

United States Department of the Interior
National Park Service



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National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Portland Waterfront
other names/site number Portland Waterfront Historic District Boundary Increase

2. Location

street & number Merrill's Wharf (252-260 Commercial Street) N/A not for publication
city or town Portland N/A vicinity
state ME code ME county Cumberland code 005 zip code 04101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Edward J. Attwood SHPO 1/6/12
Signature of certifying official/Title Date
Maine Historic Preservation Commission
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:)

Eric Edson H. Beall 3.7.12
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only one box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
2		buildings
		district
		site
1		structure
		object
3	0	Total

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

Number of contributing resources previously listed in the National Register

N/A

105

6. Function or Use

Historic Functions
(Enter categories from instructions.)

- AGRICULTURE / processing
- TRANSPORTATION / water related

Current Functions
(Enter categories from instructions.)

- WORK IN PROGRESS
- COMMERCE / professional
- COMMERCE / business
- COMMERCE / specialty store
- TRANSPORTATION / water related

7. Description

Architectural Classification
(Enter categories from instructions.)

- Late 19th century / Other / brick mill building
- Early 20th Century / Commercial style
- Early 20th century / Other / brick mill building

Materials
(Enter categories from instructions.)

- foundation: Stone / Granite
- Concrete
- walls: Brick
- Concrete block
- roof: Synthetic / rubber membrane
- other: Wharf Bulkhead: Stone / Granite

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252 Commercial Street.

The Twitchell-Champlin Co. (Cumberland Cold Storage) building, on Merrill's Wharf in Portland, Maine, was erected between 1884 and 1924. It was built by the Twitchell-Champlin Co., wholesale grocers, as a spice mill, candy factory, and cannery, and later operated by the Monmouth Canning Co. (1935 – c. 1960) before being converted to a cold storage warehouse in 1962. The building is located on the west side of Merrill's Wharf and is readily visible from many points along Commercial Street, the primary waterfront street in Portland, and from other points in the city. Although built in multiple stages over a forty year period (see fig. 1), the finished form of the building is a simple five-story rectangular block with a four-story section off the north end. The building is comprised of a five-story 56' by 308' brick factory building with a low slope shed roof (they appear nearly flat from most vantage points), a four-story 27' 7" x 56' section (the first portion built), and a 8' sq. x 50' tall smokestack. The tapering brick smokestack is located in the corner where the ell meets the main block. The primary façade faces east, onto the wharf.

The exterior walls of both portions of the building are brick and the windows have granite sills and brick segmental arched heads. Almost all of the window openings retain the iron pintles on either side that once supported iron or tin-clad fire shutters. The windows originally had wood eight-over-eight sash, however the majority of the openings were in-filled with concrete block in 1962. A few window openings were in-filled with brick before 1962 and several were in-filled with plywood after 1962. In 2010-2011 all of the windows received new 8/8 aluminum window units with SHPO and NPS Part 2 approval as part of a certified rehabilitation. Because of the multiple phases of construction, rebuilding after a 1904 fire, and more recent repairs and repointing, the exterior of the building exhibits much variety in the masonry surface. Repointing and structural stabilization following NPS recommendation was undertaken during the 2010-2011 rehabilitation.

The oldest portion of the building is the four story mass located closest to Commercial Street. On the east façade, the first story has six bays containing tall openings, each divided into an upper and lower section by a twelve-inch thick granite sill set approximately two-thirds of the way up the height of the opening. The shorter openings above the granite dividers may originally have provided access to a "mezzanine" level for storage of raw materials for the spice mill (a similar arrangement can be seen more clearly in a later addition to the building). The sills on three of the openings serve as lintels for two doors and one double hung window in the lower part of the wall. The upper three stories each have four windows. The windows in the top story are shorter than the others. There is a brick belt course between each story and an Italianate style brick cornice with a sheet metal crown molding just above the heads of the fourth-story windows. A brick parapet rises several feet above the cornice. The belt courses and cornice do not turn the corner onto the north elevation. This elevation is an entirely solid wall except for a freight-door-sized opening at each floor, aligned in a vertical bay, near the northeast corner. These openings received 8/8 aluminum framed windows as part of the 2010-2011 rehabilitation. The west elevation has three bays of windows (on the upper three stories) matching those on the east façade, but with the bays spaced asymmetrically. The tapering brick smokestack sits several feet away from the west elevation, near the south end of the wall.

The primary east façade of the main block of the building is 26 bays long. From south to north, the first 12 bays are wider than the remaining 14. Of the two sections, the northern (14 bay) section was built first and has two blank bays in the locations where historic Sanborn maps show elevators once existed. This portion has always been five stories tall and likely had a gabled roof and attic story originally. There is a noticeable change in the brick between the fifth story and the lower stories, the result of rebuilding after a 1904 fire, which destroyed the roof and upper story. This is probably the point at which the low-slope roof replaced the earlier gabled roof. The southern (12 bay) section was built within 10 years of the section just described, but was only four stories tall until 1915. There is a brick belt course at the original cornice line. The window openings in the added story match those below. In both sections of the façade, the windows on the first through third story match in height, with shorter windows in the fourth and fifth stories. At the roof line, a copper crown molding runs the full 26-bay length of the façade. Modern aluminum flashing partially obscures the crown molding. On the first story, window and door openings have been in-filled or enlarged at various times, resulting in a wide range of opening sizes and shapes, some with arched brick lintels and some with iron lintels. As part of the 2010-2011 rehabilitation the first story openings received a combination of false beadboard doors and false paneled doors with glazing in the openings that no longer function as doors, and modern aluminum framed glass doors in the active door openings. One pair of 19th century paneled doors with glazing was retained. Interior iron tie rods, located at the heights of the floor plates, terminate in star shaped cast iron plates on the exterior of the long side walls. On the first and second stories of the 12 bay section, doubled tie rods terminate in larger rectangular plates on the exterior, apparently a retrofit, perhaps at the time the fifth story was added.

The south (end) façade of the large block faces the water and is not visible from the street. It has two bays of original window openings, one bay near the east edge and one approximately in the center of the wall. These openings appear to

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have originally matched those on the east façade. Again, some were altered or in-filled with brick or concrete block. On the first story there are two additional window openings to the left of the center bay. Historic photos show a larger tripartite Chicago style window added to the second story, near the southwest corner, by 1926. This opening was removed on the exterior during repairs for de-lamination of the outer course of bricks in the 1990s. On this façade there are also several short basement windows visible above grade (which is lower than on the east side). Three additional bays of windows have been added to the upper stories in the current rehabilitation and the original center bay openings have been in-filled for structural reasons and covered with false fire shutters.

The west elevation is similar to the east in having the 14 bay section and the 12 bay section. However, on this side the (originally) four-story 12 bay section was built first and the five-story 14 bay section built later (when the original five story building was widened). As mentioned previously, the fifth story of the 12 bay section was added between 1914 and 1924. This elevation also has basement level windows visible above grade. Again, the majority of window openings had been in-filled with concrete block with some earlier in-fill with brick. Several new window openings were cut into this elevation as part of the 2010-2011 rehabilitation. The south and west elevations have no cornice and are capped with modern aluminum flashing. The granite block foundation partially visible on this side also served as the bulkhead of the wharf prior to the filling of the slip between Merrill's Wharf and Richardson Wharf to create the Portland Fish Pier in the 1980s.

The narrow north façade has two bays of windows matching those on the west side and an additional bay of narrower windows, tight to the corner where the five story building meets the four story ell. The smokestack located in this area was originally 80' tall but was lowered after 1951 to its present height of approximately 60'.

The nearly flat roof is not visible from the ground and is covered with a synthetic membrane. The modern elevator over run is of painted concrete block and located at the eastern edge of the roof near the center of the main block. A brick firewall breaks through the roof at the junction of the original five-story section and the section that was raised to five stories c. 1920.

