

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Registration Form1608  
AUG 31 1989NATIONAL  
REGISTER

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

## 1. Name of Property

historic name Howe Building  
other names/site number N/A

## 2. Location

street & number 208 Middlesex Street N/ ☒ A not for publication  
city, town Lowell N/ ☒ A vicinity  
state Massachusetts code 025 county Middlesex code 017 zip code 01852

## 3. Classification

## Ownership of Property

- ☒
- private
- 
- ☐
- public-local
- 
- ☐
- public-State
- 
- ☐
- public-Federal

## Category of Property

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

## Number of Resources within Property

| Contributing  | Noncontributing          |
|---------------|--------------------------|
| <u>1</u>      | <u>      </u> buildings  |
| <u>      </u> | <u>      </u> sites      |
| <u>      </u> | <u>      </u> structures |
| <u>1</u>      | <u>0</u> objects         |
| <u>      </u> | <u>      </u> Total      |

Name of related multiple property listing:

N/ANumber of contributing resources previously  
listed in the National Register 0

## 4. State/Federal Agency Certification

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

Valerie A. Starnage

Signature of certifying official

Date

8/23/89

Executive Director, Massachusetts Historical Commission; State Historic Preservation Officer

State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

## 5. National Park Service Certification

I, hereby, certify that this property is:

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

Beth L. Savage10-12-89

Signature of the Keeper

Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

commerce: specialty storedomestic: multiple dwelling

Current Functions (enter categories from instructions)

work in progress**7. Description**

Architectural Classification

(enter categories from instructions)

Late Victorian: Queen AnneLate Victorian: Romanesque Revival

Materials (enter categories from instructions)

foundation granitewalls brickcast iron (storefronts)roof slate (slope) asphalt shingle (flat)other granitewood

Describe present and historic physical appearance.

The Howe Building (208 Middlesex Street, formerly 204-212) is an urban Queen Anne mixed use block. Located on the outskirts of Lowell's central business district, the building covers the bulk of its rectangular 4,358-square foot lot, which is bounded by Middlesex Street to the north, the Warren Fox Building (190-196 Middlesex Street) to the east, and a parking lot to the south. A detached one-story metal-clad building occupies the lot immediately west.

Constructed in 1883, the Howe Building is a 3 1/2 story brick building on a granite foundation with a slate mansard roof. The block contains retail and display space on the first floor and 24 residential rooms above. The facade (north elevation) is symmetrically arranged, consisting of four cast iron storefronts, each with a recessed center entry, two-light transoms over the display windows, and a metal signband. Access to the upper levels is through a central recessed entry at #208 framed by granite posts with the date of construction incised in the lintel. Window openings on the second and third floors of the twelve-bay facade contain 9/2 wood sash and have stone lintels and sills. Corbelled pilaster strips articulate the central (1-2-1) group of bays. The attic level features eight windows with 12/2 wood sash presented in three different types of dormers. Most prominent is the central wall dormer with stepped gable and pitched peak, containing paired windows set into a brick round-arch opening. Tie rods at the three corners and a wood window surround carved with sunflower motifs further distinguish this dormer. Flanking the wall dormer are two roundheaded dormers, also with sunflower motifs each containing one window, flanked in turn by two shed-roof dormers, each containing paired windows.

Ornamental brickwork on the facade includes a basketweave wall of pressed brick beneath the second-story windows, checkerboard panels beneath the third-story windows, and a stepped corbel cornice. An "H" denoting the Howe family, builders of the block, appears in a brownstone panel centered over the entrance between the second and third stories. The facade has fire escapes over a portion of the third story and attic as well as the majority of the second story.

