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United States Department of the Interior
National Park Service

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NATIONAL
REGISTER

National Register of Historic Places Registration Form

1. Name of Property

historic name: Island Place Historic District

other name/site number: _____

2. Location

street & number: Island Place and South Main Street at Market Square

not for publication: N/A

city/town: Woonsocket vicinity: N/A

state: RI county: Providence code: 007 zip code: 02895

3. Classification

Ownership of Property: private

Category of Property: district

Number of Resources within Property:

Contributing	Noncontributing	
<u>6</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>6</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: 3

Name of related multiple property listing: Historic & Architectural Resources of Woonsocket, R.I., (1982)

Property name Island Place Historic District

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x 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 x meets ___ does not meet the National Register Criteria.

___ See continuation sheet.

Frederick C. Williamson

Signature of certifying official

25 July 1990
Date

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

___ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I hereby certify that this property is:

**Entered in the
National Register**

entered in the National Register
___ See continuation sheet.

Melvin Byers

9/13/80

___ determined eligible for the
National Register

___ See continuation sheet.
determined not eligible for the

National Register

___ removed from the National Register

___ other (explain):

fu
Signature of Keeper

Date
of Action

6. Function or Use

Historic: INDUSTRY

Sub: manufacturing facility

Current: INDUSTRY
COMMERCE
VACANT/NOT IN USE

Sub: manufacturing facility
business

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7. Description

Architectural Classification:

NO STYLE

Other Description: _____

Materials: foundation STONE, CONCRETE roof ASPHALT
walls WOOD, BRICK, STONE other cast iron, granite, concrete trim

Describe present and historic physical appearance.

X See continuation sheet.

8. Statement of Significance

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

Applicable National Register Criteria: A & C

Criteria Considerations (Exceptions): _____

Areas of Significance: ARCHITECTURE
INDUSTRY

Period(s) of Significance: 1857-1940 _____

Significant Dates: c. 1857 c. 1874 c. 1919

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Bullder: _____ N/A

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

X See continuation sheet.

9. Major Bibliographical References

See continuation sheet.

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 # _____

Primary Location of Additional Data:

State historic preservation office

Other state agency

Federal agency

Local government

University

Other -- Specify Repository: _____

10. Geographical Data

Acreeage of Property: c. 2.0 acres

UTM References:	Zone	Easting	Northing	Zone	Easting	Northing
A	<u>19</u>	<u>291580</u>	<u>4652540</u>	B	_____	_____
C	_____	_____	_____	D	_____	_____

See continuation sheet.

Verbal Boundary Description: See continuation sheet.

Boundary Justification: See continuation sheet.

11. Form Prepared By

Name/Title: Virginia A. Fitch & Hetty Startup

Organization: The Public Archaeology Laboratory, Inc. Date: Dec.1989

Street & Number: 387 Lonsdale Avenue Telephone: 401-728-8780

City or Town: Pawtucket State: R.I. ZIP: 02860

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Island Place Historic District is an intact mid- to late nineteenth-century and early twentieth-century industrial district, located in urban, industrialized Woonsocket between Market Square and the Bernon Pond section of the Blackstone River, just below the Woonsocket Falls Dam and South Main Street Bridge. The district includes three complexes with a total of six contributing resources tightly grouped on both sides of Island Place near South Main Street: the Woonsocket Rubber Company/Falls Yarn Mill (three buildings, c. 1857, 1865-75); Island Machine Co. (one building, c. 1874, c. 1895-1911); and Barnai Worsted Co. Dyeworks (one building, c. 1919). A single wood-frame, freestanding structure (c. 1870) is the last remaining building of the Wilkins Manufacturing Co. The Woonsocket Rubber Co. complex, which includes the oldest of these structures, has been individually listed in the State and National Registers. The present-day and historic access into the district is via a cobbled section of Island Place tucked between Woonsocket Rubber Co. and the Barnai Worsted Co. The district boundaries are roughly defined by the old Ballou Mill tailrace, now filled, to the west, South Main Street and Market Square to the north, an early tailrace channel to the northeast, and land adjacent to the Blackstone River, historically known as Bernon Pond, to the east and south. There are no non-contributing buildings in the district.