The south and west sides of the building were originally at the very edge of the wharf with the granite block bulkhead of the wharf forming the foundation of the building. On the east side, the wharf was wide enough to allow a paved street with a rail siding in it to pass between the subject building and a row of smaller buildings along the eastern edge of the wharf. These buildings were also owned by the Twitchell – Champlin Co. For the most part, these buildings were wood-frame sheds of varying configurations, frequently altered as needed. For a time there was a one-story brick building on the east side of the wharf, which was later raised to two stories and used as a canning factory. The wharf extended on wood piles some distance further into the Fore River than it does currently. For several decades a one story building on piles extended from the end of the existing building, accessed through an iron door at the southeast corner of the building. Insurance maps show that this building was originally of wood, but was later faced with brick. Around the end of the 19th century a boating club had a clubhouse at the end of the wharf. As is described above, the other buildings on Merrill's Wharf have all been removed, most in the 1940s and 1950s.

3. Armour & Co. Building (c. 1900). Contributing building.

260 Commercial Street

The Armour & Company meat packing plant is a two story brick commercial building with granite and cast iron trim that was built c. 1900 on the site of an earlier building that was used for meat processing as early as 1886. It has a one-story brick addition on the west side built in 1936. The building is located to the north of the Twitchell-Champlin Co. building, at the head of the wharf. The north-facing front façade is three bays wide with a recessed central entryway. Seven granite steps rise within the recess to reach the first floor level. A modern aluminum framed glass door, sidelights, and transom are located at the head of the stairs. A granite water table is positioned at the base of the front wall and matches the height of the first step in the entry. Two three-light basement level windows separated by a brick pier sit on the water table on either side of the entry. They are topped with wide granite lintels that join atop the brick pier. The two basement window openings on the right have been in-filled with brick. Pairs of large 16/8 double hung windows separated by brick piers are aligned above the basement windows on either side. These openings have granite sills and iron lintels with decorative cast iron corner blocks that sit on granite blocks inset in the brick, aligned with the window opening tops. A similar treatment is used above the entry recess at the center. At the second-story window sill height, a granite belt course extends across the full width of the façade. The paired windows in the outside bays match those on the first floor while the center bay pair is mullied, without a brick pier. A brick belt course projects in two stages approximately 18" above the second-story window lintels with another band of decorative brick denticulated corbelling approximately 18" above the belt course. A simple brick parapet continues above the corbelling for approximately 18" before terminating with a plain sheet

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metal cap. A large wooden sign board is located between the first-story entry and window lintels and the second-story window sills.

To the west of the c.1900 façade is the façade of the 1936 addition. This one story structure is brick with cast stone trim above the two wide openings. These openings originally provided access to loading bays, allowing trucks to back into the building. They now have wood-framed storefront infill with recessed entries on either side of the brick pier dividing the bays. Each storefront is divided into four windows with a high bulkhead below and tall transom windows above. A single four-light metal pedestrian door is located between the left storefront and the original building. Above the storefronts, a denticulated brick belt course supports the brick parapet that has a simple sheet metal cap. A wide curb cut in front of the addition helps to make clear the two wide openings were originally used for vehicular access to the building.

The west wall of the addition is largely unrelieved brick. Approximately 20' back from the sidewalk, the concrete foundation steps up several feet to accommodate a change in grade. A large opening near the front of the building appears to be recent and contains storefront infill matching that in the two openings on the front of the building. Toward the rear there is a single flat metal door. The parapet along this wall is slightly higher than that on the front façade and is capped with what appear to be rounded clay cap tiles.¹ The west wall of the main block is visible above the one-story addition and is nearly devoid of fenestration. It appears that this was intended to be a parti-wall with another building. Originally the c.1900 building had offices in the front and a larger refrigerator section at the rear. Between these two sections, the west wall has a recessed vertical bay, perhaps intended to function as an airshaft should an abutting building be built. A single window is located in this hyphen. There is evidence of four original window openings on the second story of the southernmost portion of the elevation. Brick segmental-arch lintels remain for all four openings. In one opening a flat metal door accesses the roof of the addition and in another, an undersized modern replacement window is set in plywood infill.

On the east elevation the decorative belt course and corbelling at the parapet are present for the northernmost four bays. The two first-story bays closest to the front of the building have tall openings with iron or steel lintels. These openings may have been doors at one time. They are currently infilled with painted plywood. The two bays south of these are now hidden behind modern infill construction on the loading dock. The four bays on the second story have granite sills and segmental-arch brick lintels. Each of these windows has a too-small replacement window surrounded by painted plywood infill. Beyond these four bays, the original refrigerator portion of the building bumps out approximately 10'. A much simplified brick belt course continues the line of the corbelling on the front portion of the building above large areas of unrelieved brick wall. A loading dock is located in the angle formed by the bump-out and appears to retain an early wood-framed roof structure with modern infill construction atop the concrete dock. The east elevation of the refrigerator portion of the building retains evidence of six window openings on the first story. Segmental-arch brick lintels and four granite sills remain with the openings infilled with brick. Two granite window sills have been removed for later door openings. The right door opening has been infilled with brick and the left opening has an industrial metal roll-up door. Between each of the original window openings, corbelled brick brackets remain and infilled beam pockets are apparent above the windows, suggesting a loading dock-type roof structure existed here at one time. Below each of the first story window openings is evidence of an original basement level window, with brick segmental-arch lintels and granite sills like the windows above. One of these openings remains intact with a sash frame and plywood infill, another has lost its arched lintel and has plywood infill. The remainder have brick infill and one of them has lost its arch.

Behind the refrigerator portion of the building, and aligned with its east elevation, is a lower two-story brick addition that is identified as a meat locker on historic Sanborn maps. The first floor level of this addition appears to be set nearly at grade, making the addition significantly shorter than the building it adjoins. Two unmatched first story window openings appear to have been a later alteration, with cast concrete sills. Both have brick infill that appears to be relatively recent. At the second-story level, an opening on the right is largely intact, with a segmental-arched brick lintel and granite sill. The opening has plywood infill with a metal louver and yard light in the upper half. A wood beam projects from the brick wall above the opening and retains an iron ring hanging from the end, suggesting that this opening may have contained a door through which freight could be hoisted from the beam. An opening on the right has been infilled with brick, apparently some time ago. This window retains its segmental-arch brick lintel but has lost its sill. Copper flashing projects from the brick wall, passing through the window infill and extending several feet to either side, suggesting that this window may have been infilled to accommodate an extension of the loading dock roof that existed on the adjoining portion of the building. There is no flashing left on that portion, but it appears to have been repointed and such evidence may have been removed at that time. This opening has been infilled with brick. All seven of the infilled windows in the back portions of the building appear to have received their infill many decades ago.

¹ These were perhaps made locally by the Portland Stoneware Co.

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The south elevation is very simple and industrial in character, with little fenestration and a variety of roof lines reflecting the various additions to the building over time. One large chimney rises from the 1936 addition against the west elevation of the c. 1900 building and is likely original construction. Three brick chimneys rise in a line, only a few feet apart, from the roof of the 1936 addition and now have sheet metal caps. These are located above the portion of the building that was labeled "sausage factory" on the 1939 Sanborn map and are likely the chimneys from the "smoke house" indicated on the map.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Areas of Significance

(Enter categories from instructions.)

- Architecture
- Commerce
- Community Planning and Development
- Industry

Period of Significance

c. 1790 - 1936

Significant Dates

- c. 1830 -1850
- c. 1884 - 1924
- c. 1900

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Criteria Considerations

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

Property is:

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

Period of Significance (justification)

The period of significance extends from the construction of the oldest contributing building in the district (the Benjamin Woodman/Peter Warren shop and home, c. 1790) to the construction of the addition to the Armour & Company Building in 1936. This encompasses the construction dates for the contributing resources within the existing and increased district boundaries. There was no new construction of any significance within the district's boundaries after 1936.