☒ See continuation sheet

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Secondary elevations on the west and south rise a full four stories and are pierced with openings; the eastern side of the Howe Building is a party wall shared by the adjacent Warren Fox Building. The west elevation is a common brick wall with four 4/4 windows on each of the three upper stories. Fenestration is symmetrical with two narrow closely spaced windows flanked by two larger windows. The south (rear) elevation is also common brick with a stepped corbel cornice. The first floor has thirteen segmental arch-bays: five contain rear entry doors with transoms and the remainder contain large 6/6 windows. Brick segmental-arch windows on the ten-bay upper floors have granite sills and 6/6 sash. Fire escapes exist at the second, third, and attic levels across the second and third, and the eighth and ninth bays.

The Howe Building retains its original plan as a combination retail and rooming house block. The four ground-floor retail spaces are largely open in plan. A single stair rising through the core of the building leads to the upper floors. The stair features an original wood railing with turned newel posts and balusters. A skylight over the stair creates a lightwell onto which open interior windows from adjacent residential rooms. Units and hallways retain the original stock trim, including heavily molded windows and door surrounds with corner blocks, matchboard wainscoting and paneled wood doors.

The Howe Building is undergoing a certified rehabilitation. It will continue to function as a rooming house.

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Archaeological Description

While no prehistoric sites are currently recorded on the property, it is possible that sites are present. Seven known prehistoric sites are recorded in the general area (within one mile). This factor and the proximity of the property to the Merrimack River, Concord River, and River Meadow Brook indicate a reasonable potential for locating prehistoric sites. In general, however, the potential for locating significant archaeological survivals, either prehistoric or historic, is low because of 19th century building construction (4 story building) which nearly covers the parcel.

**8. Statement of Significance**

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

☐ nationally ☐ statewide ☒ locallyApplicable National Register Criteria ☒ A ☐ B ☒ C ☐ DCriteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

architecturecommerce

Period of Significance

1883-ca. 1930

Significant Dates

1883

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Howe Brothers

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

The Howe Building, Lowell, is a well-detailed example of the city's late 19th century commercial architecture. Construction of this mixed-use retail and rooming house block responded to the booming local economy in the 1880s as well as the need for housing in Lowell's densely developed downtown. Built by a local firm that was active in the city's industrial and commercial development, the Howe Building is architecturally notable for its Queen Anne and Romanesque Revival-style elements. Retaining integrity of location, design, materials, workmanship, and association, the Howe Building meets Criteria A and C of the National Register of Historic Places and is significant on the local level.

Lowell is a major urban industrial center located on the Merrimack River approximately thirty miles northwest of Boston. Bordered to the north and northeast by Dracut, the east by Tewksbury, the south and west by Chelmsford, and the northwest by Tyngsborough, Lowell reached its current size through annexations from Tewksbury (1834, 1888), Dracut (1851, 1874, 1879), and Chelmsford (1874). The confluence of the Merrimack and Concord Rivers and associated canal systems at the heart of the city shape and define Lowell's historic industrial, commercial, and institutional core.

A mid-17th century settlement on the western outskirts of Chelmsford, the area that is now Lowell was originally characterized by Indian settlements and numerous family-owned farms. By the 18th century small manufacturing concerns such as saw and grist mills appeared. Construction of a series of canals, particularly the Pawtucket (1797) and the Middlesex (1801), improved navigation of the Merrimack River and spurred economic development, thereby setting the stage for rapid industrial and commercial growth in the early 19th century.

☒ See continuation sheet

**9. Major Bibliographical References**Atlas of the City of Lowell, Massachusetts. Springfield, MA: L.J. Richards & Co., 1896.City Atlas of Lowell, Massachusetts. Philadelphia: G.M. Hopkins, 1879.City Directories, Lowell, MA.Coburn, Frederick W. History of Lowell and Its People. NY: Lewis Historical Publishing Co., 1920.Hill, Frank P., comp. and ed. Lowell Illustrated: A Chronological Record of the Events and Historical Sketches of the Large Manufacturing Corporations. Lowell, 1884.Illustrated History of Lowell and Vicinity. Lowell: Courier-Citizen Co., 1897.☒ See continuation sheet

Previous documentation on file (NPS):

