartment building 13		ca. 1980		NC	B
115-60	447	tenement 1	20 Main Street	ca. 1905	Vernacular	C	B
	448	tenement 2		ca. 1905	Vernacular	C	B
	449	cottage 1		ca. 1840	Cape	C	B
	500	cottage 2		ca. 1860	Vernacular	C	B
115-79			23 Main Street	ca. 1900	Vernacular	C	B
		garage		ca. 1930		C	B
115-80	451	Farnumsville School	27 Main Street	1872	Italianate	C	B
115-59	452		28 Main Street	ca. 1910	Vernacular/Queen Anne	C	B
115-81			29 Main Street	ca. 1890	Vernacular	C	B
		garage		ca. 1950		NC	B
115-58	453	Three Decker	30 Main Street	ca. 1925	Vernacular	C	B
		garage		ca. 1950		NC	B
115-49A			32 Main Street	ca. 1925	Vernacular	C	B
		garage		ca. 1925		C	B
115-118			33 Main Street	ca. 1895	Colonial Revival	C	B
115-49			34 Main Street	ca. 1915	Vernacular	C	B
		garage		ca. 1915		C	B
115-48	454		36 Main Street	ca. 1930	Tudor Revival	C	B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<b>MAP#</b>	<b>MHC#</b>	<b>HISTORIC NAME</b>	<b>STREET ADDRESS</b>	<b>DATE</b>	<b>STYLE</b>	<b>STATUS</b>	<b>TYPE</b>
115-119		Collette Motors	37 Main Street	ca. 1935	Modern	C	B
115-47	455	house	40 Main Street	ca. 1900	Vernacular	C	B
		apartments (27 Cross St.)		ca. 1900	Vernacular	C	B
		store		ca. 1920	Vernacular	C	B
		shed		ca. 1930		C	B
123-9	423		6 Maple Avenue	ca. 1945		NC	B
		shed		ca. 1970		NC	B
123-8	424	Alexander Ermak House	10 Maple Avenue	ca. 1906	Greek Revival	C	B
		shed		ca. 1970		C	B
		barn		ca. 1906		C	B
123-5	425		14 Maple Avenue	ca. 1906	Greek Revival	C	B
123-4	426		20 Maple Avenue	ca. 1890	Victorian Gothic	C	B
		shed		ca. 1950		NC	B
107-15	365	Whitney/Hall House	227 Providence Road	ca. 1890-1900	Vernacular/Queen Anne	C	B
		shed		ca. 1890-1910		C	B
107-10	366	Leland/Adams House	228 Providence Road	ca. 1900	Vernacular	C	B
		shed		ca. 1960		NC	B
		barn		ca. 1900		C	B
107-17	367	Morse House	229 Providence Road	ca. 1860	Vernacular	C	B
		barn		ca. 1890		C	B
107-18	368	J.G. Hall House	233 Providence Road	ca. 1850	Vernacular	C	B
		garage		ca. 1930		C	B
107-21		Hall House	237 Providence Road	ca. 1850	Vernacular	C	B
107-8			238 Providence Road	ca. 1900	Vernacular	C	B
107-22			241 Providence Road	ca. 1960		NC	B
		garage		ca. 1930		C	B
107-7	369		242 Providence Road	ca. 1900	Vernacular	C	B
		shed		ca. 1960		NC	B
107-23	370	Ford House	243 Providence Road	ca. 1850	Vernacular	C	B
		barn		ca. 1900		C	B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<b>MAP#</b>	<b>MHC#</b>	<b>HISTORIC NAME</b>	<b>STREET ADDRESS</b>	<b>DATE</b>	<b>STYLE</b>	<b>STATUS</b>	<b>TYPE</b>
107-6	371	George Ford House	244 Providence Road	ca. 1890	Vernacular	C	B
107-5	372	Wills/Brady House	246 Providence Road	ca. 1820	Cape	C	B
107-24A	373	Sherman/Wilson House	247 Providence Road	ca. 1880	Italianate	C	B
		shop/garage		ca. 1960-70		NC	B
107-4	374		248 Providence Road	ca. 1910	Vernacular	C	B
107-24			249 Providence Road	ca. 1965		NC	B
107-3	375	T.S. Sherman/Johnson House	250 Providence Road	ca. 1865	Italianate	C	B
		shed		ca. 1970		NC	B
107-2	376	Sherman/Johnson House	252 Providence Road	ca. 1850	Greek Revival	C	B
		shed		ca. 1970		NC	B
		garage		ca. 1890		C	B
107-26	377	Bassett House	253 Providence Road	ca. 1850	Greek Revival	C	B
		barn		ca. 1890		C	B
		shed		ca. 1910		C	B
		shed		ca. 1950		C	B
107-1	378	Sherman/Maxwell House	254 Providence Road	ca. 1950	Vernacular	C	B
115-16	379	Bassett/Whitney House	255 Providence Road	ca. 1860	Vernacular	C	B
		shed		ca. 1900		C	B
		shed		ca. 1900		C	B
115-37			256 Providence Road	ca. 1950		NC	B
		shed		ca. 1970		NC	B
115-17	380	Dr. Warren B. Maxwell House	257 Providence Road	1877	Gothic Revival	C	B
		shed		ca. 1950		NC	B
		shed		ca. 1950		NC	B
115-36			258 Providence Road	ca. 1920	Vernacular	C	B
115-35			260 Providence Road	ca. 1910	Vernacular	C	B