The district occupies the western and northern sections of an area that was historically a small island-like peninsula on Bernon Pond, known as the "island," and defined on the landward side by two mill races. It was originally owned by James Arnold and experienced limited development until the 1840s when it was purchased by local industrialist Edward Harris. Harris platted the island into four lots in 1845 which he then leased and/or sold (Rufus Arnold survey map, 1845, Cumberland Plat Book 1 p. 13). Development of the island beginning in the third quarter of the nineteenth century concentrated at the South Main Street, or Market Square, end. The lots east of Island Machine Co., outside the district, contained a series of small storage buildings and sheds in the nineteenth century, and an auto wrecking business and scrapyard in the twentieth century, none of which remains. The Woonsocket Rubber Co./Falls Yarn and Barnai Worsted Co. mills are the last remaining of a long legacy of mills on Market Square, most of which were demolished by the mid-twentieth century. A municipal parking lot has been constructed over the remains of the buildings and their sophisticated water-power trench system. Remains of the tailrace and water trench system can still be seen on the north side of the Barnai Worsted Co. mill building. The trench was traversed here until c. 1922 by a foot bridge that connected Island Place to Bernon Street. The east end of the island has been somewhat enlarged from its nineteenth-century configuration by removal of the Bernon Dam and lowering of the Bernon Pond water level in the 1950s. This area is now open and wooded and is the site of a proposed

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city park which will be part of the Blackstone River Valley National Historic Corridor.

ISLAND PLACE

- 18 Tenement, later Wilkins Manufacturing Co., now Lincoln Textile Corp. (c. 1870): Historic maps suggest that this two-story, wood-frame, low-pitch gable-roofed building, set on a fieldstone foundation and located at the eastern end of Island Place on the edge of the northern tailrace, may have originally been constructed in the 1870s by Edward Harris as one of a group of tenements. It appears on the 1875 Sanborn Insurance map of Woonsocket and is shown in the 1876 Bailey & Hazen bird's eye view with a central entrance and more sharply pitched roof. At the turn of the twentieth-century, it was one of two frame structures housing the Wilkins Manufacturing Co., which was owned by Fred B. Wilkins and manufactured tapes and braids. Modifications may have been made to the building to suit industrial purposes, including lowering of the roof pitch and relocation of the entrance. The building is poorly maintained, but retains its original six-over-six double-hung window sash. The entrance is now off-center in the asymmetrical, five-bay south elevation. It is now owned by the Lincoln Textile Corp. and used for storage.
- 19 Island Machine Co., Inc. (c. 1874, c. 1895-1922): The former Island Machine Co., Inc. building is a long, rectangular, three-story, uncoursed rubblestone mill with corner quoins and a low-pitched, gabled roof. The building, originally constructed as a carriage repair and blacksmith shop, is a fine example of a mid- to late nineteenth-century stone mill, seen in an expanded form at the adjacent Woonsocket Rubber Co. complex. The foundation and walls are of rubblestone, the corner quoins are granite, and the window sills and lintels are wood. The window sash were replaced, and the openings were closed or blocked down in the 1960s and '70s. On the interior, each floor retains an essentially unaltered, single open space. The first floor wood flooring remained until the 1930s when it was replaced with concrete. The brick chimneys attached to the east exterior wall and the foundry were removed at that time. The original roof framing, with scarf joints at the rafter-collar beam intersections, is exposed on the third floor.

A series of wood-frame additions were made to the building between 1895 and 1922 under the ownership of R.I. Tool and Machine Co., a company started by Wilfred Jacques. A one-story extension on the

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south elevation with boiler room and storage, slightly wider than the original stone structure, retains its original double-hung sash windows and overlooks the banks of the Blackstone River. A three-story manufacturing and office extension on the north, the width of the original stone structure, is sheathed in weatherboards and retains many original closely spaced, six-over-six double-hung sash windows. The small, one- and two-story, shed-roofed loading bay additions attached to the north extension also date from this period, with later modifications. The north additions served both the machine shop and the upper floor tenant, S.S. Getchell & Son, tinsmiths. Hector T. Lambert managed the R.I. Machine and Tool business affairs in this era and eventually purchased the company in 1964. Lambert had been an employee at the Lafayette Worsted Company in Woonsocket (incorporated 1899) and became associated with the Island Machine property as a family friend of the Jacques's. In the mid-twentieth century, a one-story, shed-roof, concrete block office addition was constructed near the center of the west elevation.