☒ preliminary determination of individual listing (36 CFR 67)  
has been requested **HPCA #10803 MA**☐ previously listed in the National Register☐ previously determined eligible by the National Register☐ designated a National Historic Landmark☐ recorded by Historic American Buildings

Survey # \_\_\_\_\_

☐ recorded by Historic American Engineering

Record # \_\_\_\_\_

Primary location of additional data:

☒ State historic preservation office☐ Other State agency☐ Federal agency☐ Local government☐ University☐ OtherSpecify repository: **MHC****10. Geographical Data**Acreage of property less than one acre

UTM References

A 

|      |   |         |   |   |   |          |   |   |   |   |   |   |   |   |
|------|---|---------|---|---|---|----------|---|---|---|---|---|---|---|---|
| 1    | 9 | 3       | 1 | 0 | 3 | 8        | 0 | 4 | 7 | 2 | 3 | 2 | 7 | 0 |
| Zone |   | Easting |   |   |   | Northing |   |   |   |   |   |   |   |   |

C 

|      |  |         |  |  |  |          |  |  |  |  |  |  |  |  |
|------|--|---------|--|--|--|----------|--|--|--|--|--|--|--|--|
|      |  |         |  |  |  |          |  |  |  |  |  |  |  |  |
| Zone |  | Easting |  |  |  | Northing |  |  |  |  |  |  |  |  |

B 

|      |  |         |  |  |  |          |  |  |  |  |  |  |  |  |
|------|--|---------|--|--|--|----------|--|--|--|--|--|--|--|--|
|      |  |         |  |  |  |          |  |  |  |  |  |  |  |  |
| Zone |  | Easting |  |  |  | Northing |  |  |  |  |  |  |  |  |

D 

|      |  |         |  |  |  |          |  |  |  |  |  |  |  |  |
|------|--|---------|--|--|--|----------|--|--|--|--|--|--|--|--|
|      |  |         |  |  |  |          |  |  |  |  |  |  |  |  |
| Zone |  | Easting |  |  |  | Northing |  |  |  |  |  |  |  |  |

☐ See continuation sheet

Verbal Boundary Description

The boundary of the nominated property is shown on the accompanying detail of the City of Lowell assessor's map. The lot measures 79' x 61.5'.

☐ See continuation sheet

Boundary Justification

The boundary includes the entire city lot that has historically been associated with the property.

☐ See continuation sheet**11. Form Prepared By**name/title Kathleen Kelly Broome, Consultant, with Marcia M. Cini and Betsy Friedberg,organization NR Director, Mass. Historical Commissiondate February 1989street & number 80 Boyston Streettelephone 617 727 8470city or town Bostonstate Massachusetts zip code 02116

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A major shift in Lowell's economic base occurred with the establishment of cotton manufacturing companies by Boston merchant investors. This shift began in 1822 with the incorporation of the Merrimack Manufacturing Company, the first of ten major companies that were to dominate Lowell manufacturing through the turn of the 20th century. The nine other mills were Hamilton (1825), Appleton (1828), Lowell (1828), Middlesex (1830), Suffolk (1830), Tremont (1830), Lawrence (1831), Boott (1835), and Massachusetts (1835). The revolutionary character of these mills was based on Waltham precedent, in which the manufacture of cotton cloth was carried out from start to finish. The Lowell companies' directors brought together for the first time some of the period's most advanced ideas in the areas of power generation, industrial and transportation technology, production control, capital formation, scientific research, and social organization. Rapid industrial expansion prompted a sharp increase in population, and in just under a decade Lowell grew from a town (incorporated March 1826) into a city (incorporated April 1, 1836).

The city continued its expansion until ca. 1857, when a financial panic resulted in a general slowdown in business. Population declined through the Civil War years, during which time Lowell mills were idle due to the belief of their combined directors that the mills could not be run at a profit. The cessation of mill operations during the war was the turning point for a marked change in the socio-economic character of mill operatives and, by extension, the general Lowell population. Trained mill girls and the corporation-run boarding house system were replaced after the war by unskilled immigrant labor and the need for family tenements.