		garage		ca. 1935		C	B
115-18			261 Providence Road				V
115-34			262 Providence Road	ca. 1950		NC	B
		shed		ca. 1970		NC	B
115-19	381	Dr. Thomas K. Whittemore House	263 Providence Road	ca. 1872	Second Empire	C	B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<b>MAP#</b>	<b>MHC#</b>	<b>HISTORIC NAME</b>	<b>STREET ADDRESS</b>	<b>DATE</b>	<b>STYLE</b>	<b>STATUS</b>	<b>TYPE</b>
115-20	382	Skully House shed	267 Providence Road	ca. 1895 ca. 1900	Vernacular/Queen Anne	C C	B B
	Q; 384	Albert Adams House shed	268 Providence Road	ca. 1880 ca. 1950	Vernacular	C NC	B B
115-32	Q; 383	P. Adams House	270 Providence Road	ca. 1880	Vernacular	C	B
115-31	385	Cromb/Chase House garage	274 Providence Road	ca. 1820s ca. 1900-30	Cape	C C	B B
115-29	386	Welcome B. Cook House	276 Providence Road	ca. 1860	Vernacular	C	B
115-21	387	Dr. Levi Rawson House shed	277 Providence Road	ca. 1825 ca. 1910	Greek Revival	C C	B B
115-26		Cromb/Whittemore House	278 Providence Road	ca. 1850	Vernacular	C	B
115-21A			281 Providence Road				V
115-22	R; 388	Farnumsville Cotton Mill Housing shed	283 Providence Road	ca. 1890 ca. 1890	Vernacular	C C	B B
115-23	R; 389	Farnumsville Cotton Mill Housing shed	285 Providence Road	ca. 1890 ca. 1890	Vernacular	C C	B B
116-13	R; 392	Farnumsville Cotton Mill Housing	291 Providence Road	ca. 1890	Vernacular	C	B
	R; 390	Farnumsville Cotton Mill Housing shed	289 Providence Rd	ca. 1890 ca. 1890	Vernacular	C C	B B
115-63	391	garage (service station)	290 Providence Road	ca. 1910 ca. 1930	Vernacular	C C	B B
116-8	393	Bashaw House	292 Providence Road	ca. 1880	Vernacular	C	B
116-7	394	Boutillette House	294 Providence Road	ca. 1880	Italianate	C	B
116-15		store barn	295 Providence Road	ca. 1890 ca. 1930 ca. 1900	Vernacular	C C C	B B B
116-6			296 Providence Road	ca. 1965		NC	B
116-16		garage	297 Providence Road	ca. 1890 ca. 1930	Vernacular/Colonial Rev.	C C	B B
116-5	395	Fowler/Allen House cottage	298 Providence Road	ca. 1810 ca. 1890	Cape Vernacular	C C	B B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<b>MAP#</b>	<b>MHC#</b>	<b>HISTORIC NAME</b>	<b>STREET ADDRESS</b>	<b>DATE</b>	<b>STYLE</b>	<b>STATUS</b>	<b>TYPE</b>
116-17	396	A.G. Kempton House store garage	299 Providence Road	ca. 1890 ca. 1890 ca. 1930	Vernacular	C C C	B B B
116-4	397	Farnumsville Cotton Mill Housing shed	300 Providence Road	ca. 1875 ca. 1920	Vernacular/Second Empire	C C	B B
116-3	398	Farnumsville Cotton Mill Housing	302 Providence Road	ca. 1890	Vernacular	C	B
116-18	399	A Morse House cottage garage	303 Providence Road	ca. 1810 ca. 1860 ca. 1930	Federal Cape Vernacular	C C C	B B B
116-2	401	Farnumsville Cotton Mill Housing	304 Providence Road	ca. 1890	Vernacular	C	B
116-20	402	garage	305 Providence Road	ca. 1850 ca. 1930	Vernacular	C C	B B
124-7	403	Morse Hotel Barn	308 Providence Road	ca. 1865	Vernacular	C	B
116-22	404	Morse & Wright Boarding House garage	309 Providence Road	ca. 1860 ca. 1930	Vernacular	C C	B B
124-8	405	Austin G. Kempton Building	313 Providence Road	ca. 1865	Second Empire	C	B
	407	Former Farnumsville Store		ca. 1830-40	Greek Revival	C	B
124-64	408	barn/apartments	314 Providence Road	ca. 1875	Vernacular	C	B
124-12		garage	315 Providence Road	ca. 1900 ca. 1930	Vernacular	C C	B B
124-63	802	Farnumsville Cemetery	316 Providence Road	ca. 1812	NA	C	Site
124-14		garage	317 Providence Road	ca. 1912 ca. 1920		C C	B B
124-3	409	Wright & Morse House shed shed	318 Providence Road	ca. 1850 ca. 1930 ca. 1970	Greek Revival	C C NC	B B B
124-18A		garage	319 Providence Road	ca. 1925 ca. 1930	Colonial Revival	C C	B B
124-2	410	Wright & Morse House shed	320 Providence Road	ca. 1850 ca. 1970	Greek Revival	C NC	B B