The former Island Machine Co. building replaced an earlier, most likely wood-frame, building that was built by 1851 (Walling 1851) and housed a carriage-trimming and blacksmith business. Since its construction, the three-story stone mill functioned as a metal-working and machine tool-making site until 1989 when Island Machine Co. was liquidated. New owners intend to use the building for light manufacturing and artist studios.

SOUTH MAIN STREET

- 68-72 Woonsocket Rubber Company Mill/Falls Yarn Mill (c. 1857; 1865-75): The Woonsocket Rubber Company/Falls Yarn Mill, facing onto South Main Street, is a well-preserved, one- to four-story, flat- and low-pitch gable-roofed industrial complex with three primary buildings constructed of rubblestone, brick, and wood-frame. The earliest stone section was built in c. 1857 by Alfred C. Sheldon as a sash and blind shop. In 1864, the newly formed Woonsocket Rubber Co., manufacturers of rubber industrial parts and footwear, acquired the property and embarked on a series of expansions. Stone additions to the original building were completed by 1869. The four-story, brick, rear factory was constructed in 1875, and portions of the central, three-story brick mill, shortly thereafter. By 1910, the Woonsocket Rubber Co. had vacated the complex for newer and larger facilities. Under the new ownership of the Falls Yarn Co. in the twentieth century, the brick buildings were converted to textile production. Modifications

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included enlargement of the central mill with a new Georgian Revival entrance and erection of a new chimney. Model Dyeing and Printing was the principal owner of the stone mill during this period. Changes included demolition of the original chimney and restructuring of interior floors to accommodate new manufacturing needs. Falls Yarn took over the entire complex in 1957 and occupied it until the company closed in 1984 (See also, Woonsocket Rubber Company Mill National Register Nomination, 1989)

- 42 Barnai Worsted Co. Dye Works (inc. 1914), now Lincoln Textile Corporation, c. 1919: Barnai Worsted Co. Dye Works occupies a narrow strip of land between the Market Square Mills' tailrace to the northeast and Island Place, with frontage on Market Square. It is a two-story, flat-roofed building of brick pier-and-spandrel construction with concrete window sills and foundation, and multi-light steel windows. A one-story dye house extension with a full length clerestory, now covered, is attached to the rear (east). It is connected to the brick boiler house, which has a parapet and a large, circular, brick chimney stack on its north side. Barnai Worsted Co. Dye Works was incorporated in 1914. It originally occupied the premises with the American Worsted Co. in the Sayles and Gilleran/American Worsted Co. Braid Mill, now demolished, on South Main Street on the site of the Thundermist hydroelectric plant. The site of the new Barnai Worsted mill had been less densely developed in the nineteenth century and was leased in c. 1875 by William L. Elliott's Truck Team stable, located on the corner of Island Place and South Main Street. A series of scattered frame tenements, a boarding house, and several shed structures east of the stable block. By c. 1922, and probably after 1914, the Barnai Worsted Company moved into its newly constructed mill, where it manufactured menswear worsteds on narrow weave looms and also dyed and finished woolen worsted cloth and fibers. Finishing took place in the two-story brick building. Barnai Worsted went into receivership in the early 1930s and was run by the executors of the estate of Sylvia Laneau into the 1960s when the property was purchased by Lincoln Textile Corp. The mill itself is little altered and in fair to good condition.

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Island Place Historic District is a small and discrete, largely intact, mid- to late nineteenth- and early twentieth-century mixed industrial and manufacturing district, located on an historic dead-end street. It is significant both for its reflection of the diversity of Woonsocket's historic industrial and manufacturing base and for the stylistic and visual variety of its contributing resources. The district developed continuously from the mid-nineteenth century to the 1920s and retains buildings used for sash and blind fabrication, rubber manufacturing, metal working and machine tool manufacture, and textile production. In architectural design, materials, and construction, the buildings illustrate variety and evolution in industrial construction technology at a single point in time--the third quarter of the nineteenth century--as well as changes in technology from the mid-nineteenth-century to the early twentieth-century. The two stone mills are one of the few surviving examples of this once-common industrial type in Woonsocket, and are of particular note for their relatively unaltered condition. In addition, their early history documents the adaptability of this basic industrial form to a variety of functions. The single wood-frame building in the district remains as a sole reminder of the residential character of the east end of the island in the nineteenth century.