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Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Portland Waterfront Historic District was listed in the National Register of Historic Places on May 2, 1974 for its significance at the local level in the areas of architecture, commerce, transportation and Urban Planning (Community Planning and Development). On December 23, 1984 two additional properties were added to the district and the boundary expanded at both the east and west ends of the district. The purpose of the current nomination is to again increase the boundaries to include two additional buildings and the bulkhead of a wharf on the south side of Commercial Street. These buildings and wharf are contiguous to the existing district and are of significant importance to the economic, industrial, transportation, and commercial history of the Portland waterfront. This nomination also changes and elongates the period of significance from "19th century" to a more specific "c. 1790 to 1936," which encompasses the construction dates for contributing resources within both the expanded and existing district boundaries. Finally, in recognition of the important role that several meat packing, food processing or canning facilities had on the growth of the city and the state, industry is added as an area of significance under Criterion A.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Community Planning & Development and Transportation

An important characteristic of Portland's waterfront, dating from the colonial period, was the use of privately owned piers and wharves to extend the street grid out into the harbor. This was well described in the following excerpt from a piece by Michael Belleau, titled "Portland's Piers are Streets," published in the Portland Press Herald on July 18, 2010:

By 1823, many more piers had sprung up, most of them extensions of the city's street fabric, coming down from Congress Street, across Middle and Fore and into the harbor.

Starting at the west end and moving east, streets became piers at State, Anne, High, Center, Cotton, Cross, Union (the largest wharf, Union Wharf), Plum, Exchange, Market, Silver, Willow, Deer, Moose, Tyng, King (India), Hancock and Monitor. Tyng Street actually went out into the water as a pier and ended at an "L" intersection over the water with Thames Street's pier extension.

As the piers grew longer, they began to differ little from the streets on land, with rows of buildings along both sides, except the backs of the buildings were at the water's edge, where ships tied up. Portland's street fabric was one of the city running right out into the sea.

The Portland experience was of walking down a street, seeing the water at the end and, toward the end, glimpsing the water on both sides between buildings and realizing you were over the water...

Originally, these piers, or wharves as they are more commonly called in Maine, met the on-land street grid at Fore Street. When Commercial Street was built, the landward portions of the older wharves became the new streets between Fore and Commercial streets. This new block of the street grid combined with the 100' width of Commercial Street consumed a large portion of many of the old wharves, which were consequently extended further out into the harbor. Merrill's Wharf and Cross Street originally met at an oblique angle at Fore Street. After Commercial Street was built they were no longer exactly aligned across the street, although city directories continued to locate Merrill's Wharf "at the head of Cross St."

The first major exercise in urban planning undertaken in Portland was the development of Commercial Street and related rail infrastructure and wharf reconstruction. It involved the creation of a three-mile-long street on filled land, more than 15 blocks of new land for development on the up-land side of the street, land for three railroad yards, and more than 20 extended and expanded wharves with rail access. It transformed a waterfront characterized by small scale wooden

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wharves and warehouses, built for the age of sail, into a modern waterfront of granite and brick, built for the age of steam. This project laid the foundation for the great prosperity Portland experienced during the later nineteenth century and may be the most important planning and public works development in the city's history. Although no wharves were originally included in the Portland Waterfront Historic District, they are essential to understanding its development and history.

The American Planning Association named Commercial Street a "Great American Street" in 2009. In the nomination for that honor, Portland Senior Planner William Needelman wrote:

The street was developed in the 1850's to serve as a year-round rail link between the ice-bound Canadian Provinces and the world market. The piers and wharves of Portland harbor historically each had a rail siding leading to tracks running the length of Commercial Street. Commercial Street developed as a transportation link between the City, the national rail network, and maritime freight transportation. The development form noted above is still observable and is a direct link to this historic transportation past.

Commercial Street ultimately connected six separate rail lines to each other and to the wharves. Rail sidings ran onto the wharves to serve both the buildings on them and the ships that tied up to them. The role of the railroads in Portland's development is further detailed in the original nomination. On Merrill's Wharf the siding ran immediately adjacent to Twitchell – Champlin Co.'s spice mill, candy factory, and canning plant, likely delivering raw materials for canning as well as shipping out finished goods. This siding also later served the Armour & Co. meat packing plant at the head of the wharf. A large recessed loading dock on the opposite side of the Twitchell-Champlin Co. building (now contained within the expanded building), allowed loading and unloading from ships tied up to the wharf. As a wholesale grocer, Twitchell – Champlin canned fresh vegetables from Maine and canned and packaged other food products from all over the globe for distribution throughout New England. This location, literally between ships and box cars, was ideally suited to their business.

The existing granite block bulkhead on the east side of Merrill's Wharf was built between 1830 and 1851, with the "bump-out" adjacent to Commercial Street dating from the relocation of the "slatted wall" building when Twitchell-Champlin bought the wharf in 1884. This granite block bulkhead wall with earth fill behind is representative of the mid-19th century engineering and technology used to create both the wharves and Commercial Street along the Portland waterfront and is significant as a type, method, and period of construction. It remains in use more than 150 years after its construction.

Commerce

The Twitchell – Champlin Company was for many years one of the largest wholesale grocers in New England, with facilities in Portland and Boston. The founding of the company is described in George Thomas Little's *Genealogical and Family History of the State of Maine*, published in 1909. Referring to James P. Champlin, it states:

"In the spring of 1856 he returned to Maine and obtained a situation in Portland as a clerk in the wholesale grocery establishment of Davis, Twitchell & Chapman. Here he remained until the spring of 1860, when he again took up his residence in Waterville and engaged in business there. But after a year he returned to Portland and entered into partnership with John G. Twitchell, under the firm name of Twitchell & Champlin, the firm conducting a wholesale flour business. This partnership continued until 1865, when Mr. Champlin and Mr. Twitchell bought out the interests of Frederick Davis and Elbridge Chapman in the firm of Davis, Twitchell & Chapman, wholesale grocers, and changed the name of the firm to Twitchell Brothers & Champlin. In 1868 John Q. Twitchell and James P. Champlin bought out the interest of Mr. Thomas E. Twitchell, and continued the wholesale grocery business until 1872, when they admitted to the firm Mr. Champlin's brother, Frank A. Champlin. Twitchell, Champlin & Company continued the business along the same lines as hitherto until 1890, when the firm was incorporated under the name of The Twitchell – Champlin Company."

Portland directories show that the firm was first located at 82 Commercial Street and moved to 175 Commercial Street (in the "E. Swazey Stoneware" building at 173-177 Commercial Street, within the existing district, across from Merrill's Wharf) in 1873. By 1875 the firm had expanded into both the 173 and 175 portions of the building and the basement of the 177 portion. Edward H. Elwell's *Successful Business Houses of Portland*, published in 1875, provides a detailed description of the firm and its use of the building at 173-175 Commercial Street at that date. This description includes a brief history of the wholesale grocery industry in Portland and provides a sense of how the building they subsequently built on Merrill's Wharf (beginning in 1884) was likely used by them. It is quoted below under "Developmental history/additional historic context information" along with a detailed history of the company.