By the end of the 1870s industrial complexes lined the Pawtucket Canal, creating a concentrated manufacturing zone at the heart of the city. Much of the area along the canal in the vicinity of Fletcher, Dutton, and Middlesex Streets as well as scattered locations along the Concord River were built up with two to four-story mills, many constructed of stone and powered by steam. While mill complexes continued to expand with additions or new buildings through the 1880s, few, if any corporation boarding houses were constructed.

The growth of Lowell's business district paralleled the city's industrial development, with major expansion in the 1850s and again in the 1880s. During the first half of the 19th century Merrimack Street was the spine of the downtown commercial area, which also took in Middle and Central Street (Merrimack-Middle Streets Historic District, NR 11979). The area contains a significant group of two- to five-story commercial blocks, largely brick, built primarily in the 1880s and 1890s. Many of these buildings are Late Victorian

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commercial hybrids, exhibiting elements of the Romanesque Revival, Queen Anne, or Renaissance Revival styles. The Queen Anne in particular was introduced in Lowell residential construction ca. 1880, and elements of the style were incorporated into many of the city's residential, institutional, and commercial buildings constructed in the last decades of the 19th century.

The commercial district remains in the grid of the original mill company area, having expanded gradually along major thoroughfares. One such thoroughfare, Middlesex Street, was established as a suburban radial to western sections of the city by the mid-19th century. A major transportation artery into downtown, Middlesex Street was the location of a railroad depot at Fletcher Street for lines to Boston (beginning 1835) and Nashua, New Hampshire (beginning 1838) as well as a route for the street railroad in the 1860s and the electric streetcar in the 1890s.

Prominently positioned immediately north of Middlesex Street between Gorham and Fletcher Streets were the juxtaposed mill complexes of the aforementioned Hamilton Manufacturing Co. and Appleton Co. The complexes occupied the area between the Pawtucket Canal and Hamilton Canal (ca. 1822-1824), extending south to Jackson Street with Appleton Co. boarding houses (ca. 1832-1860) ranged along Middlesex Street below Jackson. Although both corporations built major structures on Jackson Street after the Civil War--Hamilton a long storehouse and attached counting house (ca. 1868) and Appleton a new mill (1873)--construction of new corporate boarding houses had ceased. Instead, beginning ca. 1889 the Appleton Co. either sold its boarding house holdings on the north side of Middlesex Street to outside owners, or redeveloped the properties by constructing new mixed-use buildings. The corporation retained ownership of some of the resulting commercial blocks as late as the 1920s.

New development along Middlesex Street in the 1880s and 1890s was typical of the physical transformation of the city's center. Brick mill housing on the north side of Middlesex Street and modest wood-frame commercial buildings on the south side of the street were replaced by three and four-story brick mixed-use blocks. These blocks contained retail space on the ground floor and apartments for rent on the upper floors. Older downtown neighborhoods such as Middlesex Street had become densely developed working-class areas, and the construction of the new blocks addressed the need for a new type of housing for mill operatives.

Extant brick blocks constructed on the sites of earlier Appleton boarding houses on the north side of Middlesex Street include the Marston Building at 155-159 Middlesex (1889), the Spaulding Building at 189 Middlesex (ca. 1890), the Elliot Building at 193 Middlesex

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(1890), and Appleton Chambers at 207 Middlesex (ca. 1910). On the south side of the street, the only building with known mill associations is a school for children of Hamilton and Appleton mill employees at 150 Middlesex Street (1829). This building was sold by the corporations in 1862 and ceased to a history of mill ownership after that time. The Howe Building at 208 Middlesex and the adjacent Warren Fox Building at 190-196 Middlesex are two of the best preserved examples of the new commercial construction on the street in the last decades of the 19th century.