**Farnumsville Historic District  
Grafton (Worcester County), Massachusetts  
District Data Sheet**

<u>MAP#</u>	<u>MHC#</u>	<u>HISTORIC NAME</u>	<u>STREET ADDRESS</u>	<u>DATE</u>	<u>STYLE</u>	<u>STATUS</u>	<u>TYPE</u>
115-78			6 River Avenue	ca. 1915	Vernacular	C	B
	garage			ca. 1915		C	B
115-77			8 River Avenue	ca. 1915	Vernacular	C	B
115-72				ca. 1950	Vernacular	NC	B
115-76			10 River Avenue	ca. 1915	Queen Anne	C	B
	garage			ca. 1930		C	B
115-73			11 River Avenue	ca. 1925	Queen Anne	C	B
115-75			12 River Avenue	ca. 1930	Vernacular	C	B
	garage			ca. 1930		C	B
115-74			17 River Avenue	ca. 1930	Vernacular	C	B
	house			ca. 1930	Vernacular	C	B

	Contributing	Noncontributing
Building	207	63
Structure	8	
Object		1
Site	1	
<b>TOTALS:</b>	<b>216</b>	<b>64</b>

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Farnumsville Historic District  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: MASSACHUSETTS, Worcester

DATE RECEIVED: 1/16/96 DATE OF PENDING LIST: 1/31/96  
DATE OF 16TH DAY: 2/16/96 DATE OF 45TH DAY: 3/01/96  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 96000052

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 2/16/96 DATE **Entered in the  
National Register**

ABSTRACT/SUMMARY COMMENTS:

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

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

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

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



WALKWAY

NO PARKING

NO PARKING

NO PARKING

Farnumsville Mill  
Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc.  
605 High St  
Topsfield, MA

View nw along north side of street.

1 of 11

*[Faint, illegible handwritten notes at the bottom of the page]*



51, 57 & 59 Depot St.

Farnumsville Historic District

Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc.

View SE along southside of street.

2 of 11



66 & 64 Depot St.

Farnumsville Historic District

Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc.

View NE along north side of street.

3 of 11



309 & 313 Providence Rd  
Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc

View SE along east side of street

4 of 11



283, 285, 289 & 291 Providence Rd.  
Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc.

View SE along east side of street.

5 of 11



2103 Providence Rd.  
Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

2194

Christine Beard Assoc.

View east at facade.

6 of 11



274, 270 & 268 Providence Rd  
Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc.

View NW along west side of street.