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Industry

Although transportation, specifically the shipping of goods by sea and later by rail, was the principal economic engine of the city of Portland from an early date, the city also developed important industrial facilities in the 19th century. Unlike Maine's mill cities (Lewiston, Sanford, Biddeford, Waterville, etc.), Portland did not have water power sources suitable for large industrial development prior to the advent of steam powered mills and factories. Cooperage was among the first industries to develop in the city, to serve the shipping industry. The coopers were supplied with raw materials from Maine's vast forests and primarily worked in small shops on or near the wharves. The shipping of "shook" (unassembled wooden boxes and barrels) to the Caribbean and other locations that needed shipping containers was a significant business in the city throughout the century. The first large scale industry to develop in the city (in the first half of the 19th century) was the processing of Caribbean sugar and molasses, primarily into rum. Like the cooperage shops, this industry was located near the waterfront. John B. Brown was Portland's "Sugar King" and built one of the great fortunes of the era with his sugar house (and real estate holdings). In the middle of the century, the Baxter family's Portland Packing Company perfected the canning of vegetables and seafood in tin cans and established another of Portland's major industries.² The Twitchell-Champlin Co. canning plant was the largest building built to serve that industry in the city. Several of the canning companies headquartered in Portland also established seasonal canneries or "corn shops" in farming communities across Maine to increase capacity, with the finished products shipped by rail to warehouses along the Portland waterfront for distribution. As a wholesale grocer, Twitchell-Champlin also ground and packaged spices, manufactured candy and brooms, and roasted imported coffee beans on Merrill's Wharf. At the end of the century, the Armour & Company meat packing plant was built and was one of several meat packing businesses to locate on Commercial Street with its easy access for refrigerated rail cars and marine shipping, and with several of New England's largest wholesale grocers nearby. Armour rival, Swift Meats, opened a meat packing plant just to the east on Commercial Street during the same period. The front portion of the Armour & Co. building contained offices and wholesaling with a large refrigerated building behind for canning and a meat locker at the rear. A wood loading dock extended along the east side from the street to the back of the refrigerator portion of the building. In 1936 a one story addition was built on the west side of the building. It contained two loading bays at the street and a sausage factory with a smoke house at the rear. Other industrial/manufacturing concerns within the district during the period of significance include the F.O. Bailey Co. carriage works and "desk and showcase" factory, a hat factory, a paint manufacturer, a cabinet organ factory, and a bung (sleigh) factory. Beyond the area included in the district, the waterfront also was home to the Portland Glassware Co., the Star Match Company, Portland Stoneware Company, the first chewing gum factory in the U.S., a soap factory, saw and molding mills, and a plow factory among other manufacturers and processors.

Architecture

The contributing buildings within the existing district range in date from c. 1790 to 1932 and include examples of the Federal, Greek Revival, Gothic Revival, Italianate, Second Empire, Romanesque Revival, Queen Anne, Beaux Arts and Renaissance Revival styles. Architects represented within the district include Charles A. Alexander (1828-88), George Burnham (1875-1931), Charles Quincy Clapp (1799-1868), Albert Winslow Cobb (1858-1941), Francis H. Fassett (1823-1908), George M. Harding (1828-1910), Frank M. Howe (1848-1909), Alfred B. Mullett (1834-90), Edgar A. P. Newcomb (1846- ?), Levi P. Newcomb (1822-98), Matthew Stead (1808-1879), John Calvin Stevens I (1855-1940), James Knox Taylor (1857-1929), Frederick A. Tompson (1857-1919), and Henry Van Brunt (1832-1903).

In 1884 the Twitchell-Champlin Co. built a brick "spice mill" on Merrill's Wharf, across from their location at 173-177 Commercial Street, followed by a wooden office building on the wharf shortly after. Additions to the brick building were made c. 1886-1896 (two phases), c. 1896-1909, c. 1914-1924, and in 1915. Additionally, the fifth floor of the first 1886-1896 addition was rebuilt after a 1904 fire. A detailed history of the development of the building is included below under "Developmental history/additional historic context information."

The brick and granite Twitchell – Champlin Building is significant as a large industrial building of the period and feels closely tied to the architectural fabric of the existing district across Commercial Street, largely because of the common materials, scale, and cornice lines. The north side of Commercial Street is lined with four and five story brick and granite warehouses built within a few years of the street's construction. The building at 173-177 Commercial Street, across the street from Merrill's Wharf (and occupied by Twitchell – Champlin before the construction of the building on

² The Portland Packing Company facility is located one block northeast of the existing Waterfront Historic District. It was listed in the National Register ON June 7, 1996.

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the wharf) is typical of these buildings. Unlike most of the buildings lining other streets in the waterfront area, the Commercial Street buildings have a distinctly industrial/warehouse character. They generally consist of a first story with multiple wide freight door openings and a few smaller doors, upper stories with many multi-light double hung windows and occasional bays of upper story freight doors, and a relatively consistent cornice line along the street. The 200' long Thomas Block on the south side of the street reflects many of these same characteristics. The large five-story Portland Packing Company (later Porteous, Mitchell & Braun Co.) warehouse at the corner of Center and Commercial streets, a short block west of Merrill's Wharf, is closely related to the Twitchell – Champlin Co. building in both age and character. When viewed from a distance on Commercial Street, the relationship between the Twitchell – Champlin Co. building and the buildings in the Portland Waterfront Historic District is readily apparent. The return of eight-over-eight double hung windows to the building as part of the current rehabilitation has strongly reinforced the relationship between this building and those on the opposite side of Commercial Street.

In their book *The Texture of Industry, an Archaeological View of the Industrialization of North America*, authors Robert B. Gordon and Patrick M. Malone state that "Most historic industrial plants have been extensively altered, enlarged, and repaired over time. Expansion or replacement of individual buildings, construction of multiple additions, and linking of structures with connecting buildings or with bridges were normal paths of development." The Twitchell – Champlin Building, built in six stages, falls squarely within this development pattern and is distinct in this aspect from many of the buildings across Commercial Street. Those buildings were generally built on lots immediately abutting other buildings, most built to the lot lines, so there were few opportunities for expansion outward. Their four or five story height, with substantial attic space within a gambrel roof, was well suited to the regular movement of goods in and out of the buildings with hoists. For the most part, these buildings are very little altered from their original forms. The Twitchell – Champlin Building was able to grow by being extended further out the wharf, and later, by adding to the width of the wharf. It also had a more active industrial use than the storage warehouse buildings – as a spice mill, candy factory, and canning plant – making it more likely that its owners would keep abreast of architectural trends in industrial buildings. It isn't surprising that the building received a nearly flat roof after the 1904 fire destroyed the upper stories, as there was a strong movement toward flat or nearly flat roofs on industrial buildings to improve fire safety at that time.

The Twitchell – Champlin Building is the largest masonry building built on a wharf in Portland and is one of the very few remaining buildings on a wharf that was used for industrial processing on an large scale. It is perhaps the only industrial building that has remained largely unaltered in the past half-century (except for the removal of its windows). It is the most noticeable architectural presence on the wharves and, as a massive brick and granite building built on man-made land, adds to our understanding of the ambition and determination that led nineteenth century Portland to construct a modern port facility and to take advantage of its deep natural harbor and rail connections to the interior of Maine and Canada.

The c. 1900 Armour & Co. meat packing plant is a brick commercial building with cast iron trim and is related to adjacent contributing resources in the Portland Waterfront Historic District in age, style, materials, workmanship, and use. The property retains a high degree of integrity of setting, location, design, association, and feeling. The building is compatible with other resources in the district, sharing both materials and a functional industrial architectural vocabulary

Developmental history/additional historic context information (if appropriate)
Merrill's Wharf:

The 1827 *Portland Directory & Register*, "Containing the Names, Professions and Residence of the Heads of Families and Persons of Business with Other Useful Information" includes a list of "The Wharves Referred to in this Directory." Merrill's Wharf is listed and is described as being located "next south west of Union Wharf, Fore street, and opening at the foot of Cross street." An 1830 map shows Merrill's Wharf as one of the widest wharves in the city, but also one of the shortest. It was less than one-quarter the length of neighboring Union Wharf, which was the longest wharf in the city. The Henry F. Walling *Map of the City of Portland, Maine*, from 1851 shows Merrill's Wharf extended to approximately half the length of Union Wharf. This map and the S.H. Colesworthy map of 1856 show clearly that the first portion of Merrill's Wharf (shown on the 1830 map) was located entirely on the inland side of the new 100' wide Commercial Street, which was created by filling the waterfront below Fore Street, and became part of the filled land on the north side of the street. The new street was built to allow rail access to the wharves and interchange between the various railroad lines entering the city. By the