The Howe Building was built on the south side of Middlesex Street in 1883 by John F. and Henry C. Howe, brothers whose family retained ownership of the building until ca. 1906. The Howe brothers, with their other brothers Charles E. and Frank W., had a wholesale lumber and shingle business on Dutton Street. The Howes were natives of Barrington, New Hampshire who settled in Lowell ca. 1845. Their business as contractors and lumber dealers lasted forty-five years, and their work focused largely on mill construction. The Howes built and altered mills in Lowell, Lawrence, Holyoke, and Chicopee, as well as Dover, New Hampshire. Locally, the family firm was also active in commercial construction, and built the block at 11 East Merrimack Street (listed in the Merrimack-Middle Streets Historic District, NR, 1979) and the 1882 Queen Anne facade addition to the Hamilton Schoolhouse at 150 Middlesex Street.

Early commercial tenants of the Howe Building included the offices of George L. Huntoon, who operated a livery stable and riding depot, Thomas C. Sawyer, a carriage manufacturer and dealer, and Charles F. Keyes, operator of a hack, livery, boarding, and sale stable. The Howe Building provided a central location for the offices of these transportation-related businesses, convenient to their stables or factories as well as the Middlesex Street depot a few blocks to the west. Another early commercial tenant was Noel Traversy, proprietor of the Middlesex Cash Store, a wholesale and retail grocery business.

The identities of the building's early residential tenants are unknown, but they presumably held textile-related jobs, given the building's proximity to the Hamilton and Appleton mills and the majority (nearly fifty percent) of the city's working population then involved in textile manufacturing. The 1917 city directory shows 20 residents in the Howe Building, many of them in textile or other industry-related jobs.

The Howe Building is an excellent example of Lowell's late 19th century commercial architecture. It is unclear whether the Howe brothers were responsible for the building's design as well as its construction. Few attributions of buildings to specific architects

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can be made during this period, as the city's building records generally begin ca. 1906. The Howe brothers' association with at least three of the city's new downtown commercial buildings--208 Middlesex, 11 East Meerimac Street, and the remodeling of 150 Middlesex--suggests that the firm was at the forefront of Lowell's architectural development in the third quarter of the 19th century. The Howe Building is typical in its combination of uses, namely ground floor retail and residential above, and its load-bearing construction. Metal frame construction first appeared in other commercial buildings on Middlesex Street ca. 1890. These brick blocks commonly included cast-iron storefronts and decorative detailing achieved either by the use of granite or brownstone or by the manipulation of the brick wall surface. Architecturally, the Howe Building dominates Middlesex Street with its distinctive Queen Anne stepped gable and sunflower motifs in the dormer window surround. The building incorporates some elements of the Romanesque Revival as well, namely the corbelled pilaster strips and the prominent round-arch opening in the central wall dormer. The practice of combining elements of various contemporary styles into a single design was widespread in Lowell commercial construction in the last decades of the 19th century.

Mill closings in the 1920s and 1930s adversely affected Lowell's economic vitality. On Middlesex Street, Hamilton sold its property between 1924 and 1936, and the Appleton Co., which suspended operations in the 1920s, owned its complex until 1936. Some of the factory buildings are extant. A population decline in Lowell beginning in the early 1920s accelerated with the Depression. City directories indicate high vacancy rates in retail and residential space. Occupied by Normandin's furniture in 1925, retail space in the Howe Building was vacant from 1930 to 1935. Commercial tenants from 1940 to 1960 included a racket store, two furniture stores, and a shoe store. Occupancy of the residential units, which declined after the Depression, revived somewhat in the 1940s and 1950s, but declined again in the 1960s.

Complete and partial demolition of commercial blocks has occurred on Middlesex Street since the city's earliest mill closings. A few buildings in the vicinity of the Howe Building were demolished or irreversibly altered, including 163-167 Middlesex (demolished ca. 1920-1936), 169 Middlesex (demolished ca. 1924-1936), 218-220 Middlesex (upper story removed 1935), 230-240 Middlesex (upper story removed 1945), and 182-186 Middlesex (demolished ca. 1976). Vacant lots and unsympathetic 20th-century construction detract from the late 19th century/early 20th century streetscape. The certified rehabilitation of the architecturally prominent Howe Building is contributing to the revitalization of the area.