7 of 11



1 Main St., Farnumsville Engine Hse.  $\frac{1}{4}$  3 Main St.

Farnumsville Historic District  
Cerafton, MA (Worcester County)

Chris Beard

2/14

Christine Beard Assoc

View NW along west side of street.

8 of 11



19 1/2 Cross St  
Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc.

View south along south side of street.

9 of 11



COLLETTE

30 & 28 Main St.

Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

2/94

Christine Beard Assoc.

View NE along north side of street

10 of 11



5, 7 & 9 Harding St.  
Farnumsville Historic District  
Grafton, MA (Worcester County)

Chris Beard

aka

Christine Beard Assoc.

View NE along north side of street.

11 of 11

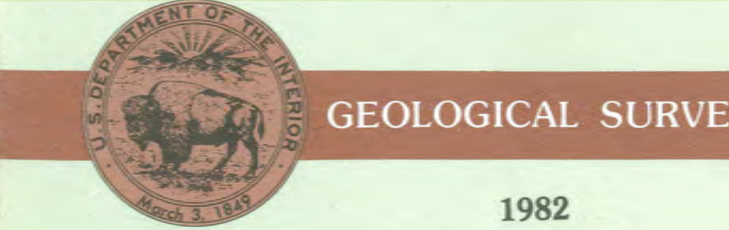
# Milford

MASSACHUSETTS  
1:25 000-scale metric  
topographic map



### 7.5 X 15 MINUTE QUADRANGLE SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works  
 Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey  
 Compiled by photogrammetric methods from aerial photographs taken 1980. Field checked 1981. Map edited 1982  
 Supersedes Milford and Grafton 1:25,000-scale maps dated 1968 and 1969

Projection and 1000-meter grid, zone 19: Universal Transverse Mercator  
 10,000-foot grid ticks based on Massachusetts coordinate system, maintained since 1927 North American Datum  
 To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 40 meters west as shown by dashed corner ticks  
 There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929  
 CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER  
 OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	MAGNETIC		1	2	3
1	3.2808	1982		1	2	3
2	6.5617	1981		4	5	
3	9.8425	1980		6	7	8
4	13.1234	1979				
5	16.4042	1978				
6	19.6850	1977				
7	22.9659	1976				
8	26.2467	1975				
9	29.5275	1974				
10	32.8084	1973				

To convert meters to feet multiply by 3.2808  
 To convert feet to meters multiply by 0.3048

UTM grid convergence (GN and 1982 magnetic declination) at center of map Diagram is approximate

