

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one of several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Historical and Architectural Resources of Eliot, Maine

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each)

History and Development of Eliot, c.1631-1945

C. Form Prepared By

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assistants James Kences, Historian; Steven Mallory, Architectural Historian date October, 1995

organization Prepared For The Eliot Historical Society; P. O. Box 3, Eliot, Maine 03903-0003

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirement for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

(☐ See continuation sheet for additional comments.)

Signature and title of certifying official

Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

Page Numbers

E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

F. Associated Property Types

(Provide description, significance, and registration requirements.)

G. Geographical Data

H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the multiple property listing.)

I. Major Bibliographical References

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

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

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 2

Introduction

The town of Eliot, Maine, part of Kittery until 1810, developed as an integral part of the Piscataqua Region, which is centered along the Piscataqua River basin on the border between New Hampshire and Maine. Settlement of Eliot began in the 1630s in the waterfront area, and farms were soon established along the river, while inland forest provided valuable timber. The river provided the primary means of transportation. Tidal saw and grist mills were located at the mouths of the creeks that empty into the river. The oldest houses extant in Eliot date from the 1720s-1730s. Local knowledge of construction dates for the early houses is based largely on oral tradition. Most structures have been substantially remodeled, resulting in complex building histories that have not been documented. Large farms were established in the inland part of town during the 18th and early 19th century. Shipbuilding along the river was important to Eliot's local economy through the middle of the 19th century, and after that time Eliot men were employed at the nearby shipyards of other towns. As this industry expanded in the early 1800s, the population grew rapidly and the area along the river in the southern part of the town became densely settled. The bulk of Eliot's historical resources date from the mid- to late 19th century period. Overall, Eliot was an agricultural community; large farms were located throughout the town, particularly in the northern and western sections. The Portsmouth, Saco, and Portland Railroad (later the Boston & Maine) reached Eliot in 1842, running through the center of the town. In the late 19th century, brickmaking was the predominant local industry and more than a dozen brickyards were located along the Piscataqua. At the turn-of-the-century, Eliot, like other towns in the region, was impacted by the growth of summer tourism, as visitors were drawn by its rural, healthful, and historical qualities, focused around Green Acre, an intellectual center affiliated with the Bahá'í faith. The electric railway ran through Eliot from 1902 into the 1920s. In the early 20th century the automobile replaced the railroad. The tracks were removed in the early 1950s, and present Route 236 was built along the old railroad bed. Eliot's mid- to late 20th century history was closely tied to that of the nearby military bases; extensive population growth and resulting subdivision and development began in the 1940s and continued to the present.

Geographical Context

The town of Eliot, Maine is located in York County in the southern coastal part of the state, on the New Hampshire border. Located just inland from the ocean, on the banks of the Piscataqua River, Eliot is bounded on the west by the river, on the north by South Berwick, on the east by York, and on the south by Kittery, of which Eliot was a part until 1810. On the opposite (southwest) side of the Piscataqua are Dover, Newington, and Portsmouth, New Hampshire. Eliot is roughly trapezoidal in shape, about six miles long and four miles wide at the widest part, totaling about eighteen square miles or 11,520 acres (*Old Eliot*, 1901:193). The land is generally light and productive, good for agricultural purposes, except a small area in the northeast corner which is rocky (*Old Eliot*, 1901:193). As many as 8,600 acres (more than two thirds of the town) were improved and cleared in the 19th century (Sanford and Everts, 1872).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 3

The Piscataqua River, which flows due north-south along Eliot's eastern edge, is formed by the confluence of the Cochecho and Salmon Falls Rivers (originally the Newichawannock). The point of confluence of the rivers is opposite the northeastern corner of Eliot. Eliot's northern town line is defined by the mouth of Shorey's Brook, which empties into the rivers at this point. Opposite (west of) the central part of the town is Dover Point or Hilton's Point in New Hampshire, historically the location of early settlement and later brick and shipyards, now a rural residential area and hub of bridges and highways. The Bellamy and Oyster Rivers flow around the end of Dover Point, through Little Bay and into the Piscataqua. Opposite the southern portion of the town of Eliot on the southwestern shore of the Piscataqua is the town of Newington, New Hampshire, historically the site of ship and brickyards, and now the location of modern industries, oil tanks and oil electric generating facilities. Directly across the river from Eliot's southernmost point is the port city of Portsmouth around which the entire region developed. The Piscataqua, which is a mile or more in width in some places, and the adjoining rivers, are navigable and provided historic transportation routes between the surrounding cities and towns and the port at Portsmouth. Farther inland, the rivers were also the sources of water power on which the industrial centers at Dover, Rochester, South Berwick, and Somersworth developed.

Eliot's history was clearly defined by the Piscataqua, and historical discussions utilize points along it as landmarks. Eliot Neck, about 120 acres in size, is a bulbous point of land projecting southeast from the southernmost corner of the town. "The Neck" is surrounded by the Piscataqua on the west and on the east by Spinney Creek, also known as Great Cove, which is the dividing line between Eliot and Kittery. This area developed in the 19th century as the densely settled area of South Eliot. "Boiling Rock" was historically a landmark in the Piscataqua off the west side of the Neck. It created one of the most treacherous points on the river at a narrow point where the tide was strong and fast, and was blasted out c.1970 to make safer passage for the oil tankers coming into Newington. "Frank's Fort Island" (source of the name unknown) located in the Piscataqua just off the end of Junkins Lane (near Green Acre) was an important landmark, but has been eroded away by the river. Farther north was a small point of land known as "Watt's Fort" (off the end of Laurel Lane in a new residential development off of River Road), which was eroded and gone by the end of the 19th century (Frost, n.d.). The straight stretch of the river between Watt's Fort and Frank's Fort was known as "The Long Reach," and the focus of early settlement was on the Eliot shore of this section. At the southern end of the Long Reach is a small cove known as "Mast Cove" and also as "the Bay Lands," carved out by the on-rushing water coming out of Little Bay between Dover Point and Newington into the Piscataqua. Farther north, the riverbank is uneven, broken by various small coves, points, and inlets. One of these, Roger's Point, is a truly pointed piece of land named for the family who lived nearby on River Road, and is now the site of early to mid-20th century summer cabins.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 4

Along the river and throughout the entire southwestern half of town, the topography is uneven, but relatively flat and very few feet above sea-level. The entire length of the Piscataqua River to Eliot's northern edge is tidal with mud flats along both banks. Eliot's waterfront is broken by many tidal inlets at the mouths of the many creeks that flow west into the river. The salt marshes around these inlets were highly prized for their hay, which was vital as fodder for cattle. The largest inlets are located at the mouths of Sturgeon Creek and Shapleigh Creek (also known as Stacy or Cammock's Creek), both of which were the sites of tidal powered saw and grist mills during the 18th and 19th centuries. Sturgeon Creek was historically navigable well inland, providing access to some of the earliest inland sites of settlement. North of Sturgeon Creek are several smaller, parallel creeks. Shorey's Brook, formerly Thompson's River, flows from well inland between Great and Raitt's Hills, northwest into the river at the northern town line. At the south end of the town, Spinney Creek is a large tidal area that forms the dividing line between Eliot and Kittery flowing into the Piscataqua around the southern tip of Eliot Neck. The creeks flow into the river from the large flat areas of inland marsh in the wide and flat lowlands in the central section of the town. The head of Stacy Creek is a marshy area southeast of the upper end of River Road. Sturgeon Creek is formed by various smaller creeks, including Little Brook and Great Creek, that flow northwest out of the marshes along both sides of what is now Route 236, including The Heath or Heathy Marsh, Cranberry Meadow, and Sturgeon Creek Marsh. The expanses of inland marsh that cover much of the center of the town (some 1,200 acres of the interior are bog and swamp) remained undeveloped throughout Eliot's history. They have essentially bisected the town into the southwestern coastal area, and the inland rural northwestern area.

The inland, northeastern half of town is hilly, broken terrain; the uneven line of hills runs roughly parallel to the river. The highest elevations are Great Hill (formerly known as First Hill or Frosts Hill), Raitt's Hill, and Third Hill (Bartlett's Hill), which extend across the northeastern part of town, Frost's Hill on the eastern edge of the town, and Kennard's Hill or Sunset Hill in the western part. All were cultivated to their summits with grains and grasses during the 19th century. Marsh Hill is located south of Raitt's Hill in the center of the town rising steeply above the marshes that surround it on three sides. Bolt Hill (known by that name as early as 1704) is a low, flat hill in the southern part of the town (*Old Eliot*, 1897:59). The entire northeast quarter of the town is entirely unoccupied. This is the location of Eliot's only inland body of water, York Pond, overlapping the York town line. At the west end of the pond is the site of the now abandoned, small backwoods settlement of "Emery town" also known as "Punkintown." The York Pond is the source of the York River, which flows south out of the pond's southwest corner. (The section of the river in Eliot was historically known as Stony Brook.) It follows a curved path south and southeast through the northeast quarter of the town and crosses the town line into York, where it becomes tidal, continuing southeast to the Atlantic at York Harbor. The northern end of the river was the site of saw and grist mills throughout Eliot's history.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 5

Eliot has no actual village center, with concentration of residences, commercial, and public buildings in one locale. Particularly notable is the lack of any cluster of commercial buildings and businesses. The reasons for this have not been fully identified. They probably include a number of factors. Eliot's patterns of town planning and development are similar to other first tier coastal towns in the region, with scattered settlement, irregular land divisions, and development defined by the riverfront. The riverfront settlement and uneven topography created an irregular network of roads, with the principal roads roughly parallel to the river and each other running southeast-northwest. The earliest main road was located along the river bank and was made up of sections of existing roads. At the same time, since roads were poor, the river may have provided relatively easy access from Eliot to the larger commercial centers on the opposite side and Portsmouth at the river's mouth. Despite the dangerous currents, it was undoubtedly easier to make the trip to Portsmouth by water than it would have been an equal distance on land. Eliot was also somewhat of an anomaly, as a town created out of the central portion of a larger town, it was originally the outlying region between two more active business centers at Kittery and South Berwick. Further research is needed to document Eliot's business relationships with surrounding communities.

At the southwestern corner of town, South Eliot on Eliot Neck is the most densely settled area, with numerous houses on small lots. Main Street runs through the center of Eliot Neck, southeast-northwest. Parallel to Main Street and closer to the river is Pleasant Street, actually the original road bypassed in the late 19th century. Short side streets run southwest from Main and Pleasant to the river. These parallel streets reflect the alignment of the original lot lines. The houses on them are oriented toward the water, reflecting its importance to the community.

The northern end of Main Street, after it makes a sharp turn toward the intersection with State Road, has been named Moses Gerrish Farmer Road in honor of one of Eliot's most prominent residents. The intersection, known as Farmer's Corner, is a modern center of commercial activity in Eliot. State Road runs southeast-northwest from the Kittery line parallel to Main Street. State Road north of Farmer's Corner is the modern municipal center of the town, including the modern town hall, fire station, and historic elementary school, library, church, and grange hall. At the north end of this area is Kennard's Corner, formed by the intersection of State Road with Old Road. Historically this was the site of Kennard's tavern, the Eliot Academy, and a schoolhouse. Old Road, a stretch of the earliest road, parallels the river for a short distance and was an early center of population. Old Road intersects Fore Road which runs across the back side of Kennard or Sunset Hill, and River Road, which continues to the north. This intersection, known as Cram's Corner, was the location of a 17th century tavern and meeting place, the ferry across the Piscataqua, and the 1717 meetinghouse and burying ground.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 6

From Cram's Corner, River Road follows the river bank to the southern bank of Sturgeon Creek where it turns west to State Road. State Road runs from Kennard Corner on to the northern town line. (The section between Kennard's Corner and Fore Road was built later.) Governor Hill Road (named for Eliot native Governor John Hill) crosses between River and State Roads, parallel to the northern side of Shapleigh (Stacy Creek). Tidy Road runs from State Road toward the river to the site of an early town landing on the north bank of Sturgeon Creek. North of Tidy Road, Boyce Road leads to the site of 19th century brickyards on the river. Farther north, Worster Road is a semi-circular road west of State Road, which was part of the earliest road. From Worster Road, Houde Road leads down to the river, where a later town landing was located. Private driveways run from River and State Roads down to the riverbank.

At the northern edge of the town is a major intersection of State Road, Old Dover Road, and Goodwin Road, as well as Route 236, historically the railroad tracks. This area is known as Gould's Crossing. Old Dover Road leads northwest to "Eliot Bridge" over the Salmon Falls River, which is actually located between South Berwick and Dover, but provided a direct route between Eliot and Dover, as well as a crossing for the electric railway line in the early 1900s.

Goodwin Road is the main road through the rural, agricultural, inland half of Eliot between Kittery and South Berwick (Route 236 now serves as the main road). It runs from the northern edge of town, winding through the hilly upland area, southeast to the Kittery line. Frost Hill Road and Brixham Road, as well as Beech Ridge Road, run from Goodwin northeast into the inland part of York, along the York River. Tracks through the woods in the northern part of town are remnants of older roads, now abandoned. The road through Punkintown continued northwest to South Berwick. Johnson Lane historically connected Brixham and Goodwin Roads. This inland half of town is known generally as East Eliot. The focus of East Eliot was the Methodist Church at the intersection of Goodwin and Brixham Roads. A blacksmith shop and schoolhouse were located nearby. The intersection of Goodwin and Frost Hill Roads was the site of another blacksmith shop and a carriage shop (Sanford and Everts, 1872).

Route 236, constructed in the 1950s along the old railroad bed, bisects the town diagonally and is the focus of modern commercial development. Several southwest-northeast cross roads, between State and Goodwin Roads, run through the center of the town, across Route 236, and connect the coast and inland sections. Beech Road and Bolt Hill Roads are somewhat later, parallel roads in the southeastern part of town. Hanscom Road is an older road, parallel to Route 236 between Beech Road and the Kittery line. Cedar Road is an early road leading inland along the northern side of Sturgeon Creek. Depot Road connects State Road and Goodwin Road across Route 236. This was a major road from an early date and was a convenient location for the railroad depot because it provided access to both sides of town. Eliot Depot developed in the second half of the 19th century as the railroad station and post office, with small-scale commercial activity. The depot is no longer extant; the site is now occupied by Marshwood High School.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 7

In addition to Route 236, two numbered state highways pass through Eliot along sections of the above named roads. Route 101 runs northwest from U.S. Route 1, along Wilson Road in Kittery, along Goodwin Road through Eliot, to the bridge over the Salmon Falls River to Dover, New Hampshire. Route 103 follows the shore of the Piscataqua through Kittery, across Spinney Creek, along Main Street and Moses Farmer Road through Eliot Neck to State Road, along State Road past Kennard Corner to Route 236 and on to South Berwick.

c.1631-1717 Settlement of Eliot (as the Second Parish of Kittery) in the Piscataqua Region

Exploration of the Piscataqua River region by the Europeans began in the early 1500s (Cole and Willis, 1912:2). In 1622, the partnership of Gorges and Mason was established as proprietors of all land between the Merrimack and Kennebec Rivers, which was known briefly as Mariana. In 1629, they divided their territory. The land that is now Maine, above the Piscataqua, by rights fell to Gorges, but the shore line of the river in Eliot was granted by Mason through his Laconia Company, which settled at "Piscataqua," also known as Strawberry Banke and now Portsmouth (Frost, 1937:3). What was originally known as the Plantation of the Piscataqua included the present towns of Eliot, Kittery and the Berwicks. The original title to land in this area was given by Captain Walter Neal, agent and Governor of Colonel John Mason's province, who arrived at Piscataqua in June of 1630, followed by other agents and servants who settled in Portsmouth where a Great House had been constructed at Strawberry Banke. Some went immediately upriver to Newichanwannock (Berwick) where they traded with the Native Americans and farmed.

The exact date of the first settlement in what is now Eliot is uncertain. One local tradition states that John Watts established a short-lived trading post on Watt's Island in 1627 (Frost 1937:3). Fishing stations were established early along the Piscataqua River, but there is no mention of these on the eastern shore (Stackpole, 1903:20). In 1631, a structure was built by the Laconia Company to house French employees of their salt works, located on the site of present Eliot Marina at the end of Eliot Neck. (The salt water was placed in wooden pans and left to evaporate to provide salt for the processing of fish for storage and shipment back to England [Vetter, 1988:60]). According to another local tradition, William Hilton, who settled on Dover Point on the western side of the river in 1621, rowed back and forth across the Piscataqua to plant a corn field in what is now Eliot in 1632. Hilton is also said to have erected a house, which was destroyed when his presence was challenged by the Laconia Company as a trespass (Frost, 1937:3).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 8

Settlers had definitely located in Eliot by 1632, when the first grants of land were made (*Old Eliot*, 1897:3). In 1633, three large tracts of land extending from the shore of the Piscataqua northeast halfway to the York River were granted to Captain Thomas Cammock, Thomas Wannerton, and Henry Josselyn, all stewards of Mason, who did not immediately settle there. Additional land grants in Eliot were made (later by the town of Kittery) throughout the 17th century and into the early 1700s. The tracts varied in size from less than ten to two hundred acres (*Old Eliot*, 1901:25). The original lots extended inland from the river in long, narrow, parallel strips. Settlement focused along the bank of the river, which was the primary means of transportation and communication. The southern end of Eliot benefited from the closer proximity to the more coastal half of the town of Kittery as well as Portsmouth, while in the northern part of Eliot, Sturgeon Creek provided the potential for tidal mill power, river access and transportation to and from inland forests.

The Piscataqua Plantation (including Kittery, Eliot, and the Berwicks) was rapidly settled; by 1636 it had some two hundred residents (*Old Eliot*, 1902:145). In 1639, land between the Piscataqua and Kennebec Rivers were designated as the Province of Maine by King Charles of England (Vetter, 1988:5). In 1647, the Piscataqua Plantation became the Town of Kittery (the oldest town in Maine). The first selectmen elected were all residents of what is now Eliot (*Old Eliot*, 1897:1). In 1652 the Province of Maine submitted to the government of Massachusetts, under which it remained until 1820 (Vetter, 1988:30). The signing was held in Eliot at William Everett's Tavern (site of Lanier Camp on River Road) (Anonymous, 1960). The following year, Charles Frost was the first representative from Kittery (Eliot) to the Massachusetts General Court.

Eliot's first permanent settler had been Nicholas Frost who came to New England from Plimouth, England prior to 1632. He, like many of the settlers, was wealthy and came to America as an entrepreneur. He was induced to settle at Kittery (Eliot) by Wannerton who gave him land as incentive to come and be his neighbor. Frost acquired an estate of over seven hundred acres, and as a prominent resident served as constable and one of the first selectman of Kittery (Sanford and Everts, 1872:50; *Old Eliot*, 1897:87). He settled first at Sturgeon Creek.

The original lot of Captain Thomas Cammock (who lived in Scarborough) was sold to Alexander Shapleigh, a merchant from Devon, England who arrived c.1637. According to local tradition, he owned the ship on which he transported to America his household goods and also the frame of his house (*Old Eliot*, 1897:73). However, it is not likely that bringing a house frame ready to be erected immediately upon arrival was a common practice, in light of the abundance of timber in the New World, which was one of the major incentives for settlement. Shapleigh first settled on what he named Kittery Point, where he erected the first house in Kittery. He purchased a total of eight hundred acres of land in what is now Eliot, and later moved to the vicinity of Shapleigh or Stacy Creek (then known as Cammock's Creek for the original land owner) in search of fertile land and abundant timber (*Old Eliot*, 1902:147).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 9

At the southern end of Eliot, Robert Mendum (also an early constable and selectman) built new a house in 1648, receiving a grant for the 140 acres in 1651; he also owned land on the east side of Spruce Creek in what is now Kittery (Stackpole, 1903:89). Thomas Spinney received two hundred acres on both sides of the Great Cove, later called Spinney's Creek, and lived at the point of Eliot Neck in an area that would be occupied by his descendants for generations. Other early settlers of this area included Thomas Turner, William Palmer, and Joseph Alcock. Christian Remick, whose homestead was located at the northern end of the Neck, was another prominent resident, a surveyor, town treasurer and selectman. By the late 1600's, his property included a dwelling house, barn, orchard, garden, planting land, pasture and meadow on the neck of land by the Boiling Rock (*Old Eliot*, 1897:57). Farther north along the river were Gabriel Tetherly, Daniel King, Daniel Paul, Weymouth Lyndston, Joseph Hill, Peter Staples, and George Rogers (Stackpole, 1903:106).

The stretch of riverfront known as the Long Reach was occupied by the Tobey, Libby, and Fogg families whose land extended in long, narrow, parallel strips from the riverbank northeast across what are now Old Road and State Road (Stackpole, 1903:106). James Tobey came to Eliot from Cape Cod prior to 1675 (*Old Eliot*, 1897:50). Daniel Fogg, a blacksmith, came to Eliot c.1700 and settled north of the Libbys. Just north of the Fogg's below Watt's Fort was Dennis Downing, another blacksmith, who occupied a thirty acre house lot. Joseph Hammond owned large estate and later also acquired Downing's land, creating a large estate along the river still in possession of his family at the end of the 19th century (*Old Eliot*, 1897:52). The Leighton and Everett families lived in the vicinity of Watt's Fort by the mid 1600's. Sturgeon Creek, where a wharf was located early on, was a focus of early settlement. On either side of the mouth of the creek were Adrian Frye and John Tidy (Frost, n.d.). To the north along the river, the land of Hill, Morrill, and Jenkins remained in those families through the 19th century (Stackpole, 1903:106; Sanford and Everts, 1872).

Francis Williams, who was appointed Governor of the Province, was deeded a thousand acres in the northern part of Eliot. He brought eleven people with him and the settled on the land, but he died soon after in Barbados (Stackpole, 1903:28). The land was later settled by others. In 1649, Anthony Emery moved to Eliot from Dover, purchasing land in the northern part of town with a house already on it (Frost, 1937:7). By the early 1700s, the northern stretch of the river in Eliot, north of Sturgeon Creek, was occupied by the Nason, Weymouth, Gould, Neal, Ferguson, Furbish, and Shorey families, whose descendants would live in this area for generations (Stackpole, 1903:106).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 10

Sturgeon Creek was the course along which the inland area of town was populated (Mitchell, Campbell and Verril, 1904:22). Eliot's first settler, Nicholas Frost soon moved inland up the navigable creek to the vicinity of Goodwin Road, where he was living by 1650. John Heard acquired a two hundred acre farm (later divided between the Bartlett and Coffin families) in the area that would become the site of Eliot Depot (Frost, 1937:12). The far inland sections of Eliot provided abundant land and valuable timber. John Frost settled at the eastern edge of the town at the end of the 1600s and lived there until the early 1700s on the site of the later Frost House and Frost Garrison. The hundred acre property included house, barn, orchard, timber trees, woods, underwoods, fences, streams and water courses (Frost 1937:14). Between Stony Brook (York River) and the York town line was the 150 acre farm of the Chadbourne family, occupied from the late 1600s (Frost, 1937:15).

Local Industry - Lumbering, Shipbuilding, and Maritime Trades

A quote from a 19th century area newspaper described Eliot's early economy:

The fish trade was the great means of fostering the shipbuilding interests. Next to these, the conversion of the abundant timber which densely clothed the banks of all the eastern rivers, furnished the most profitable return for labor. Timber converted into masting, lumber, staves, shingles, and other merchantable forms, by ax men and numerous saw mills, was floated to the tide waters, where vessels were built to convey it along with their fish to England, Spain, the Canaries, West India Islands and other foreign and domestic ports, to be exchanged for the manufactures of Europe - salt, wines, and tropical provisions from the southern colonies" (*Old Eliot*, 1897:74).

The first settlers of Eliot were all tied to the maritime trades. Alexander Shapleigh was identified as a merchant, probably a trader of fish, as he owned boats and fishing equipment (*Old Eliot*, 1897:75). Nicholas Frost son of the first settler, was a sailor, while a brother John Frost owned and commanded trading vessels (*Old Eliot*, 1897:87). John Green, whose father John Green settled on thirty acres at Frank's Fort, was a mariner (died 1687). Other settlers and their sons engaged in lucrative shipbuilding from the earliest period, with most of this activity concentrated in the southern half of Eliot. Small vessels were built in South Eliot by Stephen Spinney and William Tetherly. Shipwrights and shipyard owners included Gabriel Tetherly, Richard King, Daniel Paul, John Alcock, and Stephen Tobey who built ships at Mast Cove in the late 1600s (Stackpole, 1903:93; Anonymous, 1876). Shipwright Thomas Hanscom was living in Eliot by 1683, the first in a prominent family of shipbuilders (*Old Eliot*, 1898:10).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 11

Second generation settler Nicholas Shapleigh represented the various aspects of Eliot's economy. He was primarily a lumber dealer and sawmill owner, but was involved in the fishing and shipbuilding industries (*Old Eliot*, 1897:75). The first sawmill on Sturgeon Creek was built in 1650 by joint owners Nicholas Shapleigh, William Ellingham and Hugh Gale. Shapleigh also owned the right to all the timber on the northern side of the creek, which he milled and sold. He soon constructed a grist mill for the grinding of local farm products, and then built mills downriver on Spruce Creek. Mill products were transported to and from a warehouse on the Piscataqua (*Old Eliot*, 1897:79). A number of other Eliot residents later owned shares of the water rights, the mill, and the land on which it was located (*Old Eliot*, 1901:128). In 1693 a sawmill was built at the outlet of York Pond by residents of the eastern part of town, Major Charles Frost and James and Noah Emery (*Old Eliot*, 1897:98). A windmill was built on Mason's Hill, then known as Windmill Hill, by John Pray c.1700 and remained in use for fifty years (*Old Eliot*, 1898:123). Brickmaking was also an important early industry, as the shores of the Piscataqua provided abundant clay. As a result, brick was the primary foundation material in Eliot, even during the earliest periods. According to local tradition the original Bartlett House on Depot Road was built of brick made on the farm on the bank of Sturgeon Creek, and stood until 1737 when it was damaged by an earthquake (Frost, n.d.). Eliot bricks may also have been used for construction in nearby communities.

Agriculture

Overall, Eliot was primarily an agricultural town throughout its history (Cole and Willis, 1912:3). All early families maintained subsistence farms, raising food for home consumption. Larger farms produced crops for export to other colonies and to England. The inventory of the estate of Nicholas Frost in 1650 provides information about early farming by one of the town's most prosperous land owners. Frost's homestead consisted of a dwelling house, barn, and other outhouses, orchards, corn fields, meadows, and pasture, totaling three hundred acres. In addition, he owned two and a half acres of salt marsh and other large tracts, mainly wood land in outlying areas. Crops included wheat, oats, Indian corn, hay, English grass, malt, peas and apples. Plowing and hauling was performed by six oxen, while several horses provided transportation. Dairy products and meat were provided by Frost's eight cows, four heifers, two bulls, five steers, eleven swine, two sows, three shoats and three pigs, most of which were pastured "in the woods." Wheat meal, corn meal, malt, salt, and hops were stored in the attic of the house, while the cellar housed beer and soap. Thirty pounds of butter, seventeen cheeses, tallow candles, sugar, a cheese press and other dairying items were stored in a separate dairy (*Old Eliot*, 1897:182). Marsh land in the tidal areas along the river and creeks was extremely valuable for the salt hay it provided naturally, and this was an added impetus for the settlement of the earliest and most valuable farms.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 12

Slaves

African slaves were owned by a small number of early wealthy Eliot residents, including the Frost family, John Shapleigh, Tobias Leighton, Benjamin Stacy, and Andrew Neal. Black Will owned by John Shapleigh was given his freedom in 1700, having purchased a hundred acres of land for himself four years earlier. In 1708 Black Will secured the freedom of another slave named Tony, owned by Charles Frost. Slaves owned by the Frosts are said to be buried in the orchard in what was the pasture of Charles Stacy in the late 19th century. Another slave graveyard is said to have been located on the back road to Kittery (Goodwin Road) on land formerly owned by Capt. Elisha Goodwin (*Old Eliot*, 1899:143).

Transportation - Roads

The Piscataqua River provided the earliest means of transportation, but an Indian trail along the river soon developed as Eliot's first road for access between the farms that were established along the waterfront. It was referred to as the "Old Road" as early as 1650 (Vetter, 1986:56). This included the paths of what are now River Road, Old Road, and Main Street. Shapleigh (Stacy) Creek was crossed at a ford on River Road until the late 19th century (Vetter, 1986:57). The road was the first main highway from Kittery, inland to Berwick and beyond. Other roads were laid out, and by the middle of the 1600s several of the major routes through the town were in place. One of the earliest was a road from the river at what is now Libby Lane inland to Marsh Hill. These roads were merely bridle-paths as there were no carriages in the earliest days (Stackpole, 1903:225). There was a path inland to Third Hill by 1650, providing access to land around York Pond that was laid out in the 1650s and 1660s in grants of various sizes from ten to 110 acres (*Old Eliot*, 1901:23). This was probably the same road known as the York way or York path in deeds of the 1650s, now Brixham Road. A ferry across the Piscataqua between Eliot and Dover Point was operated from near the mouth of Sturgeon Creek by Anthony Emery (later by John Morrill) who in 1650 was licensed to keep a tavern at the crossing (*Old Eliot*, 1909:137; Stackpole, 1903:226). Everett's tavern, on what is now River Road on the site of the Lanier Camp was the site of early public meetings (Dyer, n. d.). Nearby, a ferry crossed the river from near Watt's Fort to Bloody Point in Newington (known as Trickey's Ferry). In 1672 the Town of Kittery was indicted for not making a good road from York bridge to Sturgeon Creek. This road probably followed Beech Ridge Road from Scotland Bridge in York and part of what is now Goodwin Road to Sturgeon Creek. A road was built over Eliot Neck along the river bank in 1692, and may have included what is now Pleasant Street (Cole and Willis, 1912:14). A ferry landing at the end of the Neck provided access to Kittery. From there, a road laid out in 1671 around the head of Spruce Creek, connected with the road from Portsmouth to Hampton and Boston. Cedar Road along the north side of Sturgeon Creek was laid out in 1687 from the old landing place called the Cedars in the upper part of the creek to the mouth of the creek (Stackpole, 1903:228). Goodwin Road (originally North Road) through the inland part of town, from Gould's Corner southeast to Kittery, roughly parallel to the river, was mentioned as early as 1696 (Cole and Willis, 1912:13). A public landing place was established by the town at Sturgeon Creek in 1699 and a highway was laid out from the landing to the highway that led to Mast Cove (*Old Eliot*, 1897:125). This was what was later known as Tidey's landing and was used as the town landing until 1806 when it was sold.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 13

Religious and Civic Activities

"This town of Kittery is by free consent divided into three parts for the settling of three ministers" (*Old Eliot*, 1985:130). When the parish division was enacted in 1660, the northernmost region of Kittery was still largely rough frontier and only sparsely settled. Because Kittery's first meetinghouse was located on Kittery Point, many residents of the area around Sturgeon Creek traveled north to South Berwick, where a second church was located. In 1660, Kittery was divided into three parishes with separate ministers. The present town of Eliot formed the Second or Middle Parish, which extended from Thompson's Point Brook (Shorey's Brook) to the Great Cove (Spinney Creek) below Spinney's Point (Eliot Neck [*Old Eliot*, 1897:130]). It was not until 1699 that a meetinghouse was constructed in the Second Parish. It was located near the river on a site opposite the present Greenwood Street in South Eliot. A burying ground was established on a field near the river, which contains perhaps a hundred graves, but had no headstones at the end of the 19th century (*Old Eliot*, 1897:54). The preachers came from the Lower Parish of Kittery, York, and even Portsmouth until 1714 when the first minister was called to the pulpit of the Second Parish (*Old Eliot*, 1906:4).

Politics and War

There was relatively little conflict between English settlers and Native Americans in this area of southern Maine during the first fifty years of settlement. Beginning in the 1670s, with the outbreak of King Philip's War, there were several attacks made by the Indians in Kittery (including what is now Berwick and Eliot) and York. Salmon Falls at the outer reaches of this frontier was struck repeatedly during the Indian wars of 1675 and 1689. It was there, close to his garrison, that Lieutenant Roger Plaisted was killed in October of 1675 (Ellis and Morris, 1906:298). In March of 1690, as many as thirty-four persons were killed at Salmon Falls, and fifty captured by the Indians and their French allies (Leach, 1973:88). Eliot resident Charles Frost was commissioned as Captain of the Militia of Maine in 1670. He and Major Waldron of Dover led several campaigns against the Indians, and in 1689 Frost was appointed Commander-in-Chief of the Militia of Maine (*Old Eliot*, 1897:10). During the period known as King William's War in the 1690s, all settlements in northern and eastern areas of Maine were destroyed. Charles Frost was considered a great enemy of the French and Indians and several attempts were made to destroy his house. In 1697, Major Frost, his family and friends were returning from church in Newichannock, when they were ambushed at the spot now known as Ambush Rock, and Major Frost and two others were killed (*Old Eliot*, 1897:12). The night after Major Frost was buried, the Indians opened the grave and removed the body, taking it to the top of Frost's Hill. It was recovered by the family, reinterred and a heavy flat stone placed on top of the grave. This marker is considered to be the oldest marked gravestone in Maine (#143-0578).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 14

As a result of the increasing danger, garrison houses were constructed and older houses fortified during the 1690s and early 1700s. The only extant garrison is the Frost Garrison (#143-0624), built on Frost's Hill in the eastern part of town in 1738, the relatively late date probably reflecting the isolated nature of the Frost's property. Other garrisons included "Shorey's Fort" south of Shorey's Brook, near the main road to South Berwick, the Neal garrison about half a mile to the south, Nicholas Frost's garrison near the foot of Frost's or Great Hill (torn down c.1760), and Heard's garrison near Sturgeon Creek, as well as a garrison on Libbey's Hill, the Hammond garrison near the present site of Green Acre, which was surrounded by a stockade, and one at Bolt Hill (*Old Eliot*, 1897:5). All of these garrison's were gone by the turn-of the century (*Old Eliot*, 1902:146).

1717-1810 Development of Second Parish of Kittery as Agricultural and Riverfront Community*Religious Activities*

The first permanent minister of the Second Parish, John Rogers, was settled in 1715, and he served the community until his death in 1773. In 1717, a new meetinghouse was constructed in a more central location, at Cram's Corner, the corner of Old, Fore, and River Roads. This church was used until 1835 (Vetter, 1988:9). Eliot also became an important early Quaker community. The first Society of Friends in the state (of Maine) was established in what is now Eliot in 1730. By 1737 it had thirty-seven male members, twenty-two of whom were residents of Kittery (then including Eliot). A Quaker meetinghouse was built near Sturgeon Creek (near the corner of River and State Roads) in 1769 (Cole and Willis, 1912:19). Other early residents attended Baptist churches in Berwick or Kittery, but no Baptist society was ever established in Eliot.

Population

New settlers continued to arrive in Eliot through the first half of the 18th century. They acquired large farms throughout Eliot, and the inland area became more settled. Nathan Bartlett and his brother, both tanners, arrived c.1713 and settled in the center of Eliot, near the head of Sturgeon Creek, on land that had been part of the original John Heard property (site of #143-0544 [Vetter, 1988:8]). The first known resident lawyer in Maine, Noah Emery, was born in Eliot in 1699 and admitted to the bar in 1725. His office was located in the old homestead (#143-0552) at the north end of Goodwin Road near Gould's Corner; a portion of the office was said to have been still standing at the end of the 19th century. He was appointed King's Attorney several times between 1741 and 1759 (*Old Eliot*, 1897:5). In addition to his service as a lawyer, Emery worked as a cooper, manufacturing the wooden barrels which were used in the shipping trade (Frost, n.d.). About 1722, other members of the Emery family settled on large tracts of land in the eastern part of town at the outlet of York Pond.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 15

The isolated settlement of some half dozen houses became known as "Emery town" (now popularly called Punkintown [Frost, 1937:10]). Captain Alexander Raitt, a ship captain, came to Eliot from Scotland c.1745, and married the widow of Elliot Frost (niece of Sir William Pepperrell whose ships Raitt commanded), enlarging the house at the corner of Goodwin and Brixham Roads (#143-0626). Nathan Bartlett received land on Brixham Road in the vicinity of Third Hill from his father-in-law James Heard. After graduating from Harvard in 1747, his son John Heard Bartlett built a house there, which is still owned by his descendants (#143-0635) (Bartlett, 1938:13; Frost, 1937:12). Members of the Frost family built houses throughout the eastern part of Eliot. Daniel Goodwin came from Berwick to Eliot in the later part of the 18th century. His many descendants soon populated the area (he had fifteen children and ninety-one grandchildren) and what had been called North Road was soon renamed Goodwin Road (Frost, n.d.).

By 1750, Kittery (including Eliot) had 270 dwelling houses, and six saw and grist mills (*Old Eliot*, 1899:104). At the beginning of the Revolution, the population of the Second Parish was 1457, about half of Kittery's total population of 3036 (Remick 1901:2).

Local Commerce

Nothing is known about early stores in Eliot. There were several taverns, which served as accommodations for travelers and as local meeting places. These included Kennard's Tavern at Kennard's Corner (no longer extant), Everett or Leighton's Tavern at Crams Corner (no longer extant), and the Samuel Leighton House on Goodwin Road (#143-0600).

Agriculture

During the 18th century, Eliot farms were typical of those throughout New England, focusing primarily on production for home use, with surplus exported by water throughout the coastal region. Cattle were raised on most farms, but herds were seldom large, averaging about four cows, which provided milk for the family and for cheese and butter, as well as beef. The size of the herds was modest primarily because of the lack of sufficient hay and housing to carry the cattle through the winter months (Russell, 1976:86). Hay was more abundant in coastal towns like Eliot where salt marshes were located, and it was an early product for export. Oxen were important for plowing, and in the coastal region for hauling loads of lumber, hay, and other goods to the waterfront docks. Orchards were common by an early period, and cider was a major cash crop for export. In the late 18th century, Eliot crops also included flax, barley, corn, potatoes, and pumpkins (*Old Eliot*, 1897:25).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 16

Shipbuilding and Maritime Trades

The lucrative West Indies trade dominated the economy of the region, as lumber and wood products, as well as dried fish, were shipped to the European colonies in the West Indies, and molasses, rum, and foreign goods were imported in return. Shipbuilding continued to play a role in Eliot's economy. During the mid-18th century, a shipyard was located on the river in Eliot at the what would later become the Hanscom yard (site of Green Acre) (William Fogg Library, vertical files). East Eliot resident, Captain Alexander Raitt (#143-0626) built and commanded his own ship, but on its maiden voyage to the West Indies c.1779, he contracted yellow fever and died (Frost, n.d.). Smaller boats were built at an inland yard on Goodwin Road (site of #143-0592) and then hauled down to the river for launching (Frost, n.d.).