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mid-1870's there would be six rail lines reaching the Portland peninsula. The 1866 Becket's *Portland Directory* map shows Merrill's Wharf extended further. It is narrow and long, nearly matching the length of Union Wharf. The map shows rail sidings extending onto nine of the twenty-five wharves, but not onto Merrill's. The 1868 Sanborn map of Portland shows a "coal shed" and two buildings labeled "coal ho." along the western edge of the wharf, with "U.S.B. W. Ho. [U.S. Bonded Ware House] No. 40" and "U.S.B. W. Ho. No. 41", "U.S.B. W. Ho. No. 42", and "U.S.B. W. Ho. No. 48" located side-by-side to the south. At the end of the row of buildings on the west side of the wharf is a "cooper" colored blue (identifying it as a stone building). A very narrow extension from the end of the wharf, aligned with the western edge, contained a "boat house." At the head of the wharf, on Commercial Street, a three story building on a widened portion of the wharf at the east side is labeled "flour and grain" with a note indicating "slatted wall" on one side. A small "off." [ice] is located at the entrance to the wharf. A shed is behind the grain and flour building and a small "gravel w. ho." is the only building at the water's edge on the east side of the wharf. At the south end of the east side, a large area is marked off with a dashed line and labeled "Staves Piled." These would likely be "shook" (unassembled barrels) from the adjacent cooper shop. The 1876 Bird's Eye View of Portland shows these as simple gabled roofed buildings with very large doors along the sides of the coal houses and warehouses. A Hartford Fire Insurance Co. map from 1883 shows the wharf shortly before Twitchell-Champlin Co. began building on it. A number of wood-framed buildings on the wharf appear to be the same buildings shown on the 1868 map, but there are no longer any buildings labeled as bonded warehouses, they are labeled "gravel ho.," "coal ware ho.," "coal and cement," and "boat ho's." The cooperage building is now labeled "fish storage," and on a widened extension at the end of the wharf, a "float house." An area on the east side of the wharf is marked with a dashed line and labeled "scattered lumber." Closer to Commercial Street the wharf has been widened to the west to accommodate a new large building labeled "coal ho." Abutting the street at the head of the wharf, the three story building labeled "Flour and feed" remains (still noted as "slatted"), the small "off." [ice] remains, a new stone building labeled with the name "B. Smith" jogs around the office, and a square tank labeled "Tank for watering streets" is south of the new building.

The George Colby map of 1884 shows that major changes occurred when Twitchell-Champlin Co. purchased Merrill's Wharf in that year. Their new brick "spice mill" was built approximately in the location of the large coal shed shown in 1883 and the wharf widening on the west side continued some distance to the south of the new building. On the east side of the wharf, the "slatted" grain and flour building near Commercial Street appears to have been moved to the south, with the wharf widened to support it, and a new wooden addition was built on the north end of it. The new addition had an angled front to accommodate the new rail siding extending onto the wharf, ending beside the spice mill. According to the 1886 Sanborn map, Twitchell-Champlin was occupying nearly all the buildings on the wharf by that point, with "Broom Corn," "Molasses Store Ho.," "Broom Mfy," "Making Cans," "Canning," and "Packing & Storing Salt," labels on the previously existing buildings. One "Coal Shed" remained, perhaps associated with the small office building near Commercial St., which is now labeled "Coal Off." The building wrapping around the south and west sides of the coal office is now attached to it with a hyphen on the south side of the office. This building is labeled "Pork, Lard, Etc." The rear portion of the Twitchell-Champlin Co. office building and wholesale grocers on the east side of the wharf at Commercial St. is still notated with "slatted wall" on the east side, supporting the conclusion that this is the earlier building relocated to the south of the new addition. At the southeast corner of the filled wharf, a building is labeled for "Fish Packing" and "Cooper Shop," a building containing the same functions had previously been located on the opposite side of the wharf. That earlier building had been identified as being of stone construction on the 1868 map and the 1886 building is of wood, suggesting that the earlier building had been removed and not simply relocated on the wharf. The "Cumberland & Dirigo Boat Club" is located on the piling supported extension at the south end of the wharf. This map shows the widened wharf area south of the spice mill extended somewhat from where it was on the 1884 map, and shows a stub of bulkhead wall extending past the end of the fill, suggesting that further extension was underway or planned.

That further extension is shown on a Sanborn map from 1894, which also shows the first two major brick additions to the spice mill, carrying the building all the way to the end of the widened portion of the wharf. This represents the full extent of the expansion of the filled wharf prior to the filling of the slip between it and Merchant's Wharf in the 1980's. Twitchell-Champlin Co. continued to expand the major masonry building, filling in the widened portion of the wharf, and to add new buildings to the wharf and alter other existing buildings on the wharf to accommodate the expansion of their business throughout the period of significance. All of the buildings other than the major brick building (including the spice mill) are no longer extant, most having been removed in the 1940's and 50's as is detailed in the following section.

The creation of the Portland Fish Pier in the 1980's involved filling the slip between Merrill's Wharf and Merchant's Wharf (covering over Richardson's Wharf between them) and rebuilding the portion of Merrill's Wharf south of the remaining Twitchell Champlin building with concrete on modern steel piles.

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Twitchell-Champlin Co.:

Edward H. Elwell's Successful Business Houses of Portland, published in 1875, provides a detailed description of the Twitchell-Champlin Co. firm and its use of the building at 173-175 Commercial Street at that date. This description includes a brief history of the wholesale grocery industry in Portland and provides a sense of how the building they subsequently built on Merrill's Wharf, beginning in 1884, was likely used by them:

TWITCHELL, CHAMPLIN & CO. WHOLESALE GROCERS.

Portland has long done a considerable business in groceries and provisions. Its early commerce with the West India Islands gave it a large trade in molasses and sugars. Fifty years ago, when the Vermonters came down in the winter through the Crawford Notch in the White Mountains, then but recently opened to travel, with their pungs filled with round hogs, they took home in return molasses, flour, salt fish, and perhaps a little rum. That trade was snatched away by the advancing railway system of Boston. Our merchants are now in a fair way to recover it by the extension of our own lines of communication with Northern New Hampshire and Vermont. The wholesale trade in groceries now ranks in importance with that of dry goods and woolens, and within a few years past has assumed large proportions. Portland is in a condition to meet the demands of this traffic in as satisfactory a manner as Boston or New York, and the people of Maine are fast becoming aware of the fact. The trade of the State is rapidly passing into the hands of our merchants, to the benefit of all concerned.

It is a matter of daily experience that those houses are most permanent and prosperous the members of which have grown up with the business, and confined their operations strictly within its limits. Early training and long experience are as beneficial in trade as in professional pursuits. The business which has been built up from small beginnings by careful management is best prepared to meet the storms of the commercial world, and to attain vast proportions.

An example of what may be done in a business career of little more than twenty years is afforded by the firm of TWITCHELL, CHAMPLIN & Co., wholesale Grocers and Provision dealers, 175 and 177 Commercial street. In 1854 Messrs. TWITCHELL and CHAMPLIN were clerks in the house of Twitchell & Chapman, a firm which had commenced business the previous year. Here they continued until 1862, when they both left the store and carried on business for themselves in the wholesale flour trade. In 1864 they went back into the old concern as partners, Messrs. Davis and Chapman retiring. In 1868 the present members of the firm bought out the interest of Mr. T. E. Twitchell, and from that time the firm name has remained unchanged. In the six years which have elapsed since then the sales of the house have nearly doubled, and these young men now find themselves at the head of one of the best appointed wholesale grocery establishments in the State. Their store is so extensive and so well equipped that it is well worth one's while to go over it, and we invite the reader to make a visit to it in our company.

They occupy two stores in the four story brick block of the Richardson Wharf Company, and all three of the cellars under it. This building is very substantially constructed to enable it to bear the weight of a full stock of heavy goods, and has been strengthened by stone pillars in the basement. Here is stored a large stock of Pork, Beef and Lard, while the front compartment is finished off into a fire-proof engine-room, with cemented floor. Here is a forty-two inch Cunningham boiler and a twenty horse power engine, which works the elevator and heats the whole block, besides driving a patent Coffee Roaster, which is placed in the room. This Roaster is quite an ingenious machine, and will roast fifteen hundred pounds of coffee in a day. It consists of a revolving cylinder, so constructed as to permit the testing of the coffee while in the process of roasting, and it is selfdischarging. The coffee, being roasted, is discharged into a large shallow cooler, where it is cooled in two minutes by the operation of a cold air exhaust blower. Peanuts are also roasted in this way. This firm are the only wholesale grocers in the city who roast their coffee and peanuts.