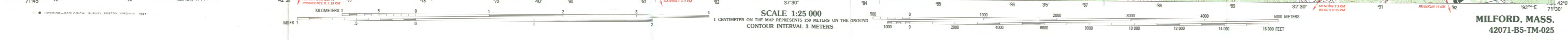
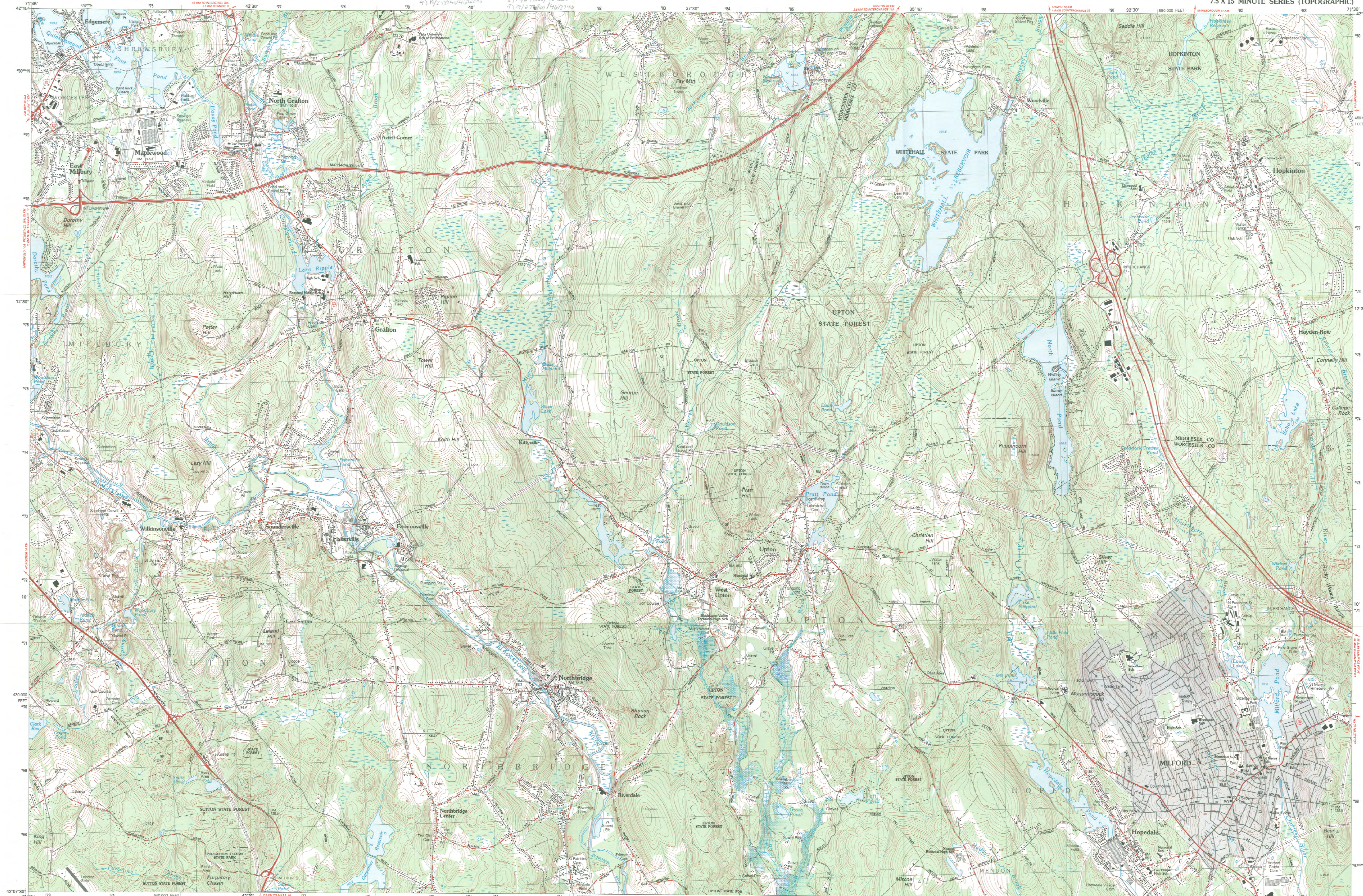
1 Worcester North  
 2 Marlborough  
 3 Framingham  
 4 Worcester South  
 5 Milford  
 6 Whitman  
 7 Uxbridge  
 8 Franklin

FOR SALE BY U.S. GEOLOGICAL SURVEY DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