Civic Improvements

During the earliest period, school was kept in private residences, and young men from the wealthier families were fitted for college at a "grammar school" kept in Kittery from 1743. The first schoolhouse in what is now Eliot was a log building in an unknown location. The second was located at "Sandy Hills" on River Road. In 1803, Kittery was divided into school districts. The following year a new schoolhouse was built on land donated by the Fogg family in what was developing as the town center, at Kennard's Corner. The Reverend Chander of the nearby church was the first teacher. By 1810, when it became a separate town, there were six districts in Eliot (Stackpole, 1903:236). The first three districts were for the northern part of the town. The fifth district was in the south or the Neck.

Politics and War

Kittery (including Eliot) opposed the Stamp Act in 1765, and in 1767 voted to form a committee to "report what they think proper to encourage industry, economy, and manufactories, thereby preventing the unnecessary importation of European commodities" (Stackpole, 1903:233). In 1774, a Committee of Inspection, Correspondence and Safety was established to look after the military interests of the town (Remick, 1901:2). Kittery was organized into six companies of militia all belonging to the Second Regiment of Infantry of York County, commanded by Colonel John Frost of Eliot (Remick, 1901:1). Frank's Fort in Eliot played a role in the beginnings of the Revolutionary War; in 1775, when a band of men from Durham and Portsmouth captured a supply of guns and powder from Fort William and Mary at New Castle, it was brought by boat to Frankfort Island and buried. Later the arms were taken to Charlestown and used in the Battle of Bunker Hill (Vetter, 1988:61). No less than twelve members of Colonel John Frost's family fought in the Revolution. His daughter, Abigail had been married in 1767 to Samuel Leighton who became one of Eliot's most prominent military figures. He served as Captain in the York County Militia in the Boston area, fought at Bunker Hill, and was promoted to Major in 1778 (Frost, n.d.). Major Samuel Leighton who built a house on Goodwin Road in East Eliot c.1760 (#143-0600) became Eliot's largest taxpayer prior to his death in 1802 (Frost, n.d.).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 17

1810-1851 Separation of Eliot from Kittery and Maine from Massachusetts, Shipbuilding and Farming*Politics and Secession*

Several issues came to a head and resulted in the petition for incorporation as a separate town by the residents of the Second Parish of Kittery. The population of the First and Third Parishes included farmers, mechanics, traders, seamen, and fishermen, while that of the Second Parish, called at the time the "Garden of Kittery," was principally a farm community, with few employed in industry or other professions (*Old Eliot*, 1897:2, 134). Party politics was also a major factor. "A Convention of Federal Republicans from the several towns in the county of York will meet at Kennebec, on the twenty-second day of February next, at eleven o'clock in the forenoon. You are requested to attend for the town of Kittery..." (*Old Eliot*, 1985:35). In January of 1809 the above notice was sent to Andrew Pepperell Fernald and his son-in-law Elisha Shapliegh-- two local members of the Federalist party. Three months later, in April Fernald would lead the movement for the secession of the Second Parish from Kittery. In the background was President Jefferson's disastrous Embargo of 1807. The Federalists sought to exploit the misfortune that was caused by the policy. Throughout 1808 protests to the Embargo had been increasing in Massachusetts. By late September of that year, as many as seventy towns had submitted memorials to Congress demanding repeal (Banner, 1969:298). In December of 1808, Federalist leaders in New England began to plan for conventions of party membership that were intended as protests against the Republicans and their programs. But the Federalist conventions soon ceased to be urgent because the Republican party leaders had opted for the repeal of the Embargo in the late winter of 1809 (Banner, 1969:306). Without an effective rallying point, the Federalists were destined to lose their dominance in the state legislature after the next elections. The movement to incorporate Eliot as a separate town was conducted in the months before the Federalists lost that legislative dominance.

With different economic and political interests, the parishes often disagreed on town business. Conflicts arose over the election of Kittery's five selectmen, when the First and Third Parishes were said to have joined together to elect men who the Second Parish did not desire for their representatives (*Old Eliot*, 1897:133). The Second Parish of Kittery was the more larger, more populated area of the town, and there was much opposition to its separation from the rest of the town, because it had almost half of the taxable polls (307 adult males at the time) and paid almost half of Kittery's taxes (*Old Eliot*, 1897:133). The Second Parish was also the more influential, however, so the act of incorporation of the Town of Eliot was passed by the General Court of Massachusetts and approved on March 1, 1810. The first town meeting was held a week later (Cole and Willis 1912:3). The first Eliot Post Office was established near the corner of Goodwin and Brixham Roads in 1810. General Samuel Leighton was Eliot's first representative to the General Court in Boston, having represented the Town of Kittery the previous year. He was the son of Major Samuel Leighton and had been born in 1771. He also served as one of the Justices of the Court of Sessions for York County (*Old Eliot*, 1902:147).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 18

There are two traditions about the source of the name of the town. In *Old Eliot* it is stated that the town was named for Robert Eliot of Kittery, a graduate of Harvard (1701) and son of Robert Eliot of New Castle, New Hampshire, a man of wealth and prominence. Another tradition relates that at the time of the new town's incorporation, the Reverend John Eliot of Boston promised the town a meetinghouse bell if they would take his family name. The town complied, but the bell was never received, because no belfry was ever built (Vetter, 1988:8; *Old Eliot*, 1897:129).

Eliot's population grew, along with that of Maine as a whole, in the period after 1812. Ten years after Eliot became a town, Maine became a state, admitted to the United States as the twenty-third state. Even before the end of the Revolution, residents of the District of Maine had begun to consider separation from the Commonwealth of Massachusetts. A series of votes by the citizens were taken until a majority was reached in 1819 in favor of severing all ties with Massachusetts. A constitution was drafted, and in 1820 Maine became an independent state in the Union.

First Town Meeting and Civic Improvements

Eliot held its first town meeting at the Congregational Church on March 19, 1810. Town officers were chosen. There were three selectmen, a town clerk, and a constable as well as a number of traditional offices: tythingmen, field drivers, pound keepers (*Old Eliot*, 1985:168). At the meeting held in April, townsmen determined how much money would be needed to properly run the town. It was voted to raise fifteen hundred dollars to "defray necessary expenses," five hundred dollars for repair of highways and two hundred fifty dollars for schools (*Old Eliot*, 1985:170).

Town meetings were held in the Congregational Church until 1838 when a town house was constructed near Kennard's Corner, after considerable disagreement as to where the building should be located (Eliot Town Records, 363-366). This controversy resurfaced along with town-wide disagreement over a legislative candidate and was in the background when the 1838 town house was destroyed by fire in 1846, perhaps not coincidentally.

From 1847 until 1875, town meetings were held in the Eliot Academy building. Meetings of the Selectmen and other officials were held at the Alms-house or town farm, established in 1815 (Mitchell, Campbell, and Verril, 1904:30). A town pound for stray cattle and other livestock was built on Goodwin Road in the early 1800s. Perhaps the most prominent local building was the tavern owned by Benjamin Kennard at Kennard's Corner; in the decades of the 1830s and 1840s, anything that was of interest to the community took place there.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 19

The Eliot Social Library was established in the 1810s, with thirty-five prominent local men as proprietors (Dyer, n. d.). Additional schools were built, and older schoolhouses were replaced. In 1823, School District #7 was created out of part of #6 (Dyer, n. d.). By 1824, there were seven hundred pupils in Eliot, about three hundred and forty of whom attended school regularly (Stackpole, 1903:237). In 1841, the eighth and final school district was divided off from portions of Districts #5 and #6 (Dyer, n. d.). The number of times that people made marks on public documents suggests that illiteracy among adults, especially women, was a serious problem in Eliot.

Politics and Reform

Unfortunately, the era in which Eliot became a town was not auspicious, as it was only two years away from the outbreak of the War of 1812, which was quick to impose pressures on the new town. Then, in quick succession, the population was also to confront stormy and extreme weather, epidemic disease, and economic troubles. The war with Britain ended in the winter of 1815. It may be significant that the town witnessed a religious revival in the summer of that year (*Old Eliot*, 1985).

The Jacksonian era was characterized by the tumultuousness of its politics, and the appearance of modern campaigning tactics and conventions. It was a period of American history that witnessed a multitude of social reforms, including temperance, anti-slavery and education. The town of Eliot seems often like a microcosm of these cultural trends. Prominent resident William Fogg (1790-1859) was a central character during this period. He was a farmer who was fully involved in local politics. He initiated social reforms and was active in the militia. Fogg was at one point post-master, town clerk, state legislator, and selectman. He was also librarian of the Eliot Social Library, a trustee of Eliot Academy and secretary of the Eliot Anti-Slavery Society (*Old Eliot*, 1985:41).

Politics in Eliot and York County were influenced by the ideological conflicts between the two major political parties of Jacksonian America, the Whigs and the Democrats. Samuel Leighton, one-time Eliot legislator, entered into his journal on July 4, 1835 "convention of the Jackson party at the Court House today-- a very thin meeting" (Samuel Leighton Journal). Four years later, in the midst of the Whig's Log Cabin campaign, a political supper was arranged at Kennard's Tavern (*Old Eliot*, 1985:31). In August 1835, there was "a county convention at the court-house of the Whig party."

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 20

Party battles at the national level grew increasingly angry as a consequence of the anti-slavery issue. Maine had been admitted to the Union in 1820 as part of the Missouri Compromise, one of the temporary solutions to the slavery dilemma. References to the problem appear in Samuel Leighton's journal in that decade: "December 2 1825... Attended a lecture of a Mr. Niles agent for the colonization society for the transportation of slaves from this continent to Africa" (Samuel Leighton Journal). By the early 1830's, Abolitionist Societies had taken form in many of the Northern states. Eliot possessed its own Anti-Slavery Society in 1844: "April 28, 1844...The friends of the slave met according to adjournment, and listened to a Lecture from the Reverend J. B. Clark, on the Evils of Slavery" (Samuel Leighton Journal). The earlier phase of political anti-slavery appeared with the formation of the Liberty Party and Samuel Leighton commented in his journal on York County's Liberty Party which held a nominating convention in August of 1842.

Temperance was another of the contemporary social reforms which intruded into local politics. On May 10, 1842 there was a county Temperance convention at the court-house (Samuel Leighton Journal). The strong feelings of Eliot's residents on this issue is contained in the town's school report in 1835 which declared young children are neglected, "because their inhuman parents in a short time spend more for intoxicating liquors than would comfortably clothe their children and furnish them with suitable books...so that the children become pests in society and burdens to the community" (Eliot Town Records, 264-265).

Ten years before that was written, the town had licensed twelve men to sell alcoholic beverages (Eliot Town Records 320). The temperance movement had grown stronger during the intervening decade. In June of 1834, Samuel Leighton was to remark on a "building-raised-- no ardent spirits on the occasion" (Samuel Leighton Journal). Alpheus Hanscom was remembered as being one of the first persons in town who avoided offering liquor as a gesture of friendship (*Old Eliot*, 1985:199). In the early 1840s, the town appointed an agent, Ira Paul, to prevent the sale of spirits (Eliot Town Records, 3:6). Perhaps some of the zeal for temperance was nurtured by personal experiences of persons in Eliot who knew firsthand the social evils of liquor consumption. During 1843, for example, Avery and Simon Hanscom requested of the court that they be appointed legal guardians for Jonathan Hanscom, to protect him from destroying himself and his family through drunkenness as "Jonathan Hanscom does by excessive drinking, idleness and debauchery so spend, waste, and lessen his estate as thereby to expose himself and his family to want" (York County Registry of Probate, 53:427).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 21

Another important local institution was the militia, because membership was as much of a social club as a defensive organization in the 1830s. Samuel Leighton, a Brigadier General in the organization, entered into his diary in September 1843 that "a regimental muster here today, we dined two companies and field officers" (Samuel Leighton Journal). Among personal items owned by another militiaman John Goodwin at the time of his death were his military equipment and clothing (York County Registry of Probate, 43:399). Goodwin was a relatively wealthy man; his combined state was over six thousand dollars. Persons of wealth and status were the participants in such activities. Militia officer status and eligibility for county or town offices seemed closely intertwined. Concern for social reforms was at one level a social responsibility and at another level a social diversion. The irony and underlying flaw in Jacksonian society was that it had two entirely different faces. This was experienced to some extent in Eliot where probate research reveals sharp contrasts along geographical lines between the large farms of the north part of town and the small houses and small properties of the southern part of town often owned by the less prosperous families.

Eliot Academy

A major event in the 19th century history of the town was the establishment of Eliot Academy in 1839. Some fifty area men who saw that need for a formal school in Eliot provided funds for its construction (Cole and Willis, 1912:26). The movement for the Academy had been preceded by a decade of severe criticism of the quality of the district schools. The books, instruction offered by teachers, and even the buildings themselves were periodically under attack (Eliot Town Records, 121, 145). Beginning in 1820, and continuing for the next thirty years, debate occurred over how the town was districted. There was pressure to increase the number of districts by dividing an existing district into two or more administrative units. The disparity in population density was the primary cause of the trouble. William Fogg's compilation of a school census in 1850 reveals that the northern districts contained less than one hundred students each, while the southern districts, numbers seven and eight, contained more than a hundred (*Old Eliot*, 1985:162).

An academy, which operated as a proprietary institution, was seen as the solution that would rectify the educational inadequacies. At its opening session, ninety-six students, both boys and girls, were enrolled. Seventy-four of those ninety-six students were from Eliot, a number approximately the size of one of the district schools (*Old Eliot*, 1985:148-149).

The building, which was located at Kennard's Corner, at the intersection of State and Old Roads, was intended for a variety of public purposes. The classrooms were located on the first floor. On the second was a public hall, which was used for religious services, temperance meetings, Lyceum lectures, singing schools, balls, school exhibitions, and political assemblies; it was the community center for some thirty-five years (Cole and Willis, 1912:28). The Academy had varying success. There were generally a good number of pupils in attendance (as many as 115 in 1867), but was often not enrolled to capacity. It was not listed with other academies on the 1856 wall map of York County (Chace, 1856).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 22

Religious Activities

Because the Congregational Church was situated near the center of the town, residents of East Eliot desired a separate meetinghouse. They organized and constructed a church in 1826-27, becoming the East Eliot Methodist Society. The builder of the church was James Raitt who lived nearby. The total cost was \$1,350 (Mitchell, Campbell and Verril, 1904:41). A parsonage was soon built nearby. A small center developed around the church at the intersection of Goodwin and Brixham Roads. An East Eliot Post Office was established and mail was taken to the church for distribution.

In the town center, a new Congregational Church was built in 1833 (across the street and to the east of the present church). Many residents of South Eliot attended Methodist services at Spruce Creek in Kittery until the South Eliot Methodist Church was established. Bible studies were first held in 1838, and in 1844 a meetinghouse was built on the east side of Bolt Hill Road at the upper end of Eliot Neck. In 1851, additions were made to the building as membership expanded. In 1854 the present church was built, and the old structure was moved to become the parsonage and class room (*Old Eliot*, 1909:111). Eliot's Quaker population had dwindled and in the mid-19th century the old Quaker meetinghouse was demolished (Cole and Willis, 1912:18). Christian meetings were held in schoolhouses by the First Christian Church of Eliot beginning in 1810. In 1845 the Christian Chapel of the Second Advent Christian Church was built. The congregation worshiped there for only ten or twelve years, meeting in the Academy beginning 1857, and in a grove near the house of Hammond Libbey. The Universalists also held meetings in the Academy for about fifteen years.

The symbolic proprietary share in the church was the cost of the family pew. Jonathan Hammond's estate inventory included "one pew in the Methodist Meeting House" (York County Registry of Probate, 51:303). It was to the east church that this was alluding. Samuel F. Staples owned a pew at the same church. Both men were wealthy. Staples' estate was valued at over nine thousand dollars (York County Registry of Probate, 54:163). Traditionally, the location of the pew was reflective of social status. The forty or fifty dollars that was the cost of the pew was also sufficiently exorbitant so as to be exclusive.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 23

Transportation - Roads

The continued growth of the new town of Eliot created a need for civic improvements. The road laid out over Marsh Hill in 1816 remains only as the access road from Beech Road to the Littlebrook Air Park. In 1823, a toll bridge was erected over Spinney Creek on what is now State Road at the Eliot/Kittery town line (*Old Eliot*, 1898:110). During the 1820s, the construction of bridges over the Piscataqua directly from Eliot to Portsmouth or to Dover was discussed, but never came to fruition. A road that now forms the southern stretch of State Road was built in 1825 from Farmer's Corner over Bolt Hill to the Kittery line. The Cross Road, now Beech Road, was laid out c.1826, connecting Farmer's Corner and State Road with Goodwin Road. This replaced the earlier east-west road, of which Libby Lane is the only remaining fragment. Hanscom Road from Beech Road to the Kittery line was built in 1827, along with a road from Hanscom Road to the house of Joseph Cutts (no longer extant), now Cutts Lane. The section of State Road between Fore Road and Old Road was built in 1843 (Cole and Willis, 1912:14). All of the existing through roads in Eliot were in place by the mid-19th century. Twice a week the mail was brought from Portsmouth to Eliot by boat and then by carrier on horseback. William Fogg served as postmaster for many years, with the post office in his house at Kennard's Corner (*Old Eliot*, 1897:43; Bartlett, 1938:7). Ferries and other boats provided the only direct transportation between Eliot and the cities of Portsmouth and Dover across the Piscataqua. By road one could travel north to South Berwick and over a bridge to Dover, or south to Kittery and then across to Portsmouth (Chace, 1956).

Maritime Trades

Fishermen sailed each spring on Portsmouth schooners, returned in fall and wintered at home, sometimes fishing in the harbor or clamming or lobstering, selling catch in Portsmouth (*Old Eliot*, 1901:194; Cole and Willis, 1912:12).

Local Industry

Eliot's small local industries remained closely tied to agricultural activities. In 1840 there were two grist mills and three saw mills, "but for want of sufficient water, they do but little business" (*Old Eliot*, 1900:193). The Shapleigh family continued to operate a tidal mill at the outlet of Shapleigh (Stacy) Creek (Chace, 1856). Thomas C. Bartlett operated saw and grist mills on the York River north of Brixham Road, at one of the few reliable sources of water power in Eliot. Bartlett employed two men in the saw mill, and manufactured sixty thousand board feet of boards annually. One man ran the grist mill grinding some twelve hundred bushels of flour and meal each year. Another farm product, hides, were processed in three tanneries in the eastern part of town. John R. and Daniel Hill each had a tannery in the vicinity of Goodwin and Beech Ridge Road. George W. Emery had a tannery near his home at the north end of Goodwin Road, and the leather may have been used to make shoes in the small shoe shop established there by another member of the family. John Raitt had a blacksmith shop in East Eliot near the intersection of Goodwin and Brixham Roads (Bureau of the Census, 1850; Chace, 1856).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 24*Local Industry - Shipbuilding*

The Portsmouth Naval Shipyard has employed many Eliot residents throughout its history, beginning with its establishment in 1797. Early on, the forests of the hilly inland sections of town provided much of the wood for the area shipyards. Shipbuilding became the primary industry within Eliot during the first half of the 19th century. Virtually all of the towns along the Piscataqua River witnessed some ship construction in the nineteenth century. Some sense of the volume of this activity is conveyed by these numbers. Between 1819 and 1839, ninety-five ships were built at Portsmouth. During this same period, sixty-four ships were built at Eliot, South Berwick, and the neighboring towns (Saltonstall, 1945). Master James Paul was a shipbuilder in South Eliot in the early 1800s. Captain Josiah Remick built ships at the head of Oramphegan Creek, just north of the present town line, around 1800. Information about Eliot resident Timothy Spinney indicates that some carpenters did work on both ships and houses; he built his own house at 215 Main Street (#143-0425), prepared the frame for the William Fogg House, built a ninety-seven-ton schooner, and also made coffins (Frost, n.d.). A partial list of tools used by James Hanscom, an Eliot shipwright, included "three adzes, one handsaw, one hammer, three plane stocks, two plane irons, six chisels, one broad axe, one narrow axe" (York County Registry of Probate, 47:415). At least one mid-century Eliot carpenter, Stephen Dixon, was affiliated with the yard of George Raynes, one of the greatest contemporary Piscataqua builders (York County Registry of Probate, 53:487-8).

Shipbuilding at Eliot's largest shipyard, the Hanscom yard located on the site of Green Acre, began in 1828 under William Hanscom. Grandson of early shipwright Thomas Hanscom, William Hanscom was born in Eliot in 1783 and learned the trade of shipwright at one of the shipyards at the mouth of the Piscataqua. Like most Eliot shipbuilders, he traveled to yards throughout the region to work on the construction of various ships, including two vessels in Durham, New Hampshire (inland from the Piscataqua on the Oyster River) c.1820. Timber was still plentiful in the Durham area, and once local supplies were depleted, much of the wood used in Eliot shipyards was rafted downriver from there (*Old Eliot*, 1985:10). William Hanscom gained the title of master shipwright, working at South Berwick and Portsmouth, before establishing his own shipyard in Eliot in 1828. Eldest son John Hanscom joined his father in the business, as did William Leighton Hanscom.

William Leighton Hanscom, born in 1812, acquired experience at New York and at the Bath, Maine shipyards before returning to Eliot, c.1845. He enlarged the working area of the Hanscom yard by excavating out a valley in the riverbed, creating a deeper mooring. Blacksmith and joiners shops were built, and workers were lodged in a large boardinghouse (gone by late 19th century). Schooners and clipper ships, which took about one year to complete, were built at the Hanscom shipyard for investors and owners from Portsmouth and Boston. The construction of these ships for domestic trade was made increasingly profitable in the early 1800s after tariffs were placed on imports. Later, during the late 1840s, clipper ships built in Eliot were designed as freighters for the West Indies and Mediterranean trade routes. The Gold Rush created an urgent need for vessels for the long trip from the eastern seaboard, through the Panama Canal, to California. In 1847, Hanscom built the Elizabeth Hamilton, and in 1849, the Mary M. Wood, in which he sailed to San Francisco with the gold hunters (Eliot Historical Society, n.d.:10). Shipbuilding at the Hanscom Yard reached its peak around that year, when three vessels were built in the yard, the construction of each one employing about twenty men for a year (Bureau of the Census, 1850).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 25

Population and Employment

Though Eliot was a new town, in reality it was a new town which had been formed from an old town. For approximately 180 years, that part of Kittery had been settled and farmed. Property had long ago been apportioned out to the original families (many of the families of the 19th century were living on sections of the land granted to their direct ancestor) and with few exceptions, the major family groups were descended from seventeenth century immigrants. The Shapleighs, Frosts, and Hammonds still lived on or near ancestral lands in the sparsely populated northern sector. The Spinney, Staple, and Hanscom families occupied the more densely settled southwestern region known as Eliot Neck.

Eliot's population grew to 1,803 by 1850, and consisted of 354 family groups (a single family member resident in another household was not counted as a separate family), living in 354 houses (Bureau of the Census, 1850). There was relatively little migration in and out of Eliot. Few foreign immigrants settled in Eliot, going instead to the nearby industrial cities. The 1850 census listed several foreign born residents of Eliot. They were mostly young people in their twenties and thirties, including four from Ireland, two from Liverpool in England, one from Prussia, and one from New Brunswick (Bureau of the Census, 1850). Initially it appears that immigrants were employed as house servants or farm laborers. Mary Russell was an Irish twenty-three year old who lived at the farm of James W. Shapleigh. Jane McCl Clarke was a twenty year old Irish woman who lived at the farm of Daniel Hill. Patrick C. Collin was a twenty year old Irishman on the farm of Joshua Frost (Frost, 1978).

Families affiliated with the maritime trades lived mainly in the southern end of the town nearest the waterfront (*Old Eliot*, 1901:194). The area of Eliot Neck was quickly subdivided into small house lots and became densely settled with small houses. This growth was due in large part to the rapid expansion of the Hanscom Shipyard from the 1820s through the 1840s. The growth of South Eliot as a center or town was illustrated in 1847 by the moving of the Eliot Post office there from William Fogg's home at Kennard's Corner where it had been for some thirty years. South Eliot remained the site of the town's post office until a new post office building was constructed on State Road in 1962. In 1850, residents of southern Eliot included forty-five men listed in the census as carpenters (most of them worked on ships, though no differentiation was made between house and ship carpenters in this census), five joiners, three cabinetmakers, forty-seven laborers, twenty-five fishermen, and four sailors. Thirty men farmed for a living (Bureau of the Census, 1850). South Eliot became a center of commercial activity as indicated by the listing in the census of a baker, a trader, a store clerk, a shoe maker, a harnessmaker, and four blacksmiths.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 26

This increase in industry drew a small number of outsiders to Eliot, but overall the families employed in the maritime trades and industries were Eliot natives. As in the agricultural sections of town, many of the residents of new houses in South Eliot were living on part of an early land grant to their family. Numbers of young men moved to the coastal part of town from inland farms to take advantage of better opportunities. The federal population census provides information about households in Eliot. The population of South Eliot was considerably younger than that of other areas, including many young couples (in their twenties and thirties) with young children. Overall, households consisted of a mixture of family units. The danger of maritime activities may be reflected in the apparently larger than average number of young widows (under fifty-years old), and also older widows with their adult children living with them. Groups of children, brothers and sisters, living together with adults with a different last name, were probably orphans or stepchildren. The households of fishermen often included fathers and sons living and presumably working together (Bureau of the Census, 1850; Frost, 1978).

The area around Kennard's and Cram's Corner, and along River and State Roads, remained an important center of the town throughout the first half of the 19th century. Relatively large and fashionable new houses were built, and a number of older residences were updated. The town's first doctor, Dr. Caleb Emery, came to Eliot in 1809, marrying Mary Ann Chandler, eldest daughter of the town's minister. He constructed a fashionable house at 45 Old Road (#143-0520), and practiced medicine here until his early death in 1831 (Bartlett, 1938:10). Farmer William Fogg (1790-1859) was one of Eliot's most prominent local residents, serving in various town offices, and as representative to the state legislature. The post office was located in his house (#143-0288) on Old Road and he served as postmaster for many years (Eliot Historical Society, n.d.:6). Perhaps, his most important role in Eliot's history was his work as a historian and genealogist, recording much of what we know today about Eliot's early occupants. Residents of this area were generally farmers (a total of about seventy farmers were listed on the population census in this area). Involved in building the new houses, and probably to some extent in shipbuilding, were fourteen carpenters, four joiners, a mason and a painter, as well as seven laborers. One sailor and a rigger also lived in this part of town. It was home of Eliot's minister and doctor (Bureau of the Census, 1850).

The inland, northern and western sections of town remained primarily agricultural. Approximately 120 heads of households in this area were listed as farmers in the 1850 census. Settlement of new farms continued through the first half of the 19th century, as property was divided up among family members who built houses nearby. As was common during this period, one or more sons generally remained on the homestead with their fathers and worked the farm together (Bureau of the Census, 1850). Carpenters living in this area were more likely to have been house carpenters. In addition to nine carpenters, residents of this area included ten joiners, a stone layer, a mason, and a cabinetmaker. Seven men were employed in a small local shoe shop, two as blacksmiths, twenty-three as general laborers, one a currier and a tin plate worker, and one as the Methodist minister. Only two sailors and one fisherman lived in this part of town (Bureau of the Census, 1850; Frost, 1978).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 27

As one man later remembered, "every Eliot boy that could shoulder a broad axe had big pay in ship-building" (*Old Eliot*, 1985:143). Eliot was lacking other significant industries, resulting in relatively little diversity in the kinds of occupations men might pursue. The 1850 census makes reference to thirteen occupations. Farmers and ship carpenters predominate (Frost, 1978). Next came the maintenance occupations, such as blacksmith, shoemaker, joiner. There are only single examples of cabinet maker, harness maker and currier.

The deaths of notable persons who were vital to the functioning of the town, such as Andrew P. Fernald in May of 1821 or Caleb Emery in 1831 or Samuel Leighton in 1848 or William Fogg in 1859, were critical events because those men were so energetic and resourceful. In some respects death was responsible for restructuring the character of local society. In 1820 there were thirty-nine widows residing in the town (Frost, 1978). Those women, particularly if they were elderly, were in need of support. The deaths of parents made necessary the appointment of legal guardians for children. The death of major property holders resulted in redistribution of land. Patterns of inheritance seemed to vary among individuals. Simon Hanscom, for example, provided pieces of land to his three sons (York County Registry of Probate, 44:490). James Bartlett awarded all of his estate to his son Nathan, and gave his three other sons small amounts of money (York County Registry of Probate, 47:369). Dennis Fernald did the same in 1837. To his son Hiram went "the homestead, farm, and personal estate of every description." Sons Dennis, Charles and William received monetary gifts (York County Registry of Probate, 47:536).

Inventories compiled for Eliot in this period reveal two trends of behavior of the local population that contrast with their contemporaries in surrounding towns. The first is the relative paucity of material culture. While this may be a bias in the record, it is so pervasive and so visibly different from inventories in towns like Saco, Kennebunk, and York that it should be noted. The wealthy of Eliot are most often wealthy because of land holdings. The furnishings of their homes appear to be rather sparse. In some instances, such as that of George Hammond, furnishings harken back to eighteenth century life with virtually none of the industrial age conveniences: "six platters and twelve pewter plates...one crane and two trammels...two earthen pots" (York County Registry of Probate, 43:171-172). The second trend, the avoidance or disregard of such institutions as banks for the keeping of money, does not seem attributable to a bias in the record. Throughout the 1820s and 1830's, as banks were being established in adjacent towns, the people of Eliot (at least as far as those who were inventoried) rarely use them. Elizabeth Kennard, who died in 1843, was among the first to make use, having "stock in the Massachusetts Life Insurance Company investment in the Provident Savings Bank, Boston. Portsmouth Savings Bank..." (York County Registry of Probate, 23:435). Kennard was followed by Solomon Libby who possessed a bank book containing two hundred dollars at the Portsmouth Savings Bank at the time of his death in 1843 (York County Registry of Probate, 55:287).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 28

Agriculture

In May of 1810, William Fogg was to report in his journal, it was "the coldest spring I ever knew" (*Old Eliot*, 1985:40). Over the next few years Fogg continually made references to extraordinary weather. There were destructive hail storms (*Old Eliot*, 1985:17) and building and trees overturned by winds (*Old Eliot*, 1985:77). In 1816 and 1817, farmers experienced two consecutive bad harvests. "The prospect for a harvest very low" Fogg observed in June of 1816. Four months later he declared that "crops were cut short and there was a heavy load of taxes" (*Old Eliot*, 1985:100-111). By June of 1817, conditions had not improved. Fogg reported: it was an "extremely hard season, our Eliot families are in straightened circumstances" (*Old Eliot*, 1985:125).

In 1850, the approximately 220 farmers worked on a total of 131 farms. Farms in Eliot were not large. About half consisted of a total of twenty to fifty acres of land, while half were between fifty and a hundred acres. This included an average of between twenty and forty acres of improved land (tilled land, mowing land, and pasture). The remainder was wood lot and other unusable land. Only seven farms contained less than twenty acres total, while only eleven farms contained more than a hundred acres. The largest three farms in 1850 were owned by Joseph Frost (three hundred acres of improved land and one hundred of unimproved or woodland valued at \$12,000), James Shapleigh (150 acres improved and fifty unimproved, valued at \$6,000), and Nathaniel Bartlett (140 acres improved and thirty-five unimproved). These were the remnants of three of the largest of the original settlement farms (Bureau of the Census, 1850).

During this period, Eliot farms remained generally focused on home consumption, though moderate amounts of produce were probably sold in nearby population centers and were increasingly transported south by rail. Most farmers owned a horse and a pair of oxen (a few had two pair), the former which was crucial for transportation, and the latter for heavier hauling and plowing. Between two and four milk cows was the average number. All farms had at least one cow, Joseph Frost owned ten, and Elisha Shapleigh nine. About half of the farms also had a few other cattle, and one or two swine were maintained on each farm to provide meat for the family. Sheep were less common, but about half of Eliot farms had a flock of ten or so sheep. The largest flocks were those of Joseph Frost (twenty-five), Elisha Shapley (twenty-five) and James W. Shapley (twenty-four). Almost all the farmers sold butter, averaging one hundred to two hundred pounds. Twenty percent of the farmers also sold cheese, but it became increasingly less important with competition from Vermont and the west. Total annual production in Eliot at this time was 72,670 pounds of butter and 32,533 pounds of cheese each year (Bureau of the Census, 1850).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 29

Hay to feed livestock was one of the principal crops; all Eliot farmers cut an average of twenty to twenty-five tons of hay, for a town-wide annual total of 5,059 tons. Hay also became an increasingly important cash crop as the need for feed for city dray and driving horses and working oxen grew. Indian corn, at an average of fifty bushels per farm, totaled 22,597 bushels in Eliot in 1850. Joseph Frost grew 225 bushels of corn. Corn dishes were a staple for farm families and corn provided winter fodder for livestock (Russell, 1976:213). Other grains were less important. A total of 1,045 bushels of wheat was produced annually. Approximately forty percent of farmers (fifty) grew rye, averaging ten to fifteen bushels annually each. Only twenty-eight of the farmers grew oats and twenty three barley. Apples were always the primary cash crop for Eliot farmers; a total of 38,237 bushels were grown annually in Eliot, mostly sent by rail to cities where they were sold or loaded onto ships for southern or Europe ports (Russell, 1976:217). In 1850, almost half of Eliot farmers sold orchard products, worth about fifteen dollars. The most orchard products were sold by James S. Toby for seventy-five dollars. A few farmers were market gardeners, averaging twenty dollars in produce for the year. The most successful by far was Joseph Frost, who sold \$224 worth of vegetables. Minor agricultural products in Eliot were maple sugar (2,190 pounds total), and honey, 354 pounds of which was collected by John R. Hanscom, John Raitt, Thomas C. and George C. Bartlett (Bureau of the Census, 1850).

Transportation - Railroad

The railroad reached Eliot in 1842, when the Portland, Saco and Portsmouth Railroad (under the Eastern Railroad) was completed to Portland. The railroad had been chartered in 1837. In the early autumn of 1841, agents of the Portland, Saco and Portsmouth Railroad negotiated the purchase of nineteen pieces of land from Eliot inhabitants. The most expensive parcel was that bought of George Stacy for 450 dollars. The majority of deeds were for two hundred dollars or less. At approximately the same time, references to assemblage of picks, shovels and crow-bars, for use by the railroad laborers appear in town records (Eliot Town Records, 3:23). The probate inventory of John P. Rogers alludes to "three stone frills and apparatus for blasting rocks" (York County Registry of Probate, 54:154). Rogers may have been one of the local men who was a contractor for supplies. Samuel F. Staples' estate was owed 115 dollars by the railroad for timber (York County Registry of Probate, 54:164).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 30

The fifty-two miles of track linked Portland in the north to Portsmouth in the south. Five miles of that track were in Eliot, running lengthwise through the middle of town (Chase, 1926). The construction of the railroad was not without incident. On September 7, 1842, Nathaniel Hammond, an elderly mail carrier, was killed when he unwittingly ventured into an area where a rock ledge was being blasted out by railroad workers (*Old Eliot*, 1985:175). For the farmers whose land it passed through, the new railroad presented an inconvenience. Part of the negotiations undertaken prior to construction were agreements to construct protective "cattle bridges" or "cattle culverts" (York County Registry of Deeds, 177:25). The town's reaction to the railroad was not documented. It was certainly intrusive, passing through the very middle of the town. Routine operation generated noise and some pollution. After the railroad was constructed, the eastern part of Eliot and the western part of Eliot exhibit different rates of growth and development which is most evident in the disparity of the installation of roads.

The new railroad tracks ran from Kittery, through Eliot, to South and then North Berwick, along the route of present Route 236. The Eliot station was at Depot Road, near the site of Marshwood High School. A switching station was located at Bolt Hill Road, and an overhead bridge was built at Beech Road for foot, horse and later automobile traffic to pass over the railroad tracks (Vetter, 1988:33). Several men were employed at the railroad station and built houses nearby on Depot Road (Eliot Historical Society, 1995). In 1843, the line through Eliot was linked to Dover by the Boston and Maine Railroad, which intersected the Portland, Saco and Portsmouth in Berwick. In the 1860s the Portsmouth, Great Falls and Conway Railroad intersected it at "Conway Junction" or Jewett in South Berwick, providing the seacoast area with access to the White Mountains (Haseltine, 1962). Residents of the southern and western parts of Eliot utilized the closer depots at Kittery and Portsmouth (Everts and Peck, 1880:407). The railroad provided freight transportation to Boston, while the nearby cities of Portsmouth and Dover also created a demand for fresh farm products.

Transportation - Maritime

The railroad did not supplant maritime transportation on the Piscataqua, however (Adams, 1976: xii). The most important means of local freight transport was the gundalow, a shallow draft, lateen-rigged cargo boat with mast that could be lowered for passage under bridges. Prior to 1800, the gundalows were propelled by means of poles. By 1817, they might also be furnished with a square sail (Taylor, 1942:129). From the region's earliest settlement, the gundalows brought loads of bricks, lumber, and saltmarsh hay from Eliot to Portsmouth, and also sailed up the Cochecho River to Dover, and up the Salmon Falls River to South Berwick (Vetter, 1988:35). At Portsmouth, bricks were loaded onto ships headed for Boston and other ports (Eliot Historical Society, n.d.:8). In the fall, large numbers of gundalows were used to haul firewood for Portsmouth houses from wooded areas up-river. Men from South Eliot and other parts of town along the river were temporarily employed in Portsmouth unloading the gundalows. Often they were paid in wood for their own use, a valuable commodity in the residential area of South Eliot, where timber had long ago been cleared (*Old Eliot*, 1898:74). A new town landing was opened in 1870, near the house of William Raitt, almost at the northern town line (*Old Eliot*, 1898:111). The last gundalows were used c.1920. During the same period, passengers, as well as freight, were transported by packet boats on the rivers between Portsmouth, Eliot, Dover, Exeter, Newmarket, Durham, and South Berwick.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 31

Travel on the rivers was generally possible between March and November. During the winter there was a danger of boats getting frozen in, and the easiest means of travel was by sled over the snowy frozen ground (Adams, 1976:143). The area around Eliot was regarded with caution because of the Boiling Rock and the strong currents of the Long Reach (Taylor, 1942:133-134). In June of 1819, Fogg recorded in his journal that he had used a gundalow to obtain lumber at South Berwick, and ran aground so that he had to wait until evening to return home (*Old Eliot*, 1985:181). Samuel Leighton had used a gundalow a year earlier to take farm produce, molasses, and lumber to Portsmouth (Samuel Leighton Diary). "Today a steam boat went from Portsmouth to Piscataqua Bridge," William Fogg was to enter in his journal in September of 1817, "the first which ever passes up Piscataqua River" (*Old Eliot*, 1985:138).