In the second half of the nineteenth century, Woonsocket emerged as the primary industrial and commercial center of northern Rhode Island and as an important regional urban core in the Blackstone River Valley, which extends from Providence, Rhode Island, to Worcester, Massachusetts. Woonsocket's industrial prominence, anchored in textile manufacturing, continued into the twentieth century, but followed the typical pattern of decline experienced in textile cities of the northeastern United States. (See Historical Resources of Woonsocket, Rhode Island: Partial Inventory, Historic and Architectural Resources, National Register nomination, 1982). The history of Island Place reflects overall trends in local development of manufacturing as it evolved from a base in textile production to include a wide variety of industries, some related to and some independent from, textile manufacturing. The introduction of wool yarn and wool worsted fabric production to Island Place in the early twentieth century reflects the continuing pervasiveness of the textile industry and the expansion of specialized textile manufacturing in the city.

Island Place is sited adjacent to, and immediately south of, Market Square. This area of Woonsocket developed as a dense concentration of textile mills that drew water for power and processing from a system of canals originating at Woonsocket Falls. Development of the island beginning in the mid-nineteenth century was made possible by the availability of steam power, as power rights had previously been held by mills within Market Square and along Main Street. The Island's discrete

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topographical configuration, set off by two mill tailraces to the west and northeast and a curve in the Blackstone River enlarged to form Bernon Pond and connected to Market Square, made it a desirable location for development and expansion from Market Square. Consequently, from the beginning, Island Place developed its own special character, a sense of which is still captured today. In Woonsocket, where much of the industrial fabric has been lost, these self-contained and well-preserved peripheral industrial areas are a significant physical record of the city's history.

Initial industrial use of the island consisted of conventional crafts and manufacturing activities: blacksmithing, carriage repair, and sash and blind fabrication. Edward Harris, an important local mill owner and financier, with whom several important historic properties in the city are associated (including the Harris Warehouse and Harris Block/City Hall, both individually listed in the National Register), owned the island at this time. According to period maps, Island Place was sometimes known in this period as Harris Island (Sanborn 1875). Harris leased lots to the industries and, in the 1870s, erected four or five mill houses for the employees of his textile mills. One of these appears to survive, somewhat altered by conversion to industrial use.

These early manufacturing and residential buildings were no doubt of wood frame construction, until c. 1857 when Alfred C. Sheldon erected a new, rubblestone blind and sash shop after his wood building had been destroyed by fire. His choice of masonry materials reflects a trend in mill construction at that period, in which wood structures were increasingly replaced with more fireproof masonry buildings with slow-burning interior timber framing. As the riverfront became more densely developed, these safety concerns were increasingly important, and all subsequent major construction on the island was masonry.

The spurt of industrial growth that determined the course of the city's development in the second half of the nineteenth-century also affected the island. The Woonsocket Rubber Co., which purchased and enlarged the Sheldon sash shop in the mid-1860s, was one of the first rubber manufacturing firms established in Rhode Island, and one of four major firms in operation during the nineteenth-century. While of considerable significance in the formation and growth of the rubber industry (See Woonsocket Rubber Company Mill National Register nomination, 1989), Woonsocket Rubber was also an adjunct industry to textile manufacturing. The company was initially formed to manufacture rubber rolls for the Bailey Washing and Wringing Machine Co. (later American Wringer), which began on the island in 1865, but relocated shortly thereafter. Simon S. Cook, and Lyman A. Cook, owners of the Bailey Company, also had interests in the rubber company until 1882. Woonsocket

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Rubber quickly added boots, shoes, clothing, and other rubber items to its production capabilities. By 1869, the expanded plant employed 150 people and used 250,000 pounds of rubber and 500,000 yards of cloth per year. The company also had direct connections with the Glenark Knitting Co., (founded 1882) and the Leicester Felting Co., Millville, Massachusetts, which produced cotton knit and felt footwear linings, respectively. (See Glenark Knitting Mill National Register nomination, 1989). The success of the company required construction of two new plants in the 1880s; the Marvel Rubber Co., a subsidiary, continued to manufacture rubber shoes at South Main Street until just after 1900. Although the mill complex has the visual appearance of a textile mill, it thus actually reflects another direction in Woonsocket's industrial heritage and was only associated after 1914 with textile production. Joseph Banigan, one of the company's founders and its president, was responsible for the firm's successful management. He was also a central figure in the rubber industry at the national level and served as the first president of the consolidated rubber industries, U.S. Rubber (later Uniroyal), from 1893-96.