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9. Major Bibliographical References (cont.)

Lowell National Historical Park and Preservation District Cultural  
Resources Inventory: Report. National Park Service, 1979.

Lowell: Past, Present, and Prospective. Lowell: Citizen Newspaper  
Co., 1891.

Masachusetts Historical Commission. Lowell Reconnaissance Survey  
Report, 1980.

SCALE 1" = 50'

Surveyed 1888.

PEARL ST.

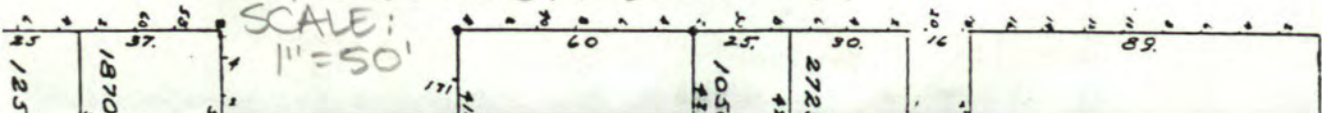
NORTH

MIDDLESEX ST.

SOUTH ST.

HOWE BUILDING  
208 MIDDLESEX STREET  
LOWELL, MASS.  
1980 CITY OF LOWELL ASS

SCALE:  
1" = 50'



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Howe Building

MULTIPLE  
NAME:

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 8/31/89 DATE OF PENDING LIST: 9/12/89  
DATE OF 16TH DAY: 9/28/89 DATE OF 45TH DAY: 10/15/89  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89001608

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 10/12/89 DATE

ABSTRACT/SUMMARY COMMENTS:

*Locally important eclectic Victorian  
commercial building representative  
of late 19th - century mixed use  
bldg. type associated with  
Howell's industrial/commercial  
peak & decline.*

RECOM./CRITERIA Accept at C  
REVIEWER Savage  
DISCIPLINE Architectural History  
DATE 10/12/89

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

---

CLASSIFICATION

☐ count      ☐ resource type

---

STATE/FEDERAL AGENCY CERTIFICATION

---

FUNCTION

☐ historic      ☐ current

---

DESCRIPTION

☐ architectural classification  
☐ materials  
☐ descriptive text

---

SIGNIFICANCE

Period      Areas of Significance--Check and justify below

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

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

---

BIBLIOGRAPHY

---

GEOGRAPHICAL DATA

☐ acreage      ☐ verbal boundary description  
☐ UTM's      ☐ boundary justification

---

ACCOMPANYING DOCUMENTATION/PRESENTATION

☐ sketch maps      ☐ USGS maps      ☐ photographs      ☐ presentation

---

OTHER COMMENTS

Questions concerning this nomination may be directed to

\_\_\_\_\_  
Signed \_\_\_\_\_ Phone \_\_\_\_\_

\_\_\_\_\_  
Date \_\_\_\_\_



208 Middlesex Street (Howe Building)  
Lowell, Massachusetts

Photographer: Kim Withers Bringle

Taken November 1987

Negative on file at Northfields Preservation Associates  
10 Barr Street

Salem, Massachusetts 01970

View from Middlesex Street facing southeast

Photograph # 1 of 5



Howe Building, 208 Middlesex St., and Warren Fox Building, (right)

190-196 Middlesex St., Northfield Commercial District

Lowell, Massachusetts

Photographer: Kim Withers Brengle

Taken November 1987

Negative on file at Northfields Preservation Associates

33 Walter St.

Salem, Massachusetts 01970

View of rear elevations facing northwest

Photograph # 2 of 5



Warren Fox Building, 190-196 Middlesex St and Howe Building, (right)  
208 Middlesex St, ~~Lowell~~ Commercial District  
Lowell, Massachusetts