End of Local Shipbuilding

At the departure of William Leighton Hanscom for California, his uncle, Samuel Hanscom continued operation of the Hanscom Shipyard. With the assistance of his nephew, Isaiah Hanscom, Samuel designed and built Eliot's most famous ship, "the Nightingale" in 1851. The Nightingale, a clipper ship launched in Eliot in 1851, was among the last to be built in the town. This enormous ship, measuring 177 feet and weighing 1066 tons, was intended to be an exhibition piece at the World's Fair in London. It was named for the famous soprano, Jenny Lind "the Swedish Nightingale." She had honored Eliot with a performance for Moses Farmer, while later refusing to perform in nearby Portsmouth. The ship was intended to transport her back to Europe after the American tour, but she met and married an American, and did not return to Sweden. Instead, the Nightingale was towed to Boston after fitting out in Portsmouth, and went into active service for forty-two years, first in the tea trade from China to London, then as a slave ship at the outbreak of the Civil War in 1861, when she was captured by the Union Navy and used as a warship. After the war, she was returned to commercial use, transporting lumber, laying cable in the Bering Strait, and in the South American and European trade. The Nightingale sank off the coast of Alaska just before the turn-of-the-century (Vetter, 1988:19; Eliot Historical Society, n.d.:11).

1851-1890 Agriculture, Brickmaking, Shipbuilding in Nearby Communities During the Civil War*Population and Employment*

Eliot's population reached its 19th century peak in 1850, at 1,803 persons. As local shipbuilding ended and young men moved west to more profitable farms, Eliot's population began a period of decline that continued until the early 20th century, not returning to its mid-19th century size until the end of the 20th century (Cole and Willis, 1912:3; Hoyt, 1871:339). Immigration did not affect Eliot's population as it did those of other communities in the region. Residents during this period were almost entirely from Maine and New Hampshire, with only a few whose parents had been of foreign birth (Bureau of the Census, 1870b). A small number of families were immigrants from Quebec and one man hailed from Germany (Bureau of the Census, 1880b). Immigration was caused by the expansion of the brickyards. French-Canadian men came to Eliot for temporary employment, and French-Canadians who came to Eliot with their families were also the managers and even owners of the brickyards (Bureau of the Census, 1880). French-Canadians also found employment in the logging camps set up in the wooded hills in the northeastern part of town (Dyer, n.d.). The brickyards and their employees were located on the northern stretch of Eliot's riverfront.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 32

Those affiliated with maritime activities remained concentrated in South Eliot. The southern section of town was occupied by some 131 farmers and fifteen farm laborers, but the majority worked in non-agricultural trades. There were seventy-four ship carpenters, three ship joiners, one caulker, three riggers, two spar makers, thirty-four fishermen and nine mariners. A cooper made barrels needed for the shipping trade. There were also four men who worked as clerks, teamsters and laborers at the Navy Yard. The twenty-four general laborers, four mechanics, some of the five blacksmiths, and foundry worker may also have been affiliated with the shipbuilding industry. Providing services to the local residents were two store keepers and three clerks, a butcher, a harness maker, two ministers, thirteen teachers, and a doctor. The mid-19th century building boom employed large numbers, including the twenty-three house carpenters and three masons living in southern Eliot in 1860. One railroad conductor and a surveyor lived in this part of town. Eight men were employed as shoemakers. Large numbers of women of all ages (66 total) earned money as tailoresses, dressmakers, and seamstresses. Nineteen young women worked outside Eliot as factory operatives (Frost, 1978).

The northern half of town as well as the northeastern section along Goodwin Road were almost entirely agricultural; in 1860, 125 men were employed as farmers, along with twenty-one farm laborers. Many mixed generation farms in this area were operated by father and son, whose families shared the house. Two railroad employees lived near the depot. Young and old women supplemented the family's income by sewing. Four young women worked outside of Eliot as factory operatives. Professionals included three teachers, a doctor, and the Methodist minister. Other residents of northern and eastern Eliot included ten house carpenters, and two masons, and a blacksmith, as well as a tanner, a shoe manufacturer and three shoemakers (Bureau of the Census, 1860). Only two mariners, three mechanics, two ship carpenters, one navy yard laborer, and one general laborer lived in the inland part of town (Frost, 1978).

Civil War

Students at the Eliot Academy reacted to the news that war had broken out in the spring of 1861 by raising their own flag (*Old Eliot*, 1985:157-158). Simultaneously elections were conducted by the two militia companies. At the first of these elections, the soldiers deferred to the local gentry. The son of the wealthiest man in town, John D. Frost, was elected their captain. The son of the second wealthiest man, Samuel C. Shapleigh, was elected as one of his lieutenants (*Old Eliot*, 1985:158). However, at the second election, which was held in the school house of the sixth district, men of the laboring class were chosen as officer. Two of the three elected lieutenants, Orestes Remick and George W. Leach, were ship carpenters possessing less than eight hundred dollars in the 1860 valuation (Frost, 1978). The third lieutenant, Henry M. Paul, was a nineteen year old brickmaker from even more modest circumstances (Frost, 1978).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 33

Shipbuilding and Maritime Trades

Increasing numbers of Eliot residents worked in shipyards in Kittery and Portsmouth rather than in local yards (Cole and Willis, 1912:13). Large-scale shipbuilding within Eliot came to an end in the early 1850's. No shipyards were in operation there when the industrial census of 1870 was taken (Bureau of the Census, 1870). More detailed research is needed to document the overall patterns of the industry and the reasons for its sudden decline in Eliot. It is unclear why the Hanscom Shipyard closed at what seemed to be the height of production. During the approach to the Civil War the emphasis shifted to fighting vessels for the Navy. At the same time, the demand for the trading vessels built in Eliot was steadily reduced as railroads were laid out across the country. Samuel Hanscom Sr. was apparently in debt at the time of his death in 1852. His house was mortgaged for one thousand dollars, and even "the fixtures, and stock of timber" had been mortgaged (York County Registry of Probate, 70:74). By the time the financial panic in 1857 curtailed shipbuilding throughout Maine, the Eliot yards were already closed.

Shipbuilding did continue elsewhere along the Piscataqua. Two private shipyards in Kittery were indicated on the 1856 York County wall map. The Naval Shipyard in Kittery underwent a period of major expansion in the 1850s and 1860s, and provided relatively high wages, employing about fifteen hundred men in at the end of the Civil War (Adams, 1976:30). The population censuses show that these shipyards were a major employer of Eliot's labor force after the local shipyards closed. The Portsmouth Navy Yard employed local men in a wide variety of jobs ranging from clerical help to teamsters (Frost, 1978). In 1860, seventy-four men were listed as ship carpenters or ship joiners. In 1880, Eliot's population included forty-six ship carpenters, one shipwright, two spar makers, two caulkers, a ship rigger, a constructor, and two mould loft workers. A "submarine diver" was probably also employed at the Navy yard (Frost, 1978).

Prominent Eliot men held upper level positions at the Naval Shipyard, which may actually have drawn some of Eliot's shipbuilders away from their own yards. William L. Hanscom was appointed as Foreman Shipwright of the Kittery Navy Yard upon his return from California to Eliot in 1852, while his son Isaiah Hanscom worked as Construction Clerk of the Kittery Navy Yard beginning in 1845 (*Old Eliot*, 1898:5-6). Another Eliot resident, Timothy Dame, a mathematician, civil engineer and surveyor, worked as clerk in the office of the Constructor at the Navy Yard in the 1860's (*Old Eliot*, 1909:217). Constructor Frank Lysander Fernald of the Navy Yard in New York was a descendant of the Hanscom family of Eliot, where he maintained a summer home and retired in 1897 (Frost, n.d.).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 34

Agriculture

Through the 19th century, "all industries were second to agriculture" (Mitchell *et. al.*, 1904:33). In 1870 there were a total of 203 farms in Eliot (Bureau of the Census, 1870). As farming declined throughout the region, the number of farmers and farms in Eliot shrank. In 1880, some one hundred and sixty-seven Eliot men made their living at farming, as did fifty-nine farm laborers, but only one hundred and seventy-seven farms were counted in the agricultural census (Bureau of the Census, 1880). According to the 1872 York County Atlas, 3,743 acres of Eliot's land were improved while 4,861 remained unimproved (Sanford and Everts, 1872:5). The large proportion of the latter was due not to a lack of demand for farmland, but to the town's expanses of hilly, rocky land and swamp. Although farming was the basis of the economy, the size, value, and product of Eliot farms was below average for the county. The total size of most Eliot farms varied widely between twenty and a hundred acres, most averaging between ten and thirty acres of improved land. About a quarter of the farms were quite small with less than twenty acres total (less than ten acres improved land). One contained only two acres. Only nine farms in town contained more than one hundred acres in 1870 and only five in 1880 (Bureau of the Census, 1870; Bureau of the Census, 1880). The largest farm in Eliot during the late 19th century was owned by Samuel C. Shapleigh, who in 1880 owned one hundred forty-five acres improved and fifty acres of unimproved land, for a total of two hundred five acres. His was by far the most valuable farm in town, worth ten thousand dollars. The next closest farm was valued at five thousand dollars (Bureau of the Census, 1880).

The horse remained the primary means of transportation and one was owned by most farmers in Eliot, and by many non-farming residents as well. The numbers of oxen decreased in the late 19th century; about half of Eliot farms had a team, and only a few had two teams (Bureau of the Census, 1870). In 1872 there were said to be a total of 212 oxen in the town. Fifty-eight of the 203 farmers (about one-third) maintained a modest flock of sheep (an average of ten sheep). George C. Bartlett owned the largest flock of twenty-three sheep. Most families continued to raise one or two pigs to provide meat for their own consumption. The railroad meant that cheaper grains, beef and pork could be transported to New England markets from the Mid-west. However, fresh milk, butter, eggs, poultry, vegetables and fruit were required from closer to home, and these foods were demanded increasingly by city dwellers. As early as 1854, iced butter cars transported butter to Boston by rail. Shipments of fresh milk increased soon after. Farmers in the vicinity of railroad routes in the "milksheds" of cities were induced to specialize increasingly in dairy farming, building larger barns to house larger herds and the necessary quantities of hay for year-round milk production (Russell, 1976:262). In 1870, Eliot dairy herds were still relatively small, only two to four cows on average, and five at most, for a total of 390 milk cows in the town in 1872 (Bureau of the Census, 1870; Sanford and Everts, 1872:5). Eliot farmers averaged one hundred to two hundred pounds of butter annually. The exception was James Bartlett, who sold one thousand pounds of butter in 1869. He had five milch cows at the time of the census. The sale of fresh milk rose slowly, in 1870 only six Eliot farmers sold milk (Bureau of the Census, 1870). Beef cattle continued to be maintained in small numbers. James and Sylvester Bartlett engaged in cattle farming and trading for some twenty years, beginning in 1855.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 35

They bought cattle, had beef dressed for them and sold it from carts in nearby towns (Sanford and Everts 1872:5; Everts and Peck, 1880:407). Poultry flocks increased in the late 19th century as western grains for feed could be bought relatively cheaply, and eggs and meat sold to nearby markets (Russell, 1976:266). By 1880, all but ten Eliot farms had flocks of hens. Approximately eighty farms maintained flocks of twenty or fewer hens, while almost sixty had between twenty and forty. Only eighteen farmers had between forty and a hundred hens. Five had flocks of more than a hundred. These included Oliver Dixon with two hundred, Amer Staples with five hundred and Samuel Dixon with a thousand hens, producing 4,600 dozen eggs in a year (Bureau of the Census, 1880).

Hay to feed the livestock remained important. About fifteen tons were harvested annually on each Eliot farm, and it was sold in large quantities (Sanford, Everts and Company, 1872:5). Production of Indian corn averaged thirty to forty bushels, while four Eliot farmers grew in excess of one hundred bushels of corn. Irish potatoes also became an increasingly important cash crop in Eliot, meeting demand created by the ever growing cities, particularly during the food shortages of the Civil War. Almost all farmers grew potatoes, averaging one hundred bushels. Barley was also grown by about half of the farmers. Only four farmers planted spring wheat, and nine grew oats. Sale of cord wood provided between fifty and seventy-five dollars annual income to about half of Eliot farmers. Eliot's gravel hills were well suited for orchards, and apples were by far the largest cash crop. Orcharding "attracted the attention of the intelligent farmer" and Eliot became famous for its orchards in the late 19th century (Sanford, Everts and Company, 1872:51). Apples were sent to Boston markets by rail. Colonel. G. C. Bartlett on Brixham Road had one of the finest orchards in the town (Sanford, Everts and Company, 1872:51). Several farmers were market gardeners; the most successful of these were James and Sylvester Bartlett, who sold seven hundred and five hundred dollars worth of produce in 1870 (Bureau of the Census, 1870). They were undoubtedly successful in this focus due to their immediate proximity to Eliot Depot. In the 1870s, James Bartlett turned his attention to farming, raising large crops of cucumbers, which he pickled and sold wholesale, shipped by rail to Boston. He also grew large crops of timothy and apples (*Old Eliot*, 1909:113). The Bartletts, along with Samuel Shapleigh and William Hill, owned the four most productive farms during this period, with total estimated values of all their farm production, including betterments and additions to stock, of over two thousand dollars each (Bureau of the Census, 1870).

Local Industry

Local scale industrial operations were closely related to agriculture during the 19th century, and included two sawmills and a grist mills on the York River and a tide mill on Sturgeon Creek (Everts and Peck, 1880:407). The tide mill ceased to operate in 1896, but T. C. Bartlett and William Parker maintained the mills on the river throughout this period (Vetter, 1986:57; Sanford and Everts 1872). Most industries were owner-operated, single-employee businesses. Nathaniel Knowlton operated a carriage shop on the corner of Goodwin and Frost Hill Roads; he also made furniture. On the opposite corner was Daniel Goodwin's blacksmith shop. Andrew P. Fernald had a tannery near his home in the southeastern corner of town, south of the intersection of the Goodwin and Beech Ridge Road, and the area was called "tan pit hill" in the late 19th century (*Old Eliot*, 1897:25; Chace 1856). Simeon Emery on Goodwin Road continued as a tanner and shoemaker, with had a horse-powered bark mill for grinding bark for the tanning process (Cole and Willis, 1912:15; Sanford and Everts, 1872). In 1880, three men were employed at the shoe shop, while four young men and two young women, children of families living in that section of town, close to Dover, worked in shoe factories there (Frost, 1978).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 36*Local Industry - Brickmaking*

After shipbuilding at Eliot yards ended, brickmaking became the primary industry in Eliot, as well as on the opposite shores of Dover Point and Newington. In 1870 there were five brickyards in Eliot listed in the industrial census. All were located in the northwestern part of town, near the river, north and south of Sturgeon Creek (Sanford and Everts, 1872). The largest was that of Eli W. Rowe who employed sixteen men. Others were owned by John Mathes, William Nason, Robert Nason and Daniel Rowe who employed a total of fourteen men. Eli Rowe had steam powered machinery, while the others used horses. A total of 2,175,000 bricks were produced in Eliot in 1869 (Bureau of the Census, 1870).

A news account of 1887 noted that three new brickyards were to open in Eliot the following year, and a party of Boston investors had purchased eight acres of land for a brickyard (Adams, 1976:109). Other than this group, most brickyard owners were local men, some of whom were Eliot natives and others who came to establish yards there. Other brickyard owners over the years included the Abbotts, Hodgsons, Tondreaus, Kennard, Raitt, Coleman, Rogers, and Morin.

This industry was closely tied to the river, as shipbuilding had been. The riverbank provided an abundant supply of clay, and the sand needed for the process was also available locally. The river was also the means of transportation in and out of the yards. Bricks were hauled by gundalow or by small schooners called "brickers," which came directly up to the wharfs at the yards. Bricks were taken upriver to Dover where a huge demand for bricks was created by the construction of massive industrial complexes and business blocks, or downriver to Portsmouth, where they might be loaded onto ships for Boston or Portland (Adams, 1976:109). In 1887, fifteen million bricks were exported out of Portsmouth, the only export of any note (Adams, 1976:117). In that same year, Samuel Clark of Eliot sold over half a million bricks for the construction of the new printworks factory in Dover (Adams, 1976:143).

The brickmaking process required huge quantities of firewood, because it took ten days of continuous firing to produce a kiln of brick. Cord wood was a major cash crop; farmers throughout the region cut it off their wood lots during the winter months, and transported it by sled and oxen down to the riverbank where it was picked up by gundalow in the spring. Larger quantities of cord wood were also transported down from the north country by railroad (Adams, 1976:114).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 37

Local Commerce

In terms of commerce and business, Eliot remained very much a small rural town. Nearby Portsmouth and Dover, New Hampshire developed into cities, and even Kittery and York had downtown areas of commercial blocks in the late 19th century. In contrast, Eliot was described in the 1880 History of York County as having no village, with all trade going to the busy surrounding towns (Everts and Peck 1880:408). One of the two centers in the town was Eliot Station, which consisted of the railroad depot and some half dozen houses, two stores, a carriage shop, and the post office (Everts and Peck, 1880:408). The other, South Eliot, was the most thickly settled area in two parallel streets a half mile apart; it included the South Eliot Post Office at Staples store, along with Howard Staples' hardware store, and Spinney's Store at the tip of Eliot Neck. The older town center at Kennard Corner, with the Congregational Church and Town Hall, and the town's one doctor, had little commercial activity. William and later Alfred Shapleigh operated a blacksmith shop on Fore Road. Mel Dixon had a shop on Dixon Road, and John Hammond at 63 State Road. Stephen Green had a shoe shop, where he made and repaired shoes in the basement of his home on Old Road. His wife operated a "penny shop" upstairs, selling small household items (Anonymous, 1952; Sanford and Everts, 1872). Sanders Liebman, a German and probably the only European immigrant living in Eliot, had a grocery store near the intersection of State Road and Moses Farmer Road (now the Eliot Meat Market). Farther north, George Ireland sold meat and produce from his store on State Road, near the end of Depot Road (Everts and Peck, 1880:408; Hoyt, 1871:339). Sylvester Bartlett had a butcher shop on his farm near the railroad depot, and Oliver Dixon worked as a butcher in South Eliot. Nathaniel Knowlton continued to operate his carriage shop on Goodwin Road and Daniel Goodwin's blacksmith shop was nearby. In the eastern part of town on the York River was the sawmill of Thomas C. Bartlett and George H. Briggs' grist mill, as well as the sawmill of William Parker (Sanford and Everts, 1872).

Civic and Religious Activities

Two of Eliot's most prominent public buildings were lost to fire during this period; one was replaced and one was not. After Eliot Academy closed in 1870, the building was used as the town hall until it was destroyed by fire in 1875. Town meetings were held in Melvin Dixon's blacksmith shop and in George Ireland's barn until a new town hall was built in 1880, which stood into the 20th century (*Old Eliot*, 1900:32). Nearby, the Congregational Church (built in 1833) was also destroyed by fire in 1880. It was soon replaced, with local resident F. J. Paul as the architect and builder (Cole and Willis, 1912:11).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 38

New late 19th century buildings included a new grammar school across from the present elementary school on State Road (no longer extant) in one of the eight school districts in place at that time (Everts and Peck, 1880:411). The Advent Chapel (built 1845) in South Eliot was torn down and replaced in 1886. A separate Advent Church was organized in 1890 in the back part of town, by residents of Eliot, as well as parts of York and Kittery. A small chapel was located near the house of J. P. Goodwin near the intersection of Goodwin Road and what is now Odiorne Lane (Cole and Willis, 1912:20). The East Eliot Methodist Church, which had been repaired and renovated in 1854 and again in 1878, was substantially remodeled in 1890, when the tower was removed from the roof and a new one built on the side (*Old Eliot*, 1909:106). The South Eliot Methodist Church engaged in a building campaign in 1893, constructing horse sheds, a new parsonage, and a vestibule on the front of the church (*Old Eliot*, 1909:111).

1890-1917 Decline in Agriculture and Local Industry, Growth in Summer Tourism, Historical and Intellectual Pursuits and the Electric Railway*Population and Employment*

Eliot's population decreased further from 1,640 in 1880 to 1,463 in 1890. In 1906, an optimistic Eliot resident, predicted that "another half century will evolve busy streets, multiplied business, and on our river shore the summer homes of beauty" (*Old Eliot*, 1906:51). This prophesy was essentially realized, but slowly at first. The population increased somewhat in the early 20th century to 1,530 by 1920 (Anonymous, 1930). South Eliot remained the population center of the town; in 1910 Eliot Neck had one hundred and five dwellings, a schoolhouse, a post office, and three stores (Cole and Willis, 1912:13).

More diverse employment opportunities in surrounding communities increased with better transportation. The electric railway made it easier to commute to work in Dover factories, Kittery shipyards, or Portsmouth at shops and businesses (Eliot Historical Society, 1995). At the turn-of-the-century, Eliot's workforce included eighteen laborers, eleven blacksmiths and a harnessmaker, and seven teamsters who transported goods to and from Eliot. Twenty men worked for the railroad, while the electric railway employed four. By this period, only one Eliot man earned his living as a fisherman, while two men were ship captains and one was a sailor. The brickyards employed some twenty-five men. Other craftspeople included two tinsmiths, a granite and marble worker who made gravestones and monuments, four shoemakers and seven shoe shop workers. Businessmen included six grocers and six merchants, a baker, an insurance agent, two printers, a hotel manager and two hostlers. A small number of women were employed: three milliners, seven tailoresses or dressmakers, and three teachers (Mitchell, Campbell and Verril, 1904).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 39*Local Commerce*

Local businesses in 1894 included two general stores, one meat and grocery store, two meat markets, and a feed and fertilizer store, as well as a general store and a grocery in South Eliot (Anonymous, 1894:816). John Raitt opened a new store (#143-0556) at Gould's Corner, near the crossing of Goodwin Road, the railroad tracks, and soon the streetcar (Eliot Historical Society, 1994). Local farm girls made and wrapped "Mrs. Wylie's Kisses" in the ell of the Moses Paul House on Goodwin Road (#143-0574), and the candy was packed in wooden barrels and shipped from the nearby railroad depot throughout the country. Mrs. Wylie also made pies which her husband peddled to streetcar passengers at Rosemary Station (Anonymous, 1952; Frost, n.d.).

Local Industry - Brickmaking

Brickmaking remained the principal industry, with six brickyards operating in Eliot through the turn-of-the-century. The 1900 census listed eight men as brick manufacturers, five as brickyard managers, one brickyard boss, two cooks in brickyard boardinghouses, and thirty-six brickyard laborers. All of the laborers and some of the management were French-Canadian men (Frost, 1978). The gundalow remained the means of transport, though the use of barges towed by tugs became increasingly common. The end of the brickmaking industry resulted when the supply of clay in the river banks had been depleted (Adams, 1976:112). Only three Eliot brickyards were listed in the *Maine Register* in 1910, and only one by the mid-1920s (Anonymous, 1910; Anonymous, 1925).

Shipbuilding

In the early 1900s, Frank Staples ran a small boat shop on Aqua Avenue (Vetter, 1988:18). Most men employed in the shipbuilding trade worked elsewhere in the area. They included three ships carpenters, four shipwright and two boat builders. Twelve men were listed in the *Eliot Directory* as specifically employed at the Navy yard, while others, including nine machinists, two engineers, a ship fitter, a spar maker, a rigger, a boilermaker, three firemen, a steam driller, two steam fitters, a compositor, three iron moulders, and three corks, were probably employed there and in other shipyards in the Kittery and Portsmouth area (Mitchell, Campbell and Verril, 1904).

Civic Improvements

Until the late 19th century, the only way to cross Shapleigh Creek on River Road was by fording it at low tide. Dr. Willis, who could not wait for the tide when he needed to reach a patient, advocated for the construction of a bridge and when it was complete it was known for many years as "Dr. Willis' Bridge" (Vetter, 1986:57).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 40

Eliot High School, known as the Central School, was built c.1906 on the site of the present Town Hall; it was one of a number of high schools built in area towns, after the state legislature passed legislation enabling towns to support public high schools. Small schoolhouses, of which there were eight in 1910, continued in use for elementary students. The largest of these was the Lincoln School built in 1896 on State Road in District #2, which accommodated forty-five pupils (Dyer, n.d.). The Eliot Volunteer Fire Department was established in 1914.

Agriculture

The 1904 *Eliot Directory* listed eighty-eight men employed as farmers, as well as one dairy farmer, a horse and cattle dealer, three butchers, and one fruit grower (Mitchell, Campbell and Verril, 1904). A decrease in the number of farmers was common throughout New England, as meat and produce could be raised in the West and shipped to eastern cities by rail more cheaply than it could be grown here. The scale of agricultural operations began to decline in Eliot, as elsewhere in the region. The Grange movement was important throughout the country in the late 19th and early 20th centuries. In Eliot, the John F. Hill Grange was organized in 1902. Fairs were held as fundraisers and in 1910 the Grange Hall was built at Kennard's Corner (Chase, 1952).

Eliot's remaining farmers had cows, horses, hens, and oxen for hauling hay and plowing, as well as hauling logs out of the woods in the winter months (Dyer, n.d.). The focus was increasingly on specialized dairy farming, as fresh milk continued to be one of the few products that could not be shipped all the way from western farms. Even farmers with small herds of a half dozen cows could market milk, when truckmen picked up the milk cans by the roadside and transported them to the railroad depot where the milk was combined and shipped to large dairy companies for processing (Russell, 1976:301). Hay remained the most widespread crop, consumed mostly on the farm to feed the dairy herds (Russell, 1976:302). The 1900 *Maine Register* listed three poultry dealers in Eliot, and poultry raising for eggs and meat increased substantially after that date, both on a large scale and for home consumption (Anonymous, 1900).

Orchards remained a focus of Eliot farms, and about 1903 the Tuttle family established a cider mill on Goodwin Road (#143-0568) where apples could be processed. The electricity to power the mill was drawn from the electric railway line that ran past it on Goodwin Road (Eliot Historical Society, 1994).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 41

Summer Tourism

Although farming was becoming unprofitable, Eliot's rural, pastoral character contributed to the growth of a new industry, summer tourism. The entire coast was transformed by the development of summer resorts and communities, with large hotels, summer cottages and related commercial activity adjacent to the beaches, which were the focus of all activities. Eliot, located slightly inland, was considered a "thoroughly New England farming town" (Atkinson *et. al.*, 1991:8). It offered a quieter, more peaceful setting for those looking for an escape from the growing cities and a return to an older way of life. Coolidge and Mansfield's history of Maine describes Eliot at the end of the 19th century:

"In summer the well-cultivated farms teeming with luxuriant vegetation; the fine orchards; their trees laden with fruit; and the beautiful and placid Piscataqua, its waters shaded by the foliage of the trees which line its margin, - form a 'coup d' œil' not often seen. Viewed by denizen of the hot and close atmospheres of a city, it makes him yearn to have a habitation in a spot like this, where he might behold Nature in all her loveliness, and quaff the invigorating country air."

In the first issue of *Old Eliot*, in 1897, Dr. J. L. M. Willis likewise lauded the benefits of the town to the summer tourist :

Eliot has no elaborate buildings to show the stranger; it is simply a typical, quiet farming town, perhaps a little more prosperous than some of its neighbors, and naturally one of the most beautiful in this section. The town has gradually become known to the tourist and the health seeker, and its summer business is rapidly increasing. No more beautiful drives can be found than those by the river in the south and west parts of the town, and those along the hill-sides in the interior. A climb to the top of Frost's Hill will amply repay the lover of the beautiful by the view spread before him: on one side the ocean with its islands and bays; on another Durham, Newichawannock and Piscataqua Rivers flowing through fertile meadows to the sea" (*Old Eliot*, 1897:6).

Eliot was six miles from the ocean, but the tidal river provided salt water bathing (Ingersoll, 1900). The rural inland hills provided scenic drives. The "Cider Elms" on Goodwin Road were a popular attraction. Local tradition related that the trees were planted in the 1830's by John R. Hanscom, who lived on Goodwin Road between Beech Road and Tan Yard Hill. Desiring a tree-lined road, he donated fifty trees to the community with the stipulation that they be planted by someone else. The payment for planting was a gallon of cider per tree, giving the trees their name (Eliot Historical Society, n.d.:19). Great Hill (now the site of a gravel pit) was a popular picnic spot, which provided views of the surrounding countryside (Eliot Historical Society, 1995). The Frost Garrison was a well-known local historic landmark. Summer visitors traveled by rail from Boston and points south. They were met at the Eliot depot by carriages, which took them to their destination (Bartlett, 1937:18). Later, trolleys provided access from the Eliot or Portsmouth railroad depots.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 42*The Farmer Family*

The development of Eliot as a summer community was strongly influenced by the Farmer family. Moses Gerrish Farmer had been born in Boscowen, New Hampshire in 1820, graduated from Dartmouth in 1840, and came to Eliot in 1843 to teach at the Academy, where he became Principal. He married one of his students, Hannah Tobey Shapleigh. The Farmers left Eliot, and Moses Farmer went on to become one of the nation's electrical pioneers and inventors; inventions included an electric railroad, a fire alarm system, and means of multiplex telegraphy. In 1859, he lighted his parlor in Salem, Massachusetts with incandescent lamps, the first house in the world to be lighted by electricity (Vetter, 1988:15). The Farmers returned to Eliot in 1881, "to reap the benefits of country life" (Atkinson, *et. al.*, 1991:6). They made their home in the large Victorian house on State Road which Mrs. Farmer had inherited from her mother (burned and rebuilt in 1904 - site of #143-0317). It was called "Bittersweet in the Fields," because they were bitter about leaving behind the intellectual life they were used to, but sweet to be in a tranquil and beautiful spot (Atkinson, *et. al.*, 1991:6; Vetter, 1988:59). Professor Farmer built a workshop adjacent to the house (#143-0316). With the Farmers came torpedo expert Colonel Francis Keefe, who had lived with the family since childhood and had long been affiliated with professor farmer in his work.

The return of this well-known family to spend their remaining days in Eliot, bringing with them the man of culture, with an attractive personality, as was represented in the person of Francis Keefe, marked the beginning of various important undertakings in the town, all largely instigated and actively supported by these new residents, which eventually brought the town of Eliot into greater prominence (Bartlett, 1938:16)."

In the 1890s, Moses Farmer's invention of utilizing electricity for propelling vehicles was the beginning of the streetcar era. The experiment was shown at a meeting of noted engineers, including Edison's assistant Charles Steinmetz, at Green Acre Hotel in Eliot (Vetter, 1988:15). Farmer died in 1893 while attending the World's Fair in Chicago.

Rosemary Cottage

Hannah Tobey Shapleigh Farmer was also an inventor, responsible for such ideas as the safety or hard hat, and is one of the few women included in the *Dictionary of American Biography*. She was an early influence in the development of Eliot as a summer retreat area. Out of her work for the Boston City Missionary Society, Mrs. Farmer established "Rosemary," as a place for the summertime rest, relaxation and rehabilitation of Boston's underprivileged working girls, mothers and their children. Rosemary Cottage (#143-0549) was built in 1888 as a large twenty-room dormitory, which could accommodate forty people at a time; adjacent to it were several small cabins for the counselors. On the grounds were swings, hammocks, and play equipment, and the old barn served as a playhouse. A two weeks stay cost each woman only seven dollars, and Rosemary was open to as many as could come, without distinctions of creed or color (Stackpole, 1903:241; Eliot Historical Society, n. d.:23). Rosemary Cottage operated into the mid-20th century.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 43

Green Acre

The daughter of Moses Gerrish and Hannah Farmer, Miss Sarah J. Farmer, was one of the most important influences on the history of the town, through her role in establishing an intellectual and religious center in Eliot at Green Acre. Green Acre, "From being at first a summer resort for rest to body and soul, became a place for the cultivation of intellectual and spiritual life (Stackpole, 1903:238)."

The construction of Green Acre Hotel (#143-0413) in 1890 was the beginning of Eliot's fame as a summer resort. Sarah J. Farmer was the fifth partner in the venture, along with local residents Martin Tobey, George Hammond, Dr. J. L. M. Willis, and Francis Keefe (Atkinson, *et. al.*, 1991:8). The hotel, which accommodated a hundred guests, quickly became a favorite resort of Bostonians seeking quiet and beauty (Eliot Historical Society, n.d.:26). The hotel was built on ten acres "in the midst of a rural paradise." The grounds were selected for the natural beauty provided by the open fields along the river and because of their historic traditions, as the site of the garrison and homestead of Major Joseph Hammond and later the location of the Hanscom's shipyard (Stackpole, 1903:240). The hotel was sited on a knoll and oriented so that all of the rooms had river views (Atkinson, *et. al.*, 1991:8). Bath houses were built on the beach where the shipyard had been located (Atkinson, *et. al.*, 1991:8). Fresh produce was popular with summer guests at Green Acre, providing an outlet for Eliot farmers (Eliot Historical Society, 1995).

In 1894 Sarah Jane Farmer initiated a series of classes and lectures on comparative religion at Green Acre. She was influenced by the World's Parliament of Religions, which she attended at the Columbian Exposition in Chicago in 1893. Green Acre became the site of a summer school of comparative religion, philosophy, ethics and sociology, as well as also music, art, and nature study. Miss Farmer's original purpose for the conferences was "to review the progress already achieved in the world, state the living problems now awaiting solution, and suggest the means of further progress," and to seek the "truth that is to bring unity throughout the earth" (Stackpole, 1903:240). Green Acre was a center where thinking men and women could find a "point of contact," "the oneness of truth" and "the brotherhood of man (Ingersoll, 1900)." Miss Farmer believed that the mind would be more receptive and open in a cool and healthy environment (Atkinson, *et. al.*, 1991:12). Meetings and lectures were held on the river in a large tent that seated three hundred, and in what was known as the Lysekloster pines. Teachers and lecturers offered their services for free (Ingersoll, 1900). Week-long conferences were offered, as well as a nature school for children. The Monsalvat School for comparative study of religion was founded in 1896. The Eirenian lecture hall was built in 1897. Cottages were erected around the hotel, (#143-0414-0416) and a new dining room was added in 1902. Tents along the riverbank provided less expensive accommodations (Ingersoll, 1900). Farmers offered rooms for rent in their houses, as part of the widespread historical trend of boardinghouse tourism that occurred during this period. The family of Martin Tobey ran the Oaklea on the corner of Farmer and Mast Cove Road (#143-0430), and Charles Bangs also had a boardinghouse (now located on Clark Road #143-0478 [Atkinson, *et. al.*, 1991: 55; Frost, n.d.]).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 44

Green Acre brought to Eliot many of the prominent intellectual and cosmopolitan figures of the day, including John Greenleaf Whittier, Edward Everett Hale, Reverend Samuel Francis Smith, actor Joseph Jefferson, and the Swami Vivekananda. Visitors traveled to Eliot by rail from Boston, New York, and Philadelphia. Some chose to move to Eliot permanently, or to purchase a summer residence there. Dr. Fillmore Moore established a health retreat in conjunction with the Green Acre conferences (#143-0435 and 0437). Miss Mary Burnham, a pianist from New York, had a house built for herself near the hotel c.1897, but sold it when she was married to Dr. Moore. The house was purchased in 1905 by to Mrs. (Sarah) Ole Bull of Cambridge, wife of the famous Norwegian violinist and folk hero. She was the daughter of Amelia Thorpe who was a close friend of the Farmer family. (Frost, n.d.). The "Ole Bull" as the building is called was later donated to Sarah Farmer for use by Green Acre (Eliot Historical Society, n.d.:26). Also affiliated with Green Acre were the Schopflochters from New York who established a health center in a house on Main Street, which was also donated to Green Acre (#143-0409). Green Acre had a strong impact on the local area, by causing an influx of outsiders, and offering townspeople a unique opportunity to attend the lectures and other events (Eliot Historical Society, 1995).

In the early 1900s Green Acre became a center for people of the Bahá'í faith, after Miss Farmer returned from a trip to Haifa, believing in the revelation of Baha Ulla (Eliot Historical Society, n.d.:26). The 'Abdu'l Bahá made a visit to Green Acre in 1912, the only Bahá'í School in the world so honored; he was greeted by a crowd of more than five hundred who came to Eliot for the event (Atkinson, *et. al.*, 1991:47). In 1916 the Bahá'í Fellowship House (#143-0427) was built with funds bequeathed to the Trustees of the Green Acre Bahá'í School by Mrs. Helen Ellis Cole, one of the earliest American Bahá'ís (Eliot Historical Society, 1970).

Lanier Camp

Up-river on the Piscataqua, another intellectual and cultural summer resort, Lanier Camp, was established in 1908 by Mr. and Mrs. Sidney Lanier Jr., on sixty acres of land on the river, purchased from the Leighton family (#143-0205-0208). Sidney Lanier, Jr., who had founded the American Camp in West Chester, Connecticut in 1906, was the son of poet Sidney Lanier. Mrs. Sidney Lanier had come to Eliot in the 1890s to participate in Dr. Fillmore Moore's colony for health maintenance at Green Acre (Frost, n.d.). The Lanier Camp in Eliot was intended as a cooperative community of varying ages, where a simple, rural way of life could be enjoyed. Campers were formed into groups that functioned cooperatively, working, farming, and performing chores. Recreational activities included swimming, boating, hiking, wood craft, crafts, pottery. A particular emphasis was placed on the arts, through drama, folk dancing, and singing (Eliot Historical Society, n.d.:32). Field trips were made by bus to area beaches and historic sites. Campers were boys and girls of teen age and younger, often pupils of boarding schools during the school year, who came to Eliot for two month sessions. They slept in cabins and tents along the river; some remain extant. A house was built for Mr. and Mrs. Sidney Lanier Jr. Brothers, Charles and Henry also moved to Eliot; Charles built a house on the site of the old Leighton house (#143-0206), and Henry built a small brick house nearby, which is now part of a modern residence at 8 Laurel Lane (#143-0205). Sidney Lanier, Jr., died in 1918. His wife, and son John Lanier, continued to operate the camp. They suffered from the financial crash in 1929, but continued on a reduced scale until 1939. Mrs. Lanier supplemented camp income with a small restaurant and gift shop (#143-0207). The Lanier family continued to occupy the property after the camp closed (Frost, n. d.).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 45

Another summer camp was operated by Stanley Cobbs, who had a winter camp in the south (Eliot Historical Society, 1995).