Like the Woonsocket Rubber Co., the sequence of industries housed in the rubblestone, former Island Machine Co. building were both independent of, and in part linked to, Woonsocket's predominant textile industry. In the 1870s, carriage trimming, painting, and a blacksmith shop provided services critical to the horse-drawn carriage transportation system needed by commerce, industry, government, and private citizens.

While textile mills typically had their own fabrication and repair shops, and larger mills usually incorporated fully equipped machine shops, the demand for skilled metal workers and machinists to build and maintain specialized textile machines as technology improved was also met by independent shops. In Woonsocket, one of the earliest was Whipple and William Metcalf's mid-nineteenth-century machine shop on Social Street, which does not survive. By the turn of the century, Wilfred Jacques, a barber whose shop was on Providence Street, had established the Rhode Island Machine and Tool Co. on the first floor of the carriage/blacksmith shop and was engaged in textile machine repair. S.S. Getchell, a tinsmith, became a tenant of the second and third floors of the building in the 1910s.

For over 80 years, Rhode Island Machine and Tool Co. and its successors, Wilfred Jacques & Son (1945-1964) and Island Machine Co., Inc. (1964-1989), operated continuously as machine shop businesses in this building. Hector J. Lambert, an accountant and family friend who ran the business for Wilfred Jacques's estate beginning in about 1936, purchased the building and company in 1964 and owned them until his retirement in 1989. The history of the company illustrates, on a small scale, the

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importance of sophisticated management and attention to the market which characterized successful industrial concerns throughout Woonsocket and elsewhere. At first, the focus of the business was almost exclusively on textile machine repair, and the firm did work at a fairly steady cost for a number of area mills, including Uxbridge Worsted. Under Lambert's management, however, a new price structure system was initiated, time cards were introduced, and new equipment was added to make other machine parts, and to do precision engineering work. By the outbreak of World War II, the firm was making precision machine parts for the war effort, including production of torpedo parts for the Newport Naval Base, and, later, submarine parts. The firm also experimented with new products during this era, including invention of the 'alemite', a grease fitting for automobiles and an early flexible steel hose.

In the early twentieth-century, construction of a new textile mill by the Barnai Worsted Co., and the purchase of the Woonsocket Rubber Co. complex by the Falls Yarn Co. and the Model Dyeing and Printing Co. indicate that by this time, Island Place was being absorbed into the central textile district associated with Market Square and Main Street. The Falls Yarn Co. was founded in 1900 by the Cavedon and Guerin families who were Belgian and Italian immigrants to Woonsocket in the late nineteenth-century. A member of the Guerin family had previously worked at Woonsocket Rubber. These were relatively small companies whose capacity was modest in relation to the larger Roubaix-system Franco-Belgian worsted mills. The larger mills, such as the Lafayette Worsted Company, sold yarn to smaller companies such as Barnai Worsted. While the Falls Yarn Co. was involved in the manufacture of specialty and fine merino and mohair yarns, such as lambswool and cashmere for markets in the northeast and midwest, the Barnai Worsted Co. was primarily a menswear worsted manufacturing company which, in the 1920s, also dyed and finished worsted cloth and yarn. Model Dyeing and Printing was established in 1914 and did commission worsted top dyeing. Its first president was Raphael P. Daignault, mayor of Woonsocket from 1911-1914. Barnai Worsted, owned by the Laneau family; Falls Yarn, owned by the Cavedon and Guerin families; and Model Dyeing and Printing, owned by the Daignault family were established at the end of Woonsocket's peak textile manufacturing period. They reflect the opportunities still available to manufacturers, the trend to smaller scale, specialized firms, and the continuity of textile production in Woonsocket, despite the overall weakening of the industry in the northeast.

The buildings within the Island Place Historic District are architecturally significant as a diverse yet coherent set of utilitarian industrial buildings, located on a site which has been historically associated with mixed industrial uses. The earliest rubblestone mills of the mid-nineteenth-century are fine local examples of a vernacular

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industrial building type. The first stone mill constructed in Woonsocket was the Jenckes Mill, 96 Mill Street, of 1822. It was followed by others stone mills, including the Woonsocket Company Mill (1833; NR) and the Dexter Ballou Mill, later known as the Lippitt Woolen Mill (1836; NR). Rubblestone was a readily accessible and easily affordable construction material. Its use reflects the early efforts at improved fireproof construction, but by the 1850s, brick was increasingly becoming the material of choice for textile mills. Rubblestone, however, continued to be used for industrial buildings with functions other than textile production. Examples include the three-story, curved Harris Warehouse (1855; NR), the former Ballou Cotton Store House, later incorporated into the Glenark Knitting Mill (c. 1850; NR), along with the two mills within the Island Place district. The continued use of rubblestone in Woonsocket in the second half of the nineteenth-century, while not completely understood, seems to represent a late use of this material when compared to other areas of Rhode Island and the Blackstone Valley. Reasons may include attention to construction costs and established local building traditions.