### Topographic Map Symbols

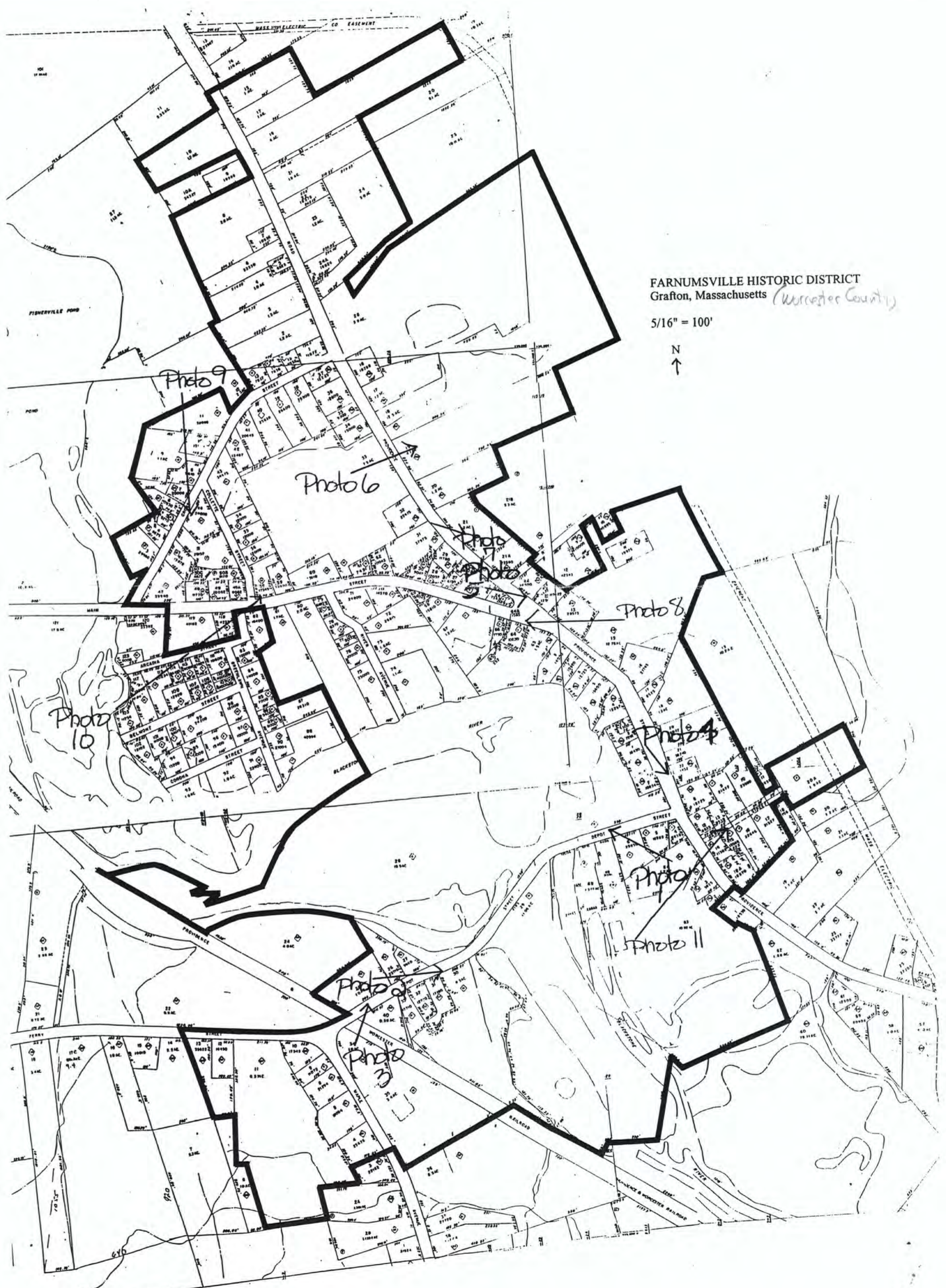
Primary highway, hard surface	
Secondary highway, hard surface	
Light-duty road, hard or improved surface	
Unimproved road, trail	
Route marker: Interstate, U. S. State	
Railroad: standard gage; narrow gage	
Bridge: drawbridge	
Footbridge; overpass; underpass	
Built-up area; only selected landmark buildings shown	
House; barn; church; school; large structure	
Boundary	
National, with monument	
State	
County, parish	
Civil township, precinct, district	
Incorporated city, village, town	
National or State reservation; small park	
Land grant with monument; land section corner	
U. S. public lands survey: range, township, section	
Range, township, section line: location approximate	
Fence or field line	
Power transmission line, located tower	
Dam; dam with lock	
Cemetery; grave	
Campground; picnic area; U. S. location monument	
Wellhead; water well; spring; hand-dug well	
Mine shaft; prospect; shaft or cave	
Control: horizontal station; vertical station; spot elevation	
Contours: index; intermediate; supplementary; depression	
Distorted surface: eroded mesa, lava, sand	
Bathymetric contours: index, intermediate	
Perennial lake and stream; intermittent lake and stream	
Rapids, large and small; falls, large and small	
Submerged marsh; marsh, swamp	
Land subject to controlled inundation; woodland	
Scrub; mangrove	
Orchard; vineyard	