Electric Railway

The importance of summer tourism in the economy of Eliot, and in the surrounding towns to an even greater extent, increased with the advent of the electric railroad, which provided more convenient and affordable transportation to the seacoast for a larger segment of the population. The first electric railway in the area was the Portsmouth, Kittery and York Street Railway which operated to York Beach in 1898, immediately drawing business away from the Boston and Maine Railroad line that connected the same locations (Haseltine, 1962). Ferry steamers provided the connection across the Piscataqua between Portsmouth and Badger's Island in Kittery. In 1902, the Kittery and Eliot Street Railway was built to Green Acre, providing access between Portsmouth to Eliot. The line ran along Route 103 through Eliot Neck and South Eliot to Green Acre. Regular service began on July 26, 1902, the fifty-fifth anniversary of Professor Moses Farmer's exhibition of his invention of the first electric railway, in Dover, New Hampshire on July 26, 1847. At the time, a local newspaper stated, "It is noteworthy that the first regular Eliot car should reach Green Acre, the center of the work of Miss Farmer, the daughter of the Professor" (Vetter, 1988:13). A waiting station originally located on Main Street near Green Acre was later moved to Rosemary Hill where it remains extant. Incorporators of the Kittery and Eliot included J. L. M. Willis, Henry Durgan, and Thomas F. Staples.

The Dover and Eliot Street Railway and Berwick, Eliot and York Street Railway were chartered in 1901. The following year, the Berwick, Eliot and York leased the Portsmouth Kittery and York, the Kittery and Eliot, and the Dover and Eliot lines (Haseltine, 1962). The name of this entire system was changed in 1903 to the Portsmouth, Dover and York Street Railway, locally known as "the Pull, Drag, and Yank." In that year, the line was extended from Green Acre to Rosemary Junction on Goodwin Road (Route 101). From there, one branch ran northwest to South Berwick and Dover, crossing the tracks of the Boston and Main Railroad at Gould's Corner, and following Route 101. Another branch went northeast from Rosemary to York Corner and York Beach, following Goodwin Road (Route 101) for a distance and then continuing northeast cross country to U. S. Route 1 in York near Beech Ridge Road (Cummings, 1964).

This trolley system provided public transportation between Eliot with South Berwick and Dover, Kittery, Portsmouth, and York. After 1907, the Portsmouth, Dover and York became part of the Atlantic Shoreline Railway which continued up the coast from York to Ogunquit, Wells, Kennebunk, and on to Sanford, and Biddeford/Saco (Haseltine, 1962). In 1904, the P D & Y followed the common trend for streetcar companies, opening a recreation and amusement area, Quamphegan Park in South Berwick, with picnic areas, bandstand, and merry-go-round, to draw people from all over and create business for the trolley lines. The trolleys allowed Eliot residents to travel easily throughout the region, but most Eliot traffic was through traffic (Eliot Historical Society, 1995). The primary purpose of the P D & Y, was to transport passengers, mail, and merchandise to and from York Beach during the summer season (Cummings, 1964). Huge numbers of residents of inland industrial cities, in particular Dover, Somersworth, and Rochester, made day trips to York Beach throughout the summer.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 46

Other technological advances occurred along with the Electric Railway. Electricity was soon installed in homes throughout Eliot. The first telephone line in Eliot was installed c.1902. It went from Dr. Willis' house at Kennard Corner, to Sunset Hill, and along the trolley line to Edward Bartlett's on Depot Road (Eliot Historical Society, n.d.:7). The Eliot Telephone Company was soon incorporated and the first phone lines ran along the trolley car poles. The phone line was used by residents of eastern Eliot to contact the Dr. Willis in time of sickness. The New England Telephone and Telegraph Company took over about 1903 and service was soon installed throughout the town (Bartlett, 1938:19).

Eliot Historical Society

Other intellectual influences in Eliot at the turn-of-the-century fostered a strong interest in local history, which was part of the larger Colonial Revival movement in the region. The development of these new interests brought together the people of the town who shared an active part in pursuing a common cause. Through a series of activities and events, there was greater intermingling of people from different parts of town, who were said to have scarcely known each other during an earlier period (Bartlett, 1938:20). Eliot had been the subject of interest in history and genealogy as early as 1846, when a meeting of the descendants of James Tobey was held in there (Anonymous, 1876). William Fogg (1790-1859) was one of Eliot's most prominent local residents, but perhaps, his greatest role was his work as historian and genealogist, recording much of what is known today about Eliot's early occupants. Later Eliot historians were all related to William Fogg in some way. When, the Eliot Historical Society was established in 1897, its founder and first president was Dr. John L. M. Willis, nephew of William Fogg, who returned to Eliot and established a practice there in 1877, as the town's rural physician, remodeling the old John Fogg house (#143-0285) with Victorian details. The purpose of the new historical society was "focalizing and perpetuating the names, memories, traditions, records, etc., of the North Parish of Kittery, now our own town of Eliot" (Bartlett, 1938:6). Meetings of the society were held monthly at the homes of various members. Papers based on original research were read and were later printed in *Old Eliot*. This periodical of historical and genealogical articles was published by the historical society between 1897 and 1909, with J. L. M. Willis as Editor. Many articles were based on William Fogg's genealogical research. *Old Eliot* was printed by Reverend Augustine Caldwell, who came to Eliot in 1894 through his associations with Green Acre, and purchased the old William Fogg House (Eliot Historical Society, n.d.:5). One of the Eliot Historical Society's first activities, was the marking of Amush Rock with a tablet (later destroyed) after repairing damage to the rock that had been caused by drilling and blasting for building stone (Bartlett, 1938:15). In 1910, Eliot's Centennial was celebrated and a book published, edited by Dr. J. L. M. Willis and Aaron B. Cole, and illustrated with a series of photographs of old houses in the town.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 47*Governor John F. Hill*

One of Eliot's most prominent native sons Governor John Freemont Hill, M.D. was born in Eliot in 1855, a descendant of the region's earliest settlers. He studied medicine and set up a practice briefly in Boothbay Harbor, but then turned to business, establishing the publishing company of Vickery and Hill in Augusta, Maine. He served in numerous political offices and in 1900 was elected Governor of Maine. Although a resident of Augusta, he was influential in increasing Eliot's tax base, by having the home office of the Eastern Steamship Company established there (Frost, 1995). He was a promoter of and investor in electric railroads, and secured the charter for the Berwick, Eliot and York Street Railway for Dover and Eliot in 1901 (Haseltine, 1962). His strong interest in family and local history, was reflected in his funding of Stackpole's 1903 book, Old Kittery and Her Families (Stackpole, 1903:264).

Eliot Library

The Eliot Library Association had been founded in 1882, and revived by Sarah Jane Farmer in 1887. She was assisted by Col. Francis Keefe, as well as Charles Carleton Coffin, a brother-in-law of her father, who was a Civil War news reporter and author of numerous books. He came to Eliot to join the Farmers at the end of his life and died there in 1896 (Frost, 1995). One of the first collections of books was donated by Farmer family friend John Greenleaf Whittier (Atkinson, *et. al.*, 1991:8). The Library Association under Miss Farmer held two Mid-summer Fetes in 1888 and 1889 to raise funds for the library and bring together people of prominence from the community. The events were held in a field owned by the Farmers under a large tent. Young men and women dressed in national costume of various foreign countries, and music was provided by the Hungarian Gypsy Band, the Salem Brass Band, and the South Berwick Cadet Band. "These two gala occasions... were of great benefit to the town of Eliot in bringing her people more closely together in working for a common cause. Eliot then was beginning to take on added prominence among the towns of the county, and the neighboring towns and cities across the Piscataqua" (Bartlett, 1938:17). In 1893, Dr. John S. H. Fogg, son of William Fogg, bequeathed funds for the construction and maintenance of Eliot's free public library, named in honor of his father. Dr. Fogg (1825-1893) was educated at Eliot Academy and then studied medicine. He settled in South Boston where he established a successful practice and a permanent residence, retaining his father's house as a vacation residence (#143-0288). For twenty years of his life he suffered from paralysis, which confined him close to his room. He turned his attention to his inherited passions for genealogy, history, and the collection of autographs. The result was an outstanding autograph collection, which was bequeathed to the Maine Historical Society on his death. His large private library became part of the collections of the William Fogg Library (Vetter, 1988:11). The library building was dedicated in 1907, and housed the collections of Dr. Fogg and of the Eliot Library Association. The William Fogg Library continues to operate under the original trust, with three trustees, and now has over 16,000 volumes (Vetter, 1988:55). Another literary endeavor, The Epworthian newspaper was published by the East Eliot Methodist church for several years around the turn-of-the-century (Anonymous, 1960:14). Mr. Coleman who lived in the Noah Emery House on Old Road published the *Eliot Optimist*, which later merged with other area newspapers.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 48

Summer Residents

When the Hundredth Anniversary Celebration was held in 1910, several thousand former residents of the town returned (Cole and Willis, 1912:3). This event was similar to the town anniversary celebrations and Old Home Days held throughout the region during this period, aimed at just this purpose of bringing people back to the declining rural areas of the region. A number of natives or descendants of old families made Eliot their place of summer residence, occupying the family homestead or purchasing another old house. A granddaughter of Dr. Willis owned his house (the old Fogg House) as a summer home as late as 1960 (Anonymous, 1960:18). Alfred Bartlett, a publisher and book dealer in Boston, remained active in Eliot and was one of the founders of the Eliot Historical Society. Rolland Bartlett, a Boston Lawyer, was a donor to the William Fogg Library and gave an address at Eliot's 150th Anniversary (Frost, n. d.). Arthur Lee Hanscom lived at Clover Farm in Eliot and the Brooks House on State Road remained in the family as a retirement and summer home until 1987 (Frost, n.d.). Several farmhouses on Goodwin Road served as summer homes. The Hanscom family of Philadelphia, owners of the restaurant and confectionery firm Hanscom Brothers and descendants of the Eliot Hanscoms, acquired the old Samuel Leighton House on Goodwin Road (#143-0600) as a summer residence (Frost, n.d.; Anonymous 1952). Rev. Lapham remodeled #143-0605 as a summer house (Eliot Historical Society, 1995). The Moore family of Washington D.C. summered on Goodwin Road in Mrs. Moore's ancestral home (#143-0608 [Frost, n. d.]). Frank Lysander Fernald, descendant of the Eliot Hanscoms, Constructor of the Navy Yard in New York, summered at his wife's family home in Eliot and moved there permanently on his retirement in 1897 (Frost, n.d.). Throughout the 20th century a number of naval officers from the Kittery Yard retired to Eliot and purchased older houses there.

In addition to the summer houses, numerous small summer cabins or cottages were built along the riverfront. Some of the first were located on the sites of former brickyards along River Road and near Sturgeon Creek. The Piscataqua River in Eliot provided a more affordable location for a vacation home than the oceanfront areas of other towns in the area (Eliot Historical Society, 1995). There were no actual summer cottage developments, rather individuals built homes along the river, among existing properties.

The 1904 *Eliot Directory* listed large numbers of people who were not legal residents of the town, but owned vacation residences here. Thirty-seven of them were from Portsmouth, twelve from Dover, and thirteen from elsewhere in New Hampshire. Seven were from York, five from the Berwicks, fourteen from Kittery, seven from Portland, and eight from other Maine towns. Fifty-eight summer residents were from Massachusetts towns; another fourteen came from Boston and Cambridge alone. Smaller numbers of summer residents were from southern New England, New York, the South, and mid-west (Mitchell, Campbell and Verril, 1904).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 49

1917-1945 World Wars, Automobile Era Begins*Shipbuilding*

During the First World War, shipbuilding again became an important part of the Piscataqua region's economy, employing many Eliot men. No yards were located in Eliot at this time, but several private shipyards operated directly across the river in Newington and Portsmouth, in addition to the Portsmouth Naval Shipyard in Kittery. Steady income provided a strong incentive for Eliot boys to leave high school after the two years then required by law and go to work at the Navy Yard. In many cases, while men worked at the yard, their wives and children continued to maintain small family farms (Eliot Historical Society, 1995).

The Portsmouth Naval Shipyard, which began to specialize in submarine construction after 1914, employed between five thousand and six thousand during WWI (Vernacular Architecture Forum, 1992:55, 73). Transportation from Eliot was provided by the trolleys and by a special railroad train operated by the Navy Yard. Some people traveled to work in their own boats (Eliot Historical Society, 1995). At the outset of war, the federal government created the Emergency Fleet Corporation to undertake a massive shipbuilding program, and the Atlantic Corporation yard was established in Portsmouth directly opposite Eliot Neck. The Shattuck Shipyard in Newington employed over two thousand men in 1918, and as many as five thousand at its peak (Adams, 1976:3, 11). Ships were still built of wood and took about six months to construct. July 4, 1918 was celebrated by the launching of three cargo carrier steamships from Newington. Spectators gathered on boats in the river and on the Eliot shore; thousands came by automobile to watch from the grounds of Green Acre (Adams, 1976:11).

During World War II, large numbers of boats were needed to defend the coast from attack, to fight naval battles, and to transport troops and equipment to foreign fronts. The Portsmouth Naval Shipyard expanded its submarine program, to employ a total of eleven thousand workers. They were transported to work from Eliot and elsewhere by buses operated for the purpose (Vernacular Architecture Forum, 1992:55). "Clay Village" was built at the southern end of Eliot to house the workers, but was not completed until after the end of the war (Eliot Historical Society, 1995).

Maritime Trades

The only local boat shop was Frank Staples boat shop off of Aqua Avenue (Vetter, 1986). Boating and fishing became increasingly recreational activities. Maurice Langley earned money fishing and lobstering after his retirement, but no Eliot resident made their living from the sea during this period (Eliot Historical Society, 1995).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 50

Transportation - Automobile

The automobile, which quickly became widely popular, did more to transform the region than any other factor in its history. Most Eliot families had a car by the early 1920s. Roads remained unpaved however, and were not plowed in the winter until the 1930s. So most families continued to own horses and a sleigh for winter transportation (Eliot Historical Society, 1995). As Maine developed a state highway system, the road from Dover, through Eliot on Goodwin Road, to Route 1 in Kittery became Route 101, and State Road, Route 103, received its name at this time.

Due to the popularity of the automobile, the trolley line became obsolete after only twenty years. The last street car through Eliot ran in March 1923, and the tracks were removed the following year (Dyer, n.d.). The old waiting station from near Green Acre on Main Street was moved to Goodwin Road onto the Rosemary Cottage property (#143-0549). The Gould Corner waiting station was converted into a residence (#143-0554). Bus service was established from Kennard's Corner to Portsmouth, but was also relatively short lived. Until recently, the Navy Yard operated a bus to transport employees to the yard from surrounding towns (Eliot Historical Society, 1995).

The automobile also made older transportation-related businesses obsolete. Daniel Goodwin's blacksmith shop on the corner of Goodwin and Frost Hill Roads was taken down c.1910 after seventy-five years of service (Vetter, 1988:59). On the opposite corner, the old Knowlton carriage shop (#143-0597) became a garage, operated by Harry Goodwin. In 1927, he moved a larger barn onto his property and converted it for use as a garage (#143-0598 [Eliot Historical Society, 1994]). In 1925, two blacksmith shops remained in operation in Eliot, along with one automobile dealer and repair shop. By 1930 there was only one blacksmith and by 1939, only the automobile dealer remained in business (Anonymous, 1925; Anonymous, 1930; Anonymous, 1939). The truck also brought an end to river transportation; the last gundalows were used in the 1920s. Other new businesses established to take advantage of automobile travelers passing through Eliot were the tea rooms. At least three operated in Eliot between 1920 and 1950, including one at the Lanier camp (#143-0204), one farther north on River Road (#143-0219), and one on Goodwin Road (#143-0592).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 51

Population and Employment

Automobile transportation allowed for the suburbanization and outward expansion of the nearby cities, and population growth in Eliot began again. Between 1930 and 1940, Eliot's population grew from 1,461 to 1,932 (Anonymous, 1960). The Eliot Directory of 1923 reveals that eighty-seven men were still employed as farmers. Eliot's working population included many men in the building trades, including thirty-nine carpenters, one joiner, ten masons, two electricians, twelve plumbers, and twelve painters. Local residents were served by a milk dealer, a butcher, four grocers, two bakers, two merchants, a barber, a telegraph operator, a postmaster and two mail carriers, three dressmakers, fourteen teachers, four clergymen, two physicians and a nurse, a lawyer, a sheriff, a tree surgeon, and a surveyor. Transport was provided by four teamsters, and an expressman; two men worked as chauffeurs. Fifteen men were employed by the Boston and Maine Railroad, while four worked as motormen, driving the trolley cars. Only one man was still a mariner. Probably employed at area shipyards were four boat builders, two draftsmen, four bridge builders, two engineers, thirteen machinists, eight blacksmiths, two iron workers, seven copper and tinsmiths, four pipe fitters, a riveter, a flange turner, two moulders, a welder, a driller, a bolter, and a boiler maker. Only one man was identified specifically as working in the boatshop at the navy yard. Some of the fourteen clerks, three bookkeepers, and two stenographers may also have worked at the ship yards or in the city of Portsmouth. Other industrial jobs included seven shoemakers and a box maker, probably employed in one of the nearby cities (Anonymous, 1923). Eliot's population continued to consist of a large proportion of long time residents. In 1938, a resident noted how remarkable it was "that within the limits of our town there should still be living and bearing the old family name the descendants of so many of the families which date back to early colonial days (Bartlett, 1938:11)." Today, residents state that until the Second World War, "everyone who was born in Eliot stayed in Eliot (Eliot Historical Society, 1995)."

Industry

Logging of woodlots continued in the early 20th century. Property owners would cut wood as needed for their own fuel, or as much as was needed to raise necessary cash. Several men, including Al Emery, Charlie Raitt, and Carol Moulton, purchased standing timber from wood lot owners. The Bartlett sawmill operated well into the 20th century. Farmers hauled their own timber to the mill with teams of oxen, steer or horses, and paid for it to be sawn into boards and building materials for home use or for sale (Eliot Historical Society, 1995).

Agriculture

Through this period, many Eliot families maintained a cow, pigs, and a flock of hens to provide milk, meat, and eggs for home consumption. Vegetables were raised for the family's use and the surplus was sold to neighbors who didn't have their own gardens, or peddled in Portsmouth. Many women in Eliot, like all rural areas, canned vegetables and fruits including wild berries (Eliot Historical Society, 1995).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 52

The focus of the larger farms was on dairy farming, as the only available market niche was for fresh milk which could not be transported great distances. Early in this period milk cans were brought to the railroad depot for shipment to the Hood dairy in Boston. Later, milk trucks picked up milk at the farms and transported it to Badger's dairy in Portsmouth. Dairy farmers included the Bartlett family at Third Hill Farm who had a local milk delivery route, Fred Goodwin on Goodwin Road, the Irvings on Depot Road, Douglas (who also worked as a mail carrier), Howard Libby, and Raymond Clark who made milk deliveries in South Eliot. Most Eliot residents traveled to the nearest farm to buy their milk. Those who had their own small farms traded and sold milk and eggs among themselves, and sold meat when a slaughtered animal was more than was needed by the family. Mr. Frye had a meat curing businesses, but most families smoked their own (Eliot Historical Society, 1995). Poultry farming was also popular during the early 20th century, and several large poultry farms developed in Eliot. One of the largest was the DeWill farm located on Beech Road (#143-0531), and others were operated by Herbert Emery and Victor Staples (Eliot Historical Society, 1995).

Orchards remained an important component of Eliot Farms. Apples, as well as peaches, were shipped by rail to Boston from the depot, or were processed in Tuttle's Cider Mill on Goodwin Road (#143-0568). The largest orchards were those of the Bartlett family near the depot. Others were located on Goodwin Road near Beech Road and on the site of #143-0605, and on the Rogers farm across Main Street from Green Acre. John S. Barnard came to Eliot in the 1920s and established a large orchard on Marsh Hill (now the site of Littlebrook Air Park [Eliot Historical Society, 1995; Frost, n. d.]). Families could take their apples to Tuttle's Cider Mill to have them pressed into cider.

Local Commerce

In addition to foodstuffs sold by local farmers, Eliot had three grocery stores, a general store, and two meat markets in 1920 (Anonymous, 1920). As automobile transportation increased, many stores had filling stations (Eliot Historical Society, 1995). The Eliot Farmer's Union was a cooperative with shares owned by Eliot residents. Groceries were ordered ahead and brought by rail to Eliot Depot. The Staples house nearby served as the warehouse and distribution center; grains were stored in the barn and groceries upstairs in the shed. The Farmer's Union operated until the 1930s, when truck transportation had replaced the railroad. In South Eliot, the store of Ed and Harry Staples was the center of commercial activity (#143-0131). As was common during this period, the store provided delivery of orders placed by phone. Elsewhere in town, Ireland's Store continued to operate on State Road (#143-0184). The former Raitt's Store at Gould's Corner was run by Percy Day through this period (Eliot Historical Society, 1994). McDaniels General Store occupied the building at the corner of State and Moses Farmer Roads (#143-0315). Nearby, a store and filling station were built at the corner of Beech Road (#143-0319).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 53

An important component of domestic life were home deliveries. Mr. Manson from Kittery peddled fish throughout Eliot, cleaning it for the customer upon delivery. Prior to the use of electric refrigerators, ice was delivered from a large ice house in Kittery. Mr. Willet delivered meat and vegetables were also peddled. Mr. Chase of Eliot grew vegetables and peddled them in Eliot and in Portsmouth, but soon determined it was more economical to purchase the vegetables from other sources and resell them. During the Depression, Eliot residents Marion and Henry Anderson made donuts and delivered them to homes throughout the town. Ernest Frye delivered baked goods from the Cushman Baker Company. These deliveries were particularly important in the winter months, when snow made driving difficult (Eliot Historical Society, 1995).

Religious Activities

The Church of the Nazarene was organized in 1919 and a church constructed in 1925 on Main Street in South Eliot (#143-0152). Additions were made in 1935 and again in 1987 (Vetter, 1988:60). The old Advent chapel on Goodwin Road was removed in 1935.

Civic Improvements

The consolidation of small schoolhouses began during this period. The four-room Laura V. Dame School was built in 1925 and named in honor of a beloved local teacher. The new school served children of the southern part of town. In 1928, the District #5 schoolhouse at Kennard's Corner was closed and the students taken to the Laura V. Dame School by bus (Dyer, n.d.). In the 1930s, a fire station was built for the town by local resident Harold Dow (#143-0148). As students were moved to larger schools, small schoolhouses were closed. The schoolhouse in District #5 was torn down in 1938. The Lincoln School was discontinued in 1940.

Green Acre

Green Acre continued to play a major role in Eliot's summer activity. The Golden Cock Tea House and gift shop opened in the Rogers' Cottage (#143-0410) in 1921 (Atkinson, *et. al.*, 1991:69). The Annual Bahá'í National Convention was held at Green Acre in 1925. Conferees were transported to the conference from area residences where they were housed for the event. Green Acre became a center for racial unity, bringing people of diverse backgrounds and nationalities to Eliot (Atkinson, *et. al.*, 1991:69). In 1929, the property came under the jurisdiction of the Bahá'í National Spiritual Assembly. During the 1930s the format of lectures at Green Acre was changed to more formal study classes with an emphasis on training and inspiring Bahá'í teachers. It became known as the Green Acre Bahá'í School. More recreational activities included pageants and musicals, Saturday night dances, arts and crafts, tennis on the clay courts, bathing on the beach and boating from the wharf, and walks in the surrounding fields and woods (Atkinson, *et. al.*, 1991:75). Mrs. Schopfloch purchased an older house on State Road for a spiritual retreat (#143-0187).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 54

1945-present Post War Economic Prosperity and Continued Population Growth through the Late 20th Century*Transportation - Automobile*

Highway construction after World War II transformed the region. Interstate-95 was constructed in the 1950s south-north along the eastern seaboard, parallel to older Route 1. The highway passed through Kittery, just below the Eliot line. The tracks of the Boston and Maine Railroad were removed in 1951-1952, and the Eliot Selectmen requested that the State build a highway in place of the tracks to accommodate the increasing numbers of automobiles through the region. Route 236 was completed in 1956, and since that date has provided the primary route from the coast inland to Eliot and the Berwicks (Vetter, 1988:33). Route 236 and State Road provide convenient access to interchanges on I-95, as well as U.S. Route 1, bringing Eliot to within easy driving distance of the whole seacoast region of New Hampshire and southern Maine. In 1950, there were four automobile garages/filling stations in Eliot; by 1960 there were seven (Anonymous, 1950; Anonymous, 1960). In the late 20th century, gas stations and automobile service garages are the primary business on Route 236, the focus of commercial activity in Eliot.

Population and Employment

Post war economic prosperity in the seacoast region resulted in substantial population growth throughout the region. Eliot grew steadily from a population of 2,509 in 1950 to approximately 6,000 in 1995 (Anonymous, 1960). Throughout the region, centers of population spread outward to form "a megalopolis" all along the seacoast area parallel to Routes I-95 and U.S. 1, which allowed people to commute to work from anywhere throughout the area between Portland to Boston. Eliot, like other small towns in the region that offered little local employment, became increasingly a "bedroom community." The greatest factor in the economy of the area was the expansion of the Portsmouth Naval Shipyard and construction of Pease Air Force Base during the Cold War Period. These military installations employed large numbers of civilians until the cutbacks of the 1990s. Residential subdivisions occurred throughout Eliot and modern houses were built all along older roads. Only four builders and an electrician lived and worked in Eliot in 1960 (Anonymous, 1960). Most of the construction was carried out by outside developers and contractors, rather than providing work for local builders (Eliot Historical Society, 1995).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 55

Agriculture

The residential construction did provide a use, as well as cash, for former farmland. The end of Eliot's farm economy was brought about by World War II. Men were drawn to work at the Navy Yard and other related industries by high salaries, and the automobile allowed them job opportunities throughout the region. With money to spend and an increasing quantity of food available in supermarkets, it was not worthwhile to raise food, even for home consumption (Eliot Historic Society, 1995). One large-scale farming operation, Third Hill Dairy (#143-635), provided milk deliveries to Eliot homes as late as the 1970s. A water-powered generator was built near the old Bartlett sawmill on the York River to supply power for the milk coolers and other equipment. This was used only briefly, however, and the Third Hill Dairy closed in 1987. A poultry operation, established at #143-564 on Goodwin Road by Stanley Bergusson, was short-lived. Until recently, specialized cattle have been raised by Stephen Sullivan at #143-0572 on Goodwin Road. The Goodwin Farm on Cedar Road has recently closed (Eliot Historical Society, 1995).

In the late 20th century, a small number of farms remain in operation, but are a minor element of the town's economy. A small dairy herd is maintained at the northern end of State Road (#143-0159). The Shultz Farm on Goodwin Road (#143-0561) focused on dairy farming and more recently beef cattle. The only large-scale dairy farm remaining in operation is the Kashmer Farm on Goodwin Road (#143-0611). Several older farms house small numbers of horses, generally in modern stables. Belgian horses are raised at "Sandy Hill Farm" and Morgan Horses are raised at the former Bartlett Farm (#143-0544) on Depot Road (Frost, n.d.). Sheep and vegetables are raised on a small farm between State Road and Route 236 (#143-0160). Farming has been replaced by large numbers of nursery and landscape businesses in Eliot.

Local Industry

Local industrial activity continued on a small scale through the second half of the 20th century. Morin's Brick Yard off of Cedar Road was established in 1931 by Joseph Morin who had previously worked at another area yard. The brickyard was operated by Morin and his family until his death in 1960, making it the last brickyard in the town. Barges continued to be used to transport the bricks to Portsmouth, while some were used locally for chimneys and other construction. A son, Paul Morin, built a brick house for himself on the opposite side of the road, which is notable as the only brick residence in the town. The Hodgdon Machine shop on State Road was built in 1949 for the manufacture of tools, dies, jigs, and fixtures for factory equipment (Vetter, 1988:57). With the construction of area highways in the 1950s and 1960s, Eliot's land provided another cash crop - gravel. Gravel pits were opened in the hills in the northeastern part of town, removing large segments of the tops of Marsh Hill, Raitt Hill, Frost Hill, and more recently Great Hill. Gravel was also used in construction at the Portsmouth Naval Shipyard (Eliot Historical Society, 1995). Lumber related-industries, including several steam and electrical powered sawmills and two shingle mills, continued into the last decade of the 20th century (Vetter, 1988:41). King Tut's Cider Mill remains in operation; apples are now purchased from Durham, New Hampshire and other outside areas rather than locally (Eliot Historical Society, 1995).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOTYORK, MAINESection number E Page 56

Maritime

In the late 20th century, the primary use of Eliot's waterfront along the Piscataqua River is recreational boating. In addition to the town landing, many waterfront property owners have private docks. The Eliot Marina and Patten's boatyard are the only maritime-related businesses. For a number of years the Eliot Towing Company provided tug boat service for larger ships coming in and out of Portsmouth Harbor.

Local Commerce

Mid-20th century businesses in Eliot included two fuel dealers, two gas stations (Mac's Service Station and Bruce's Cities Service Station), two trucking companies, three sand and gravel businesses, five insurance agents, three real estate agents, a lawyer, a beauty shop, a gift shop, and three stores (Goodwins Store in South Eliot, Eliot Meat Market at Farmers Corner, and Chase's I. G. A. supermarket near Kennard's Corner). The Lanier Inn restaurant still operated at the site of the former summer camp (#143-0207). The Bonnie View Nursing Home operated on Goodwin Road during the 1950s-1960s (#143-0605 [Anonymous, 1960]). Littlebrook Air Park was established by John Hardy in the 1950's on the top of Marsh Hill (Eliot Historical Society, 1994).

Small stores closed with the advent of the automobile and the construction of large supermarkets in Portsmouth. The old Staples or Goodwin Store in South Eliot is now the Eliot House of Pizza (#143-0131). The Eliot Meat Market remains in operation as a small country store (#143-0315).

During the second half of the 20th century, new commercial development has centered on Route 236. The highway is lined by commercial sites including the Eliot Commons Shopping Center, which until recently contained the I. G. A. grocery store, along with a pharmacy, several restaurants, and other small shops. Other businesses on 236 include a number of automobile repair and sales shops, building supply and feed stores, insurance and real estate agencies, and small convenience stores.

Religious Activities

In the late 20th century, Eliot's increasing population diversity is represented by the variety of religious societies in the town. New churches have been built on Route 236, the Eliot Baptist Church and the United Methodist Church. Older churches house newer congregations; the Shiloh Assembly of God Church located in the former East Eliot Methodist Church and the Faith Christian Fellowship in the old South Eliot Methodist Church on Bolt Hill Road. Other churches include the Advent Church on Pleasant Street, the Nazarene Church on Main Street, the Bahá'í Fellowship at Green Acre, and the First Congregational Church of Eliot on State Road (Vetter, 1988:48). The Green Acre Bahá'í School has been open for year round use since 1992.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT****YORK, MAINE****Section number E Page 57**

Civic Improvements

Population growth throughout the region resulted in the construction of vast numbers of large new public school buildings. The present Eliot Elementary School (#143-03009) is the combination of three buildings. The first was the High School built in 1940, across the road from the 1906 high school. A new primary school was built adjacent to the 1940 High School in 1951, and in 1957 a gymnasium, called the multi-purpose building, was built connecting the two. The old high school was used for school purposes until 1963 when the school was closed by the State Fire Marshall (Dyer, n.d.). In 1966 the high school students from Eliot, as well as South Berwick, were moved to the new Marshwood High School on Route 236, and the old Eliot high school building became part of the elementary school complex (Vetter, 1988:29). All elementary students were moved there, and the last smaller schoolhouse, the Laura V. Dame School, was sold and converted into apartments (Vetter, 1988:23).

As the number of farm families decreased, so did the popularity of the Grange; there was a decline in membership in the John F. Hill Grange during the 1930s. In 1946, the Grange Hall was leased to the town for fifteen years, and was used as the community hall and municipal building (Chase, 1952). The building was used as a school when extra space was needed, and was rented by the Baptist Church. The Eliot Grange continues to operate on a small scale, holding a farmer's market each summer in cooperation with the Eliot Garden Club. The Grange Hall is also used by the Lions Club and other organizations (Eliot Historical Society, 1995). The 4-H Club, run by the Maine Cooperative Extension Service, was an important youth organization for many years. The Eliot Community Center Council, Inc., which was active during this period, had a major impact on the community, originating a number of programs in the local schools, such as the Hunter Safety program, dancing and arts and crafts lessons, and movies. The Council purchased the site on the river known as the "Dead Duck Inn" (formerly a hunting lodge) for use by the town as a boat landing and recreation area. The Eliot Health Council, established in the 1960s, provides school physical examinations and immunizations free to Eliot school children (Eliot Historical Society, 1995).

State Road, between Old Road and Moses Farmer Road, remains the municipal center of the town. The former Grammar School served as the town hall until it was demolished in the 1970s. The 1906 Central School building was then used as the town hall and police station until 1987 when it was torn down, and replaced by the present Eliot Town Hall (Vetter, 1988:23). The new Eliot Volunteer Fire Department station was built in 1961, and the old fire station at the corner of Main and Cross Streets is now the American Legion Post #188 (#143-0148) (Vetter, 1988:55). Eliot's post office was located in the Staples Store in South Eliot until 1962, when a modern post office was built on State Road, opposite Moses Farmer Road. This served the community until c.1990, when the post office was moved to the new Eliot Commons shopping center on Route 236.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number E Page 58

Summer Tourism

Eliot has been influenced by the growth of tourism in the seacoast area. Eliot remains not a destination in itself, but is adjacent to Portsmouth and popular Kittery factory outlets. Several older houses are now used as bed and breakfast accommodations. Many of the riverfront cabins have been converted for year-round use, but some remain seasonal. Green Acre was renovated for year-round use in 1992.

Eliot Historical Society

Eliot continues to have a strong interest in its history. Despite the massive influx of new residents, there are still many Eliot residents descended from the earliest families. In 1952, Open House Day sponsored by the Eliot Congregational Church included a driving tour through the town, with tours of homes of historical interest given by hostesses in colonial costume (Anonymous, 1952). In 1960, the Town's 150th Anniversary was celebrated by a three-day gala. The annual "Eliot Festival Days" began in 1981 as a day of home-coming and community spirit. Festivities include a road race, parade, and booths manned by local organizations. The Eliot Historical Society remains active, holding monthly meetings and participating in town events. In 1968-1970, it held an annual "Tour of Historic Homes," similar to the 1952 open house. Presently, the society is working to publish a series of books on the history of the town, and through grants from the Maine Historic Preservation Commission has completed a survey of Eliot's historical resources and this National Register documentation form.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 2

INTRODUCTION

The following is a description and analysis of Eliot's architectural history, with an emphasis on the types of buildings used and the architectural periods and styles represented. Because the historic context for this National Register Multiple Property Documentation includes the entire history and development of the town, all historic structures in Eliot may be potentially eligible for National Register listing and are encompassed by the Associated Property Types. In order to facilitate an understanding of how the built environment reflects various aspects of the historic context, Eliot's buildings are broken down into property types by the function and historic period that they represent. In many cases, a property may fall into more than one type. For instance a Residence may be part of a Farm Property, or may relate to the theme of Summer Tourism. The bulk of extant resources are houses, so residences are the largest property type. Within this larger type, the buildings are grouped by the period and architectural style they represent. Again, some, indeed most, properties will reflect more than one period. In many cases, these architectural periods are closely related to the historical periods addressed in the Statement of Context.

This analysis is based on a reconnaissance-level historical buildings survey documenting the exteriors of all structures in Eliot built before c.1945-50. All construction dates given are approximate, based on exterior visual inspection only. Additional research is needed to document specific building histories in order to refine the analysis of the evolution of architectural styles and building techniques in Eliot.

Throughout this text, individual properties are cited as examples of building forms, architectural trends and styles. These include many of the best examples of a particular category in terms of their original architecture and the degree of integrity which they retain. These examples suggest properties that might in the future be considered for inclusion on the National Register of Historic Places, as part of the Historical and Architectural Resources of Eliot, Maine Multiple Property Nomination. The following discussion is not intended to imply that any properties have or have not been determined eligible, nor is this a finite list of properties that should be considered; all require further documentation and analysis to determine exactly how they relate to the historic context. Future research will also allow for refinement of the Significance and Registration Requirements, which are given below as preliminary guidelines.

The Associated Property Types are discussed using the following outline:

1. RESIDENCES

- A. *Settlement and Early Colonial Period, 1631-1720, page 4*
- B. *Colonial and Early Federal Residences, 1720-1830, pages 4-13*
- C. *The Federal Style in Eliot, 1810-1835, pages 13-19*
- D. *Greek Revival Style Houses in Eliot, 1835-1870, pages 19-27*
- E. *The Italianate Style, 1850-1880, pages 27-30*
- F. *Eclectic Victorian and Colonial Revival Residences, 1860-1920, pages 30-36*
- G. *Bungalows and Small Early 20th Century Houses, 1910-1940, pages 36-39*
- H. *20th Century Capes, 1920-1945, page 39*

United States Department of the Interior
National Park Service**National Register of Historic Places
Continuation Sheet****HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT****YORK, MAINE****Section number F Page 3**

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- 2. FARM PROPERTIES, pages 40-49**
 - 3. PUBLIC BUILDINGS**
 - A. Churches, pages 49-50*
 - B. Schools, pages 50-52*
 - C. Other Public Buildings, pages 52-53*
 - 4. SUMMER TOURISM RELATED PROPERTIES**
 - A. Summer Camps/Resorts, pages 54-57*
 - B. Riverfront Summer Cabins, pages 57-58*
 - C. Summer Residences, pages 58-60*
 - 5. TRANSPORTATION RELATED STRUCTURES, pages 60-62**
 - 6. INDUSTRIAL PROPERTIES, pages 62-65**
 - 7. COMMERCIAL BUILDINGS, pages 65-66**
 - 8. OTHER UNDOCUMENTED PROPERTY TYPES, pages 66-68**
 - 1. RESIDENCES**

A number of significant themes run through the entire history and evolution of residential architecture in Eliot. The foremost is the extremely vernacular nature of the town's building stock. While the nearby port towns of Portsmouth, Kittery, and York contain many outstanding fully-developed examples of various architectural styles, particularly from the Georgian and Federal periods, few if any of Eliot's buildings could be considered "high style." Even the large houses of the town's most prosperous families are relatively plain and simple versions of the architectural styles they represent. Eliot remained very much a rural, outlying area of the Piscataqua region throughout its history.

A second and related trend was the use of two basic house forms, the 1½ story and 2½ story gable block, creating a simple "box" onto which various details were applied. As architectural styles came in and out of fashion the shape and form of the houses on which they were used remained essentially the same, the only significant change being the introduction of the kneewall framing technique in the mid-19th century.

