

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Maine
COUNTY: Sagadahoc
FOR NPS USE ONLY
ENTRY DATE NOV 12 1973

1. NAME

COMMON:  
Richmond Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:  
Various

CITY OR TOWN:  
Richmond

CONGRESSIONAL DISTRICT:  
1st: Hon. Peter N. Kyros

STATE: Maine      CODE: 23      COUNTY: Sagadahoc      CODE: 023

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)

4. OWNER OF PROPERTY

OWNER'S NAME:  
Various

STREET AND NUMBER:

CITY OR TOWN:  
Richmond

STATE:  
Maine

CODE:  
23

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Sagadahoc County Courthouse

STREET AND NUMBER:

CITY OR TOWN:  
Bath

STATE:  
Maine

CODE:  
23

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
HABS-ME 142, 149, 159, 155

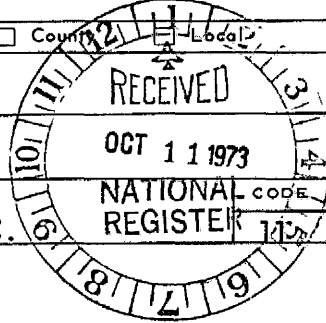
DATE OF SURVEY:       Federal     State     County     Local

DEPOSITORY FOR SURVEY RECORDS:  
Office of Archeology & Historic Preservation

STREET AND NUMBER:  
801 19th Street N.W.

CITY OR TOWN:  
Washington

STATE:  
D. C.



STATE: \_\_\_\_\_

COUNTY: \_\_\_\_\_

ENTRY NUMBER: \_\_\_\_\_

DATE: NOV 12 1973

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SEE INSTRUCTIONS

HB OE 436000  
2/17 N 488150  
N 4821000  
N 488150  
N 4881000  
N 4881500  
N 4881500  
N 4881500

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

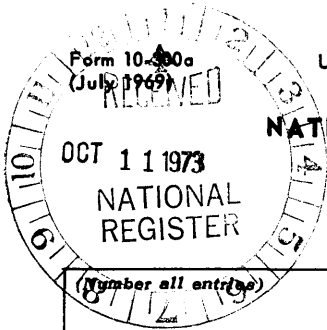
The Richmond Historic District is bounded and described as follows: Beginning at a point which is the intersection of the southerly side of South Street and westerly side of High Street; thence northerly along said westerly side of High Street crossing Brown Avenue, Main Street and Chestnut Street to a point at the northerly side of Chestnut Street; thence easterly and parallel with Main Street crossing Southard Street, North Pleasant Street, Darrah Street, and North Front Street to a point at the easterly side of North Street; thence southerly roughly following the course of the Kennebec River to a point at the easterly side of Water Street, said point being at the intersection of the easterly side of Water Street and an easterly extension of the southerly side of South Street; thence westerly along the southerly side of South Street to the point of beginning.

The boundaries described herein encompass an area of 100+ - acres.

1. The William S. Hagar House built ca. 1870-75 by William S. Hagar. This house is a good example of decorative Victorian architecture. The house is a three story (including the story covered by the mansard roof) with a central tower being its most outstanding and decorative feature. William S. Hagar was the first of the ship-building Hagars although he himself built no ships. He inherited part of the family fortune. The Hagars built 21 vessels in Richmond most of which were square riggers. This represents 10% of all the vessels built in Richmond. William's older brother, Henry S. Hagar built steamers in Richmond, one of which, The Rapidan, was still operating in the South American trade after the turn of the century.
2. The Captain Francis Theobald House built ca. 1847-55 is the only Greek-Revival House in Richmond with Corinthian capitals on the columns. This fine example of Greek Revival architecture has a classic facade with four fluted columns rising to a lovely pediment. Captain Francis Theobald was a Richmond shipbuilder who was descended from an Hessian surgeon with the British Army during the Revolution. The Theobalds built and sailed many square riggers. The Theobald was one of the last surviving wooden vessels operating on the west coast.
3. The William Maxwell House built ca. 1880 by William Maxwell, a local carpenter with a seafaring ancestry. This two and one half story dwelling with mansard roof with attached barn was done in the Second Empire Style and is one of the finest homes in Richmond.
4. The Charles B. Foster House built ca. 1850-51 was owned and lived in by Charles B. Foster, a local saw mill owner. The house was built by the shipbuilder Campbell Alexander in the Greek Revival style. The Alexanders were Richmond's earliest shipbuilders, building several types of vessels and houses as well.