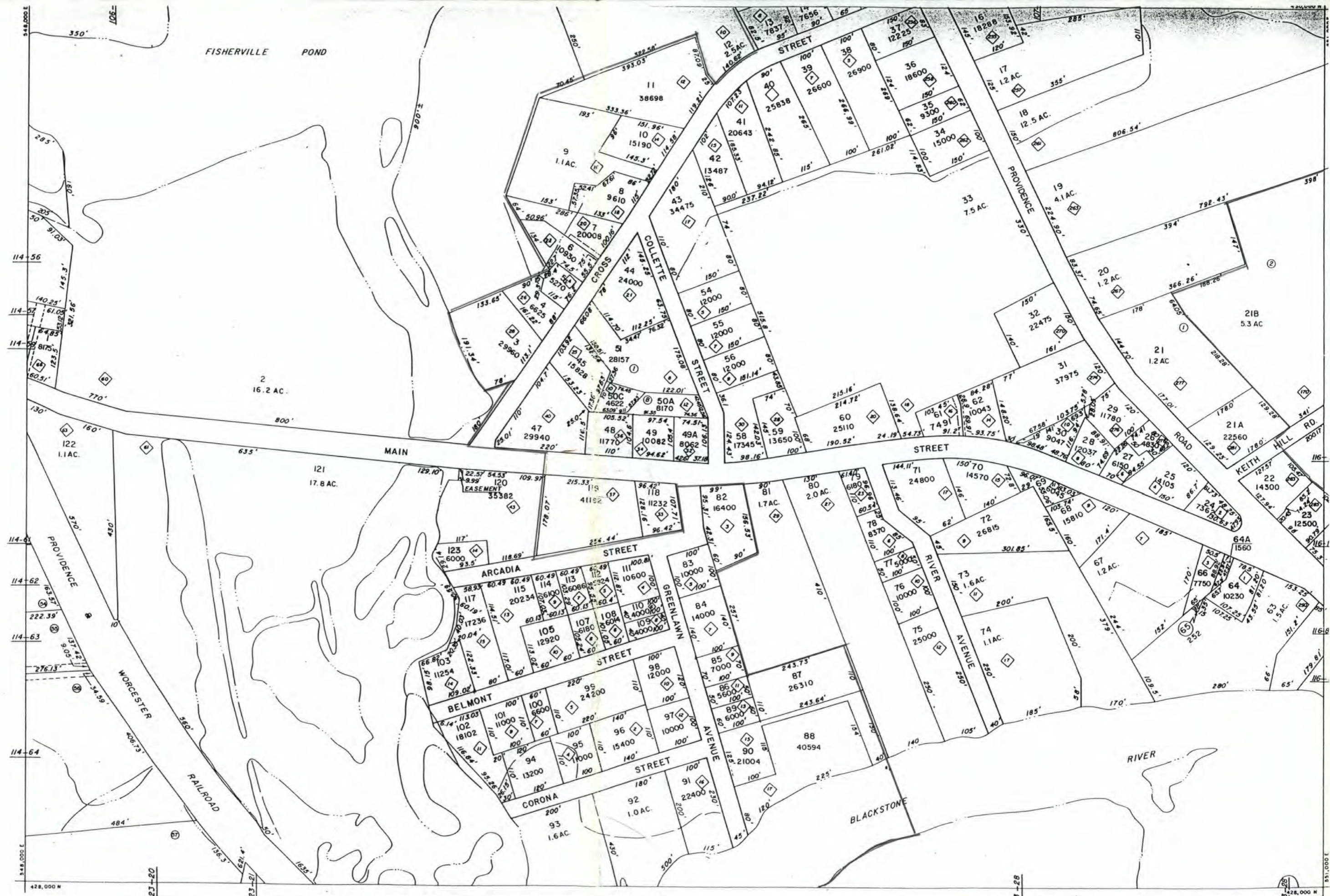
A pamphlet describing topographic maps is available on request



FARNUMSVILLE HISTORIC DISTRICT  
Grafton, Massachusetts (Worcester County)

5/16" = 100'





COL-EAST INC.  
BOSTON & PITTSFIELD

FARNUMSVILLE HISTORIC DISTRICT  
GRAFTON, MA (Worcester County)