On the first floor, on the Commercial street front, are two large counting-rooms, with fire-proof safe and burglar-proof chest, and also a sample-room, in which are kept samples of the goods in stock, where the purchaser can select his purchases without going over the whole establishment.

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In the front office we find a department that will interest tea drinkers. This is nothing less than a tea table, with tea-kettle on the hob, all ready to furnish "the cups that cheer but not inebriate." In a tiny pair of scales a minute quantity of tea, equal in weight to a silver half-dime, of each different brand, is weighed out, placed in tea-cups and hot water poured upon it. Each is then tasted to ascertain the different qualities of teas, and purchasers can thus select according to their tastes. There is no buying "a pig in a poke" here.

In the rear of the counting-rooms, on the first floor, are stored Sugars, Syrups, Spices and Tobacco. Here is also the office of the delivery boys, where a record is made of goods received and delivered. Here also the steam elevator comes into play, almost regulating itself, and delivering goods from the cellars and the fifth story on a level with the jiggers, and within two feet of the inner edge of the sidewalk. This elevator is a great labor-saver, and makes it possible to store the heaviest goods, as hogsheads of molasses, in the upper stories.

On the second floor we find Teas, Coffee, Sugars, Oatmeal and small wares. On the third floor are stored Beans, Soaps, Cheese, Canned Goods, Dried Apples, etc. On the fourth, Wooden Ware, Brooms, and Molasses in hogsheads, and even in the fifth, or attic story, Molasses is also stored.

In all, the firm occupy six floors, making twenty-nine thousand square feet. Their stock in store is never less in value than fifty thousand dollars. In 1868 the business done amounted to four hundred and forty-two thousand dollars; in 1874 the amount of sale was eight hundred and fifty thousand dollars, a very satisfactory increase. A full stock of groceries and provisions is always kept on hand, but the staple articles dealt in are Molasses, Teas, Tobacco, and Coffee.

Messrs. TWITCHELL, CHAMPLIN & Co. are the sole agents for Maine for the Globe Mills Spices and Coffees, which have become standard articles with the trade. They are also agents for the Hardware and Iron Foundry goods of the Enterprise Manufacturing Company, of Pennsylvania, consisting of Coffee, Drug and Spice Mills, Measuring Faucets, and the like. A market is found all along the coast of Maine, and large quantities of goods are sent into Aroostook; also into Northern New Hampshire, Vermont, and New Brunswick. The force employed, including the three partners, is fifteen men; three salaried men, and one of the firm, being constantly on the road taking orders. The annual pay-roll amounts to ten thousand six hundred and fifty dollars.

The head of the firm, Mr. JOHN Q. TWITCHELL, is a native of Bethel. Mr. JAMES P. CHAMPLIN was born in Portland, and Mr. FRANK A. CHAMPLIN in Waterville.

The 1876 bird's eye view of the city shows Twitchell, Champlin & Co. at 173-175 Commercial Street and Portland directories show the firm remaining at this location through the 1870s and into the early 1880s. In 1884, the firm is listed on both sides of Commercial Street, at the previous address and at 252-254 Commercial Street, which is Merrill's Wharf. For the first time, the listing says "Wholesale Grocer and Spice Mills." On the 1884 George Colby map, a brick "spice mill" is shown in the location where the 1868 Sanborn map and 1883 Hartford Fire Insurance map had shown a wood-framed "coal house." In addition to the new spice mill, the firm is shown as occupying a new wood-framed building on the east side of the wharf, at Commercial Street. The 1886 Sanborn map shows that the company was expanding, with a wood-framed "storehouse" addition to the north side of the spice mill and new wood-framed buildings further out on both sides of the wharf. A decade later, the four story brick spice mill building had been extended to approximately 370' long, with roughly half the additional length at five stories tall and the remainder at four stories. It is clear that these were built in two separate phases. The earlier section, abutting the spice mill, was approximately the same width as that earlier building. The second portion added was twice the width of the earlier sections, requiring the widening of the wharf. Sanborn maps from this period show that the first addition was used for "paring" on the first story, "jam factory" on the second, "tin can factory and labeling" on the third, "canning" on the fourth, and "tin can factory" again on the fifth. This suggests that Twitchell, Champlin & Co. had begun canning and marketing their own "Hatchet Brand" canned goods by this date. The wider addition shows "molasses" on the first story, with a "smoke house" in the southwest corner, "molasses and salt packing" on the second and third stories, and "candy manufacturing" in the fourth story. Evidence remaining on the interior suggests that the northern part of the first story of this section originally had a short "mezzanine" level, tall enough for the storage of hogshead barrels of molasses and accessed from the exterior through "transom" openings above the doors. This mezzanine storage level appears to have been removed many decades ago, with fragments of its framing still in place. Similar "transom" openings above the doors and windows in the "spice mill" portion of the building may have been related to a similar

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storage level in that building, now also removed. A wood-framed building nearly touching the south end of the four-story addition had a small one story section labeled as "store house," and a much larger section labeled as "molasses storage." In addition to the earlier wood-framed building on the east side of the wharf ("wholesale grocers"), there is a narrow wood-framed building with brick ends just behind it, housing the "Broom Dept" with "broom corn and broom stored" on the first story and "broom factory" on the second story. Further out on the pier on the same side is a small two story "store house" and a much longer building for the "Fish Dept." with "fish packing" notated for the majority of the building and "cooper shop" at one end. At the end of the wharf, the Cumberland and Dirigo Boat Club had a two-story club house.

A major fire struck the building on July 21, 1904 according to a report on that date in the Boston Evening Transcript. The Lewiston Saturday Journal on the 22nd reported that "The fire started in the third story of the candy department and swept through a range of 700 feet in a six story building. The upper floors and roof were burned off and the lower floors were ruined by water." The "700'... six-story building" is clearly an exaggeration. Fire insurance company maps document a 364' long building that was four stories at each end and five stories in the center during this period. The building may have had a gabled roof that included an attic story on the five story portion. The article notes that Twitchell-Champlin Co. were "*the largest wholesale grocery concern in New England, with one exception.*" It goes on to report, "*The entire fire department assisted by several tug boats had a five hours' struggle to stop the fire and at no time did they do more than hold it from getting to other buildings. It practically burned itself out. The departments damaged were the confectionary manufacturing department and the store house for the same together with the entire stock of stored canned goods and the stock of cans for this year's canning business, amounting to about 38,000 cans... The fire was prevented from crossing the wharf to the company's immense grocery store, broom department, oil department and other parts of the establishment, which were in immediate danger for some hours but were saved by close watching.*" Blame for the fire was assigned to "rats and matches."

The building was repaired and the fifth story rebuilt on the center section after the fire. It is possible that the first addition on the west side of the five story section was built at this time (it is shown on the 1909 Sanborn map). The 1909 Sanborn map also shows that the wood-framed addition on the north end of the 1884 spice mill had been removed by that date, along with the freestanding wood-framed building that had fronted on Commercial Street to the north of the spice mill, and the brick "Armour & Co. wholesale beef" building (260 Commercial Street) had been built. Also in 1909, the "Cumberland & Dirigo Boat Club" at the end of the wharf had become the "Portland Power Boat Club." The only notable change between the 1909 Sanborn and the 1914 Richard's map is the removal of the boat club building from the wharf. Billhead illustrations and photos from the early 20th century show a 300' long rooftop sign on the building, reading "THE TWITCHELL - CHAMPLIN CO. HATCHET BRAND PRODUCTS." A large crest rising above the center of the sign incorporated the round Hatchet Brand logo.

The final additions to the building occurred between 1914 and 1924, as can be seen in a comparison of the 1914 Richard's map and the city's 1924 tax photos. These additions involved the raising of the four story section at the south end of the building to five stories and the building out of the five story section on the west side to match the width of the four story section, once again requiring the widening of the wharf itself. City building inspection records include a permit issued September 27, 1915 for building a 15' x 135' additional story on part of the 60' x 175' four story section. This is likely the point at which the entire fifth story was added, as there is no physical evidence that the existing fifth story was built in two or more phases. The permit may have been amended after it was issued (these records are fragmentary, and it sometimes isn't possible to draw solid conclusions from the evidence available in them). From 1924 until today, the form of the building has not been noticeably altered.