(See Continuation Sheet)

SEE INSTRUCTIONS



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7. DESCRIPTION

5. The Captain David Stearns House (HABS - ME 142) built ca. 1851-55 for Captain Stearns who was master of both Dresden and Richmond built vessels. This house is a fine example of Greek Revival architecture with one very interesting feature, the capitals of the columns are carved with lotus leaves reflecting the influence of the Egyptian Revival.
6. The Nazarene Church was built in 1857 originally as a Congregational Church. The lines of the church are basically Greek Revival but depart from this style with the rounded arched windows with keystones and heavy brackets in the tower. The church is topped with an onion type dome which replaced the original spire. This church was designed by Harvey Graves of Boston who also did the Free Will Baptist Church in Bangor (Nat'l Register, May 7, 1973). The church in Bangor is done in the same style and also has an onion type dome which replaced an earlier spire.
7. The T. J. (Thomas Jefferson) Southard House (HABS -ME 149;) built in 1855 was the residence of T. J. Southard from 1855 until his death in 1896. T. J. Southard was Richmond's most prominent shipbuilder and developer. The house is one of the most stylish wooden Italianate homes surviving in the State of Maine. It was designed in the manner of Philadelphia architect Samuel Sloan. This house is now the main building of the St. Alexander Nevsky Foundation, a Russian Orthodox Church group. The barn has been converted into a church with an onion domed spire.
8. The Southard Mill was built in 1881 by Mr. T. J. Southard, prominent shipbuilder of Richmond. This was a cotten mill originally using its cotton in the manufacture of bags.
9. The Southard Block (HABS - ME 159 & Nat'l Register Feb. 23, 1973) was built in 1882 also by Mr. T. J. Southard. Mr. Southard also designed this late 19th century mansard roofed commercial block. Surviving within the block is its original bank and counting house, only recently converted to modern usage. The cast iron facade of the ground floor of the building was manufactured in Boston.
10. The Methodist Church (HABS - ME 155) was originally built as the Village Chapel Society in 1846 and is now the Richmond-Dresden Union Methodist Church. This is a characteristic village or rural church with fine Gothic Revival detail on the exterior. The church was built by Charles Buker, a Richmond carpenter and joiner. Buker instructed the building committee to model a church after the Gardiner Universalist Church of 1842.

(See Continuation Sheet)

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3

7. DESCRIPTION

- 11. The Central Fire Station was built in 1846 as the Town Hall and Schoolhouse. The building is a two story gable roofed brick structure, the fire engines being kept on the first floor where two large doors have been built.
- 12. The Charles H.T.J. Southard House built ca. 1870-75, was originally a square two and one half story frame house with a mansard roof. It was purchased by T.J. Southard for his son Charles and remodeled in 1890. This was probably when the porch done in Queen Anne style was added. The additions have since been clapboarded over.
- 13. The Richmond House was built in 1837 by Jefferson "Cap't Jeff" Hathorn and his brother Jackson Hathorn. These two men came from Dresden to Richmond in 1835. Jackson Hathorn operated a store in Richmond and the two brothers owned and operated a shipyard and wharf. Cap't Jeff commanded many ships during a career which lasted from 1829 to 1873.
- 14. The Hathorn Block was built in 1850 by Jefferson Hathorn and his brother Jackson Hathorn. In 1850, the store operated by Jackson Hathorn (built 1841) was moved to make room for this block. The small store is still standing. The block was done in the Greek Revival style. Setting on the corner of Front Street and Main Street, it is four and one half stories on the former and three and one half stories on the latter. The gable end of the block faces Main Street but there is a center gable which faces Front Street. The first bank in the town of Richmond was located in the Hathorn Block.



**6. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |  |                                       |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century            | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |                                       |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |   |   |
|--|---|---|---|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                      | <input type="checkbox"/> Urban Planning                                 |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering            | <input checked="" type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify) <u>shipbuilding</u> |
| <input type="checkbox"/> Historic                | <input checked="" type="checkbox"/> Industry    | <input type="checkbox"/> Science                        | _____   |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                      | _____   |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian            | _____   |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                        | _____   |
| <input checked="" type="checkbox"/> Commerce     | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation      | _____   |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |   | _____   |
| <input type="checkbox"/> Conservation            |   |   | _____   |

STATEMENT OF SIGNIFICANCE

The significance of the Richmond Historic District as outlined in the description lies within its 19th century history. It is in the 19th century that Richmond reached its peak of prosperity, and the architecture of Richmond reflects this prosperity both in quality and quantity of styles.

The written history of Richmond begins in 1649 with the purchase of a tract of land from the Indians by Christopher Lawson. This tract encompassed the present towns of Richmond and Gardiner. In 1650, this same tract was purchased of Lawson by Clark and Lake.

In 1719, Fort Richmond was constructed to facilitate trade to the interior and to offer some protection to the few settlers who had come to this wilderness. This fortification was abandoned and dismantled in 1754 when the forts Shirley, Western, and Halifax were built further up the Kennebec.

On the incorporation of Bowdoinham in 1762, the territory which is now Richmond was included as a part of Bowdoinham. In 1823, Richmond was set off from Bowdoinham and incorporated as a separate town. The incorporation of Richmond was not the beginning of its history but it certainly was the signal that Richmond was just beginning its century of prosperity. The population of Richmond at its incorporation was 850.

The first ship built in Richmond was the schooner Portumus constructed in 1815. From this date until about 1890, Richmond had her great century of prosperity. This era continued somewhat into the early 20th century by the short lived ice industry. Richmond's history is the history of shipbuilding and as near as can be discerned from existing records there were 236 vessels built in Richmond. They were as follows; 104 ships, 28 barques, 43 brigs, 50 schooners, 2 sloops, 2 barges, and 7 steam craft. The last ship built in Richmond was the schooner Phoebe Crosby built in 1920.

{See Continuation Sheet}

SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Richmond on the Kennebec, Fleming, John Daly, Lewiston, Maine  
Twin City Printery, 1966.

Richmond - A Long View, The Richmond Historical & Cultural Society  
Hallowell, Maine, Hallowell Printing Co., 1973

HABS-ME-142, 149, 159, 155.

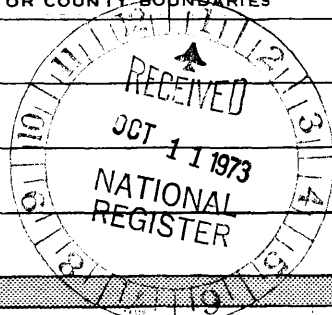
**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	44 ° 05 ' 22 "	69 ° 48 ' 21 "		°	'	"
NE	44 ° 05 ' 18 "	69 ° 47 ' 56 "		°	'	"
SE	44 ° 04 ' 51 "	69 ° 48 ' 05 "		°	'	"
SW	44 ° 04 ' 55 "	69 ° 48 ' 31 "		°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 100 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

**11. FORM PREPARED BY**

NAME AND TITLE: Richard D. Kelly

ORGANIZATION: Maine Historic Preservation Commission DATE: Sept., 1973

STREET AND NUMBER: 31 Western Avenue

CITY OR TOWN: Augusta STATE: Maine CODE: 23

**12. STATE LIAISON OFFICER CERTIFICATION**

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name James H. Munchy

Title State Historic Preservation Officer

Date Oct. 9, 1973

**NATIONAL REGISTER VERIFICATION**

I hereby certify that this property is included in the National Register.

Ernest A. Connelly  
~~Associate Director, Professional Services~~  
Associate Director, Professional Services  
Date NOV 12 1973

ATTEST:

Edmund S. Hunter  
Keeper of The National Register  
Date 11. 8. 73

**NATIONAL REGISTER OF HISTORIC PLACES  
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STATE	
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Sagadahoc	
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8. SIGNIFICANCE

The most famous of all of Richmond's shipbuilders was Thomas Jefferson Southard who built and launched 57 vessels from the building of the brig China in 1840 to the launching of his last vessel, the schooner Edith L. Allen in 1890. His house pennant, the Anvil insignia, was recognized all over the world. When he saw shipbuilding begin to slacken off he built mills and commercial buildings which along with his house are part of this nomination. Many Richmond natives also became Captains and masters of Richmond built ships.

The great history of shipbuilding in Richmond is well documented. It was unquestionably a great era and Richmond was second only to Bath in shipbuilding in the Sagadahoc-Kennebec River area. Richmond's importance in the 19th century commerce of this nation cannot be disputed. Unfortunately there is nothing physically remaining of the shipyards and docking facilities. What does remain, however, are the homes and other buildings that reflect this great past. The buildings listed and described in the first part of this nomination are but a few of the great buildings in this proposed district. For its size the town of Richmond has more surviving Greek Revival architecture than any town in Maine, besides its many other types of architecture. Those represented in this application are the most significant architecturally and historically.

The great pieces of architecture in Richmond were built by the same men who built the ships in the yards along the river. They reflect the same quality of craftsmanship that must be built into a ship.

This small town with its fine dwellings, commercial buildings, churches and industrial buildings represents a total picture of a small 19th century Maine town. Everything remains, every aspect of life, rather than just one segment.

This area should be given the recognition it deserves because of its great past and the fact that the great examples of several architectural styles in such quantity have survived in such a compact area.