The multiple-story, rectangular mill with a low-pitched gable-roof, made possible by the introduction of rolled roofing at mid-century, was an adaptable industrial building form. It suited numerous manufacturing purposes and continued to prevail as a dominant type across the United States, constructed of brick and wood-frame, well into the twentieth-century. Further study of the rubblestone mills in Woonsocket, and elsewhere, may lead to a better understanding of this aspect of construction technology.

The later portions of the Woonsocket Rubber Co./Falls Yarn Mill complex, constructed of brick in the 1870s and rebuilt in the early twentieth-century, along with the Barnai Worsted brick factory of c. 1919, ably illustrate changes in brick mill construction. In the earlier buildings, solid brick walls are pierced with regularly spaced windows containing wood sash. Segmental-arch openings distribute the weight of masonry above. The use of brick pier-and-spandrel construction, larger window openings, and steel sash at Barnai Worsted, reflect improvements in construction technology in the early twentieth-century.

The Island Place Historic District buildings, particularly those of rubblestone construction, are of interest individually, but are primarily architecturally significant as a group. Together they record evolution of industrial forms and preserve the close arrangement and setting on Market Square and the Blackstone River which characterized this discrete industrial location in the nineteenth and early twentieth centuries.

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Art Work of Rhode Island. View of Woonsocket from Bernon Heights
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Historic Maps

- 1845 Plat 1, Page 13, Cumberland. Surveyed by Rufus Arnold for Edward
Harris, March 17, 1845.
1851 Map of Woonsocket, Rhode Island, Henry F. Walling.
1862 Map of Woonsocket, Rhode Island, Henry F. Walling.
1869 Map of Woonsocket, Rhode Island, H. F. Keith.
1870 Atlas of the State of Rhode Island, D.G. Beers & Co., Philadelphia.
1875 Insurance Maps of Woonsocket, Rhode Island, Sanborn Map Co., New York.
1895 Map of Woonsocket, Rhode Island, Everts and Richards.
1911/
1922 Insurance Maps of Woonsocket, Rhode Island, Sanborn Map Co., New York.
1955 Insurance Maps of Woonsocket, Rhode Island, Sanborn Map Co., New York.

Other

Slater Mill Historic Site, Pawtucket, Rhode Island
Museum of American Textile History, North Andover,
Massachusetts
Rhode Island Historical Society Graphics Collections
Woonsocket City Directories
Woonsocket City Archives (land evidence and tax records)
Mr. Hector Lambert, Island Machine Co., Inc., Interview,
January 3, 1990