Beginning in 1935 the Monmouth Canning Company leased the 12 bay portion of the building and the two story building extending from it to the south. Twitchell - Champlin Co. continued to own and occupy the remainder of the buildings on the wharf. Monmouth Canning Co. had been founded by Elwin A. Soule in 1905 and grew to include canning plants in six Maine communities through acquisition or lease of existing facilities. The majority of these plants operated seasonally at harvest time. Monmouth used the building on Merrill's Wharf for canning (vegetables, baked beans, and brown bread) and also for warehousing. They shipped their canned goods by ship from the wharf and likely warehoused production from the rural canneries here, brought in via the rail siding on the wharf.

In 1946, a permit was issued to Twitchell - Champlin Co. to demolish a two-story frame building at the end of Merrill's Wharf. In 1954, a new owner of the wharf, Benjamin Lewis, was issued a permit "*to demolish a large portion of the building nearest the harbor on the east side of the wharf.*" In 1956, he received a permit to demolish a 120' x 35' portion of building on the right side of the wharf. A Portland Board of Appeals letter dated July 2, 1956, states that a "*building permit for change of use of a portion of the building on the westerly side of Merrill's Wharf, formerly occupied*

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by Monmouth Canning Co. and Twitchell Champlin Co., to use for reduction of fish waste and chicken waste, ... is not issuable under the zoning ordinance..." A note on the letter records that the appeal was subsequently withdrawn by the applicant.

A number of letters and permits in the file relate to a partial floor collapse in the building in 1958. Repairs were underway without a permit in December of 1961. On February 2, 1962, a new owner, Cumberland Trading Co., Inc., was issued a permit "after the fact" for repair work already done and on the same date was issued a permit "To insulate interior and exterior walls of entire building..." In May 1964, a permit was issued to demolish a two story frame building. A letter from the Building Inspections department dated May 29, 1979, says "It has come to our attention that a large section of an unoccupied building at the end of Merrill Wharf has collapsed into the bay. It is necessary that this building, and any debris be removed immediately. ... It is also evident that the adjoining buildings are in a hazardous condition and should be secured or removed in order to prevent further collapses." The absence of additional letters or permits related to these buildings (which no longer exist) suggests that they were all removed at that time.

In 1985 a permit application was submitted for "Change of use from vacant warehouse to condominiums – 146 residential and commercial" by new owners, Levine Realty Trust, on behalf of lessee The McCourt Co., Inc. of Boston. This application documents the proposed project for the existing building that triggered a moratorium on waterfront condominiums. Ultimately voters approved "working waterfront" zoning to prevent such conversions on Portland's waterfront in the future. By 1988, the property was owned by Waterfront Maine (the current owners) who went through site plan review for conversion of the cold storage building to self-storage. Several letters from the building inspections department from 1994 deal with areas of brick veneer failing on the exterior of the building (the result of condensing moisture within the walls caused by the insulation added in 1962). Since the repair of these areas of masonry in the 1990s, little changed on the building until the substantial certified rehabilitation was undertaken in 2010-2011 to convert the upper stories to office space with future phases of rehabilitation anticipated to accommodate compatible new uses on the first story.

Armour & Company:

Armour & Company was a slaughterhouse and meatpacking company founded in Chicago, Illinois, by Philip Danforth Armour and several of his brothers in 1867. Armour & Co. was the first company to produce canned meat and one of the first to employ an assembly-line technique in its meat packing plants. By 1880, Chicago was the center of the American meatpacking industry and Armour was among the city's most important businesses. The company pioneered new principles of large-scale organization and refrigeration in the industry, was one of the first to reduce the waste inherent in the slaughtering of hogs, and the first to recognize the resale value of what had been considered waste products. The company sought to use every possible part of the animals to make other products in addition to canned meat, such as fertilizer, glue and pepsin. Philip Armour famously declared that he made use of "everything but the squeal." In order to get his meat products to market, Armour established the Armour Refrigerator Line in 1883, which became the largest private railroad refrigerator car fleet in the U.S. In 1900, it listed over 12,000 units on its roster, all built in Armour's own railroad car plant.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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PORTLAND WATERFRONT H.D. BOUNDARY INCREASE CUMBERLAND COUNTY, MAINE

Name of Property

County and State

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PORTLAND WATERFRONT H.D. BOUNDARY INCREASE **CUMBERLAND COUNTY, MAINE**
 Name of Property County and State

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Approximately 1.5 acres
 (Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 19 398800 4833983 3 _____

PORTLAND WATERFRONT H.D. BOUNDARY INCREASE

CUMBERLAND COUNTY, MAINE

Name of Property

County and State

Zone Easting Northing

2 _____

Zone Easting Northing

Zone Easting Northing

4 _____

Zone Easting Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The Portland Waterfront Historic District Boundary Increase begins at a point approximately at the northwest corner of Cross and Commercial streets, abutting the existing historic district and extends across Commercial Street in line with the western boundary of 260 Commercial Street, following that boundary southerly and easterly until it intersects with the abutting Twitchell-Champlin Co. (now Waterfront Maine) property and continues southerly along the western boundary of that property. At the southwest corner of the Waterfront Maine property, the district boundary turns easterly, continuing to follow the property line. At the southeast corner of the property, the district boundary turns northerly and follows the Merrill's Wharf bulkhead abutting the water, following the bulkhead around the jog near Commercial Street and continuing along the west side of the "Nine Stones" building on neighboring Union Wharf, and crossing Commercial Street to meet the existing district boundary before turning westerly to the starting point along the line of the existing district boundary.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes all of the contiguous contributing historic resources on Merrill's Wharf and connects them to the related historic resources within the adjacent Portland Waterfront Historic District, while excluding the abutting modern era Portland Fish Pier property to the south and west and the abutting building on Union Wharf to the east, which the Maine Historic Preservation Commission has determined to lack sufficient integrity for inclusion in the district.

11. Form Prepared By

name/title Scott Hanson

organization Sutherland Conservation & Consulting date July 14, 2011

street & number 295 Water Street, Suite 209 telephone 207 620-6291

city or town Augusta state ME zip code 04330

e-mail scotthanson@sutherlandcc.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

PORTLAND WATERFRONT H.D. BOUNDARY INCREASE CUMBERLAND COUNTY, MAINE

Name of Property

County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Portland Waterfront Historic District Boundary Increase

City or Vicinity: Portland

County: Cumberland **State:** Maine

Photographer: Scott Hanson

Date Photographed: December 2011

Description of Photograph(s) and number:

- 1 of 6.** ME_CumberlandCounty_PortlandWaterfrontHD BI_0001.tif
Twitchell-Champlain Co. Building, looking southwest from Union Wharf.
- 2 of 6.** ME_CumberlandCounty_PortlandWaterfrontHD BI_0002.tif
Twitchell-Champlain Co. Building, looking northwest from Union Wharf.
- 3 of 6.** ME_CumberlandCounty_PortlandWaterfrontHD BI_0003.tif
Twitchell-Champlain Co. Building, looking east from Commercial Street.
- 4 of 6.** ME_CumberlandCounty_PortlandWaterfrontHD BI_0004.tif
Twitchell-Champlain Co. Building (rear) and Armour & Co. Meat Packing Building, looking south from Commercial Street.
- 5 of 6.** ME_CumberlandCounty_PortlandWaterfrontHD BI_0005.tif
Armour & Co. Meat Packing Building, looking southeast from Commercial Street.
- 6 of 6.** ME_CumberlandCounty_PortlandWaterfrontHD BI_0006.tif
Merrill's Wharf, detail of the east side of the granite wharf structure.