# GRAFTON

REVISED & REPRINTED BY  
CARTOGRAPHIC ASSOCIATES, INC.  
LITTLETON, NH 03561

NO PARCEL 46,53,57  
SCALE 1 INCH = 200 FEET

106	107	108
114	115	116
122	123	124



Farnumville H.D.  
Grafton (Worcester County) MA

COL-EAST INC.  
BOSTON & PITTSFIELD

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CARTOGRAPHIC ASSOCIATES, INC.  
LITTLETON, NH 03561

# GRAFTON

SCALE 1 INCH = 200 FEET

114	115	116
122	123	124
128	129	130



COL-EAST INC.  
BOSTON & PITTSFIELD

*Farnamsville H.D.  
Grafton (Worcester County) MA*

# GRAFTON

REVISED & REPRINTED BY  
CARTOGRAPHIC ASSOCIATES, INC.  
LITTLETON, NH 03561

SCALE 1 INCH = 200 FEET

115	116	117
123	124	125
129	130	131

Farmington H.D.  
Grafton (Worcester County) MA



COL-EAST INC.  
BOSTON & PITTSFIELD

# GRAFTON

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LITTLETON, NH 03561

SCALE 1 INCH = 200 FEET

107	108	109
115	116	117
123	124	125



Farnumsville H.D.  
Grafton (Worcester County) MA

COL-EAST INC.  
BOSTON & PITTSFIELD

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LITTLETON, NH 03561

# GRAFTON

SCALE 1 INCH = 100 FEET

99	100	101
107	108	109
115	116	117



Farmville N.D.  
Grafton (Worcester County) MA

COL-EAST INC.  
BOSTON & PITTSFIELD

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LITTLETON, NH 03561

# GRAFTON

SCALE 1 INCH = 200 FEET

NO PARCEL 101, 102, 103

98	99	100
106	107	108
114	115	116



## The Commonwealth of Massachusetts

December 12, 1995  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

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



Dear Ms. Shull:

Enclosed please find the following nomination form:

Farnamsville Historic District, Grafton (Worcester County), Massachusetts 01519

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. Since the town of Grafton is a participant in the Certified Local Government program, owners were notified of pending State Review Board consideration 60 to 120 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: Mildred Bean, Chair, Grafton Historical Commission  
Raymond E. Mead, Chair, Grafton Board of Selectmen  
Christine S. Beard, Preservation Consultant  
Head Librarian, Grafton Public Library

PROPERTY NAME: Farnumville Historic District

OTHER NAME/ NOT APPLICABLE  
SITE No. :

MULTIPLE NAME: NOT APPLICABLE

ADDRESS/ Roughly bounded by Providence Rd., Cross, Main, Harding and  
BOUNDARY : Depot Sts. and Maple Ave.

CITY: Grafton

COUNTY: Worcester

STATE: MASSACHUSETTS

Restricted Location Information: Owner: PRIVATE Resource Type: DISTRICT  
LOCAL

	Contributing	Noncontributing
Buildings	207	63
Sites	1	0
Structures	8	0
Objects	0	1

Nomination/Determination Type: SINGLE RESOURCE

Nominator: STATE GOVERNMENT

Nominator Name:  
NOT APPLICABLE

Federal Agency: NOT APPLICABLE

NPS Park Name: NOT APPLICABLE

Certification: DATE RECEIVED/PENDING NOMINATION

Date: 01/16/96

Other Certification: NOT APPLICABLE

Historic Functions: DOMESTIC  
INDUSTRY/PROCESSING/EXTRACTION

Historic Subfunctions: SINGLE DWELLING  
MULTIPLE DWELLING  
MANUFACTURING FACILITY

Current Functions: DOMESTIC

Current Subfunctions: SINGLE DWELLING  
MULTIPLE DWELLING

Level of Significance: LOCAL Applicable Criteria: EVENT  
ARCHITECTURE/ENGINEERING

Significant Person's Name: NOT APPLICABLE

Criteria Considerations: NOT APPLICABLE

Area of Significance: ARCHITECTURE  
COMMUNITY PLANNING AND DEVELOPMENT  
INDUSTRY

Periods of: 1800-1824 1825-1849 Circa: Specific Sig. Years:  
 Significance: 1850-1874 1875-1899  
 1900-1924 1925-1949 NOT APPLICABLE

Architect/Builder/Engineer/  
 Designer: Cultural Affiliation:  
 NOT APPLICABLE NOT APPLICABLE

Other Documentation:  
 NOT APPLICABLE

HABS No. N/A HAER No. N/A

Architectural Styles: LATE 19TH AND 20TH CENTURY REVIVALS

Describe Other Style: NOT APPLICABLE

Foundation Materials: SANDSTONE  
 Wall Materials: WEATHERBOARD BRICK  
 Roof Materials: ASPHALT  
 Other Materials: NONE LISTED

Acreage: 150.0

UTM	Zone	Easting	Northing	Zone	Easting	Northing
Coordinates:	19	78 080	73 380	19	78 920	72 390
	19	78 280	73 440	19	78 840	72 200
	19	78 500	71 910	19	78 020	71 890
	19	77 980	72 360	19	78 160	72 580
	19	77 960	72 740	/	/	/