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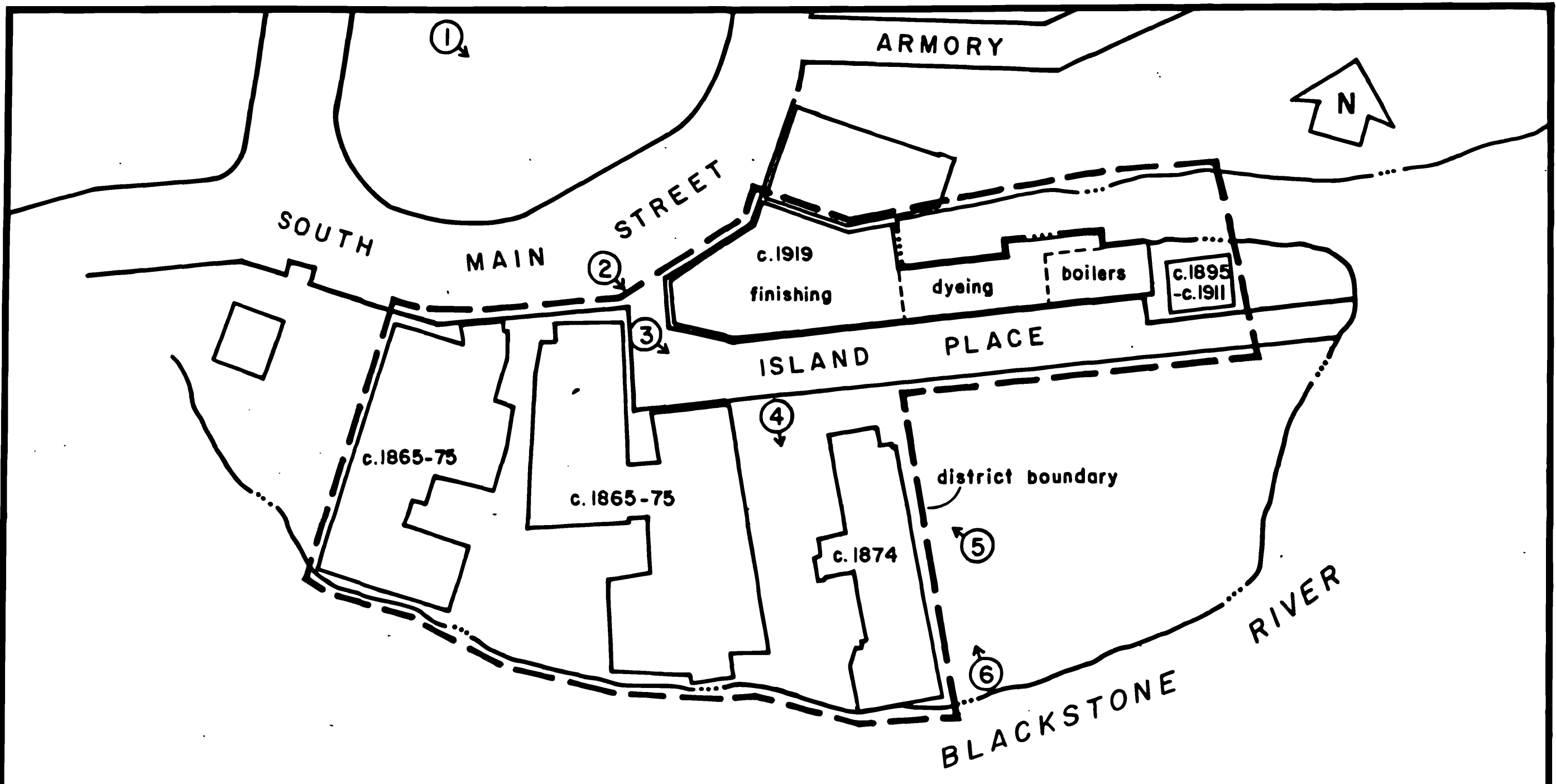
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Verbal Boundary Description

The Island Place Historic District boundaries have been drawn to encompass lots 142, 387, 371, 146, and 147 and the thoroughfare, Island Place. The northernmost point of the boundary line begins on the south side of South Main Street at Lot 146 where it joins lot 148. The boundary follows the back of lot 146 and then skirts the edge of lots 148, 149, and 291 in order to encompass the water trench running under lot 146. At the corner of lot 291 the boundary turns southwards, crossing the trench and skirting the easternmost edge of lot 147. The boundary then crosses Island Place and travels in a westerly direction along the north sides of lots 145, 144, and 103 until it meets the lot line of lot 371. Here the boundary turns south again along the eastern edge of lot 371 until it reaches the edge of the Blackstone River. The river's edge forms the southern boundary of the district, abutting the south sides of lots 371, 387, and 142. At the corner of lot 142, the boundary turns away from the river north again, following the western edge of lot 142 to South Main Street. The boundary turns east here and follows the south side of South Main Street, crossing the intersection with Island Place until it meets the northernmost point of lot 146 again.

Boundary Justification

The boundaries of Island Place Historic District follow the historic and present-day lot lines of the buildings within the district. The boundaries have been drawn to encompass the portion of the area known as "the island" in the nineteenth century that experienced substantial industrial development from the mid-nineteenth century to the 1920s. Historically, the island was a distinct geographic area defined by two mill races and the Blackstone River. These features mark the district boundaries, except on the eastern edge, where vacant lots on the island that once contained storage sheds have been excluded.



--- river limits

②→ photo number and direction



ISLAND PLACE HISTORIC DISTRICT 1989
 NATIONAL REGISTER NOMINATION MAP
 WOONSOCKET (PROVIDENCE COUNTY), RHODE ISLAND

Source: Sanborn Map Co. 1955