Another theme in the evolution of Eliot's building stock, which was common everywhere but seemingly more than usual in Eliot, was the remodeling of older buildings with updated details such as entries and windows in the latest style. This created a large number of houses that reflect more than one period. Because of the continuous use of the same "box" house form, it is often difficult to distinguish between an older house remodeled in a later style and one originally built in that style. This is further complicated by the fact that most new styles were first introduced on transitional buildings, combining elements of more than one period.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 4

Eliot's residential properties reflect overall trends in the settlement and development of the town. The larger, more expensive houses were generally affiliated with the most prominent local families, and were located on farm properties in the northern waterfront and inland parts of the town. These areas contain most of the oldest extant houses and remained essentially rural, with large tracts of land still intact. The southwestern portion of Eliot, known as South Eliot, was also settled early and occupied by successive generations of a small number of families. However, from the earliest period, these families were more often affiliated with the maritime trades. Original land holdings in this area were smaller, and were increasingly divided until by the mid-19th century, South Eliot was a densely settled area of generally small houses on small lots.

A. Settlement and Early Colonial Period, 1631-1720

There are no extant structures from Eliot's first ninety years of settlement and development. In fact the oldest buildings standing at the turn-of-the-century dated only from as far back as the 1720s (Stackpole, 1903:232). Many of the early houses were replaced by later ones on the same location; other early house sites no longer occupied may survive as archaeological sites.

*B. Colonial and Early Federal Period Residences, 1720-1820*Description

Throughout this entire hundred year period, residences in Eliot were built in two basic forms the center chimney cape and the 2½ story, 5 bay gable block (generally with center chimney). Eliot's residences display so little architectural detail that they can hardly be classified as representing a specific style. As a result, the exterior appearances of the houses built throughout this period are nearly indistinguishable, and are therefore treated as one large property type, though they represent a major segment of Eliot's history and development.

Only the very earliest buildings from the 1720s-1730s are distinct from the large number of houses that followed them. From the few that exist, generalizations can be made about their original character. The earliest surviving structures in Eliot were constructed under a pre-Georgian set of principles. Though they date from the early 18th century, they are essentially still in a 17th century, coastal/maritime style of construction. The surviving 1½ story capes are timber-frame or braced-frame construction, in the traditional East Anglian style of house framing. The material used during this period was often entirely pine, or sometimes oak or chestnut for the primary framing members, and pine for the secondary framing members and finish work. There has been no documentation of interior plans or finishes in preparation of this report, but it appears that Eliot's houses used the traditional 17th and early 18th century "two-over-two plan," consisting of two rooms on the ground floor and two chambers above, with a large, central chimney stack in the middle. These houses have steeply-pitched roofs and five bay facades, often asymmetrical. (The "hall" and above "hall chamber" sides of the houses were often larger in proportion than the opposite "parlor" and "parlor chamber" sides of the houses.) There are very low posted, with the top of the windows directly at the eave line. The houses were originally finished in feather-edged clapboards, which were nailed

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 5

directly to the studs, but only one seems to retain its early siding. Architectural woodwork and ornamentation was minimal. Most only had simple window architraves, narrow corner boards, small windows, paneled doors, and an occasional transom light.

Two of the most distinctive small early structures, the Noah Emery House (#143-0552) and the Pliny Emery House (#143-0560), are located near each other on Goodwin Road. The Noah Emery House retains what appear to be its original 6/6 window sash. The Pliny Emery House is unique in Eliot, as a one story, four-bay house, with hip roof and an atypical L-plan. It retains an unusually large number of original feather-edged clapboards, which are held in place with hand forged nails. Other details (which may date from a slightly later period) are the nine-over-six window sash, molded window surrounds and front door. The transom window is unconventional in having the four lights turned horizontally instead of vertically.

Lack of specific information about the construction dates of individual houses makes it difficult to determine whether those that appear similar were in fact constructed contemporaneously. A number of other small 1½ story houses, which appear to be of the same early 18th century period construction are located in the southern part of the town, closer to the waterfront area. The house at 8 Main (#143-005) is asymmetrical with a central chimney, very low posted frame and close cropped eaves. Nearby 4 Main Street (#143-0003) is a 4 x 1 bay asymmetrical cape with off-center chimney and very small windows. The form is intact despite later changes including 20th century wood shingle siding and door. An asymmetrical 3 x 1 bay cape with a center chimney is located at 16 Old Road (#143-0286). Among the best examples of small, slightly asymmetrical 5 x 2 bay capes, which may date from the early 18th century, are 60 State Road (#143-0329), 253 State Road (#143-0173), 134 Main (#143-0387), and 229 Main (#143-0429). All are very low posted with small windows, central chimneys, and very close cropped eaves. The two houses on Main Street retain original or early tall brick fireplace chimneys. The limited living space in the attic level is lit by only one window in each gable end (one house had dormers added). Foundation materials varied, but a number of the earliest houses have mortared fieldstone foundations, a type which was not used at all in later periods. Properties at 3 Kings' Highway North (#143-0035), 27 Pleasant (#143-063), 8 Fernald Lane (#143-0537), and 2 Adlington (#143-0484) appear also to belong to this type, though all have been substantially altered.

The 1½ story, center-chimney cape was overwhelmingly the predominant building form throughout this long period; more than fifty of the houses from the 18th and early 19th century are capes, while only fifteen or so are 2½ stories. As the 18th century progressed, a change occurred in the architecture of Eliot's small houses; the floor plan was expanded to a deeper, truer "cape" form, which included two large front rooms, one on either side of the central chimney and stair hall, plus smaller rooms across the back of the house, generally with the kitchen in the center, utilizing an additional fireplace on the back of the chimney. While the buildings still displayed only the simplest of architectural detail and retained their low posts and low ceilings, the new houses all had a symmetrical, five-bay configuration, balanced by the centrally-placed front door.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 6

Windows were increasingly paired on either side of the entry. The eaves remain close-cropped, and the tops of the second-story windows are close under the roof plate. The 9/6 window sash appears to have been the most popular throughout this period, though some 6/6 windows appear to be original. Many houses have later two-over-two or one-over-one replacements. Architectural woodwork remained very plain with molded window trim and simple front door compositions, consisting in their most ornamental state of flat board trim, four-light transoms, and paneled doors. Eliot's center chimney capes are notable for their noticeably tall, square, brick fireplace chimneys, and the relatively small number of these that have been replaced by narrower stove chimneys.

A relatively intact example is 41 Beech Road (#143-0498), with riven clapboards, molded door and window architraves, nine-over-six sash and door remaining intact from c.1770. The house at 174 Main (#143-0404) also appears to retain early clapboards. The house at 143 Main Street (#143-0392), though heavily restored, illustrates the typical original appearance of these houses, with center chimney floor plan, center entry and symmetrical facade with paired 9/6 windows. Other examples in South Eliot are: 17 Maple (#143-0073), 27 Adlington (#143-0488), 24 Park (#143-0466), 81 Bolt Hill Road (#143-0357), and 70 State (#143-0326). A very good example is at 39 Pleasant Street (#143-0089). An extremely significant house is 215 Main Street (#143-0425), documented to have been built (1816) and occupied by carpenter Timothy Spinney (Frost n. d.). This low posted, center chimney cape is a rather deep 5 x 2 bays. Its only ornamentation is the six panel door topped by transom light. Other similarly detailed houses with transom lights above the doors include 143 Main and 137 Main (#143-0393 and -0388), both of which also have tall slender nine-over-six windows, and 30 River Road (#143-0028).

The Federal style of architecture came into fashion at the end of the 18th century, but was adopted only very slowly in Eliot's vernacular building stock. The characteristic details of the Federal period were not used on the center chimney capes until quite late, and even those details were basic vernacular interpretations of popular decorations. All retain the low post framing and center chimney of the earlier houses, and they are constructed using the hewn timber, braced-frame method that had been in use and had changed very little since Medieval times. In fact, capes thought to date from as late as 1830 remained entirely Colonial in every respect. They retained the methods of construction and details of the previous period and were in nearly every way identical to the 1½ story houses of the Colonial period. The small number of center chimney capes that display minor Federal style details, include some that may be the result of remodeling of slightly earlier buildings. The house at 31 Farmer Road reflects the changing styles in its half-length sidelights, projecting eaves and narrow frieze between the window lintels and the eave-line. Other houses with sidelights as the only entry ornamentation include 15 Farmer Road (#143-0434), 21 Beech Road (#143-0497), 154 State Road (#143-0302), 311 State Road (#143-0176), 40 Governor Hill Road (#143-0265) and 17 Depot Road (#143-0264). All of these houses have slightly projecting eaves with cornice returns.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 7

A grouping of capes on Old Road were occupied by related family members, and were built around 1800 (Frost, n. d.). The houses at 22, 24, 28, and 52 Old Road (#143-0285, -0283, -0281, and -0270) are all 5 x 2 bay center chimney capes with brick foundations, walls sheathed in clapboards, trimmed with narrow corner boards and water tables, close cropped eaves, and nine-over-six window sash. All have been altered to varying degrees, notably all have had dormers added, probably to take advantage of the view of the river. Nearby, 40 Old Road (#143-0277) is said to date from earlier in the 18th century, but is similar in form. It is distinctive for its hillside placement and high exposed brick foundation. The house at 52 Old Road (#143-0270) has a fashionable Federal entry with a semi-elliptical louvered fan framed by pilasters.

The same form of cape was used for a large proportion of the houses in the northeastern part of town along Goodwin Road, from the mid-18th century though the early 19th. All of the houses in this area are very similar to each other, and notably most all were occupied by members of only two families, the Frosts and the Goodwins. All are 5 x 2 bays with high gable roofs and tall central chimneys. All of these houses are supported by granite block foundations, which is significant, because this was not a commonly used building material in Eliot. An excellent example of the type is 342 Goodwin (#143-0562). Property #143-0589 at 177 Goodwin retains its transom light. Some of the Goodwin Road houses begin to reflect the Federal period in projecting eaves with cornice returns. The house at 156 Goodwin (#143-0592) has half-length sidelights and 9/6 sash, while 184 Goodwin (#143-0588) has full length sidelights, and 336 Goodwin (#143-0563) features half-length sidelights and transom. The best example of a center chimney cape built in the Federal style is the Nathaniel Goodwin House at 119 Goodwin Road (#143-0598). This house, thought to date from the 1830's (Frost n. d.), continues the low-post, center-chimney house form that had been used since the mid-18th century in Eliot. However, the marked changes in the design are the Federal entry, which consists of a louvered fan-in-entablature, flanking sidelights, projecting eaves with cornice returns, and Federal-period window architraves, and a slightly increased amount of space between the tops of the windows and the upper plate. Also notable is its very tall fireplace chimney. Other houses on Goodwin Road have suffered substantial losses of integrity. They include: 240 Goodwin (#143-0578), 256 Goodwin (#143-0575), 367 Goodwin (#143-0557), and 14 Odiorne (#143-0620). The house at 150 Goodwin was originally the same type of cape, but was raised to 2½ stories in the early 1900s (Eliot Historical Society, 1994).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 8

In sharp contrast to the small capes are the very large 2½ story houses built during the same period by the town's most prominent landholding families. All of the best examples of large houses from this early 18th century period received some level of remodeling in the later 18th or 19th centuries, making comparisons of the original architecture impossible. It is clear, however, that these residences of the wealthier Eliot families were also vernacular in their design and ornamentation. However, it is certainly significant that almost all of the largest surviving houses from the early 18th century period appear to have been built in the Georgian period, twin chimney, center hall, four-over-four room plan. In three cases, these are now narrower stove chimneys, but they are mostly likely in place of the originals. While their poorer neighbors continued to build very small, old fashioned houses, the wealthiest men all built their houses utilizing the newly popular Georgian house form of twin chimneys for fireplaces in each of the front and back rooms, arranged on either side of a central entry and stair hall. The c.1732 Frost House (#143-0623) off of Frost Hill Road is an intact example of this type with massive twin fireplace chimneys and center hallway. Some of the Federal style details were probably added later, but the nine panel doors and tall narrow entries are intact, along with double transoms to light the center hallway. The house was built by Col. John Frost, grandson of Major Charles Frost who had been killed in an Indian raid in 1697. Immediately behind the main house are a block house and garrison, plank and log structures, built c.1734 and c.1738 respectively (#143-0624), apparently because the family was still unsafe in this far eastern part of the town. During the 19th century the garrison was used as a barn and later a woodshed (Stackpole 1903:229). A very similar twin chimney, center hall house from the same 1730's period and also updated in the Federal style, is the Bartlett House on Depot Road, said to have been built to replace the original brick house on the site that was damaged in an earthquake c.1737 (Stackpole 1903:231). It too was remodeled in the early 1800s with Federal style details. In the far northeastern corner of the town another large house was built c.1750 for John Heard Bartlett, just after fear of Indian attacks was finally over. This 2½ story, 5 x 2 bay house was remodeled at the end of the 19th century, but retains its original form (*Old Eliot*, 1897:34). Nearby, the house at 43 Brixham Road (#143-0631) is said to date from c.1752, but was substantially remodeled with Greek Revival details in the 19th century. The Samuel Leighton House at 110 Goodwin Road (#143-0600) is dated to c.1765, but is also now essentially Greek Revival in its appearance. The Raitt House at 2 Brixham Road (#143-0626) also has two large fireplace chimneys, but these are placed asymmetrically as are details on the facade; this asymmetry is probably accounted for by the fact that the large house was built out of a smaller structure erected c.1740 by Elliott Frost (*Old Eliot*, 1897:34). When Raitt enlarged the house he appears to have utilized the existing structure, but at the same time attempted to create a Georgian plan. Further interior investigation is needed to determine whether these large mid-18th century houses bear similarities to each other in their construction techniques and framing.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 9

During the second half of the 18th century and for the first decades of the 19th, all of Eliot's large 2½ story houses were built in the center chimney form. The same 2½ story, 5 x 2 or 5 x 3 bay house with rooms arranged around a central chimney was used from late Georgian into the Federal period, and because Eliot's houses were so simply detailed and the form and massing remained unchanged it is difficult separate them into categories by their construction period. This is further complicated by the fact that many of these houses were updated with new details at various times, obscuring original ornamentation. Even on the larger houses original architectural woodwork seems to have been minimal, including molded window architraves, paneled doors, transom lights, and extremely simple door surrounds in the form of simple engaged pilasters and entablatures. The window sash were 9/6 panes as a rule; there seem to have been no 6/6 pane sash in any of the larger houses originally, though many of the buildings received 6/6 pane sash in the Greek Revival period, and others have had late 19th or early 20th century 2/2 sash installed. The tops of the second story windows were directly under the roof plates. None of these houses appear to retain their original clapboards, and all had 19th or 20th century wooden replacements, or more recent synthetic siding.

The earliest extant example of this 2½ story, center chimney house type appears to be the Elisha Shapleigh House at 2 Governor Hill Road (#143-0181), which is said to date from the early 1700s, but was substantially remodeled in the Federal style. The Moses Paul House built c.1780 and moved in the 19th century to 270 Goodwin Road (#143-0574), the c.1780 Staples House at Littlebrook Airpark (#143-0532), and the Shapleigh house at 48 Fore Road (#143-0196) are all similar in their 5 x 3 bay form with massive center chimneys. The Paul and Shapleigh houses both have projecting entry porticos, probably original, which served to expand the entrance hall in front of the large chimney. The Shapleigh and Staples houses retain original 9/6 window sash on both the first and second stories. The John Frost House at 25 Brixham Road (#143-0618) is traditionally dated to the 1740s. It is a typical 5 x 2 bay center chimney house, with Federal period entry and projecting eaves, which may have been added at a later date. Extremely similar in form and massing, though dating from some sixty years later, are two houses on River Road owned by the Shapleigh family (#143-0217 and -0218). The older house built c.1802 at 20 River Road is a 5 x 3 bay house, while 70 River Road, built c.1820, is 5 x 2 bays.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 10

However, they are nearly identical in their 6/6 window sash and simple entry trim with slender pilasters and an entablature with pronounced cornice. Although these houses were built by one of the town's wealthiest families, they use more traditional plans and detailing. Other examples include 126 Goodwin Road (#143-05996) which retains its massive center chimney, and the c.1790 Tetherly House at 87 Brixham Road with its 9/6 and 6/6 window sash. An excellent representation of this house type is the Hugh Paul House at 106 Depot Road (#143-0548). Built at the late date of c.1804, it is a large, five-bay, 2½ story center-chimney house, built in the typical 4-over-4 floor plan, with paired windows on either side of the center entry. The history of the house is well-documented and it retains a high degree of integrity; it is said to have original stenciling by Moses Eaton on the interior. The Greek Revival entry is a later addition as are the 2/2 window sash. Perhaps the latest use of this house type was the East Eliot Parsonage, built in 1832 (#143-0587). It retains the same 5 x 2 bay center chimney form, but has the more modern strongly projecting eaves and cornice returns. Even the largest and latest of these houses had minimal architectural detailing, reflecting the extremely late date of the adoption of the new Federal style aesthetic in Eliot.

Significance

In his 1903 history, Stackpole said of Eliot: "Nearly all of the old houses are similar in architecture and were essentially reproductions of the rural houses of England two centuries and more ago. They were generally square houses or nearly so, with a huge chimney in the center or with one at each end. The broad gable roofs and small windows, the low underpinning, and the front yards, which were usually fenced in and ornamented with flowers and shrubbery, characterize the habitations of the well-to-do old settlers" (Stackpole, 1903:233).

Surviving buildings from the very earliest period in the architectural history of Eliot represent the continuation of earlier trends in a rural environment long after they had been replaced by later trends in urban areas. The 17th century style, with its steep roofs, asymmetrical facades and low eaves was solidly in place well into the 18th century in the region of Kittery that is now Eliot, while only a short distance away, the Georgian style was solidly in place in Kittery, Portsmouth, and York. The Georgian style was never present in Eliot in any sort of high style, though several houses of the were built in the twin chimney, center hall, four-over-four room plan that characterized it. The reticence of even the wealthy, established families to build more expensive, stylish structures in the 1720s and 1730s may have been because there was still fear in the outlying areas of Indian attacks. This theory is supported by the extremely late construction date (1738) of the Frost Garrison. There may have been a hesitancy to build expensive houses that might be destroyed in a raid.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 11

Already listed on the National Register of Historic Places, the Frost Garrison and the adjacent Block House are themselves among the earliest and most significant buildings in Eliot. They document an important building type of this period and the construction techniques used, and convey an important theme in the settlement of the region.

While none of the early buildings are outstanding for their architecture, many of them are quite intact and document well the building types, aesthetics, and construction techniques employed by the early settlers of Eliot. The Pliny Emery House and the Noah Emery House serve as excellent examples of an intact house, or portion of a house, from the earliest period of surviving structures. The larger Georgian residences of the Frost and Bartlett families are important as examples of the use of a more expensive house type.

The oldest houses are historically significant for reflecting trends in Eliot's settlement and subsequent early development. They convey information about the way of life in this important early community, providing insight into the social context under which they were constructed. The contrast between the large and small houses of this period also provides insight into the historic context. Eliot was inhabited at this time by a small number of wealthy families, and at the same time, a disproportionately large number of much poorer families. The overwhelming majority of houses from this period were small 1½ story capes, while only a small number of families lived in large 2½ story houses. This was another pattern, established early, that would remain prevalent in Eliot throughout the 18th and 19th centuries. The larger homes, like those of the first families - Shapleigh and Frost, tended to be in the northern waterfront areas of town, where the largest tracts of more expensive land were located. Smaller homes were generally in the far eastern, hilly section of town and in the more confined area of Eliot Neck.

These properties are architecturally significant as representatives of the vernacular building types and construction techniques used in Eliot during this period. The mid-18th century change in traditional building practice is important for many reasons. The 2/2 and 4/4 arrangement of rooms, with more interior domestic work space, is better suited to an agricultural lifestyle than the earlier 2/2 or single-room-deep houses. A symmetrical horizontal facade, balanced by a strong vertical central axis, is an identifying feature of this late Georgian and much of the Federal architecture in Eliot. The appearance of paired windows and some conservative decorative moldings show the impact of certain popular architectural trends on Eliot buildings.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 12

The application of certain stylistic details to basically traditional, pre-existing forms was the beginning of a pattern of design interpretation that lasted throughout the architectural evolution of Eliot residences. The 1½ and 2½ story structures of the 18th century became standard forms and a traditional palate to which the architectural details of the 19th and early 20th century were later applied. In this, Eliot's building stock is an excellent representation of vernacular architecture. Closely related was another significant trend, established during this early period, the simple remodeling and updating of older houses with later details. While many of the earliest houses have been substantially altered by this remodeling, it generally occurred during the Federal and Greek Revival periods, making them valuable for representing another phase of architectural development in Eliot.

The rural residences built during this period reflect the predominance of an agricultural way of life in Eliot's economy. These properties reflect a major stage of growth and settlement of farms in the inland sections of town during the 18th century as Eliot's population expanded. Many of these houses were occupied by Eliot's most prominent citizens and may be significant for their historic associations with the individual, if his or her activities were demonstrably important within the history and development of the town, or if the individual achieved particular significance within their profession. A property occupied by successive generations of a prominent family is more likely to be significant under Criterion A for associations with broad patterns and trends in Eliot's history.

Registration Requirements

Properties eligible under Criterion C as representatives of early architecture and building types must retain the proportion and massing, spatial relationships, pattern of windows and doors, texture of materials, and ornamentation that characterize the style. These properties may be plain with little decorative detailing in wall, window, and entry trim, as houses of this period were designed and built with minimal ornamentation.

Because there are relatively few surviving buildings from the first half of the 18th century, which was highly significant period in Eliot's development, these properties may sustain more alteration and be eligible if they retain the ability to convey the historic associations. The location, overall massing and general floor plan, framing and construction are the most essential elements. A building can retain association and feeling, if only a few minor changes have impacted the other aspects of integrity. At a minimum properties should retain sufficient stylistic and structural features to identify them as having been built during their period of construction and to evoke that period. Some of the oldest structures may be significant under Criterion C for information they can yield about early construction techniques, despite a loss of integrity of architectural detailing.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 13

Houses that were remodeled during later periods can be architecturally significant if the updating was made during an important phase in the building's or the town's history. If the remodeling was substantial, the property is more likely to be significant for the later period. If the resulting building reflects the combination of two periods, the property may be significant for more than one period and/or for illustrating changing tastes and fashions.

In order to be eligible for the National Register under Criterion B, a property must retain integrity for the period when the significant individual was associated with it.

C. The Federal Style in Eliot 1810-1835

Description

A gradual influx of Federal characteristics can be seen on a number of transitional or hybrid houses from in the first decade after the incorporation of the town of Eliot. The earliest use of Federal style details occurred on houses that were otherwise indistinguishable from their 18th century predecessors, and are included in the above property type description.

The first evidence of the new style was in many cases evident in the updating of older houses, creating hybrid building that were different only in their modest Federal period detailing such as entries with fans and sidelights, replacement window sash with slender, Federal-style muntins and clearer, more refined glass, and projecting eaves with returns on the gable ends. Five 18th century capes and six of the large 2½ story houses had exterior alterations in the Federal style. Changes included the rearrangement of fenestration to create symmetrical facades, modest Federal entries with fans and sidelights, and new window sash with slender, Federal-style muntins and clearer, more refined glass, as well as the addition of more prominent eave-line woodwork.

None of these buildings were so extensively remodeled as to approach the high style. Again because they are older structures, the details are the only characteristic Federal elements. A typical example of an earlier house remodeled in the Federal style is the Nathaniel Bartlett House, located at 81 Depot Road (#143-0544). This c.1737 house received a louvered wooden elliptical fan and sidelights around the front entry and new window sash. (The window sash from 1735 probably had thicker muntins in the Georgian style, whereas the present sash have very thin, light muntins in the Federal style). The Elisha Shapleigh House at 2 Governor Hill Road (#143-0181) is an early 18th century house, which received a nearly identical louvered fan and half-length sidelights, along with molded window architraves.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 14

Smaller 1½ story houses from the early Colonial period in Eliot were sometimes incorporated into larger houses in the Federal period by becoming either the ell or wing to a larger Federal structure that was added onto them. A good example of this type of incorporation is the Emery House at 371 Goodwin Road (#143-0552). Noah Emery's probate indicates that the small 1720's house became the wing of a large "Mansion House" c.1799. In the late 19th century, the main house burned, leaving the original structure as the main block once again. Other houses are known to contain substantially remodeled 18th century structures; the Fogg/Willis House on Old Road (#143-0485), built c.1725 as a cape, reached its current size when the upper stories were added by John Fogg, Jr. in 1815.

The new house types that were distinctively Federal in their plan, massing, and proportions were not used in Eliot until the popularity of the style was already on the wane elsewhere. Houses that can truly be called Federal in style were not built in Eliot until late in the second decade of the 19th century, and the majority date from c.1825-1835. These houses differ substantially from those of the late 18th/early 19th century. The defining characteristic is the return to the one room deep, 2/2 room, or eight-post, five-bay plan. This new plan, tall and slender proportions, and lower pitched roofs, create a visual emphasis on long narrow, tall lines. The upper plates are at least twelve inches above the tops of the second-story windows, which makes them appear to float in empty space. The use of the hewn-timber, braced-frame method of framing continued, but the recession of the protruding interior corner posts and increased number of milled lumber in conjunction with hewn timbers begins to anticipate balloon-framing, which would eclipse the braced-frame in domestic construction almost completely by 1840. Of the thirty extant Federal style 2½ story houses all are symmetrical five bay, narrow one room deep, eight-post, 2/2 plan houses. Three still contain significant Colonial architectural features. Seven of them represent the height of the style in Eliot, and four show transition toward the Greek Revival. Two have hip roofs. Three have pedimented end gables. Eleven received Greek Revival alterations and one received extensive remodeling in the Queen Anne style. Seven have center chimneys, though only two are the large, multi-flue Colonial type. Eleven have end chimneys; three have twin chimneys; and four have twin rear-wall chimneys.

The architectural woodwork of Federal style houses in Eliot remained relatively modest, but with the characteristic details of the style firmly in place. The front door compositions on the intact buildings are invariably louvered fans-within-entablatures, supported by engaged pilasters. The gables are enhanced by built-up cornices, and in three cases, the gables form pediments. The front and rear soffits are also demarcated strongly by built-up architectural frieze boards and cornices. The earlier examples, which can be typified by a c.1819 example at 25 State Road (#143-0344), have flush barge boards, a thin soffit, and slender verticals in the front door composition. This house is typical of the form being discussed in respect to the tall, narrow lines, rather low-pitched roof, raised upper plate, and slender end chimneys.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 15

Influential in the popularity of the new style may have been the Caleb Emery House at 45 Old Road (#143-0520), built by Eliot's first doctor and the son-in-law of the local minister. It in many ways rejects the aesthetic of the 1760-1810 period in that it returned to a 2/2 plan, with high, elegant ceilings, a fine low-hipped roof, and a delicate, Adamesque entry, consisting of slender, engaged pilasters, supporting a glazed lunette-in-entablature. The 9/6 windows are symmetrically arranged and are spaced to reflect weightlessness, a hallmark of the Federal aesthetic. The building is a braced-frame structure (utilizing the same framing methods as the earlier periods), sheathed in feather-edged clapboards which are held in place with hand-wrought nails. This is one of only two extant examples of hipped-roofed Federal houses in Eliot (the other has suffered a complete loss of integrity). More common was the use of gable roofs, but on taller, narrower 2½ story houses, which were only one room deep (2/2 plan).

Some of the buildings that were constructed during the height of the Federal period in Eliot still retain features of earlier periods, particularly the use of central chimneys in the 2/2 plan. There are five houses of this type, which have center entries and one room on either side of the central chimney stack. A good example is 331 Goodwin Road (#143-0564), built in the 1820s, but with a number of details held over from the Colonial period. While it was built in the long, tall, narrow form, the cornices remain flush and the roof line woodwork and corner boards remain thin and plain. The house has a Colonial-style, center chimney, which is highly unusual for a house of this late date. While a number of the houses from this time period have centrally-placed chimneys, they are usually the narrow type that was ideal for wood stove pipes. The single most distinguishing Federal feature on this house is the louvered wooden fan above the front door, which is supported by thin pilasters and sidelights. Other examples are 143 River Road (#143-0228), and 90 Goodwin and 50 Brixham (#143-0604 and -0633) both of which have simple Federal entries framed by narrow pilasters and an entablature.

A small number of one room deep, 2/2 plan houses were built with twin chimneys on their rear walls. Two examples are 37 and 41 State Road (#143-0337 and -0335), which were both owned by members of the Brooks family.

By the late 1820s and early 1830s, the center hallway plan with chimneys on the end walls had become the most popular house type in Eliot. A total of sixteen houses of this type, all very similar in appearance, are located in Eliot. All are 5 x 2 bays with center entries and center hallways. The tall end chimneys often have molded crowns. Walls are sheathed in clapboards, trimmed with narrow water tables, corner boards and friezes below projecting eaves or pedimented gable ends. Two houses with very similar entries are 5 Old Road (#143-0289) and 25 State Road (#143-0344). Both have six panel doors, full-length sidelights, narrow pilasters and delicate semi-elliptical louvered fans in the entablatures. Narrower entries have slender pilasters and entablature, with a transom window in the case of 5 Riverside (#143-0122) and a fanlight on 113 Main (#143-0377). Examples with less integrity are 42 State (#143-0336), 59 Main (#143-0112), 173 Main (#143-0403), and 11 King's Highway South (#143-0020).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 16

Because of their late Federal period dates, these houses display some elements of the Greek Revival style, which was already eclipsing the Federal by this date. As the 1820s and 1830s progressed, the architectural woodwork, such as engaged pilasters, entablatures, and roof line woodwork, begin to get more and more stocky. The George S. Bartlett house at 65 Brixham Road (#143-0634) serves as an excellent example of how the forms that were established during the Federal period in Eliot began to evolve into the Greek Revival. This house takes the long, tall, narrow five-bay form of the Federal houses, with end chimneys and a low-pitched roof. However, the roof line woodwork and corner boards are more pronounced in anticipation of the heavy features of the Greek Revival. The front door composition is entirely Greek Revival, with chunky engaged pilasters, a heavy entablature, and narrow sidelights. Another good example of this transitional architecture is 6 Riverside Drive (#143-0121). It has a Federal-style vestibule entry with a transom window, and the thin, tall, delicate proportions of the late Federal houses. However, the gable-end woodwork, heavily-built-up cornices, and smallish, 6/6 windows anticipate the Greek Revival style. The distance between the tops of the second-story windows and the eaves has increased, which is in anticipation of the heavy entablatures or frieze boards that will appear on the later, fully-developed Greek Revival houses. Other transitional houses include: 5 Mast Cove Road (#143-0483) with a distinctive transitional Federal/Greek Revival entry; 108 Beech (#143-0531) with a Greek Revival entry with full-length sidelights, pilasters and entablature, and corner blocks on the window trim; 7 King's Highway North (#143-0031) with a wide frieze and corner boards, larger 6/6 windows, and Greek Revival entry trim; 51 Old Road (#143-0271); 55 Goodwin Road (#143-0609); and 59 State (#143-0298).

Twin end chimneys were also used on 1½ story capes, which were generally 5 x 2 bays, but in the same one room deep, center hallway plan of the larger houses. There are some ten examples of this type of house from the late Federal period in Eliot. All but one are located in South Eliot. Most have been substantially remodeled, some with a complete loss of integrity. Good examples of the form (though altered in later periods) include #143-0004 at 6 Main Street and #143-0030 at 9 King's Highway North. The house at 142 Main Street (#143-0392) retains an entry framed by a transom and half length sidelights. Several of the capes were also transitional to the Greek Revival; an example of one is at 4 Bolt Hill Road (#143-0368). This is a typical braced-frame, end-chimney, low-post cape with a Greek Revival entry and 6/6 window sash. The only one of these houses outside of South Eliot, at 72 Frost Hill Road (#143-0621), has a transitional entry surround of paneled boards with corner blocks.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 17

Significance

The Federal style was late in its arrival in Eliot, though it is only one town inland from York, Kittery and Portsmouth where architecture flourished during this period. The first details of the style, such as front door compositions of louvered fans and sidelights, were introduced onto older, pre-existing houses that were owned by the old, wealthy, established families such as Frost, Bartlett, and Shapleigh, in the first decades of the 19th century. The remodeling of houses of the prominent families at this time neatly coincides with the incorporation of the town of Eliot from the First Parish of Kittery in 1810; a movement in which these families were all heavily involved. The wealthier families would have certainly had more contact with the urban areas where fashion was established, and more money to replicate them in Eliot, than the poorer inhabitants of town, who utilized Colonial forms well into the 19th century.

This was a significant period in Eliot's architectural development. The major change in the forms of the buildings of the Federal period was a return to the 2/2, five-bay, eight-post plan that had been a hallmark of the early 18th century. The Federal form is quite different, however, in upholding a different system of aesthetic values. Whereas the early 18th century buildings had steep roofs, low eaves, and are characteristically asymmetrical (aspects of Medieval architecture), the 2/2 structures built in the Federal period have low-pitched roofs, tall facades, higher eaves, and symmetrical ordered facades, with windows paired on either side of the center entry. The resulting emphasis on order, delicacy and weightlessness are the hallmarks of the Federal aesthetic. The slight raising of the upper plate made the windows appear to float weightlessly, and allowed room for the ornamental front door composition, as well as for high interior ceilings, creating lighter and more gracious rooms. The roofs were low pitched and the chimneys on the end walls were increasingly slender, which decreased the strength of the central axis in the design, and lightened the appearance of the facade. More interior inspection and research is needed to determine whether the end chimneys were directly related to the adoption of cast iron stoves in place of fireplaces.

A large number of Eliot's Federal style houses remain quite intact from their time of construction, and serve as highly complete examples of their type. More importantly, however, these buildings serve as the clearest, most tangible source for the study of cultural assimilation and adaptation by the rural community of early 19th century Maine. Why earlier, established forms persist or become obsolete, why new forms arrive early or late, and are adapted in significant ways provide major insight into the regional culture and society of early Eliot.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 18

Further research and investigation may reveal that the strong similarity of features common to the tall, narrow, five-bay Federal houses of this period is evidence of the work of a single builder or a group of associated craftsmen. A search of probate records for Eliot revealed the identity of one such housewright, Ebenezer Spinney, who was living in Eliot when he died in 1833 while in the process of building a house. His inventory describes a two-story house frame, 36 feet by 17 feet, thirteen window frames, 132 squares of window glass, "a lot of mouldings for a house," three doors and fourteen floor boards (York County Registry of Deeds 43:212-213). The measurements of the house suggest the proportions that were typical for the two-story buildings constructed between 1819 and 1833. The thirteen window frames would suggest a five-bay facade and two windows for each end wall. Research to determine exactly what buildings were constructed by Ebenezer Spinney, when, where and for who, and what his sources of style were, and how his influence was both continued and adapted by later generations would be a valuable project, which would shed light onto the lifestyle of a rural craftsman in early 19th century Maine.

Like all of architectural history, the Federal period in Eliot is indicative of the social or cultural history of the town. Variations between large and small houses of this period probably relate closely to the social and economic status of the families that built them. Deed, probate, and census research suggests that late 18th and early 19th century Eliot consisted of a small number of wealthy farmers and landowners, and a much larger number of significantly less well-off farmers and craftsmen. Well into the early 19th century, the latter built small houses unchanged from the earlier periods and completely lacking in any Federal style ornamentation. The more expansive, more fashionable houses that express the Federal style were owned primarily by the more prosperous and prominent residents, many of whom had been instrumental in the incorporation of the town of Eliot in 1810. Like early Democratic or Jeffersonian America, which sought a new architectural style that best represented its ideals as a new and separate country and found it in neoclassicism, the formation of separate and independent Eliot was represented by the introduction of Federal architecture. A new style for a new community.

On a less philosophical and more practical plane, the Federal buildings in Eliot represent the success and wealth of a small number of wealthy gentleman farmers and landowners in late 18th- and early 19th-century Eliot. The large-scale trend of Federal remodeling of earlier houses was also carried out for the most part by the wealthier families. At the same time, the large-scale continuation of older vernacular styles on small houses represent the disproportionately large number of poorer farmers that existed in Eliot contemporaneously, who perpetuated the old styles for a longer period of time. One local historian noted this fact at the turn-of-the-century, stating that the houses in South Eliot, mainly occupied by those employed in maritime trades, were generally small; in 1835 all but two of the thirty-three houses on Eliot Neck had been one story in size (Cole & Willis, 1912:12).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 19

Registration Requirements

Essential defining elements of the Federal period include the massing and proportions, clapboard siding, chimney location, 6/6 and/or 9/6 window sash, doors and entry trim, and the patterns of door and window placement. These elements must be displayed in order to qualify a Federal period residence for the National Register under Criterion C. More architecturally distinguished houses may exhibit decorative entry surrounds, and these buildings may be more significant under Criterion C. Some alteration of the above elements may be acceptable for houses considered significant for their historic associations, as long as the property retains its overall historic character.

The requirements for integrity of the interiors of these residences has not been evaluated. Because floor plan was an important defining element of these houses the essential plan should be intact at a minimum. The degree to which interior materials and period decorative details must be intact for National Register eligibility, depends on the extent to which they survive in Eliot houses.

D. Greek Revival Style Houses in Eliot, 1835-1870

Description

Although the mid-19th century was a period of rapid development and new construction, no high examples of the architectural style of the period were built in Eliot. As the Federal style had been, the Greek Revival style was adopted late and used in only vernacular interpretations. Overall, this was the most prolific period of development, with a wider range of house types and forms used contemporaneously.

As in the earlier architectural periods in Eliot, the first vestiges of the Greek Revival period appeared not only in the form of new construction, but also in the remodeling of earlier structures. Twenty-eight of the sixty-eight extant houses built between c.1720-1810 received new Greek Revival style pilaster-and-frieze entries, larger 6/6 window sash, sawn clapboard siding, and/or gable and cornice woodwork in the 1840s-1860s period. This is such a significant number of the 18th century houses, that a house in Eliot that did not receive these alterations is rare.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 20

The first new buildings to be constructed with any distinct Greek Revival features were transitional, hybrid combinations, with both Federal and Greek Revival features. About half of the twin end chimney houses of the late Federal period displayed some Greek Revival details. Entries were broadened and the delicate Federal fans and pilasters evolved into heavier Greek Revival pilasters and entablature. The height of the posts increased, and along with them the distance between the tops of the windows and the eave-line. The windows were spaced evenly across the five bay facade, rather than paired on either side of the entry as they were in the Federal period, giving a more horizontal, less vertical quality.