Property Owners:

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Portland Waterfront (Boundary Increase)

MULTIPLE NAME:

STATE & COUNTY: MAINE, Cumberland

DATE RECEIVED: 1/20/12 DATE OF PENDING LIST: 2/21/12
DATE OF 16TH DAY: 3/07/12 DATE OF 45TH DAY: 3/09/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000066

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 3.7.12 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



PORTLAND WATERFRONT H.D., B.I.; CUMBERLAND CO., ME



PORTLAND WATERFRONT HISTORIC DISTRICT, B.I., CUMBERLAND CO., ME 2066



PORTLAND WATERFRONT H.D., B.I., CUMBERLAND CO., ME



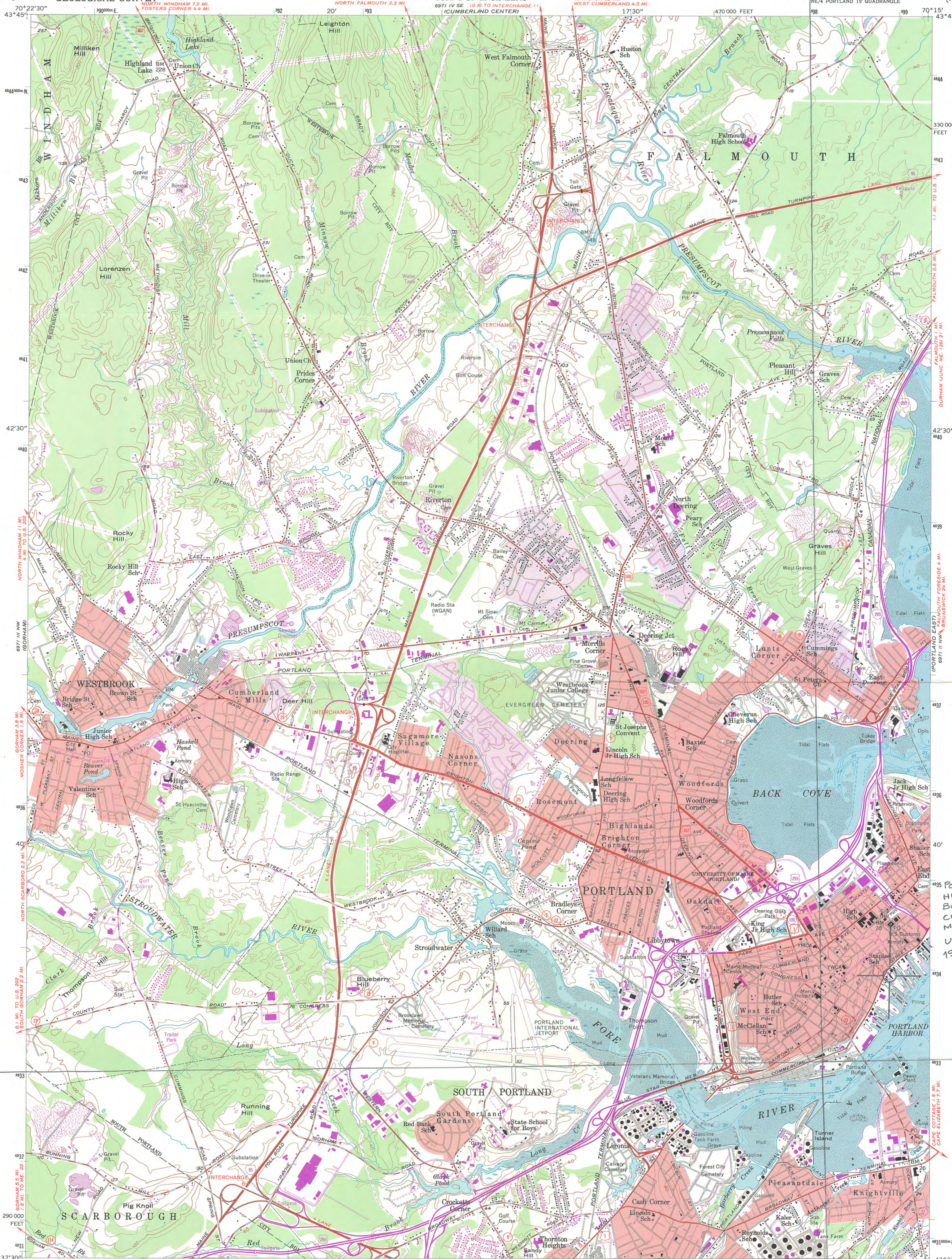
PORTLAND WATERFRONT H.D., B.I.; CUMBERLAND CO., ME



PORTLAND WATERFRONT H.D., B.I.; CUMBERLAND CO., ME

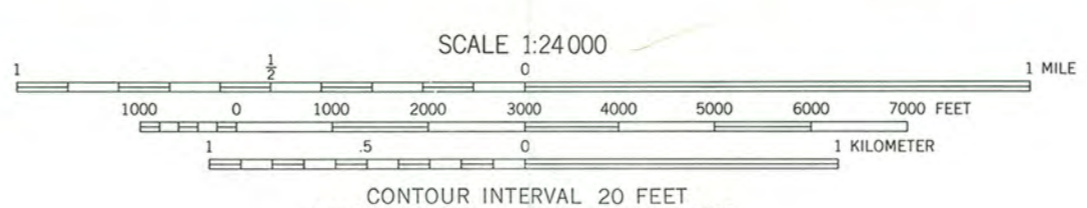
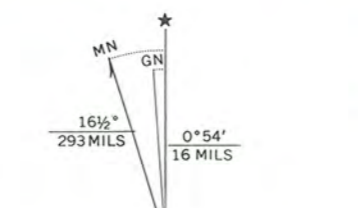


PORTLAND WATERFRONT H.D., B.I.; CUMBERLAND CO., ME



PORTLAND WATERFRONT
HISTORIC DISTRICT
BOUNDARY INCREASE
CUMBERLAND COUNTY,
MAINE
UTM'S
19/398800/4833983

Mapped by the Army Map Service
Edited and published by the Geological Survey
Control by USGS, USC&S, and USCE
Culture and drainage in part compiled from aerial
photographs taken 1943
Topography by planetable surveys 1944
Culture revised by the Geological Survey by photogrammetric
methods from aerial photographs taken 1956. Field check 1956
Selected hydrographic data compiled from USC&S chart 325 (1955)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Maine coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Red tint indicates areas in which only landmark buildings are shown



SCALE 1:24 000
CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 6.9 FEET

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U. S. Route —○— State Route —○—
Interstate Route —○—

PORTLAND WEST, ME.
NE/4 PORTLAND 15' QUADRANGLE
43070-F3-TF-024

1956
PHOTOREVISED 1978
DMA 6971 III NE—SERIES Y811

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled by the Geological Survey
from aerial photographs taken 1975. This information
not field checked. Map edited 1978





PAUL R. LEPAGE
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333



EARLE G. SHETTLEWORTH, JR.
DIRECTOR

6 January 2012

Keeper of the National Register
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

To Whom It May Concern:

Enclosed please find three (3) National Register nominations for properties located in the State of Maine:

Children's Hospital, Cumberland County

The photographs for this nomination were printed on an Epson Stylus Photo R 1900 printer using Epson UltraChrome High Gloss 2 Ink for the R1900 series on Epson Premium Photo Paper Glossy.

Portland Waterfront Historic District Additional Documentation

This nomination simply updates the inventory list and resource count for the Portland Waterfront Historic District (1974) and Boundary Increase (1984). There are no photographs accompanying this document.

Portland Waterfront Historic District Boundary Increase.

This new Boundary Increase adds three new resources, and updates the period of significance and areas of significance for the historic district. The photographs for this nomination were printed on an Epson Stylus Photo R 1900 printer using Epson UltraChrome High Gloss 2 Ink for the R1900 series on Epson Premium Photo Paper Glossy.

The above described combination of printer, ink, and paper were tested by Wilhelm Imaging Research and found to meet the archival standards of the National Register.

If you have any questions relating to these nomination, please do not hesitate to contact me at (207) 287-2132 x 2.

Sincerely,

Christi A. Mitchell
Architectural Historian

Enc.