Photographer: Kim Withers Brengle

Taken November 1987

Negative on file at Northfields Preservation Associates  
33 Walter St.  
Salem, MA 01970

View from Middlesex St. facing southwest showing Howe Bldg in context

Photograph #3 of 5



Howe Building (208 Middlesex Street, far left)  
Lowell, Massachusetts

Photographer: Kim Withers Bringle

Taken November 1987

Negative on file at Northfields Preservation Associates  
33 Walter St  
Salem, Massachusetts 01970

View from junction of Middlesex and Pearl Streets facing east - showing Howe Bldg in context

Photograph # 4065



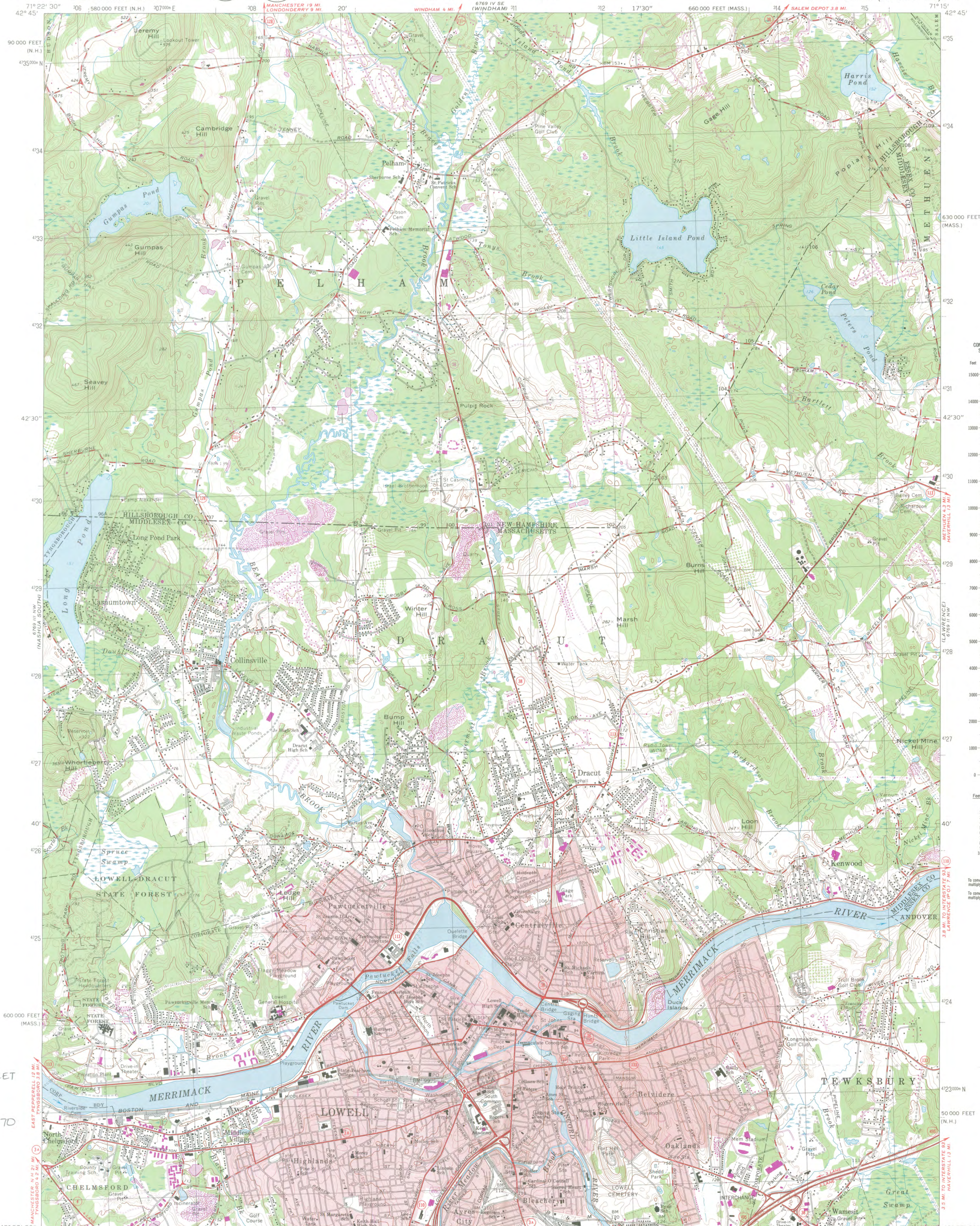
169-207 Middlesex St, north of Howe Bldg. (208 Middlesex)  
Lowell, Massachusetts