Several large, 2½ story houses with center chimneys appear to be transitional, early Greek Revival examples of the early 1800s. The construction dates have not been identified, but 241 State Road (#143-0187) and 14 Fernald Lane (#143-0536) are similar in their use of projecting eaves above a narrow frieze, as well as the corner pilasters, broad entries with sidelights, and pilasters supporting an entablature with a pronounced cornice. The former has distinctive pedimented gable ends, while the latter is notable for its symmetrical kitchen wings. The house at 116 Goodwin Road (#143-0599) displays similar plan, proportions and trim, but has a later 19th century entry and windows. The William Fogg House (c.1830) at 6 Old Road has the center chimney five bay proportions of a Federal house, with molded window architraves and 9/6 and 6/6 sash, but features wider corner boards and a Greek Revival entry with full sidelights pilasters and entablature (#143-0288).

The earliest 1½ story buildings that show Greek Revival influence were essentially low-post capes in the by-then-traditional style of the late 18th century. Again the end chimney capes of the late Federal period illustrated some Greek Revival elements. In the 1830s the 2/4 or 4/4 plan cape with center hall and twin chimneys on the ridge set in from the ends became popular. Seven houses appear to be similar examples of this type and are scattered throughout the town. Most are transitional with some Federal period elements, including the low post massing. Property #143-0584 at 208 Goodwin Road has Federal partial sidelights, but Greek Revival trim with corner blocks, while #143-0452 at 24 Varney Lane has full-length sidelights and flat board trim, as does 1 Brixham Road (#143-0625) which also has wider corner pilasters and frieze between the eaves and the windows. The Furbish house at 10 Dover Road (#143-0513) reflects the Federal in its 9/6 window sash, partial sidelights, and close cropped eaves, but suggests the Greek Revival with its higher posts and its channeled board trim with corner blocks. Another excellent examples is #143-0569 at 290 Goodwin Road, which has a transitional Federal/Greek Revival recessed segmental arch entry with paneled pilasters and full-length sidelights. Property #143-0322 on Greenwood Street has a recessed entry, with sidelights, the large 6/6 windows, and trim with corner blocks.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 21

By the early 1840s, the character of new construction began to change in Eliot and throughout the nation. In this particular trend, Eliot was not behind the times, perhaps due to the massive amount of new construction that occurred in the town during this time period. The 1½ story buildings that were built had taller facades, with increased distance between the tops of the first story windows and the eave line. The "high-post" form was made possible by a new construction technique, the kneewall frame, which allowed for the second story floor support to be placed below the roof plate. This provided more headroom and therefore more usable space on the second floor. At the same time, it made room on the exterior for the wide, heavy friezes and entablatures that became a hallmark of the Greek Revival style. Another identifying feature of these buildings is the interruption of the eave line on the gable-end walls by the second story windows. Integral to the development of the kneewall frame was the change from the traditional method of braced-frame construction to a new system of balloon-framing. Hewn posts were replaced by sawn studs, which took the weight of the roof away from a few prominent centers and distributed it evenly amongst the framing members. (The frames of the late Federal/early Greek Revival buildings had been transitional; having studded interior and exterior walls, but still retaining hewn sleepers, sills, and plates.) The kneewall cape became the most common house type in Eliot from this period on. Some of these houses were turned sideways, with the front entrance on the gable-end, producing the sidehall type of floor plan that also became popular. Throughout this mid-19th century period, houses were sheathed in sawn clapboards (as opposed to split or riven), fastened by factory-produced cut nails (as opposed to hand forged), and had 6/6 pane window sash with increasingly larger panes. The advent of stoves for cooking and heat allowed for much smaller chimney stacks, which provided more freedom in room arrangement. Along with the kneewall frame, the stove appears to be a new technology adopted quickly in Eliot. The chimneys of the late Federal period houses of the 1820s and 1830s became increasingly more slender, and by the Greek Revival period, all houses appear to have been originally built with chimneys for stoves only.

The earliest high posted capes, from the 1830s-early 1840s period, had an increased distance between the eaves and the tops of the first story windows, but had upper story windows above the plate, rather than breaking the eave-line. An excellent example of this transitional phase is 20 Maple Avenue (#143-0072). Built in the late 1830s, it boasts a Greek Revival entry, heavy engaged corner pilasters, a heavy entablature, and small original 6/6 window sash. Other examples include 2 Leach (#143-0369) 114 Main (#143-378), and #143-0410 also on Main.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 22

The house at 188 River Road (#143-0234) has a kneewall frame, but retains a center chimney, one room deep, 2/2 floor plan. It has some of the most classical Greek Revival style ornamentation in Eliot, in the paneled entry trim with corner blocks and key pattern moldings, as well as the molded window trim with corner blocks. At the same time, this house has the Federal type partial sidelights and only slightly projecting eaves and eave returns. Two other houses that appear to be early high-posted construction, are said to contain older 18th century structures, and may represent the raising of older roofs; these include 231 Goodwin Road (#143-0577) and 27 Worster Lane (#143-0239), both of which also have center stove chimneys. The most fully-developed Greek Revival style cape is (#143-0561) on Goodwin Road. It takes the end chimney form of the Federal period, but is higher posted, with wall space and a wide frieze above the windows, and fully-pedimented gables, corner pilasters, fluted window trim with corner blocks, and center entry with full sidelights, pilasters, and entablature.

A great boom in vernacular Greek Revival construction began in the 1840s in the extreme southwestern section of town continuing through the 1850s, and then at a slower pace through the 19th century. In South Eliot, within an extremely small geographic area, a large number of small houses were built, creating a densely settled area in only one or two decades. Even at the height of this period, however, the houses remained essentially vernacular; the only distinguishable Greek Revival features are heavy projecting eaves usually with strong cornice returns, wide corner boards or pilasters, and wide frieze under the eaves. They were constructed in the balloon-frame method, and originally had sawn clapboards and 6/6 pane windows. Brick foundations and tall slender twin stove chimneys were almost universal. The typical entry was flanked by full-length sidelights and framed by pilasters and an entablature with a pronounced cornice.

The majority of these mid-19th century houses are twin chimney and center entry kneewall capes, which are concentrated in South Eliot, with individual examples scattered throughout the town. They are united by a combination of the characteristic Greek Revival elements described above. A total of about twenty-three of this house type have been identified, along with ten or so others, which are too plain or altered to determine their original architectural style. An excellent example, a true representative of this type, is 6 Cole Street (#143-0012) (said to contain an older house, but no appearance of this), which has the characteristic paneled pilasters and wide frieze, large 6/6 sash, and Greek Revival entry. None of these houses are identical as they exist presently, but the marked similarities between some suggest a common carpenter/builder or a common set of measurements, techniques, and materials used. This is illustrated by 24 River Road (#143-0207) and 120 Beech Road (#143-0535), which although the latter has been covered with modern siding, are nearly identical in proportions and details. Both have tall, slender twin stove chimneys, and center entries with the characteristic sidelights, pilasters and entablature.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 23

Windows have large 6/6 sash and a thin molding on the lintels (on 24 River Road it creates a peaked lintel). Both have paneled corner pilasters and a wide frieze (these are covered with siding on the Beech Road house). Other good examples, all very similar are: 67 Hanscom Road (#143-0527), 31 Bolt Hill (#143-0359), and 58 State (#143-0330).

The closest thing to the "high style" that was constructed during the Greek Revival in Eliot were a number of large 2½ story houses with frieze under the projecting eaves, corner pilasters, large pilastered entries with transoms and sidelights, and 6/6 window sash as their sole references to the architectural style. They take the form of the traditional 5 x 2 bay, center hall house, but most have tall, slender twin stove chimneys, which appear to be original. The earliest houses of this type retain elements of the older Federal period, as discussed above. The vast majority of the larger, 2½ story, five-bay Greek Revival structures in Eliot were built between 1850 and 1870. These buildings continued the ubiquitous 2½ story gable block form used from the Colonial period onward. All are of lighter balloon-frame construction, but are actually heavier and bulkier in proportion than the buildings of previous periods. The upper horizontal line of the buildings are dominated by a weighty frieze. The vertical lines are stressed by pronounced engaged pilasters or corner boards. The windows are more evenly spaced across the facade than they had been in the Federal period. The entries are the typical heavy, pilaster-and-frieze arrangements, with full length sidelights. The buildings that were constructed in the late 1840s and early 1850s have larger panes of glass in the transoms and sidelights. The more detailed examples have additional trim such as dentils along the cornice lines, and paneled pilasters. The buildings from the 1860s and 1870s have much narrower, smaller panes of glass in the transoms and sidelights, which are often recessed; corner boards and frieze grow increasingly narrower as the Greek Revival waned. Examples include 47 Depot Road (#143-0262), 50 Goodwin Road (#143-0611) which was later remodeled, 38 Main Street (#143-0137), 159 Main (#143-0398), 9, 10, and 26 State (#143-0349, -0348, and -0345), and 310 State (#143-0177). The Sylvester Bartlett House on Depot Road (#143-0545) was built in 1867 in this form and later remodeled in the Colonial Revival. A group of houses at the southeast end of Goodwin Road appear to date from this period and vary in that they have projecting eaves without cornice returns; 26 Goodwin is the best example (#143-0615). Elsewhere in town and nearly identical is 36 Pleasant Street (#143-0086). A good example of the late phase of Greek Revival architecture is 71 Frost Hill Road (#143-0622). This large, five-bay house has the characteristic heavy frieze, twin chimneys, corner pilasters, and inset door with shrunken panes in the transom and sidelights. Of the thirty-seven extant, 2½ story, five-bay houses in Eliot, twenty-two are from this phase of the period. Nineteen of these have tall, slender twin stove chimneys. Four have been obscured by extensive later alterations.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 24

The gable-front sidehall plan house came into use at this time, but was not as widely popular in Eliot. These buildings were simply the five-bay box turned sideways, but on the interior, the floor plan was different, with an entry and stair hall down one side and two rooms on the other, and almost always a smaller kitchen ell to the rear. These houses have heavy friezes and eave returns, corner boards, and typical Greek Revival entry trim. There are five 2½ story sidehalls, four of which retain their heavy woodwork and entries. The house at 67 State Road (#143-0323) has intact exterior woodwork, including a pedimented front gable, which is the only example in Eliot of this popular Greek Revival element, and the closest an Eliot house comes to the true Greek Revival temple form. The most intact house of this type is 50 Depot Road (#143-0261). Smaller 1½ story sidehalls are kneewall frames, with two or three bay facades with sidehall entries and stove chimneys, generally on the ridge. Seven of these houses feature the Greek Revival corner boards or pilasters, wide frieze, and overhanging eaves, which in five cases have no eave returns. Entries are typical and windows have flat trim with a thin molding across the lintels, and contain 6/6 or 2/2 sash. Examples include 8 Maple (#143-069), 47 and 72 Pleasant (#143-0094 and -0106), 111 State (#143-0320), and 214 River Road (#143-238).

Significance

The slow introduction of the Greek Revival style in Eliot and the perseverance of old forms illustrates a trend in conservative, vernacular building practices that continued throughout the town's history. Colonial types of houses were built well into the 1830s, while in many nearby urban areas the Greek Revival was in full-force. Even once the style slowly permeated the rural areas, the Greek Revival style was never fully developed by the builders of Eliot. Even the largest houses of the period have only minimal classical quotes. Details are so vernacular that it can be said accurately that while the Greek Revival period was the most prolific building period in Eliot's history, no true fully developed Greek Revival style structures exist. Rather than being a negative interpretation, it is a fascinating observation of how culture was transmitted in the 19th century. When a cultural icon is absorbed second-hand, which was the case in Eliot, where builders were getting their ideas from Portsmouth rather than an architectural treatise or pattern book, the details eclipse the essence of the style. The builders of the houses in Eliot did not display an understanding of underlying classical philosophy of the Greek Revival style, rather certain iconographic details, such as pilasters and heavy friezes, were tacked onto traditional forms as nothing more than representations of a new fashion.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 25

Architecturally, the 1½ story, high posted, balloon-frame house developed during this period became a standardized vernacular type of construction, a simple “1½ story box.” For the next century, this box served as a generic form onto which the details and embellishments of later periods, i.e., Gothic, Italianate, and Queen Anne, were applied. This mid-19th century box was a direct descendent of the five-bay Colonial cape, which had served as a box, onto which different details from different periods were pasted throughout the earlier periods.

These buildings reflect a highly significant period in Eliot's architectural development and history. These properties are related to one another by date, function, choice of materials and technology, and possibly by a common builder. They are important for documenting the building practices employed in Eliot during the period, and are significant for their physical design, utilizing newly developed construction techniques. It is unlikely that even the most architecturally distinguished 19th century buildings in Eliot would be considered to be the work of a master architect or builder. However, they are important as the work of local carpenters and builders, who were responsible for shaping the built environment of the town. The small high-posted capes comprise the largest intact group of historic structures in Eliot. The abundance of these houses reflects the rapid residential development that occurred during a relatively short period of time in a small geographic area. The identities of large numbers of house carpenters are provided by the population censuses, but further research is needed to begin to connect them with the houses for which they may have been responsible. A comparison of historic maps and the censuses with existing structures would allow the mid-19th century occupants of the houses to be identified. One of the most important research questions, to more fully document Eliot's architectural history, is whether patterns can be identified linking similar houses with occupants of the same family and specific houses with a resident carpenter who may have built them.

The locations of Eliot's Greek Revival kneewall capes provide insight into their historical context, conveying the differences between life in coastal sections of Eliot and life in the more agricultural inland areas. A small number are farmhouses in the outlying areas of the town. However, the vast majority are located in South Eliot. A building boom in this area was fueled by the expansion of the Hanscom shipyard during the 1840s. Larger numbers of houses were constructed within a very short period. Historic maps suggest that the bulk of the Greek Revival style kneewall capes were standing by the mid-1850s (Chace, 1856). Population censuses show that many of these new houses were occupied by the families of ship carpenters, employed at the Hanscom yards. Further research is needed to determine whether some of these houses were built and owned by the Hanscoms as worker housing. The mass-construction of a series of nearly identical houses, all within a concentrated area in close proximity to the shipyard could indicate this.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 26

Residences provide information about the way of life of this essentially maritime community during the 19th century. The large numbers of residences erected during this period in South Eliot reflect the nature of the rapid growth of that area, fueled by economic opportunities, primarily in the nearby shipyards. The importance of the houses in documenting this aspect of Eliot's history is increased by the fact that there are no standing structures surviving from the shipyard properties. While the residences of the people who worked in them cannot document the history of the shipyards themselves, they do document the impact of the shipyards and other related industries on the growth of the area and on the historical development of the town.

South Eliot became more and more densely populated as property was divided among successive generations or lots sold for a profit. The waterfront area provided some of the only economic opportunities available for families who didn't own land, so the population crowded into this small area. Family members must have passed down trades and skills, as many South Eliot families remained employed in a single maritime trade throughout the history of the area. The residences serve to evoke the way of life of this era. Important elements are their size, scale, and ornamentation, as well as their relationships to each other.

In South Eliot, the spatial relationships of properties to each other and to the environment is particularly important, as the dense settlement patterns and orientation towards the waterfront were defining elements of the development of this area. It is clearly significant that houses vary in their orientation in relation to each other and to the street, but are consistent in their orientation facing the water.

The continued size contrast between the 1½ and 2½ story houses in Eliot also documents aspects of the historic context. The smaller houses appear to have been the homes of families who made their livings through the maritime trades and other crafts, while the large houses were generally occupied by the farmers who still owned good-sized properties, or by the more well-off business owners or professionals. The older houses remodeled in the Greek Revival were the larger houses of the prominent older families, updated to keep pace with the architecture of the new buildings in the southern part of the town.

Some properties may be eligible for the National Register under Criterion B for their historic associations with prominent local residents who played a role in shaping the development of the town or became distinguished in their career. Examples of properties possibly eligible for this type of associations would be the William Fogg House, built and occupied by prominent local men who shaped the town's interest in history and literary matters; or property #143-0336 at 42 State Road, which was occupied by a succession of Eliot's physicians throughout its history.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 27

This Multiple Property Documentation is hindered by a lack of information about the construction and ownership of specific individual properties. Important topics of future research will be identification of the relationships between similar houses, whether built by the same individual, occupied by members of the same family, or by families with the same economic affiliations.

The settlement patterns of South Eliot as a whole are significant in what they can convey about trends in land subdivision, property ownership, and housing construction. Further evaluation is needed to determine whether one or more historic districts exist in this area that are significant as a grouping of properties.

Registration Requirements

Large numbers of properties are extant from this period, and many retain relatively high degrees of integrity. Therefore, registration requirements for individual National Register eligibility will be more stringent for these properties, than for other more rarer types (requirements for inclusion in a historic district would be less strict).

Greek Revival houses should retain most of their original plan and architectural finishes, with only very limited alterations. Changes in material of siding, windows, and removal of architectural trim will probably render a property of this type ineligible under Criterion C, if less altered examples of the same period and style exist. Such changes might not cause the property to lose the ability to convey its historic associations, and it could still be eligible under Criterion A, although again it would not be if other properties survive to convey those same associations.

Setting and location are of critical importance in conveying the historic associations of these houses, because the waterfront environment, dense population, and relationship between the houses and their residences were important defining elements of the this period and theme in Eliot's history.

E. The Italianate Style, 1850-1880

Description

Elements considered characteristic of the Italianate style were closely tied to those of the Greek Revival in Eliot; in many cases the two styles were combined on a single transitional period house.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 28

The high posted, 1½ story, gable roofed box, the kneewall cape, remained the most common house type. As factory milled ornamental details were sold throughout the nation, the most ubiquitous elements of the Italianate style - the bracketed door hoods - were introduced in Eliot, applied to a number of late, transitional houses. Where the Greek Revival period had not even fully begun, the mass-produced woodwork of the early Victorian period was already being introduced. Nine essentially Greek Revival houses have entries with Italianate door hoods in addition to the Greek Revival full-length sidelights, both of which seem to be original to the time of their construction. They exhibit the shrinking of friezes and corner boards in expression of the decline of the Greek Revival, and the gradual introduction of the Victorian style. Some also have Victorian era bay windows and side porches, which also appear to be original. All have brick foundations and twin brick stove chimneys, and the 2/2 window sash that came into fashion during this period. Examples include a group of very similar houses along the southern stretch of Pleasant Street, which were built between 1856 and 1872 (Chace, 1865; Sanford and Everts, 1872). Houses at 22, 24, 28, 32, and 52 Pleasant Street (#143-0054, -0055, -0060, -0062, and -0095) are nearly identical in form and details.

There are also nine kneewall capes with purely Italianate period details, which may date from slightly later. All have simple wall trim, including plain corner boards and narrow friezes. The projecting eaves often have no returns, varying from the earlier Greek Revival version. These capes, like their predecessors have brick foundations, twin brick stove chimneys, narrow center entries topped by door-hoods on scroll brackets, and double-hung 2/2 window sash. Examples include 4 Pleasant (#143-0027), 42 Main (#143-0139), 49 Depot (#143-0260), 68 State (#143-0327), and 217 Goodwin (#143-0583). Several have side porches with turned posts and balustrades more typical of the Queen Anne style. The Ireland House at 259 State Road (#143-0182) is the most fully Italianate cape, with true corner pilasters and a frieze lined with brackets. Another group of three similar houses are high posted capes with central dormers that break the front eave line, above the entry with door-hood on brackets. The best example of this type is 5 Tidy Road (#143-0241).

The Italianate and Greek Revival styles were also combined on larger transitional 2½ story houses. The most architecturally imposing house of this transitional period is 109 Main Street (#143-0375), which essentially a typical 2½ story, five-by-two bay gable block, with Greek Revival proportions, as in the broad entry with sidelights, but in a slightly taller and narrower massing, with the characteristic Italianate paired brackets along the frieze, and a broad door-hood on elaborate, large brackets.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 29

The most fully-developed Italianate style house in Eliot was built in a form popular for period houses, the 2½ story, 3 x 2 bay, center entry house, with twin stove chimneys and center hall. The house at 142 Beech Road (#143-0538) features corner pilasters and frieze lined by dentils and paired brackets, projecting window hoods on tiny brackets, and three part facade, with twin bay windows flanking an entry porch with elaborate Italianate posts and brackets. Nearby at 117 Beech Road (#143-0533) is a simpler version of this house, with a center entry flanked by bay windows, as well as the characteristic paired windows of the period. A small number of other 2½ story gable blocks in the 3 x 2 or 5 x 2 bay form display the basic elements of the style, including the bracketed door hoods, and narrow proportions of the corner boards, friezes, and entries. Property #143-0172 on State Road is a good example of this large vernacular type with twin stove chimneys, large windows with 6/6 sash, center entry with double doors and bracket door-hood. Another good example is the house at 60 Pleasant Street (#143-0103). Later in the 19th century, Queen Anne style details were applied to the same house form.

During the Italianate period, increasing numbers of sidehall plan houses were built in Eliot; these were essentially the same high posted 1½ story and 2½ story, gable roofed box turned so its gable end faced the street. The eight 1½ story sidehalls have details similar to those of the high posted capes, including brick foundations, corner boards and friezes, projecting eaves without returns, flat window trim with a thin molding on the lintels, and the ubiquitous door hood on brackets. The best examples of this type are 4 Maple (#143-0066), 3 Dixon (#143-0310), and 51 Depot (#143-0259). Property #143-0603 on Goodwin Road is a 2½ story sidehall built in the late 1850s or 1860s and detailed with a door hood, side porch, and two story bay window; it is the only house of the sidehall plan type in the northeastern half of the town.

Significance

The Italianate style houses represent the continued development of the South Eliot area during the mid-19th century. They continue the same trends and themes as the Greek Revival houses, and are significant for the same reasons given above. These slightly later houses were built in somewhat smaller numbers than their predecessors, as the building boom fueled by the Hanscom shipyard came to an end.

Registration Requirements

Italianate style houses must retain the defining characteristics including the scroll brackets, simple wall trim, 6/6 or 2/2 window sash, twin stove chimneys, and other period details. As with the Greek Revival houses, they must retain a relatively high degree of integrity in order to be considered eligible for the National Register.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 30*F. Eclectic Victorian and Colonial Revival Residences, 1870-1920*Description

During the last decades of the 19th century, houses in Eliot began to exhibit a greater variety of house forms.

Closely tied to the Italianate style was the Second Empire, distinguished by its Mansard roofs, utilizing the same brackets and door hoods. Possibly because it was somewhat larger and more expensive to build there are only four houses of this type in Eliot; all were built at the end of the Second Empire's period of popularity, as late as the 1880s. These may have been influenced by two prominent local structures both built for the Farmer family, Rosemary Cottage and Moses Farmer's workshop. The latter building on State Road (#143-0316) is a 1½ story, 3 x 2 bay building with straight mansard roof; it was moved onto its current lot from the adjacent property in the early 20th century. The most distinguished house of this style is located at 31 State Road on the corner of Bolt Hill (#143-0343). It is an excellent specimen of Victorian era architecture, featuring a high brick foundation, twin stove chimneys with corbelled crowns, and the characteristic roof broken by shed dormers with paired arched windows. Other period details include the door hood, paired 2/2 window topped by shallow pediments. Similar, but less detailed houses are at 35 and 99 Pleasant Street (#143-0064 and -0126).

Most of the larger, more expensive and high-style Victorian era residences in Eliot were constructed as conglomerations of the details and characteristics from several specific styles. Gothic elements were combined with other Victorian details in a number of eclectic buildings in Eliot. One of the most elaborate was also owned by the Farmer family. "Bittersweet" (located at 121 State Road), destroyed by fire in 1904, was an older high-posted cape, updated presumably by the Farmer family in the 1880s. The house featured peaked Gothic gable wall dormers with decorative verge boards, pointed arch windows, an Italianate tower with paired brackets, and other period details including decorative cut shingles, bay windows, porches, and window hoods. The Rhodes House at 165 River Road (#143-0231) is without a doubt the most distinctive house in Eliot; it reflects the Gothic Revival combined with elements of other styles in the eclectic mode of the period. It was built for and by William H. Rhodes (1833-1913) a house carpenter from New York who moved to Eliot c.1873. He purchased 67 acres of land along River Road, which had been the farm of the Jenkins family, and erected this house on or near the site of the older house. The Rhodes House is unique in Eliot, indeed there are few if any houses like this anywhere in the Piscataqua region.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 31

As a house carpenter from New York state Rhodes was clearly familiar with the house designs of architects such as Andrew Jackson Downing which were widely popular at the time. It is said that cast-off and rejected building materials were acquired from a Dover lumber yard, and transported across the river (Frost, n. d.). The small but elaborate house has an irregular plan, with a variety of gable roofs, cross gables, and dormers, and a square tower with bellcast pyramidal roof. The house has an unusually high brick foundation, partially covered by decorative cut shingles. Features include Gothic verge boards, tall slender bay and oriel windows, pointed arch windows, porches with cut-out pattern railings and flattened arch spandrels between the posts. Adjacent to the house is an exceptional carriage house, with similar details including the patterned shingles, clipped eaves, centered gable dormer, gable cross bracing, and cupola.

Other than in these eclectic examples, the Gothic Revival style, popular in other maritime regions, had little or no influence on Eliot's architecture. Several early cape in South Eliot were updated with steep Gothic dormers; property #143-0004 on Main Street features paired gable wall dormers, along with more Italianate details such as twin bay windows. Gothic pointed arches were used on paneled corner pilasters of houses that were otherwise Greek Revival. Property #143-0612 on the corner of Goodwin and Beech Hill Roads has this detail, as well as an unusual frieze with applied ornaments in a chain or braid pattern.

At the end of the 19th century, the Queen Anne style became widely popular in Eliot. As with the earlier periods, the style was first used on transitional structures. Queen Anne stick-work door hoods appear on some late Italianate high-post capes or sidehalls, in place of the characteristic door hood on scroll brackets, or Queen Anne type side porches are used along with Italianate front entries. Examples include 50 Main Street (#143-0143), 3 Dixon (#143-0310), and 51 Depot (#143-0259).

Again, the newer Queen Anne elements were used for the updating of earlier houses. Houses from 18th and early 19th century received extensive remodeling in the Queen Anne period, which involved the addition of bay windows, shingle work, and/or gable, porch, and entry stick work. An interesting example of an early house that went through several remodelings stands at 6 Hanscom Road (#143-0521). According to local tradition, it was initially built c.1815, but received extensive remodeling and structural alteration c.1850, creating a Greek Revival high-posted cape. It was substantially remodeled again c.1900 with the addition of paired two-story bay windows and textured shingle work. Property #143-0611 at 50 Goodwin Road is a large Greek Revival style farmhouse, updated with Queen Anne windows, bay windows, and wraparound porch. Property #143-0550, located at the intersection of Goodwin Road and Route 236, is said to date from the 18th century, but is currently an excellent example of Queen Anne style architectural detail, with decorative shingles on both the house and the large connected carriage barns. The 18th century Bartlett house at Third Hill Farm on Brixham Road (#143-0635) was remodeled with a wraparound porch, new doors and windows. The Fogg/Willis House at 18 Old Road (#143-0285), which had been an early 18th century cape, enlarged to 2½ stories in the early 1800s, was remodeled again with a center entry flanked by one story bay windows, and Queen Anne style porches.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 32

Eliot's architecture remained vernacular; no houses were built with the elaborate asymmetrical plan and massing that was a hallmark of the Queen Anne style. Instead, as in the Greek Revival and Italianate periods, the ubiquitous box was used as a palate for Queen Anne embellishment. Eliot has some ten large 2½ story, 5 x 2 bay or 3 x 2 bay houses from this period. All have center entries and twin stove chimneys. Even the largest and most elaborate house of the Queen Anne period, the Staples House at 94 Pleasant Street (#143-0123), is essentially a simple five-bay, 2½ story, gable block, with decorative details applied to it. It displays outstanding Queen Anne and Stick Style detailing. It has a center entry flanked by one story bay windows with decorative cut shingles and arch window sash flanked by arched shutters. The entry is sheltered by an entry porch with elaborate posts, with brackets and knee braces, and a railing of squat turned balusters. Above the entry is a central wall dormer with gable stick work. Other excellent, but much simpler examples of the type are 38 and 48 Old Road (#143-0278 and -0272) which feature wraparound porches, wings and connected barns, topped by cupolas. Details include paired windows, 2/2 sash, and double doors. Other simpler examples include 9 Bolt Hill Road (#143-0363), and 122 Main (#143-0383). A popular form, closely related to the previous Italianate period, had center entry with entry porch flanked by one story bay windows (58 Pleasant #143-0101 and 6 River Road (#143-0204). A related house form is a 2½ story house turned gable end to the road, with Queen Anne style wraparound porch, located at 169 State Road (#143-0294).

The most common turn-of-the-century house type was the 2½ story sidehall. Some twenty-seven examples were identified by the architectural survey. Defining characteristics are three bay gable front facades with sidehall entries, brick foundations, and double-hung 2/2 window sash. Many have side gables and cross-gables, providing additional living space. Queen Anne style porches consisted of turned posts with small brackets under the eaves, and railings of turned or cut-out pattern balusters. The most representative of the Queen Anne style is 158 State Road (#143-0301), with decorative cut shingles in the gables, and porches on turned posts and brackets. Nearby, 174 State Road (#143-0293) is distinctive for its inset corner entry porch; this is the only use of the varied wall planes characteristic of the Queen Anne. Other houses of this type have only simple details of the period. Eight have more Italianate type door hoods, but have Queen Anne porches on their side elevations. Seven have full front porches across their facades, while several others have smaller entry porches with Queen Anne details, and bay windows beside them. Some houses of this type currently have enclosed sun porches which are probably a slightly later addition. A relatively high number of good examples of this type are intact: 30, 34, and 40 Main Street (#143-0049, -0051, and -0138), 92 Main (#143-0448), 2 King's Highway (#143-0024), 21 Pleasant (#143-0053), 80 Pleasant (#143-0110), and 3 and 4 Dover Road (#143-0511 and -0512).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 33

Twelve smaller, vernacular high-posted 1½ story sidehall plan houses date from this turn-of-the century period, but most are very simply detailed or have lost all integrity. Properties #143-0514 and -0516 on State Road are built in the typical gable-end, kneewall, balloon-frame form that was common throughout the 19th century. Their only ornamentation are their porches with turned posts and balusters. Other period details include the brick foundations, clapboard walls with simple corner and eave trim, and double-hung 2/2 window sash. A unique house is 115 Main Street (#143-0379), which has an overhanging front gable over an inset porch, creating a Greek Revival like temple front, but with Victorian details and porch posts.

The kneewall cape remained popular as a small house type during this period. Nine turn-of-the-century capes, include five with Queen Anne porches on turned posts, and four that are plain with no ornamentation, probably due to the application of modern siding materials. Several smaller capes, with three bay facades and central stove chimneys, also date from this late 19th century period.

Eliot has a small number of large houses from the early 1900's, which are more closely related to the Victorian era buildings, than to the small early 20th century bungalows and capes. These large houses reflected the continuation of trends of the Victorian period, in a slightly different architectural style. A very good combination of the Shingle and Colonial Revival styles is the house at 178 State Road (#143-0292) built c.1920. It has an irregular plan with various gambrel roofs, hip dormers, and clapboard and wood shingle siding. A wraparound porch is supported by Doric columns on rusticated concrete block piers. Eliot contains several true Colonial Revival houses, intended to replicate actual older buildings. The Lanier House on River Road house at Lanier Camp was built to be a replica of the original house on the site (Shoreliner, 1952). It is an excellent example of the Colonial Revival period, utilizing details that were considered to be historic, but combined with proportions that were clearly not. The cape has a broad, low roof and several brick chimneys. The five bay facade has a center entry with large multi-pane sidelights, sheltered by an arched roof porch with lattice supports. The 8/8 windows have flat trim and are paired on the shed dormers that span the roof slopes.

Note: Other important houses from this period are addressed under the Summer Residences property type.

Again, as in earlier periods, Colonial Revival details were used for the updating of older houses. Property #143-0579 on Goodwin Road is an 18th century cape, remodeled in the 1890's with a large gambrel dormer, front porch, and circular windows. Property #143-0545 was built c.1867, but was updated with outstanding Colonial Revival style trim, including entry and side porches on columns, and elaborate fan light and sidelights around the front entry. At the time of remodeling, both were owned as second homes by descendants of old Eliot families. When the Farmer House on State Road (#143-0317) was rebuilt after a fire in 1904 it was constructed as a simple two story house with hip roof, far different from the elaborate Victorian building it replaced.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 34

Significance

The Victorian period in Eliot involved the persistence of standardized house forms, the kneewall cape and 2½ story gable blocks. At the same time, the balloon frame and flexibility in floor plan allowed by the much smaller stove chimneys, resulted in a greater variety of house forms. These more elaborate houses with irregular plans and massing, tended to be the larger more expensive residences.

A wide range of different architectural styles were used contemporaneously, and always in vernacular interpretations. Fashions came into use in Eliot, only long after they had been introduced, or even after they were no longer fashionable elsewhere. The builders of Eliot houses did not adhere to a specific single style, but combined details of more than one. This eclecticism was widespread during the Victorian era, as the range of mass-produced building materials made possible the use of a larger number of decorative elements on even the most inexpensive houses.

The small number of structures from the 1860's to 1880's may point toward economic difficulties in the town, perhaps a consequence of the 1870's depression. Historic maps show that the rate of new construction slowed significantly after the major boom of the 1840's and 1850's, with the end of expansion of the local shipyards. New construction during the Victorian period was still concentrated in the densely settled water front neighborhoods of South Eliot, and around the town center at Kennard's Corner, which continued to develop though at a slower pace. There was noticeably less late 19th century construction in the agricultural sections of town; the inland half of Eliot contains only a few of the high posted capes and only one of the sidehall houses that were built in large numbers in South Eliot. The population centers of the town provided some economic opportunities, but as farming declined in Eliot and throughout New England, the children of these families moved elsewhere rather than settling on a portion of the old farm as their parents had. Several concentrations of houses of this period reflect more specific events in Eliot's history. The construction of residences near the Eliot Depot reflects the importance of that section of town in the late 19th century, and the need for housing for railroad employees. The grouping of later Victorian era houses near the southern end of Main Street, reflects the late construction of this stretch of road to bypass what is now Pleasant Street (Sanford and Everts 1872; USGS 1917).

As in other periods, Eliot's Victorian residences are vernacular interpretations of architectural styles. Although they are not significant as outstanding architecture, they are important for documenting the building forms and construction techniques employed in Eliot during this period. Also important is what they represent culturally. The continuation of generic forms and confusion of stylistic features, from one period to the next, is documentation of the second-hand absorption of culture. That Eliot was essentially a rural, outlying area of the larger coastal towns is an aspect of its history that continues to the present.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 35

The small number of more high-style Victorian era houses may be important both for their fashionable period architecture and for their associations with various late 19th and early 20th century themes in Eliot's historical development. By and large, they were built by outsiders or Eliot natives returning from urban areas. The larger, more fashionable urban types of houses are interrelated with the theme of summer tourism in Eliot, as they were built as summer homes, or by people moving to or returning to Eliot as a retreat. They were drawn by Eliot's rural atmosphere, and by the summer institutions that were established there. The several Colonial Revival residences reflect the strong interest in local history the developed in Eliot around the turn-of-the-century. The small number of truly Victorian Eliot residences are all good examples of their respective styles. They are architecturally significant for displaying the characteristic features of those styles, and for providing the inspiration for more detailing of more vernacular houses of the period. The Colonial Revival and Shingle Style elements of some of the latest houses in this period reflect a transition between the architecture of the Victorian era and the early 20th century.

The more architecturally distinguished houses also tended in many cases to be the residences of prominent individuals, and may therefore be eligible for the National Register under Criterion B, in addition to C. Among the most influential returning Eliot natives were the Farmer family, who were active in establishing several of the local institutions of the late 19th and turn-of-the-century period. Their home on State Road was destroyed by fire in 1904, and the house built on the site was occupied by Sarah Jane Farmer for only a few months prior to her death, so it cannot convey the period of the family's occupancy. Moses Gerrish Farmer's workshop built in the 1880's, adjacent to the house at 123 State Road, may be eligible for the National Register under Criterion B, because it is the only surviving structure affiliated with his career. This building which remained vacant and filled with his papers for many years after his death is now a residence (#143-0316) (Frost, n. d.).

The significant architectural trend of updating rather than replacing older houses continued in this period. The old and prominent families occupying their ancestral homes often kept up to date by remodeling. One aspect of this trend was the raising of early capes with a new first story built under them to create a 2½ story house (#143-0551 & #143-0593). Other already large houses had Victorian details added, such as porches, bay windows, and decorative shingles. Several examples of this trend were located around Kennard's Corner and on Old Road, which remained the most fashionable residential area in the town.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 36

Registration Requirements

Because of the small numbers of residences in Eliot that truly represent Victorian architectural styles, and the fact that these were often owned by prominent individuals and interrelated with historical trends, many of the buildings of this type exist may be eligible for the National Register.

In general these more elaborately detailed buildings tend to be better preserved than the simpler less expensive houses in the town. Most retain original siding, all decorative trim, and elements such as windows and doors. This is important for this property type, because the small details were often the defining element of Victorian houses. In cases where single original elements have been replaced, such as siding or windows, a building of distinctive architectural design may still be considered eligible under Criterion C, if the characteristic elements of the style are intact. Form and roof shape was one of the primary defining elements of Victorian styles and must be intact and clearly readable in order for a building to be eligible. Houses of this period often were sited on landscaped yards and a sense of the historic setting will contribute to the significance of a property.

A slightly greater degree of alteration may be acceptable in houses primarily significant for their history, but they must retain the overall appearance and character of the period in which they were significant and be able to clearly convey their historic associations.

G. Bungalows and Small Early 20th Century Houses , 1910-1940

Description

The Bungalow was the most popular early 20th century house type in Eliot; some are true examples of the style, while many display various elements of it on vernacular forms. All are 1½, or occasionally one story, wood frame structures.

The fourteen true bungalows, which date from the 1910's and 1920's, are located primarily in the Main Street area of South Eliot, and on Park Street, an early subdivision of 1921 (see York County Deeds, Plan Book 8, Page 60). They are laterally oriented with integral porches under the extended front roof slope. These porches were probably originally open, but many have been screened, and some have been completely enclosed, substantially altering the house. The porches that remain intact are supported by square posts or Tuscan columns on shingled parapet walls. Other characteristic details include wood shingle siding, widely overhanging eaves, dormers centered on the front roof slope, and paired windows. Also common to all of these houses were garages, which often display similar detailing. The best examples include residences at 51 Main (#143-0144), 140 Main (#143-0391), 6 Park (#143-0455), and 8 Woodbine (#143-0010).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 37

Five Bungalow/Craftsman style houses have hip roofs, wood shingle siding, overhanging eaves with exposed rafters, dormers, and porches. Garages may have hip roofs mirroring the house. The best examples are at 48 Main (#143-0142), 15 Fore Road (#143-0200), and 105 Beech (#143-0530). Only one Bungalow or Craftsman style house is oriented gable end to the street. The house, at 37 Pleasant Street (#143-0087), features wood shingle siding and a broad front porch with square piers on brick pedestals.

Simpler houses display some characteristic elements of the style. Eleven are laterally oriented with combinations of period details such as low-pitched roofs, overhanging eaves, exposed rafters, wood shingles, dormers, exterior fireplace chimneys, and the 4/1 and 3/1 vertical pane window sash popular at the time. Twelve other small houses, which are essentially capes (one with clipped gables), have full or partial width front porches with shed roofs, similar to the engaged porches on the true Bungalows.

Another house type widely popular in Eliot in the 1920s-1940s is a 1½ story, gable-front structure with a front porch. These are primarily enclosed sun porches, probably original. Other Bungalow style elements are the wood shingles, exposed rafter ends, dormers on the roof slopes, and the proliferation of garages. Ornamental concrete block foundations were also popular. These houses are concentrated in South Eliot. A total of twenty-six of this type have been identified. Many examples retain a high degree of integrity, including those at 68-70 Main (#143-0151), 121 Main (#143-0381), 157 Main (#143-0395), 11 Maple Avenue (#143-0071), 28 Bolt Hill Road (#143-0361), 7 Fore Road (#143-0201), and 366 Goodwin Road (#143-0555).

Related to the larger Colonial Revival style were the "Dutch Colonial" and "Tudor Revival" styles popular for small houses in residential neighborhoods during the 1920's-1940's. Eliot has seven Dutch Colonial residences, 1½ story houses with gambrel roofs, and details including Colonial Revival entry porches with trellises, dormers, and lunette windows in the gable ends. The best examples include those at 212 Main (#143-0426), 30 Aqua (#143-0473), and 15 Adlington (#143-0498). Two Tudor houses have the characteristic projecting entry pavilions with extended flared eaves (#143-0076 at 14 Maple and #143-0428 at 218 Main).

Other early 20th century residences include one example of a 2½ story, 3 x 3 bay Colonial Revival house of a type found in mail order catalogues (#143-0145 at 52 Main), a "garrison" house at 22 State Road (#143-0347), and several miscellaneous, vernacular, two and 2½ story houses. Property #143-0402 at 171 Main Street appears to be an early 20th century Colonial Revival house with a Southern quality in the flared roof over engaged porch on fluted Doric columns.

The two story Square House, widely popular elsewhere, is not a significant early 20th century house type in Eliot; five examples are located in South Eliot on Main and Pleasant Streets. All have the defining two story, roughly square form, with pyramidal hip roofs. One is notable for the use of rusticated concrete block on the first story. Properties #134-0098, -0154, and -0156 are good examples featuring clapboard and wood shingle siding, porches, bay windows, and hip dormers.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 38

Significance

A number of Bungalow style houses in Eliot are significant as examples of a widely common early 20th century house type. They may be eligible for the National Register under Criterion C as representative examples, particularly if they display characteristic details, including integral front porch, dormers, wood shingle siding, and period windows, doors, and ornamentation. The various houses which have individual bungalow-type elements are not of architectural significance, but they do reflect an important period of residential development in Eliot. Further research may reveal a correlation between construction date, social or economic status, or carpenters and builders of the various different house forms from this period. Similarly the small number of other early 20th century house types, the Dutch-Colonials, Square Houses, and Colonial Revivals, are good examples of period residences, less common in Eliot, but still good representative examples of the style and period of construction. All of these houses reflect a period of rapid suburban residential development throughout the country. In Eliot, this period of development is reflected in the construction of new homes on older roads among existing houses, rather than in new planned subdivisions. Some of these small houses, particularly those from the 1920s and 1930s, may be mail-order houses, purchased as kits from companies such as Sears and Roebuck, and reflecting an important nationwide phase in domestic architecture. The small and simple houses of this period were inexpensive and easy to build, and may have been constructed by the original occupants. In Eliot, this early 20th century growth continued to be concentrated in South Eliot, which was essentially a suburb of Kittery and Portsmouth, and the more village-oriented areas in the center of the town. The houses from this period document the historical trends of development during this period and the lifestyles of their residents.

Registration Requirements

In order to qualify for National Register eligibility, an early 20th century residence must retain a high degree of integrity, because of the recent construction date and the vast number of houses from this period extant throughout the region. A house must retain integrity of design in its form and roof shape, siding materials, ornamental trim, and period doors and windows. Integrity of location and setting are also significant, because these houses are located for the most part in the densely settled section of town, where the relationship to the surrounding neighborhood is a significant element of their historic character. Integrity of feeling and association will be present if all other aspects are intact. In order to be significant, a house of this period must be a very good example of one of the popular building types or styles, or must be particularly able to convey an important aspect of life in Eliot during this period.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 39

H. 20th Century Capes, 1920-1945

Description

Large numbers of small houses in this form were built in Eliot and throughout the region in the years surrounding the World Wars, particular during and after WWII, as a population boom resulted from expansion of the defense industries. A total of forty-seven "20th century capes" were recorded during the 1992 and 1994 architectural surveys. However, it was often difficult to distinguish which of these houses was built prior to the c.1945 survey cut-off date, so documentation of this type is incomplete.

The 20th century cape is a 1½ story gable block, three or five bays in width, usually with a center entry. The fenestration on the facades is often asymmetrical, with windows paired on one side of the entry. Clapboards were the original siding, including wide clapboards, but many of these houses were vinyl sided later. Windows are 6/6, 6/1, or 8/8, with decorative wooden shutters. Some are very simple with little if any actual decoration (this may be partly due to the addition of synthetic siding). The most architecturally detailed examples of this type have simple decorative elements of the Colonial Revival added to the basic cape form, such as projecting entry pavilions, Colonial Revival door trim, fanlights, 6/1 window sash, and dormers. Some of the most representative examples include residences at 25 Pleasant Street (#143-0059), 100 Pleasant Street (#143-0127), 164 Main Street (#143-0400), 47 State Road (#143-0337), 117 State (#143-0318), 147 State (#143-0397), and 374 Goodwin Road (#143-0553).

The earliest subdivision is the WWII Leach Road development off of Bolt Hill Road at the end of Spinney Creek (also known as "Clay Village"). This area, built during and just after the war, contains a number of these capes and other small houses, most of which have not yet been surveyed.

Significance and Registration Requirements

Twentieth century capes are a ubiquitous small house type used throughout the region during this building boom period. This was an extremely important period in the history of Eliot and other towns. Buildings of this era are just achieving the fifty year age cut-off date required for National Register eligibility, and they are yet to be subject to much study or analysis as a property type. Due to the abundance of these houses, probably only the most exceptional examples will qualify for National Register designation, unless it is determined that the abundance itself is a defining element of this property type.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 40**2. Farm Properties**Description

Eliot was essentially an agricultural community throughout its settlement and development, with maritime activities as a secondary activity in a small portion of the town. Therefore the majority of historic properties in Eliot were farms during their period of significance, and the town retains a large number of properties that convey some sense of this important aspect. The extant farm properties vary in the degree to which they retain the associated outbuildings and land that were an integral part of the farm's operation.

Patterns of Land Division and Land Use

Eliot's farm properties are important for reflecting patterns of historic land division and land use. Historic photographs of Eliot at the turn-of-the-century show that the town was almost entirely open. Reforestation has occurred rapidly since the end of farming in the mid-20th century and now large tracts of land are wooded. This has not only affected the overall landscape of the town, but the settings of individual properties. Houses were historically sited with open land all around them, and little differentiation between the domestic yard and the farm. Now even properties that retain large amounts of land generally consist of the buildings in an open area, surrounded on three sides by woods that define a very clear domestic yard.

Eliot does retain larger expanses of cleared land, particularly in the central section along Route 236, than many other former agricultural communities, and as a result has a particularly rural quality that has been lost elsewhere. Property lines and land use patterns are presently defined mainly by tree lines, with open fields surrounded by woods. Eliot has many stone walls, but most are now within reforested areas, rather than along the edges of current fields. Larger tracts of open land are located around the Bartlett Farms on Depot Road, farms on Beech Road and at the intersection of Beech and Goodwin Roads. However, Eliot's open fields are increasingly being dotted with scattered modern houses, which are often located in the center of large open lots, causing a serious highly visible impact on the landscape. This is the case also of the large tracts of open land along the central section of State Road, near Sturgeon Creek, though several large farms are intact at the northern end of the road. Several farms on Goodwin Road retain open land.

Evidence of patterns of land use has been completely lost in some areas by both reforestation and modern development. Historically properties along Old Road were located above the river on the north side of the road, with fields and pastures stretching down to the river. Much of the area along the river has been subdivided and developed in the late 20th century. An inspection of Eliot's tax maps shows that the lot lines of subdivided properties still convey the pattern of early land division, though this is not so evident on the ground. This can be seen on both sides of Main Street, particularly between Main Street and the river front, and between Main and Pleasant, with lot lines at right angles to the roads. At Green Acre where several early lots remain un-subdivided, the early lot configuration and orientation is more evident. The roads and lot lines in the southern half of town (Main, Clark, Greenwood, State, Bolt Hill, and Beech Roads) form a regular grid pattern oriented on the diagonal. Narrow parallel lots extend back from either side of State Road.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 41*Barns*

The barns built in Eliot during the earliest periods, up to c.1830, would all have been of the traditional English barn type, relatively small structures with gable roofs, oriented laterally, with entries roughly centered on the long sides. A number of barns of this form are extant in Eliot, but interior inspection is needed to determine whether they are of this early type or later uses of the same building form. Barns on the oldest properties may indeed be the original or early outbuilding. The early 18th century Noah Emery House at 373 Goodwin (#143-0552) has a small barn, oriented gable side with two doors on its long, lateral elevation. Clover Farm (#143-0137) on Main Street has a similar barn, as do 24 Old Road (#143-0283), 143 River Road (#143-0288), and 226 Goodwin (#143-0569). However, a turn-of-the-century property at 1 Cedar Road (#143-0170) has a barn which appears similar, reflecting the continued use of the type. Other 19th century properties with barns oriented gable side with entries centered on the long lateral elevation include 23 Junkins Lane (#143-0481) and 89 Beech Road).

Barn construction changed dramatically in the early 19th century. Beginning c.1830 and becoming widespread by 1850, barns were built with their entries located on the shorter gable end elevations. The buildings were much larger to accommodate larger numbers of livestock and the feed required for them, and cellars for manure and other storage became common, with the foundation exposed on the rear of the building to provide for access into the cellar. Eliot retains many 19th century barns, most of which do have exposed basements. The gable end facade and other visible elevations are generally sheathed in clapboards, while other sides may be wood shingle or vertical board. The facades are often trimmed with corner boards and the later barns have projecting eaves with returns. Large barn doors are located on both gable ends to allow for a continuous drive-through. The entries are centered, or slightly off-center on the earlier examples, on the gable ends, and are often topped by long transom lights which became popular after c.1850 to provide additional light on the interior. Windows in the upper gables contain double-hung 6/6 sash. Several of the larger dairy barns also have long, narrow rows of transom windows down their side elevations. Eliot has some twenty to twenty-five examples of this 19th century barn type.

Connected Farms

Most barns in Eliot are detached, rather than connected to the house as was more common farther north in Maine. In many cases, even if the house has an ell or wing and other smaller outbuildings connected to it, the large barn remains detached. In some cases, connected farm arrangements have been altered in the 20th century by the removal of connecting sheds, the loss of the barn altogether, or even the moving of the barn away from the house as was the case with property #143-0548 at the corner of Depot and Goodwin Roads. The Leighton House (#143-0600) at 110 Goodwin had a connected barn, which burned and was replaced by a new connected barn in the mid-20th century (Eliot Historical Society 1994).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 42

Excellent surviving examples of connected farms include the Sylvester Bartlett Farm on Depot Road (#143-0545), while the adjacent Bartlett House (#143-0544) was connected, but has had a segment of the connecting wing removed. The Fogg/Willis House at 18 Old Road (#143-0285) is an exceptional connected complex, consisting of the large main house, and wing containing kitchen and sheds, connecting to a massive dairy barn, with ramped entry and exposed basement. The property at 60 River Road (#143-0215), which is distinctive for its river oriented location and arrangement parallel to the river of the cape, ell and two medium sized barns. Connected arrangements were popular at the end of the 19th century for more residential properties with carriage houses. Examples of this are #143-0272 and -0278 on Old Road.

Farm Properties with no Barn Extant

Large numbers of barns were burned or demolished in the mid to late 20th century as they were no longer needed and were too expensive to maintain. There are at least eleven properties that have been identified as important historically, but which retain no barn. The Moses Goodwin farm (55 Goodwin Road (#143-0609) was a large dairy farm, which included fields all along Goodwin Road, the bulk of which remain open, but the dairy barn burned in the 1950's. The property at 226 Goodwin (#143-0569) retains one small barn, but not the large barn and other small outbuildings such as the pig pen, outhouse, and hen house said to have stood on the property. The George C. Bartlett House at 65 Brixham (#143-0634), is also known to have had large barns that are no longer standing. This property retains an exceptional residence, and various wood sheds, chicken coops, and even the privy, as well as fragments of orchard on seven acres, but does not have the small barn that was connected to the house or the large 19th century barn that stood nearby. In some cases, it has not been determined whether a large barn was ever located on the property. Further research may reveal that the extant outbuildings document a specific farming or home industry activity; 5 Mast Cove Road (#143-0493) retains several sheds or small barns that reflect a variety of uses. Other properties that retain groupings of small outbuildings and important aspects of the type include; a farm at the corner of State and Cedar Roads (#143-0171) which has open fields, various small outbuildings and a farm stand; 25 Hanscom (#143-0523) with two acres of open land and two smaller barns; and 188 River Road (#143-0243) with small outbuildings and sixteen acres of land, partially open and partially wooded. The Lord house at 336 Goodwin (#143-0536) has a hundred acres of land, most of it open, and is apparently one of the few farm properties that retains its historic size. Two properties on River Road (70 and 214 River, #143-0217 and -0238) lack agricultural outbuildings, but have the ruins of a unique type of structure, the brick silo. These must date from the late 19th century when silos were developed, and reflect the extensive brickmaking that was going on nearby at the time, a unique combination of local materials and modern technology.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 43

Poultry Barns

Poultry farming became increasingly important in the early 20th century and continued into the 1960s as a last attempt to continue farming operations in Eliot. However, most of the related outbuildings are gone. The farm at 142 Beech Road (#143-0538) was a large poultry operation which included a 19th century barn converted into a chicken barn and several long chicken coops, only fragments of which remain standing. The conversion of older barns to house poultry, with the addition of many windows and additional floors on the interior, was a common practice. Evidence of this is 331 Goodwin (#143-0564) which retains its small barn turned chicken coop, but has lost the larger 19th century barn that stood on the property. A farm complex on Hanscom Road (#143-0527) retains a very large chicken coop, which is now used as a garden center. A large poultry farm was located on Beech Road (#143-0531) and is reflected in the large barn converted for poultry use with various attached chicken coops and sheds. Other properties that have smaller outbuildings associated with poultry farming are the Clover Farm on Main Street (#143-0388) and the Fogg/Willis House on Old Road (#143-0285).

Carriage Barns

The few true carriage barns were owned by the wealthier families. The best examples are located at 29, 38, and 48 Old Road (#143-0279, -0278, -0272) all of which are laterally oriented gable blocks with center entries and cupolas on the ridge. The Rhodes House at 165 River Road (#143-0231) has an exceptional carriage barn with Victorian detailing in the gable dormer and decorative cut shingles. These late 19th century buildings reflect an in-town lifestyle rather than farming, and are significant along with the houses for more residential functions.

Southern Eliot Farms

The bulk of farm properties are located in the northern and inland parts of Eliot, where the large farms were historically located. In South Eliot, farms were established earlier, but were increasingly subdivided for residential development throughout the 19th and 20th centuries. A number of mid to late 19th century residences on small house lots in the more built up sections of the town have small barns, which convey some small scale agricultural activity, such as maintenance of a milk cow and a garden for home consumption. Some of these buildings are no more than large sheds, most are detached. The fact that there are fewer than twenty of these small barns or carriage barns on properties in the southern part of town is significant, because it indicates that this area was truly residential and suggests that in this densely settled area, closely tied to the river, families did not have horses and carriages for transportation. One group of mid-19th century kneewall capes on Pleasant Street (54, 55, 62, and 90 Pleasant) is notable, because all of these very similar houses have small barns of varying types. Many other properties in South Eliot have had garages built in the 20th century.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 44

A moderate number of the residents of the southern part of the town did make their living at farming, and several properties there retain large barns, indicative of this, but have only small house lots of land, as any farm land was later subdivided for continued residential development. Excellent examples of this include 41 State Road (#143-0335) which has a Federal period house and a large connected barn on a half acre lot, and 25 State Road (#143-0344) also with a Federal house and large barn. A house at 126 Main Street (#143-0385) has a very large dairy barn in an extremely densely settled neighborhood. Along Pleasant Street several properties have large barns on lots that historically included land extending down to the river. Clover Farm (#143-0388) at 137 Main Street retains a collection of small outbuildings on an open grassy lot.

Historic Farm Properties with no Associated Land Intact

A large number of properties in Eliot retain their large barns, but are located only on small house lots, all of the historically associated land having been subdivided in the 20th century. The bulk of these are located in the vicinity of State Road, where extensive modern residential development has occurred. The house at 67 State Road (#143-0323) is an excellent example of a connected farm complex, with a very long ell and a connected barn, and 254 State (#143-0185) also has a connected barn, as does 311 State (#143-0176); all are located on small house lots. 343 State Road (#143-0174) is a 19th century house with a detached dairy barn on a small open lot. The large early house at 2 Governor Hill Road (#143-0181) features a very long attached barn structure, probably built in several segments. The house at 219 River Road has a large mid-19th century barn connected by an ell, and 22 Worster Lane (#143-0240) is an early cape connected to a barn by a series of sheds. The John Goodwin Farm at 150 Goodwin Road (#143-0593) retains a large detached barn (on a separate lot from the house), but the farm land on the hillside to the rear is the site of modern houses, and the pasture across the road has reforested (Eliot Historical Society 1994). 156 Goodwin Road (#143-0592) is a Federal cape with a very large connected barn. This property represents a pattern of land use of which there may be other examples; it always consisted of a very small house lot, with about sixty acres of land nearby at the end of Odiorne Lane (Eliot Historical Society 1994).

Orchards

There is relatively little evidence of the large orchards that were of such importance to Eliot's economy throughout its history and particularly in the late 19th and early 20th century. Scattered apple trees, some in small areas of open land remain throughout the town, but no farm property appears to retain actual orchards. One property at 90 Goodwin Road (#143-0604) has unusual outbuildings that could be the remnants of apple storage buildings for the orchards that were located to the rear, now the site of a gravel pit. The Staples House at Littlebrook Airpark (#143-0532) was a large orchard in the early 20th century, but evidence of this has been obscured by the air strip.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 45

Operating Farms

The Kashmer Farm at 50 Goodwin Road (#143-0611) is the only dairy farm still in operation in Eliot. The 115.5 acre farm includes farmhouse and older barns, as well as modern cow sheds. The Schultz Farm on Goodwin Road (#143-0561) contains 388 acres much of which is still open and cultivated for hay and corn. This is the bulk of the 400 acres long associated with the property. Dairy farming continued until recently and now beef cattle are raised. Buildings include an excellent Greek Revival cape, with very long ell and large connected barn with silos. Until very recently #143-0159 on State Road was a small operating dairy farm. The 52 acres of pasture attest to this. Buildings comprise an intact dairy farm complex, with house and ell connecting to a large dairy barn, with milk shed, and other smaller barns nearby.

Farming is continued mainly on a small scale. At the end of Odiorne Lane (#143-0620) "Back Fields Farm" is a small vegetable and berry farm. The fifty acres is mostly wooded, but various outbuildings including a detached dairy barn and chicken coops are extant. A small farm operation continues on property (#143-0160) between State Road and Route 236. The house and detached barn (converted for use as a poultry barn in the 20th century) is set back surrounded by vast open land. Produce is sold from a small farm stand on Route 236.

The Bartlett Farm on Depot Road (#143-0544) continues in an agricultural function as a horse farm. The farm historically included extensive tracts of land along Route 236 (the railroad tracks) including the site of Marshwood High School. A total of almost ninety acres remains associated with the property. Modern stables and paddocks are located on the opposite side of Depot Road from the historic buildings. These include the 18th century house and a very large dairy barn, reflecting the size of the farming operation. The adjacent Sylvester Bartlett House (#143-0545) was farmed by another family member and the two huge dairy barns are sited back to back with a common barnyard.

Fields behind #143-0531 on Beech Road are still cultivated for hay and corn, but by another farm, not associated with the buildings on the property.

Other Intact Farm Properties

"Third Hill Farm" on Brixham Road was Eliot's largest 20th century dairy farm, which closed only about ten years ago. More than 120 acres of land are still associated with the farm, but are mostly wooded. The 18th century house, remodeled in the late 19th century, is intact along with a large complex of connected barns and sheds of various dates, comprising an excellent example of a dairy farm.

The Fogg/Willis House (#143-0285) at 18 Old Road is an excellent connected farm complex, along with other small outbuildings, and is the only property on Old Road that retains the historically associated farm land on the opposite side of the road, extending down to the river.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 46

The large farm property at 10 State Road on the Kittery town line (#143-0348) includes a large farmhouse, two detached barns, a milk house, various sheds, and large open fields that are still hayed. The Arthur and Oscar Raitt property at the corner of Route 236 and Goodwin Road (#143-0550) is a distinctive complex, with large late 19th century barns with Queen Anne style ornamentation. The property was farmed into the 1940s, and some of the former open character is retained by the large power line that presently runs past the rear of the lot. An outstanding example of a mid-19th century farm complex at 71 Frost Hill Road (#143-0622) includes large house and two barns, one of which is connected to the house by a kitchen ell, all aligned in a row extending back from the road, with their ridges parallel. The dairy barn has a milk shed, and remnants of a large orchard are located nearby on the 19 acre property.

A good example of a modest mid-19th century farm is located at 120 Beech Road (#143-0535), which includes a cape and detached barn on 5.59 acres of open field, with a small family cemetery at the edge. The Furbish property on Dover Road (#143-0513) contains twelve acres, with a cape, ell, small barn, family cemetery and apple trees. The property at 50 Depot Road (#143-0261) includes open land extending to Route 236, and consists of a Greek Revival house with ell, and two large detached barns. At the other end of Depot Road (#143-0264) is a fifteen acre property with open fields. The house has a wing, and the early barn and later 19th century barn are arranged in a row and placed close together, but are not connected. The Ireland farm now called "Mole Hill Farm" contains 52 acres, much of which is open. The mid-19th century cape is connected by an ell and a wing to a large dairy barn.

The Brickyard Farm on Cedar Road (#143-0254), the site of the Morin brickyard, is a good early 20th century farm complex, with gambrel roofed barn and pasture and hay fields still in use. The Goodwin Farm on the opposite side of the road (#143-0253), consisting of a small farmhouse, large barn with silo, milk room, and cow shed, as well as chicken coops, is located on five acres of open land. The family continued to operate a modern farm on an adjacent property until recently. Another early 20th century farm property (no longer in operation) is 119 River Road (#143-0235) with a house, small barn, and workshop set back from the road in a large open field.

Good Farm Properties - Reforested or Subdivided

Other properties are excellent farm complexes for the structures they include, but have lost some integrity of setting and association due to subdivision or reforestation. Property #143-0308 at 142 State Road is an architecturally significant connected farm complex but is located on only a large lawn (notable for its granite fence posts), the remainder of the property is wooded. 42 Old Road (#143-0275) includes a large residence with small connected barn and larger detached barn, located presently on a large landscaped lawn, the associated land on the opposite side of the road now subdivided. A good farm complex representing several periods of farming is 67 Hanscom Road (#143-0527), with mid-19th century house with kitchen wing, large mid-19th century barn, an early 20th century garage, and a large chicken coop, now used as a garden center. At the end of Fernald Lane (#143-0536) is an architecturally significant house with large connected dairy barn, but the associated land is the site of a modern subdivision. No open land remains, but

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 47

property #143-0239) on Worster Lane has a house, large detached barn, garage, and workshop. On Goodwin Road (175 Goodwin) property #143-0590 includes a mid-19th century house, two barns and other outbuildings on a small lot. The formerly associated open land along the road has recently been developed. The Moses Paul House at 270 Goodwin (#143-0574) consists of an early house with ell and small connected barn, along with a large detached barn. Formerly associated land across the road remains intact, but is now associated with another property. The Hugh Paul House (#143-0548) at the corner of Depot and Goodwin Road is an exceptional farm complex including large house, mid-19th century barn (moved slightly) and several workshops and sheds. The property contains nineteen acres, but has not been farmed in the 20th century and is largely reforested.

Significance

Eliot was primarily a farming community until only very recently in its history. Properties that document this vital component of the town's history and development and convey a sense of the agricultural character of the town are highly significant.

These properties provide insight into farm life. They are historically significant under National Register Criterion A for their associations with the agricultural economy and lifestyle that characterized large portions of the town of Eliot throughout its history. Some farms appear to reflect small-scale general farming, while others were more highly specialized. Further research is needed to determine whether there are specific outbuildings and patterns of land use that were related to a specific period or focus of farming in Eliot. Clear evidence of particularly aspects of Eliot's farming history are the very large dairy barns from the late 19th century and the chicken coops from the early to mid-20th century.

Also significant, though not fully evaluated at this time, is the physical and historical relationships between the various farm properties; they reflect the original land grants and settlement patterns, and the subsequent division of land among family members, as well as the trends of continued farming by multiple generations.

A number of farm properties may also be significant under Criterion B as the residences of important individuals. A small number may reflect individuals who were important in the development or introduction of farming practices or technology into the town. However, it is unlikely that many Eliot residents were distinguished in their careers as farmers; a farm eligible under this criterion would likely be the residence of someone who played an additional role in the history of the town or the larger area.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 48

Many farm properties will be eligible under Criterion C as examples of the property type. In a number of cases, outstanding farm complexes are extant, but without the land and agricultural character needed to convey their historic associations in farming. They are significant, however, for representing the building practices and construction techniques used, and for their architecture. Particularly significant under this criterion are properties with highly intact residences and barns, in some cases connected by wings or ells, that retain architectural integrity for their period of farming. Overall, the connected farm does not seem to have been adopted in Eliot as frequently as it was farther north in Maine, but a number of the farm complexes that are connected appear to have been those owned by the wealthiest, and therefore probably the most progressive farmers. Individual barns and other outbuildings may be eligible if they are of particular significance for representing barn construction techniques or for documenting a very specific function.

Registration Requirements

Further research and investigation of Eliot's farm properties is needed to more fully define the registration requirements. The requirements will vary depending on the original nature of the farm and the types of buildings and landscape it had originally.

Generally, in order to be considered eligible under Criterion A for its historic associations with the history of farming in Eliot, a property must retain some of its original outbuildings, or outbuildings from a later period historic that reflect continued agricultural functions. The outbuildings must be sufficient to convey the primary farming practices employed during the period of significance. A farm which does not have its primary barn extant will probably not be eligible for this association, because that outbuilding was the focal point of the historic operation. Other outbuildings such as workshops, sheds, and carriage barns contribute to the significance of a property. A property that has a variety of outbuildings, but has lost its barn will probably not be eligible for its historical associations as a farm, unless the smaller outbuildings are shown to document a particular important aspect of farming in Eliot. The amount of land required to be presently associated with a farm property will vary depending on the historic size, and further research is needed in this area. In general, a least the bulk of the land that historically made up the home farm section of the property is needed, while other outlying land is less crucial. Eliot is heavily reforested, so the land is not required to be entirely open, but a sense of the open, rural farm character is needed in order to convey a property's historic associations.

As mentioned above, a property that does not have land intact, may be eligible for National Register listing under Criterion C as an example of an architectural type.

Properties that have lost their primary barn, may have important residences that are significant for their historic associations with the people who occupied them, as discussed under the Residences property type above. A small number of isolated secondary structures might also be significant as examples of particular building types, such as the brick silos on River Road.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 49

Several farms have modern outbuildings that are prominent features of the property. These modern buildings may not detract from the integrity of the farm, as long as other outbuildings from earlier periods are also standing, because together they reflect the continued use and evolution of the farm.

3. PUBLIC BUILDINGS*A. Churches*Description

Eliot's oldest extant church is the East Eliot Methodist Church (now the Shiloh Christian Church) built in 1826 at the corner of Goodwin and Brixham Roads (#143-0585). The main block is an excellent Greek Revival period church, oriented gable end to the road with central lunette window, wide paneled corner pilasters and frieze, projecting eave returns, and tall windows with pedimented lintels. The square corner tower, has a bellcast pyramidal roof added c.1890. The only modern change was the excavation of the basement in the 1940s and the more recent replacement of the entry porch. Nearby on Goodwin Road is the 1832 Parsonage (#143-0587). The 1854 South Eliot Methodist Church, now the Faith Christian Fellowship, on Bolt Hill Road (#143-0365) also reflects the Greek Revival style in the pedimented gable end, circular window, corner pilasters and frieze, and low square bell tower. The vestibule was added in 1893. The original small chapel remains extant as the parish hall.

The Advent Christian Church built on Pleasant Street in 1886 (#143-0117) utilizes an older building type, the gable front form with central pavilion with pedimented gable end topped by a square bell tower. Period details include the Italianate door hoods on braces and the window lintels. The First Congregational Church on State Road near Kennard's Corner was built c.1880 after a fire destroyed the 1835 building that stood on the opposite side of the road. It was originally a small simple building, consisting of a gable front block with a projecting gable-roofed pavilion with a small cupola like belfry on the roof above, and stained glass windows and the double front doors with pointed arch heads (Cole and Willis 1910). A square corner tower with bellcast pyramidal roof, like that added to the East Eliot Church, was added around the turn-of-the-century creating a more Queen Anne style building. Synthetic siding has obscured the original decorative siding and trim, altering the overall appearance of the building somewhat.

Eliot's most recent historic church, the Church of the Nazarene on Main Street in South Eliot (#143-0152) (1925 with 1935 and 1987 additions), is simply detailed, a low one story, gable front structure with a low square entry tower topped by a pointed roof.

Modern churches are located between Route 236 and Goodwin Road (Route 101).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 50

Significance

These churches are significant for their architecture, representing a range of wood frame religious building types and the decorative elements popular during the various periods in which they were built or remodeled. All are wood frame structures, and all have gable roofs oriented gable end to the road, but they vary in size, height and placement of bell towers, and extent of ornamentation, reflecting the economic and social status of the congregations at the time of construction. Most of the buildings are well-preserved, with the only additions and alterations made during the historic period, reflecting the changing tastes of the congregation. The East Eliot Methodist Church is an excellent example of Greek Revival style architecture adapted to a rural church building. The First Congregational Church retains its overall historic appearance, but was altered by modern siding that covers decorative shingles that were a defining element of its architectural style.

Registration Requirements

Churches must meet Criteria Consideration A for religious properties. They may be eligible for the National Register for their architectural significance, if they represent important design and construction techniques. A church must retain sufficient integrity to convey its historic function and to represent its historic period. Defining elements include form and massing, as well as the decorative architectural details. Integrity of location is necessary unless the church is of exceptional architectural significance, because the location of the building within the town, and in many cases in a specific neighborhood, was a major component of the history of the community. Church interiors must retain the ability to convey their historic function. Additions or alterations made to church buildings after their construction may not detract from the integrity of the property if the remodeling campaign reflected an important period in the congregation's history and an effort to update the building in the latest style.

B. Schools

Description

The oldest extant schoolhouse structure in Eliot is Schoolhouse #4 on Goodwin Road (#143-0607), which has been moved and remodeled for use as a residence, causing a loss of integrity. All other early schoolhouses were replaced at later periods. Four of these are extant; information about their relative ages and construction may be identified in ongoing research by members of the Eliot Historical Society. Two have also lost integrity through residential conversion. The District #7 Schoolhouse, minus its top story, is said to be contained within the residence at 56 Pleasant Street (#143-0100). A house at the corner of Main Street and Varney is said to be the district #6 school (#143-0381) (Vetter 1986).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 51

Two exceptionally well-preserved schoolhouses remain extant in Eliot. The District #8 School on Greenwood Street (#143-0476) is a small one story, wood-frame structure, with pedimented gable end oriented toward the street. A single entry is centered on the gable end and a chimney pierces the rear end of the ridge. The District #3 Schoolhouse on Brixham Road (#143-0629) is a larger 1½ story structure with double entries on its gable end. It retains the original doors topped by transoms, though one door has been altered, 6/6 window sash along the side elevations, and the attached privy in the rear.

Larger schools were built in the 20th century as Eliot's population grew and schools were consolidated into town-wide elementary and high schools. The Laura V. Dame School (#143-0444) was built in 1925 to replace several smaller schools in the population center of South Eliot. The large, 1½ story, wood frame structure is typical of schools of this period in form, with a broad, low hip roof, with large twin brick chimneys. The entry is centered above the raised basement level, with a Colonial Revival porch on pilasters and piers. The present Eliot Elementary School (#143-0309) is the result of three building campaigns. The main block, built in 1940 as the high school, is a two story brick structure with a hip roof topped by a cupola. The facade features alternate wooden panels and large multi-pane windows, and a pedimented central pavilion with Colonial Revival trim. The modern section of the building projects from the rear corner and does not obscure the original structure. The 1951 section at the rear is similarly detailed.

Two of Eliot's most significant educational buildings are no longer extant. Eliot Academy, located near Kennard Corner (built 1839, burned 1875), was a 2½ story gable front structure with the first story recessed below the gable, supported by columns in a simple representation of the Greek Revival style. Eliot High School, designed c.1906 by regionally significant architect Alvah Ramsdell, was a 1½ story structure with a broad hip roof (similar to the shape of the William Fogg Library, built contemporaneously), a central tower, and Victorian detailing (Vetter 1986).

Significance

Historic photographs show that Eliot's Schoolhouses, as they existed in the early 20th century before consolidation, were a range of small wood-frame building types. Most were one or 1½ stories with gable roofs, generally oriented gable end to the road. Many had double entries on the facades. The Brixham Road (District #3) Schoolhouse is an excellent example of this type. The District #8 School reflects a slightly smaller form. Both are significant under Criterion C as examples of the design and construction techniques used for 19th century, small, district schoolhouse buildings. They may also be significant under Criterion A for their role in community life and for representing the educational system used in Eliot and in rural towns throughout the country.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 52

The larger 20th century school buildings are significant for the same reasons. The Laura Dame School (#143-0444) on Main Street in South Eliot reflects the beginnings of school consolidation in the early 20th century. The mid-20th century structures that comprise the present Eliot Elementary School (#143-0309) document the continued widespread trend of modern school construction, and reflect the rapid growth of the town during the period. The 1940 segment of the building is a good typical example of a public school building type.

Registration Requirements

In order to be eligible for the National Register under any criteria, a school building must retain sufficient integrity to convey its historic function and to represent its historic period. Schools may be architecturally significant if they represent the design and construction techniques used in school buildings during various periods. Defining elements include form and massing, building materials, architectural trim (though it may be minimal), entries and windows. A sense of the schoolyard setting may also be important in some cases. Integrity of location is necessary unless the school is of exceptional architectural significance, because the location of the building within the town was a major component of the history of the community. School interiors must retain the ability to convey their historic function.

C. Other Public Buildings

Description

The oldest extant public structure in Eliot is the Town Pound on Goodwin Road (#143-580), which was built in the early 1800s. The present structure is a square enclosure consisting of a fallen stone wall with a wooden gate (replaced) between two rough granite posts.

The two most important turn-of-the-century public buildings in Eliot are actually privately owned. Both are located at Kennard's Corner in what has long been the center of public activity in Eliot. The William Fogg Library, built in 1907, is an outstanding example of the public library building type, utilizing the popular 1½ story with hip roof form in stone construction, and the typical Colonial Revival and Craftsman style details. Across State Road is the John F. Hill Grange, named for another prominent Eliot native (#143-0290). It is also a 1½ story structure with a hip roof, of wood frame construction with clapboarded walls. The focal point of the building is the Colonial Revival style central entry porch with pediment on paired columns over a recessed entry. Pedimented gable dormers light the upper story.

Eliot contains few historic municipal buildings. The small c.1936 fire station at the corner of Main and Cross Streets in South Eliot is a 1 ½ story, wood frame structure, with altered entry and windows.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 53

Significance

There are relatively few surviving non-residential properties in Eliot, so those that do remain are important in evoking a sense of community life outside the home.

The Town Pound reflects an important early town function, that of controlling stray livestock in order to prevent property damage to other farms. Pounds were common during the 18th and 19th centuries. The location of Eliot's pound, the only documented site in town, is significant, reflecting the prominence of the northeastern part of town in agriculture.

The Grange Hall and the Library reflect activities of community residents at the turn-of-the-century. Both are significant for their historic associations in the history of Eliot. The Grange was an important part of this largely agricultural town, and for a short time worked to encourage continued farming in addition to being a center of social activity. The William Fogg Library was part of a larger philanthropic movement for the establishment of public libraries. Eliot's library, as in many cases, was funded by a town native or descendant of a local family, who had moved elsewhere and become wealthy. The founding of the library itself was the result of the efforts of a number of Eliot residents, bringing the community together to work for a common cause. The people involved in this movement were also responsible for the establishment of other intellectual organizations such as the Eliot Historical Society, which has met in the library building for many years. The significance of the library is attested to by its listing on the National Register as part of a Multiple Resource Listing of libraries in Maine. Both buildings are also excellent examples of period architecture and may be significant for their design and as examples of the building types.

The c. 1936 fire station was the first such building in town, reflecting the high density of houses in South Eliot and the need for increased fire protection.

Registration Requirements

In order to be eligible for the National Register, these buildings must retain the ability to convey their historic function and associations. In addition to basic overall integrity, defining elements include form and plan, size and placement of doors and windows, and architectural detailing; all of these help to identify the building's public function. To be considered eligible for their architecture, public buildings must retain a very high degree of integrity of design, materials, workmanship, and feeling.

In the case of the Town Pound, additional investigation would be needed to determine its original size and form, as it is unclear whether it retains sufficient structural integrity.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 54

4. SUMMER TOURISM RELATED PROPERTIES

*A. Summer Camps/Resorts*Description

Rosemary Cottage (#143-0549) was built in 1888 as a philanthropic summer retreat for underprivileged women and children from Boston. It is located at the corner of Goodwin and Depot Road, just above the railroad station. The large 2½ story building with mansard roof is one of the larger late 19th century structures in Eliot and one of the few built in the Second Empire Style. The characteristic details include the concave mansard roof sheathed in patterned slate, dormers, bay windows, and veranda. The exterior of Rosemary Cottage retains a high degree of integrity; the only change was the removal of an open deck that spanned the side elevation. Also on the property are a small barn and an unusual small octagonal building with a pointed roof, built as the wash house (Eliot Historical Society 1994). Three small cabins housed Rosemary Cottage's counselors and staff. One of these is extant on Cedar Road (#225), but has lost the ability to convey its associations due to the relocation and conversion for residential use.

Green Acre, the most influential summer property in Eliot, is a large complex on the bank of the Piscataqua River (on the site of the Hanscom shipyard). The focal point is the original Green Acre Hotel, a large rectangular, 3½ story, Queen Anne style building with a hip roof. Features include the dormers with gable stick-work, combination of clapboards and shingle siding, flared skirts defining horizontal bands, and veranda with oriental motif railing. Several cottages nearby provide additional dormitory space or other functions (#143-0414, 0415 and -0416). All were built early in the history of the property. They are wood frame buildings of varying sizes, with picturesque elements including the multiple gables with cross pieces, multi-pane windows, porches, and novelty clapboards. The Fellowship House, built in 1916, is a large wood frame structure built with a combination of Shingle Style and Colonial Revival elements. It has irregular massing and steep roofs with clipped gables, bands of clapboard and wood shingle siding, and groups of small multi-pane windows with decorative shutters. Several buildings that have become part of the Green Acre complex include the mid-19th century "Roger's cottage" and house at 188 Main Street (#143-0417), the "Ole Bull" cottage described below, and the Shopflocher House at 185 Main Street, a simple 1½ story gable block (#143-0409). Historically closely affiliated with Green Acre was the so-called "Bungalow Camp" health retreat on Farmer Road (#143-0435 and -0437), consisting of several small cottages or cabins and ancillary buildings.

Green Acre provided an economic opportunity for area families who established boardinghouses to house the overflow. Boardinghouses constructed specifically for this purpose include the large 2½ story house built c.1896 at 1 Farmer Road (#143-0430), and a 2¾ story, 5 x 4 bay structure moved slightly to 5 Clark Road (#143-0478); it has a high, dormered, gable roof and exposed foundation to provide the greatest capacity of usable space.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 55

The Lanier Camp was established in River Road in the early 1900s. The complex encompassed several historic properties and land extending down to the river. Older houses (#143-0207 and 143-0208) were occupied by the Lanier family and a new house (#143-0206) was built. It is an outstanding example of the Colonial Revival, intended to be a replica of the original house on the site, which was replaced due to its very poor condition. A small brick house is now part of a modern residence on Laurel Lane (#143-0205). Several small cabins are extant on this property and on adjacent parcels. One is built of brick and has distinctive Colonial Revival detailing including the splayed brick lintels, Palladian-like window, and lunette window in the gable end. Other cabins are rustic, sheathed in vertical boards. Some have flared gable roofs, and a Scandinavian quality. Landscape elements, including the open field along the river bank, convey the historic setting of the camp.

Significance

Summer tourism activity in Eliot, emphasizing intellectual and spiritual life, was distinct from the grand hotels and the colonies of large summer estates of nearby oceanfront communities. All three summer facilities, Green Acre, Rosemary Cottage, and Lanier Camp, were geared toward the improvement of the mind and soul in a community-based environment in a quiet rural setting. Green Acre was tied to the establishment of religious conference centers throughout the country during the same period, and was part of a larger spiritual and intellectual movement. The property holds an important role within the overall history of the Bahá'í Faith. Rosemary Cottage was the result of philanthropic activities of wealthy women to better the lives of those less fortunate, and particularly to provide an antidote to the increasingly unpleasant conditions of American cities. Lanier Camp, part of the children's summer camp movement, was essentially an attempt at communal, utopian living. For their roles in larger turn-of-the-century movements, these properties in Eliot may be significant under Criterion A with statewide or even national significance for their historic associations.

They are also important in local history because they played a major role in the historical development of Eliot during the period. They brought an influx of outsiders, many of them wealthy and notable public figures, to a town that had experienced relatively little in-migration during the 19th century. Some of these people moved permanently to Eliot and were active (along with local residents and Eliot natives) in establishing such important community institutions as the public library and the historical society.

These summer resort/camp properties may also be eligible for the National Register for their associations with the individuals, in particular the Farmer and Lanier families, who were responsible for establishing them and as a result played a major role in the history of the town. Rosemary Cottage reflects Hannah Farmer's contribution to the community. Green Acre represents the life's work of Sarah Jane Farmer, who in addition to establishing this important institution, was also active in other community movements, particularly in the founding of the Eliot Library Association. These properties take on greater significance in representing the Farmers due to the fact that their residence in Eliot was destroyed by fire, and the new house built on the site documents only the end of their period of occupancy.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 56

The buildings that comprise these properties are also among the most architecturally distinguished buildings of their period and may be significant under Criterion C. Rosemary Cottage is a very good specimen of the Second Empire style, of additional interest for its adaptation for use as a dormitory type building. The main hotel at Green Acre (known as the Sarah Farmer Inn) is a good typical example of a late 19th century hotel building type, of which there are relatively few surviving examples in the seacoast region due to loss by fire or demolition. It and other buildings on the property are distinctive examples of period architecture in an eclectic variety of popular styles. The Lanier House is an excellent example of the Colonial Revival, intended to be a "replica" of the house that originally stood on the site. The surviving cabins are of interest as an unusual building type.

Registration Requirements

In order to be eligible for the National Register under any of the criteria, these properties must retain integrity for the period of their significant historic use. The properties originally consisted of complexes of buildings, and all significant structures in the group must be extant in order to convey the historic function of the site. The primary buildings must retain architectural integrity of design, materials, and workmanship. Integrity of location, setting and feeling is crucial to these properties which were built in scenic locations specific to their intended purpose and function.

The Green Acre property retains a high degree of integrity and is clearly eligible for the National Register under several criteria and levels of significance. The main hotel is intact along with individual cottages and other buildings, including older houses adapted for use in the complex. The riverfront setting continues to be a major defining element of the property. The ancillary buildings acquired by Green Acre later in its history or affiliated with it at one time will need further research to identify their role and significance within the complex.

Rosemary Cottage is currently used as an apartment building. The cabins that housed the counselors have been moved away, but several outbuildings remain extant to convey a sense of the complex. The exterior of the main building retains a fairly high degree of integrity, but further investigation and evaluation is needed to determine the extent of interior changes to the original dormitory plan of the building.

Lanier Camp retains the main residences and the barn that housed the dining hall, although it is in poor condition. The open, riverfront setting is intact, and a number of the small cabins are extant. However, further research is needed to determine the historic appearance of the property and what percentage of its historic components survives.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 57*B. Riverfront Summer Cabins*Description

Eliot has a large number of small cabins or camps built along the Piscataqua River during the early 1900s. The bulk are located along the northern stretch of Eliot's riverfront, which had remained more sparsely settled and were the site of brickyards through the 19th century. Many camps are isolated on the riverfront at the ends of long private drives. The 1917 U.S.G.S. map shows that most of these driveways were in place by that date; some had probably been older access roads to brickyard operations or landing sites. There were no actual subdivision developments, though several small clusters of cabins suggest a relationship between the builder and/or occupants. Among the earliest summer camps are a group of closely spaced cottages on River Road, directly on the riverbank just above Shapleigh (Stacy) Creek. The addresses of the owners suggest that these were built and owned by friends or family members (#143-0220 through -0225).

These small residential structures are closely related to the popular year-round housing types of the period. They are built in a variety of shapes, but have in common a small one or 1½ story size with low-pitched gable or hip roof, and simple plan suggestive of seasonal use. Despite their small size, this property type is an important element of Eliot's building stock; a total of some thirty-five to forty summer camps/cottages have been identified in Eliot. Half are located near the river and half elsewhere. Popular original details included wood clapboards or shingles, and some novelty clapboards, and simple board trim often painted a contrasting color. A variety of wooden double-hung window sash configurations were used, 2/2, 2/1, or 6/6, flanked by decorative shutters. Exposed rafter or purlin ends were also common, as well as exterior brick fireplace chimneys. One novelty log sided cabin is located on Clark Road (#143-0480). The group on River Road contains some of the best representative examples of this type, in a variety of building forms, including one with a high gambrel roof (#143-0221). Others examples are #143-0290 and -0233 off of River Road, #143-0491 at the end of Wisteria, -0432 on Farmer Road and a group of houses on Newson (#143-0210-0212). One of the most distinctive and truly representative of the essence of this property type is a small, isolated cottage near the river, consisting of only a tiny main block surrounded by a screened porch which contains all of the living space (#143-0390). A cluster of small cottages built c.1938 on Bolt Hill Road (#143-0351, -0352 and -0353) reflects the Colonial Revival style in the trellised entry porches and 6/6 and 8/8 window sash. Cabins on Roger's Point date from the 1940s. Indian River Campground, on the Piscataqua at the northwest corner of the town, appears to have grown out of an early summer camp property.

Significance

The growth of summer tourism and summer home ownership was widespread throughout the region during the early 20th century. In Eliot, the proliferation of summer properties was often tied to Green Acre and other establishments. Furthermore, Eliot provided affordable real estate, with waterfront on the river

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 58

rather than the ocean, and a rustic, rural setting. The small summer camps are a distinctive local property type, reflecting an important part of Eliot's early 20th century history, potentially eligible for the National Register under Criterion A and/or C.

Registration Requirements

Summer camps or cabins are most likely to be eligible for the National Register under Criterion A for the historic trend they represent; they might also be eligible under Criterion C as an example of the building type. Single cabins may be individually eligible despite their small and undistinguished nature, because the size, inexpensive construction, and isolated location were the elements that defined the property type. Essential elements are the historic siding and windows, small form, and details such as exposed rafters, decorative trim, or porches. A camp should retain the most of the aspects that were common to the historic setting of these properties, such as riverfront location, isolation from other houses, wooded surroundings, and long driveway.

C. Summer Residences

Description

It is notable that Eliot contains two summer residences designed by nationally-renowned architects.

"Thrush Cottage" (#143-0485), on Adlington Road in what was at the time an isolated area near the river, was built in 1926 as a studio for author Sally Hovey of Portsmouth. The very small picturesque cottage was designed by prominent architect Russell Clipston Sturgis. It is simple in design and plainly detailed with stucco walls and half timbering. The similarly-detailed one car garage reflects the importance of automobile transportation for access to vacation homes in this period.

One of Eliot's most architecturally significant properties is a large summer house (#143-0490) located at the end of Mast Cove Road overlooking the river, which is attributed to Frank Lloyd Wright or one of his associates. The house is unique for the combination of Prairie style forms with oriental details. The two-story, wood-shingled structure features large oriental motif windows, under a hip roof with wide flared eaves, exposed rafters and knee braces. This house was built c.1909 for Ida Aline Devin of Chicago, a Bahá'í who chose this location in Eliot for its proximity to Green Acre, and who may have chosen the house's oriental influences because of her parents' role as missionaries to China. Working drawings in the Frank Lloyd Wright Memorial Foundation show a vacation house designed for Devin in 1906. That house was apparently never built, but the plans showed a house very similar in form to the one in Eliot, suggesting that it may also have been designed by Wright (see Biographical Dictionary of Architects in Maine).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 59

Another large summer residence in Eliot was also affiliated with Green Acre, and is now a part of the complex. The house, known as "the Ole Bull" (#143-0479), was built c.1897 and is a large Shingle Style structure oriented toward the river. The 2½ story structure has an irregular plan and multiple gables, and features the typical wood shingle siding, flared skirt between stories and deep wraparound porch with a cobblestone foundation.

The only large "summer estate" property is located on the site of former brickyards off of Tidy Road on Sturgeon Creek (#143-0249). The large house contains a 19th century building at its core, which may be a remnant of the brickyard property. Summer activities on the property are documented by the large garage, various small outbuildings, stable, pool, and tennis courts on the extensive landscaped grounds.

High-style residences were also built by outsiders who moved permanently to Eliot, including the Rhodes House on River Road (#143-0231) which is discussed under Victorian residences.

Other summer or retired residents of Eliot occupied large historic houses, which were often their ancestral homes. These included the old Leighton House (#143-0600), Echo Farm (#143-0608), and Bonnieview (#143-0605) on Goodwin Road, Clover Farm (#143-0388) in South Eliot, the Bartlett Houses on Depot Road (#143-0544 and -0545) and the Fogg/Willis House on Old Road (#143-0285). These houses are discussed separately under the Residences property type. All received some degree of modification during this period, but there was noticeably little of the large-scale Colonial Revival remodelling or "restoration" that was common in other summer communities.

Significance

Thrush Cottage and the Devin house are unique examples of exceptional architecture, reflecting the popularity of eclectic styles during the period. Both are eligible for the National Register under Criterion C. Buildings designed by significant architects are eligible under Criterion C as examples of the work of a master, rather than under Criterion B for associations with the life and career of the architect (the architect's own residence and/or office would be eligible under B). The Ole Bull at Green Acre is notable as the only example in Eliot of a large Shingle Style summer "cottage," and one of the few buildings erected specifically as a summer residence. These properties are also significant for representing the summer community theme in Eliot's history, and are of interest for their associations with Green Acre.

Older buildings utilized as summer residences during the 20th century are also significant. Eliot natives had a particularly strong attachment with their hometown and upon achieving wealth, a considerable number chose to make it their vacation home rather than a more prestigious resort community. These were often the same people who were took part in the various civic and community activities of the period. The use and upkeep of these large costly buildings by wealthy families probably accounts in some part for their relatively high rate of survival and good state of preservation. The significance of these properties is more likely to be from their historic associations than their architecture, unless there was a substantial remodeling

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 60

during this period of use, which is deemed significant in itself. Properties eligible for the National Register for their associations with important individuals are generally the person's primary place of residence during the bulk or most important point of their career. Unless there are no other associated buildings extant, a summer or retirement home would not be considered eligible under Criterion B.

Registration Requirements

In order to be eligible for the National Register under any criteria, a summer residence property must retain integrity for the period of its use as such. A high degree of architectural integrity, as well as setting and location, is required for these properties to convey the very specific purpose and function of the building type. Only the architect-designed buildings would still be considered eligible, and then only under Criterion C, if they were moved.

5. TRANSPORTATION RELATED STRUCTURES

Description

Road-related structures, such as bridges, were not documented as part of the historic buildings survey, but further investigation might reveal this as an additional property type.

Horse-powered land transportation is documented by the Knowlton Carriage Shop (#143-0597), a 19th century structure at the corner of Goodwin and Frost Hill Roads. The small one story, wood-frame structure is oriented with its gable roof lateral to Goodwin Road. The building is presently sided in asphalt shingles in a yellow brick pattern. It has various windows and sliding doors. The blacksmith shop that historically stood on the opposite corner was demolished in the early 20th century, at about the same time as the carriage shop was converted for use as an automobile repair garage.

On the opposite side of Goodwin Road is a barn converted for use as an automobile and farm equipment garage in the 1920s (#143-0598).

There do not appear to be any railroad structures extant in Eliot, although some buildings from the depot area may have been relocated and remodeled for other uses. A house at 50 Cedar Road (#143-0257) is said to be the old depot, moved across the road to its present site (Eliot Historical Society 1994). The site of the railroad station is now occupied by several mid-20th century residences and Marshwood High School is located on the site of the freight house. The railroad tracks were removed and Route 236 built in their place.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 61

Fragments of the electric railway system through Eliot remain to document this important component of the town's early 20th century history. Remnants of the concrete trestles are extant in the marshy area on the southwest side of Route 236 opposite Marshwood High School, and portions of the cross-country sections of the line remain visible through the woods off of Goodwin Road. The most interesting structure is the waiting station moved from Main Street to Rosemary Cottage on Goodwin Road (#143-0549). This small, one story, wood frame structure has a bellcast hip roof. The back section of the building is enclosed and clapboarded, while an inset porch spans the facade, displaying popular architectural details of the period including the turned porch posts with brackets and spandrels between. Another waiting station structure remains extant according to local residents, but was moved and completely remodeled for residential use causing a complete loss of integrity (#143-0554).

Significance

The railroad played an important role in Eliot's history, providing a means of transportation and freighting of farm produce. However, due to Eliot's proximity to the river and the ocean which always provided a mode of transport, the railroad had less of an impact here than it did in many towns. The loss of the depot area, however, creates a gap in what was an important town center during the second half of the 19th century. The path of Route 236, bisecting the town on the old railroad bed, is the only reminder of the railroad in Eliot.

The electric railway waiting station at Rosemary Cottage is of significance despite its relocation, because it is a type of structure of which there are few (if any) other extant examples in the state or the region. The building is of great importance in documenting the historic context, which played a dramatic role in shaping the region at the turn-of-the-century, but of which few physical reminders survive. The elaborate detailing of the small building reflects the importance of the electric railway during the period as a modern transportation mode. It retains a high degree of integrity of all aspects except location and thereby association with the specific trolley stop at which it was located. One might consider that the waiting station's new location is not so far removed from the original, because the Rosemary area was an important junction of the electric railway lines. However, it is important not to create a false sense that this is the structure that stood there historically.

The Knowlton Carriage Shop would also appear to be a relatively rare survival of the building type. Carriage makers played a crucial role in the economy during the pre-automobile era. Additional research is needed to determine more about the nature of Knowlton's business. The building is also important for documenting the transition from carriage to automobile transportation; as the need for carriages came to an end, Harry Goodwin was quick to take up a new occupation and meet the demand for automobile repair. The later garage on the opposite side of the road reflects the rapid growth of Goodwin's business in the 1920s as cars became common to all Eliot families. Automobile transportation is also documented by Stans Autobody on Fore Road. The construction and use of these buildings reflects one of the many changes in the local economy that came about with the advent of the automobile. Eliot contains a number of modern

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 62

gas stations and automobile-related properties, but these are not of sufficient age at this time to be considered eligible for the National Register.

Registration Requirements

Further research and field inspection is needed to determine historic appearance and thereby the degree of integrity retained by the Knowlton Carriage Shop. The building may be significant under Criterion A for its associations with carriage and later with automobile transportation in Eliot. It is more likely that it would be significant as an example of a building type, as examples of structures built and used as carriage shops are uncommon. To be considered eligible for the National Register, it must retain sufficient integrity of design, materials, workmanship, and feeling to provide information about the construction and original appearance.

The Electric Railway Waiting Station appears to meet Criteria Consideration B for moved buildings and could therefore be considered for National Register eligibility. It is significant for its architectural value as the only surviving building associated with an important historic context in Eliot's history. It retains integrity of design, materials, workmanship, feeling, and the ability to convey its historic function and association with the electric railway.

6. INDUSTRIAL PROPERTIES

Description

Several saw and grist mills were operated on the York River in the northeastern part of Eliot throughout the 18th and 19th centuries. Only one mill structure remains extant. This is the Bartlett Mill (#143-0539), built at the turn-of-the century at a mill site that had been used by the Bartlett family for generations. It is located in the wooded hills north of Brixham Road. It is a wood frame structure with a long gable roof, open on one side, with other walls sheathed in vertical boards. The mill is located on the edge of the bank above the river, which is a small stream at this point. Above it is a dam and small pond, the construction date of which has not been determined, and a series of remains of other dams and structures along the stream. Also on the site is a concrete block structure built more recently to house a generator which provided electricity to the Bartlett family's Third Hill Farm, located to the southwest on Brixham Road.

A small structure at 241 Goodwin Road (#143-0576) is a one story gable front building, with 6/6 sash and four-panel door on the gable end facade; its size and form suggests that it may have been the shoe shop owned by the Emery family who lived nearby. Tuttle's Cider Mill, known as King Tut's, was established on Goodwin Road in the early 1900's (#143-0568). The original small, one story, wood frame structure is intact to the rear of a larger modern addition.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 63

Tidal-powered mills at the mouths of creeks emptying into the river provided the earliest source of water power in this area, and Eliot's several large creeks would have made it attractive to settlers. Timbers projecting from the mud at the mouth of Shapleigh's (Stacys) Creek are thought to be the remains of tidal mills operated on the site by the Shapleigh family from the 1650s through the end of the 19th century (the date of the structural remains that are visible has not been determined).

There are no extant structures known to have been associated with Eliot's many shipyards.

Many of the brickyard sites along the river have been developed in the 20th century with riverfront cabins. The area off of Tidy and Boyce Roads, just north of Sturgeon Creek, was the site of the largest brickyard operation, including the residences of several brickyard owners and managers and at least one larger boarding house. No buildings have been identified as being portions of a brickyard complex, though one small house (#143-0246) off of Boyce Road may be a fragment of the brickyard housing. Property #143-0254 at 16 Cedar Road is the location of the Morin Brickyard, operated from the 1930s into the 1960s. The brickyard at the rear of the property (south) towards Sturgeon Creek retains no standing structures. The farmhouse and barns used by the Morin family remain extant. Also of interest is a small brick house on the opposite side of Cedar Road (#143-0252) built in the 1940s by a member of the Morin family with bricks from the yard.

Significance

Eliot has had relatively little industrial activity since the early 20th century, and industrial buildings were seldom left standing after the operation they served came to an end. Because there are so few extant industrial properties, those that do survive take on greater significance, even though they do not reflect the most important industries, and are of relatively recent date. These industrial buildings are evidence of Eliot's mixed agricultural economy in which farmers relied on the harvesting and processing of a variety of crops, including forest and orchard products.

Bartlett's Sawmill is an important reminder of the role that lumbering played in Eliot's economy. This sawmill was used during the first part of the 20th century to saw lumber cut by local farmers from their wood lots. The boards produced were used locally or were sold for cash to supplement farm income. Similarly, King Tut's Cider Mill documents an agriculture-related industry, important for processing the large numbers of apples raised in Eliot orchards during the early 20th century. It was located in an area of large apple orchards. Originally the family maintained their own orchards on the opposite side of Goodwin Road. Increasingly they bought apples from other farmers or pressed them for a fee. The cider mill continues to operate as a remnant of Eliot's agricultural past, though apples are purchased from elsewhere.

The Morin farmhouse does not provide information about the brickmaking context. The nearby brick house is distinctive as the only brick dwelling in Eliot, and is of interest for the use of local bricks, but is not of sufficient significance to be eligible for the National Register.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 64

If #143-0576 on Goodwin Road is indeed a shoe shop, it is a rare surviving example of that building type, important for documenting a small local industry.

Archaeological sites in Eliot were not surveyed, but the potential exists that industrial sites could yield information about these important aspects of Eliot's history for which there are no surviving standing structures. The Shapleigh Mill site may be significant as evidence of tidal-powered milling in Eliot. The potential for survival of other mills sites in the wooded areas of town along the York River is relatively high because these areas remain undisturbed. The Morin Brickyard site off of Cedar Road has the highest potential for yielding information about brickyard operations, because of its relatively recent use and undisturbed state. The Green Acre property may contain remains of the Hanscom Shipyard. Archeological evidence for tannery operations may exist to the rear of property #143-0613 at the corner of Beech Ridge and Goodwin Road.

The owners and operators of the standing industrial structures do not appear to have been sufficiently distinguished in their careers to make the buildings eligible for the National Register under Criterion B. The businesses run by more significant local residents are those that are no longer extant.

The significance of the houses occupied by industry owners and workers is addressed under the Residence property type.

Registration Requirements

Bartlett's Sawmill appears to retain a relatively high degree of integrity despite its abandoned state. The exterior of the building is intact, as is much of the equipment inside. The property retains integrity of setting in the wooded hills of inland Eliot. The source of water power is intact and evidence of the various dams remains. If these elements remain in place and are determined sufficient to convey the historic associations of the property and to provide information about the milling process and the construction of the sawmill building type, the primary concern in determining National Register eligibility will be the structural integrity of the building at time of registration.

The original rear section of King Tut's Cider Mill remains intact, despite the large modern addition at the front of the building. The minimum requirement for National Register eligibility would be that the interior retain sufficient original equipment to document the historic operations of the mill.

Registration requirements for archeological sites have not been determined, but a site would need to retain the ability to provide information through excavation.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 65

7. COMMERCIAL BUILDINGS

Description

Two of Eliot's 19th century stores remain in commercial use. The Staples Store on Pleasant Street (#143-0131) was operated by the Staples family for several generations. Later it was Goodwins Market, and the building currently houses the Eliot House of Pizza. The building is a typical small commercial building type. The 1½ story, kneewall frame structure is oriented with its gable end to the street. The entry is centered on the front gable end, flanked by large storefront windows, and sheltered by a shed porch roof. One story, turn-of-the-century extensions with false fronts project from each side elevation. The only modern change to the exterior of the building was the application of asbestos and wood shingle siding. The Eliot Meat Market (#143-0315), formerly Lieberman's Store and then McDaniel's Corner Store, is located in a center of modern commercial activity at the intersection of State and Moses Farmer Roads (Farmer's Corner). The building retains its original 2½ story size and form and twin brick chimney placement, but has had a series of alterations. The original structure was oriented with its gable end to State Road, with the entry centered on the end, flanked by large windows. In the early 20th century a sun porch was added along the side elevation along Moses Farmer Road. In the late 20th century this was enclosed, the front entry removed, windows replaced, and vinyl siding applied.

Older structures that were built and used as stores have been converted for residential use. Two were originally very similar in form to the intact Staples Store. One of these is Ireland's Store on State Road, near the corner of Depot (#143-0184). It was originally a 1½ story, gable front structure, but was completely altered with modern siding and windows. The other, Raitt's or Days Store at Gould's Corner on Goodwin Road (#143-0556), was also a 1½ story structure oriented with its gable end to the road, with the entry centered under a front porch. It too has been completely remodeled and now contains apartments. A house at the corner of State and Beech Roads is said to have been built in the 1930s as a small store and filling station, but no evidence of this use remains. Other properties currently in residential use may also contained remodeled commercial structures that were not identified in this study.

Significance

Eliot's small general stores played an important role in the daily life of the town throughout its history. The two intact historic commercial buildings, now the Eliot House of Pizza and the Eliot Meat Market, continue to serve as focal points of community social interaction.

Commercial buildings may be significant under Criterion A as associated with local commerce and trade or under Criterion C as examples of small, vernacular commercial building types. These properties could also be eligible for the National Register under Criterion B for their associations as the place of business of prominent local residents, although it is unlikely that any of the individual storekeepers played a sufficiently important role in the development of the town.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 66Registration Requirements

Commercial buildings must at a minimum retain sufficient integrity in their form and massing to identify their original function. Many former stores in Eliot do not, because they have been substantially altered in conversion to residential use. They must also retain integrity of location in order to convey their historic associations with life in the town. Integrity of design, materials, workmanship, and feeling involve the building's orientation and entry location, and typical features such as large windows, which are important in identifying the building type. The Staples Store retains these elements; the Eliot Meat Market does not.

8. OTHER UNDOCUMENTED PROPERTY TYPES

Several other property types or categories of historic resources in Eliot were not addressed by this document.

Historic Districts

Historic Districts form an additional property type that has not yet been defined or evaluated. A Historic District is a concentration of sites, buildings, or structures united historically or aesthetically by plan of physical development. It can comprise elements that lack individual distinction and/or individually important features that serve as focal points. Districts may be composed of a combination of the individual properties types defined in this Multiple Property Documentation Form. A district may be significant for the architecture of its buildings, for associations with significant individuals, or for information the group of properties conveys about historic trends in Eliot's development. The areas of significance for the historic districts would be similar to those defined above for individual properties. The levels of integrity required for a structure to contribute to a historic district might be less than needed for individual National Register eligibility. Areas in Eliot identified as potential historic districts during the reconnaissance level survey phases included: Kennard's Corner/Old Road, encompassing the historic public and religious buildings and a mix of large residences from all periods of development; South Eliot, the densely settled waterfront section of the town; and one or more rural/agricultural districts of farm properties on Goodwin Road.

Cemeteries

Cemeteries were not documented by the Reconnaissance Historic Buildings Survey of Eliot, except when they were located on properties with historic houses and were plainly visible to the surveyors. Eliot is exceptional for its large number of small family cemeteries. These have been recorded by members of the Eliot Historical Society, although their locations have not been mapped. A cemetery would be eligible along with a historic farm or residence as a contributing feature of the property. Individually, cemeteries must meet Criteria Consideration D, which states that they may only be eligible for the National Register if they derive their primary significance from graves of persons of great importance, from age, from associations with a historic event, or from distinctive design. Cemeteries in Eliot would not be eligible

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetHISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT

YORK, MAINE

Section number F Page 67

individually, except perhaps in the case of those of exceptional age, including the Major Charles Frost gravestone on property #578, said to be the oldest in the state. The larger public cemeteries in Eliot are of more recent date and are not significant for their design values or historic associations.

Archaeological Sites

Archeological sites were not evaluated as part of this Multiple Property Documentation, because there has not yet been a survey of Eliot. This is an important future step in understanding and preserving the cultural heritage of the town. Eliot has a very high potential for historic archaeological sites, which might include the sites of houses no longer extant, particularly buildings from Eliot's earliest period of occupancy, as well as the sites of industries, including brick and shipyards and mill sites. Because there are few, if any, standing structures associated with these aspects of Eliot's history, archaeological sites have the potential to yield important information and may be eligible for the National Register under Criterion D.

Properties Constructed within the Past Fifty Years

The second half of the 20th century has been a major period of development and change in Eliot and throughout the region. Properties built within the last fifty years cannot be eligible for the National Register unless they are of outstanding significance. However, they may be considered significant in the future for their architecture or historic associations. Route 236 is the focus of modern commercial development, and various small businesses are spread out along the length of the highway. Eliot contains large numbers of new houses dispersed along older roads and in modern subdivisions. The later include: Ambush Rock Road between Goodwin Road and Route 236; Rollingwood and Ridgeway Road off of Goodwin Road; Heron's Cove off of Worcester Road; Stacy Lane between Tidy Road and Worster; Jenny Lane off of State Road; the southern end of Governor Hill Road; Laurel Lane and Bayberry Drive off of River Road; and several short dead end streets off of Hanscom and Beech Road. Post-1945 buildings are dispersed among historical properties along all roads. Particular concentrations of late 20th century buildings are located on the southwestern end of Frost Hill Road, along Hanscom Road and Beech Road, and along the entire lengths of State Road and Bolt Hill Road. Of architectural interest are the many colonial reproduction houses built by Raeside and Dame, with authentic details such as small-paned windows, wood shingle roofs and clapboard siding, large center chimneys and entries, and five-by-two bay fenestration. These buildings are located throughout the northern half of the town, and are concentrated in the Jenny Lane subdivision. Although not reproductions of actual Eliot buildings, they reflect the continued desire by Eliot residents for the town's historic and rural character.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Historical and Architectural Resources of Eliot, Maine

Section number G, H **Page** 2

G. Geographical Data

This National Register Multiple Property Documentation is defined by the municipal boundaries of the town of Eliot, Maine.

H. Summary of Identification and Evaluation Methods

The Multiple Property Documentation form for Historical and Architectural Resources of Eliot, Maine was prepared for the Eliot Historical Society and the Maine Historic Preservation Commission by Kari Ann Federer, with the assistance of James Kences and Steven Mallory. The project was funded by a Survey, Planning and National Register Grant from the Maine Historic Preservation Commission. It was financed in part with Federal funds from the National Park Service Department of the Interior. The preparation of this form was carried out between the fall of 1994 and the summer of 1995.

The identification, definition, and description of property types were based on a town wide reconnaissance level inventory of historic resources in Eliot. The first phase of survey in coastal or southwestern Eliot (southwest of Route 236) was conducted for the Eliot Historical Society in 1992 by historic preservation consultants Kari Ann Federer and Elizabeth Hostutler, with the assistance of volunteers. A second phase of survey in inland or northeastern Eliot (northeast of Route 236) was carried out for the Historical Society by Kari Ann Federer in 1993-1994. Both projects were funded by Survey and Planning Grants from the Maine Historic Preservation Commission, financed in part with Federal funds from the National Park Service Department of the Interior. Data on the building size and form, architectural style, and exterior appearance was recorded on Maine Historic Preservation Commission survey forms. All buildings estimated to have been constructed before c.1945 were recorded, photographed, and marked on enlarged copies of the U. S. G. S. maps which served as a base map. A total of 639 historical properties were documented. The survey reports include detailed descriptions of the project methodology.

The reconnaissance level survey involved no historical research to identify construction dates and histories of the individual properties. Limited information was recorded on the survey forms as it was encountered in the course of the project. This included any oral history or traditions related by property owners or area residents, as well as information provided by Eliot Historical Society members. No other attempt was made to match information in the various historical sources with the individual extant properties. The survey identified a large number of potential National Register eligible properties, but these have not been subjected to further research.

This National Register Multiple Property Documentation Form was prepared for two main purposes. The first was the compilation of a narrative history of the town, in order to identify important historic trends and patterns in the absence of a town history. Eliot residents have always had an interest in the history of the town, and a great deal of information has been recorded, but there is no complete and concise history of the town. The second purpose was to provide a basis for further documentation and evaluation of individual historic resources. The Documentation Form is lengthy in order to provide a complete overview of Eliot's history and its historic resources. The text is intended to be used in conjunction with the survey forms and base maps, which provide more specific documentation of individual properties.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Historical and Architectural Resources of Eliot, Maine

Section number H Page 3

Because the goal was to provide a unifying framework, historic properties in Eliot were studied within one large context: the history and development of the town. The geographical area is the town; the theme is the overall history and development, and the chronological period is the entire historical period from European settlement through the present (for the purposes of National Register Listing the historic period of significance is generally defined as ending fifty years prior to the present date).

The preparation of the narrative Statement of Historic Context was based on a search of all secondary, and selected primary sources. Information on the history of Eliot was synthesized and compiled into chronological order. Because the effort was aimed at understanding historical resources, the emphasis of the research was on trends and patterns, events and significant persons that had an impact on the physical development of the town over time, and on the existing built environment. The Statement of Historic Context was divided into discrete historical periods, and within each period into themes that reflect the various aspects of Eliot's history, such as agriculture, local industry, religious activities, civic improvements.

All buildings in Eliot have the potential for relevance in illustrating the historic context - Eliot's history and development. Within this context, historic resources are readily grouped by common associative attributes into property types based on historic function and use. These types can reflect one or more of the specific historical themes discussed in the narrative Statement of Historic Context. The Property Type Descriptions address architectural styles, building types, and construction techniques. The Statements of Significance attempt to show how a Property Type relates to the historic context and is significant in local history. The Registration Requirements identify what basic criteria a property must meet in order to be eligible for listing on the National Register within this Multiple Property Nomination. The discussion of Property Types necessarily emphasizes physical characteristics rather than associative, not because they are less important, but due to the lack of information presently available. Additional research will be needed for a better understanding of the specific historic associations of individual buildings.

The property types described in this document were identified through an examination of the reconnaissance level inventory forms from the 1992 and 1994 surveys. Seven broad property types were defined: Residences, Farm Properties, Public Buildings, Summer Tourism Related Properties, Transportation Related Structures, Industrial Properties and Commercial Buildings. Most of the broad property types were then broken down into sub-types. A number of structures may fall into more than one property type. For example, houses on Farm Properties are also Residences, as are some of the Summer Tourism Related Properties.

Residences include any house. Within the overall description of the property type, Residences were divided into architectural periods, and within this by building type or form. Future research might allow for a refined definition of residential property types by the professional or family affiliations of the occupants, or by the identity of the architect or builder, but this was not possible based on the current level of information.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Historical and Architectural Resources of Eliot, Maine

Section number H Page 4

Farm Properties include any property with a barn. For the purposes of identifying significance and registration requirements, Farm Properties were categorized based on the current size of the property, the current setting, the types of farm buildings extant, and the continuation of agricultural functions. Classifying the existing Farm Properties based on their historic size, period of operation, or the focus of farm products was not possible with the level of information available at this stage.

Public Buildings are any structure used for a public function. Subtypes are churches, schools and other municipal buildings.

Summer Tourism Related Properties include summer residences, many of which are older buildings used as summer residences by descendants of Eliot families, as well as small camps and cottages built for summer use. Also included within this category are buildings related to the summer resort operations of Green Acre, Rosemary Cottage, and Lanier Camp.

Transportation Related Structures were built to facilitate road, river, railroad, or electric railway transportation. Industrial Properties include mills, and any structures that were part of a shipyard or brickyard. Commercial Buildings are stores and other businesses.

The purpose of the project was to compile existing historical and architectural information to form a basis for future investigation of how Eliot's historic resources illustrate the trends, events, and individuals who shaped the community. The preparation of the Multiple Property Documentation was hindered by the lack of specific information about individual properties. Significance and registration requirements could only be generally defined, because it was often not possible to link buildings directly with the aspects of history with which they were associated. More specific and accurate building construction dates would also allow for a more detailed understanding of the evolution of building types and architectural styles in Eliot. Future work should involve intensive research to identify the construction date, owners, function, and history of individual buildings in Eliot. The buildings may then be evaluated within the Multiple Property Documentation to determine whether they meet the significance and registration requirements. At the same time, as information about individual buildings is acquired, these requirements may be refined and amended. In addition, it should be noted that the definition of registration requirements was based solely on the information provided in the reconnaissance level survey of the exteriors of Eliot's buildings. No interior inspections have been made, and additional work will be needed to determine the level of interior integrity required for National Register listing.

Sources utilized in developing the format for this documentation included: *National Register Bulletin 16B: How to Complete the National Register Multiple Property Documentation Form*, and "Historic Architecture in Hampden, Maine." Registration requirements were based on the criteria of significance and of integrity defined in.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT, MAINE

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National Park Service

National Register of Historic Places
Continuation Sheet

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National Register of Historic Places
Continuation Sheet

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HISTORICAL AND ARCHITECTURAL RESOURCES OF ELIOT, MAINE

Section number I Page 7

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MAINE HISTORIC PRESERVATION COMMISSION

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September 3, 1998

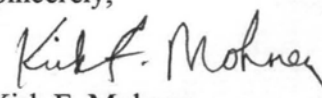
National Register of Historic Places
1849 C St., NW
NC 400
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To Whom It May Concern:

Enclosed please find seven (7) National Register nominations for six individual properties and one prehistoric archaeological district, as well as one Multiple Property Documentation Form.

If you have any questions relating to this submission, please do not hesitate to contact me.

Sincerely,


Kirk F. Mohny
Architectural Historian

Enc.