Photographer: Kim Withers Brengle

Taken November 1987

Negative on file at Northfields Preservation Associates  
33 Walter St.  
Salem, Massachusetts 01970

View of north side of Middlesex St. facing west  
Photograph #5 of 5



| Feet | Meters |
|------|--------|
| 1    | 3048   |
| 2    | 6096   |
| 3    | 9144   |
| 4    | 12192  |
| 5    | 15240  |
| 6    | 18288  |
| 7    | 21336  |
| 8    | 24384  |
| 9    | 27432  |
| 10   | 30480  |

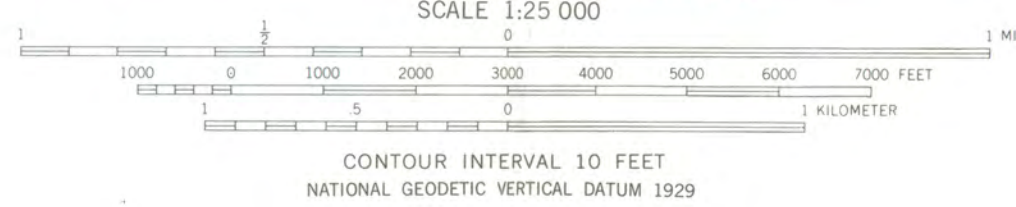
To convert feet to meters  
multiply by .3048  
To convert meters to feet  
multiply by 3.2808

HOWE BUILDING  
208 MIDDLESEX STREET  
LOWELL, MASS.  
LOWELL QUAD  
1:25000  
A 19 310380 4723270

Maped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, and Massachusetts Geodetic Survey  
Topography by planetable surveys 1939 and 1944. Revised 1966  
Polyconic projection. 1927 North American datum  
10,000-foot grids based on Massachusetts coordinate system,  
mainland zone, and New Hampshire coordinate system  
1000-meter Universal Transverse Mercator grid  
zone 19

Red tint indicates areas in which only landmark buildings are shown  
There may be private inholdings within the boundaries of  
the National or State reservations shown on this map

Revisions shown in purple compiled in cooperation with State of  
Massachusetts agencies from aerial photographs taken 1977 and other  
source data. This information not field checked. Map edited 1979



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM 1929

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



| ROAD CLASSIFICATION |                 |
|---------------------|-----------------|
| Heavy-duty          | Light-duty      |
| Medium-duty         | Unimproved dirt |
| Interstate Route    | State Route     |

LOWELL, MASS.-N. H.  
N4237.5-W7115.7.5  
1966  
PHOTOREVISED 1979  
AMS 6769 III NE-SERIES V814



August 23, 1989

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

AUG 31 1989

NATIONAL  
REGISTER

Dear Ms. Shull:

Enclosed you will find the following nomination forms:

Howe Building, 208 Middlesex Street, Lowell, (Middlesex County), Massachusetts;

Warren Fox Building, 190-196 Middlesex Street, Lowell, (Middlesex County),  
Massachusetts.

There have been no owner objections for the above mentioned properties.

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

Sincerely,

Anne E. Tait  
Acting National Register Director  
Massachusetts Historical Commission

Enclosure: