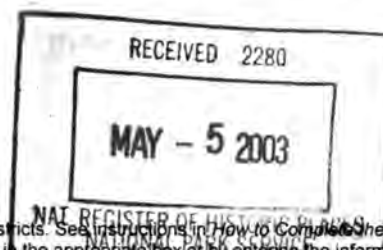


United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.



550

1. Name of Property

historic name _____
other names/site number Central Street Historic District

2. Location

street & number Central, Quaker, West, Chesley, Bow, Prospect & Fletcher ☐ not for publication
Streets
city or town Millville ☐ vicinity
state Massachusetts code MA county Worcester code 027 zip code 01529

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I 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
☐ nationally ☐ statewide ☒ locally. ☐ See continuation sheet for additional comments.

Betsy Freedberg, for
Signature of certifying official/ Cara H. Metz State Historic Preservation Officer Title4/10/03
Date

State or Federal agency and bureau _____

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

Signature of certifying official/Title _____

Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

Entered in the
National Register6/19/03

(MILLVILLE)

Name of Property

County and State

5. Classification**Ownership of Property**

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
94	12	buildings
12	1	sites
3	0	structures
0	0	objects
109	13	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

3 (Blackstone Canal in MA H.D.)

6. Function or Use**Historic Functions**

(Enter categories from instructions)

DOMESTIC: single dwelling, multiple dwelling,
secondary structure

COMMERCE: specialty store

GOVERNMENT: post office

EDUCATION: school

RELIGION: religious facility, church-related residence

INDUSTRY: manufacturing facility

LANDSCAPE: unoccupied land

TRANSPORTATION: road-related, railroad-related

Current Functions

(Enter categories from instructions)

DOMESTIC: single dwelling, multiple dwelling,
secondary structure

COMMERCE: specialty store

GOVERNMENT: city hall, post office

RELIGION: religious facility, church-related residence

LANDSCAPE: unoccupied land

TRANSPORTATION: road-related, railroad-related

7. Description**Architectural Classification**

(Enter categories from instructions)

COLONIAL

MID-19TH CENTURY: Greek Revival, Gothic Revival

LATE VICTORIAN: Italianate, Second Empire, Queen Anne

LATE 19TH & EARLY 20TH C. AMERICAN MOVEMENTS:
Bungalow/Craftsman

Materials

(Enter categories from instructions)

foundation STONE

walls WOOD: Weatherboard
STONE

roof ASPHALT

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

National Register of Historic Places Continuation Sheet

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Central Street HD
Millville (Worcester), MA

DESCRIPTION

LOCATION

The Central Street Historic District is located in the Town of Millville, an old industrial village in southern Worcester County, Massachusetts, adjacent to the Rhode Island border. The town and district are bisected by the Blackstone River where a natural fall of water was dammed to provide power for grist mills in the 18th century and, later, for textile manufactories, none of which remain intact. There is a small island at the top of the falls, which was the first site of industrial development, and bridges spanning the river have been built at this location to link the island to the mainland. The town's two principal roads are Central Street, a north-south route connecting Millville with towns in Rhode Island, and Main Street, a highway (Rt. 122) connecting Millville northwesterly to Uxbridge and southeasterly to Blackstone. They intersect just north of the river and create a biaxial plan for the community. Remnants of the Blackstone Canal, completed in 1828, exist on the south side of the river, including portions of a lock built to bypass the obstacle of the dam. The Providence & Worcester Railroad operates on a single track on the north side of the river. The village developed in the narrow valley of the Blackstone River where these natural, industrial, and transportation features came together.

PLAN OF THE DISTRICT

The historic district extends the full length of Central Street from where it originates at Main Street on the north to where the concentration of historic village properties ends on the south. Portions of a number of intersecting secondary streets are included where appropriate, intact, historic resources are present. These streets are Fletcher, Bow, Prospect, West, Chesley, and Quaker. The district contains 109 contributing and 13 non-contributing features, including public and commercial buildings, churches, dwellings, outbuildings, structures, landscape elements, and archeological sites.

The north end of Central Street is the location of Millville's government center, which occupies the historic Longfellow School (8 Central Street, 1850) (photo #22). This area occupies a short portion of the street

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Central Street HD
Millville (Worcester), MA

between the Blackstone River and the Providence & Worcester Railroad, which forms the northern boundary of the district. Commercial buildings once lined the west side of the street south of the school to the point where Central Street crosses the Blackstone River. The river, the island where industry originated in the town, the Blackstone Canal, and other industrial features on the both sides of the river are now obscured from view by a wide concrete bridge (1938) and thick foliage (photo #3-4).

South of the bridge, Central Street climbs out of the depression formed by the river(photo # 1,5). The lower section at the intersection of Bow and Ironstone Streets developed as a commercial area. However, one of the oldest houses in the town, the Collins Capron House (40 Central Street, ca.1750), survives from the pre-industrial period on the west side of the street. Bow Street parallels the river east of Central Street and originally looped back to Central Street along what is now known as Prospect Street. It built up in the early 19th century with a dense concentration of one- and two-family worker houses associated with mills along the river. (Ironstone Street near Central Street did not develop in the same degree or fashion and does not contain resources to include in the district.) West Street intersects with west side of Central Street just south of Prospect Street. It merges with Ironstone Street, which is the principal route leading out of the hamlet in that direction on the south side of the river. The street contains dwellings in a mix of scales and periods that contribute to the historic character of the district.

As Central Street proceeds south past the intersections of Prospect and West Streets, buildings become residential. The town's wealthier citizens congregated on the hillside, and their distinctive homes are aligned on both sides of the street out to the southern limits of the village, where the district is terminated. Among them is St. John's Episcopal Church (49 Central Street, 1850), which was designed by architect Richard Upjohn. (PHOTO 13) At the southern end of the district, Quaker Street forks southwesterly off Central Street. Distinctive residences were built on Quaker Street that extended the hamlet in that direction. Quaker Street is included in the district to where the landscape becomes rural in character, and appropriately, some of the few Bungalow cottages built in Millville are located at its outer edge.

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Central Street HD
Millville (Worcester), MA

The upland portion of Central Street became known Millville Heights when the Norfolk County Railroad was constructed in 1847 and a station erected there. The building no longer exists, but the right of way (now a state-owned rail trail) remains as a prominent feature of the streetscape. The site of an axe and scythe factory is located near the rail bed on the east side of the street. Thus, Millville's elite neighborhood contained industrial features in its midst. Chesley Street was created and new lots were surveyed in 1863 for the single-family worker houses that are located there. St. Mark's Lutheran Church (63 Central Street, 1892), was built by Swedish families coming to work in Millville's factories. Many of them resided on Chesley Street.

The Central Street Historic District represents a significant concentration of historic resources within the larger community of Millville. Natural and artificial barriers, the Blackstone River and the Providence and Worcester Railroad, in particular, have served to distinguish this district from the rest of the village on the north side of the river. The demolition of historic buildings, recent alterations to the intersection of the Central and Main Street, and the elevation of the bridge crossing the railroad have served to exaggerate this separation. As a result, a single, unified, historic district cannot be effectively delineated in Millville. Rather, it is necessary to delineate discontinuous districts in the northern and southern sections of the town, and perhaps other isolated individual properties or districts in other dispersed locations. The Central Street Historic District is the first of these significant areas to be nominated to the National Register of Historic Places.

ARCHITECTURE & OTHER HISTORIC FEATURES

The architecture in the Central Street Historic District contains distinctive examples of buildings in a wide variety of functions that typify the compact plan of the small, 19th-century industrial community. Public, commercial, industrial, religious, and transportation-related buildings are intermingled with houses, which range from the highly elaborate houses of the town's elite to the modest, multi-family dwellings of the working class. Also, like most communities in eastern Massachusetts, the period of significance in the district encompasses three centuries of growth and development, extending from the first documented mill site

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Central Street HD
Millville (Worcester), MA

established on the island in 1732 to the construction of Bungalow cottages on Quaker Street in the 1920s. A chronological description of the distinctive characteristics of architecture in the district follows.

Settlement and Agricultural Period

Examples of Millville's 18th-century architecture are scant in the town. Agriculture was the principal occupation in this period, and the village did not exist as a center, even though Samuel Thompson's mill was in place on the island, with its bridges crossing the Blackstone River, in 1732. Houses were widely dispersed on the small farmsteads that patterned the landscape. They ranged in type from the most basic single-room dwellings, occupied by many of the town's earliest settlers; to the one-story Cape Cod house, with additional rooms arranged around a central chimney; to the more substantial and pretentious, two-story center chimney house. Each example is a distinguishing type of the architecture of eastern Massachusetts and New England, in general. The oldest house on Central Street is the Collins Capron House (40 Central Street), a notable, intact example of a two-story, center chimney house (photo# 9). Built ca.1750, the Capron House has an exceptional pedimented entry ornamented with Classical details. Two other houses in the district, The Cook-Aldrich House (70 Central Street) and the Gifford-Pitts House (83 Central Street), appear to have features that survive from this early period, although they have been obscured by later alterations and decorative embellishments (photo# 22).

Early Industrial Period

Other saw and grist mills began to appear on the north side of the river in the vicinity of the falls during the period, and population in the town grew steadily, but the appearance of the district began to change dramatically soon after the Revolutionary War when the industrial development of the Blackstone Valley began spreading up river from Rhode Island where the development of mechanized spinning and weaving first occurred in America. Esek Pitts was operating the first wool carding and spinning mill on the north side of the Blackstone River in 1814, while Collins Capron built a stone mill in 1825 on the south side of the river for the manufacture of woolen cloth. Capron was also operating a grist mill on the north side of the river at the time. These mills functioned along with the two or three mills on the island and Alexander Wilson's scythe

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Central Street HD
Millville (Worcester), MA

factory in the vicinity of the falls at Millville. None of these buildings remain; however, their sites have been documented. Some survived into the age of photography and are recorded in that manner. The island and the river shoreline where these early mills operated, as well as the remnants of their water power systems are contained within the Central Street Historic District.

Development of Millville's industrial center of was accelerated by the opening of the Blackstone Canal, connecting Providence, Rhode Island and Worcester, Massachusetts, in 1828. Disputes over water supply between the industrialists and the canal company resulted in the canal suspending operation in 1849. It was replaced with the Providence & Worcester Railroad, which was completed in the same year. A portion of the canal is also included in the Central Street Historic District. The canal is already listed on the National Register as the Blackstone Canal Historic District.

Manufacturing enterprises multiplied in Millville during this period. The Island Mill was erected by William Capron and others in 1835 to produce satinets. Blackstone mill magnate Welcome Farnum purchased all the existing mills on the island in 1845 and erected a new brick factory there. These growing businesses attracted increasing numbers of workers to Millville, leading to an unprecedented period of house construction to accommodate them. The most common is the duplex or semi-detached house. These houses contain two living units within a single building, usually in a side-by-side plan. In most cases, entries are paired in the center of a six-bay façade, but there are some examples of shared single entries and separated entries at the outside corners of the façade. The dwelling areas are small, seldom more than one room wide and two rooms deep and 1½ stories in height. Light was supplied to the attic spaces by windows in the end elevations. Plans vary according to the location of entries, the length of entry passages, and the placement of stairs.

In the district, most of the examples of this early industrial worker housing are located on Bow and West Streets. Bow Street was one of the earliest locations of residential development because of its proximity to the woolen mills on the south side of the Blackstone River. Four examples of the duplex house described above survive at 6, 14, 21 and 23 Bow Street. (photo #7) Other house lots on Bow Street have either lost their

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Central Street HD
Millville (Worcester), MA

building or contain later types of workers' cottages. A larger example of a multiple-unit residence is located at 15 Bow Street. (photo # 6) It is composed of two 1½ story, five-bay, center-entrance units attached at their ends. It is likely that this building originated as a four-family house. The Tucker Duplex (4 Central Street, 1831-54) is another early multi-family house in the district. This two-story dwelling is located on the north side of the river. A 2½ story, six-bay, four-family house is located on 11 West Street and provides an example of the larger tenements that were also built in this early industrial period (photo #11). There are other scattered examples of early industrial housing in Millville on the north side of the Blackstone River and will be evaluated as part of potential historic districts in that part of the town.

A significant group of houses on Central Street reflects the remarkable success of industrial and commercial interests in Millville. Two prominent residences are visibly intact to the early industrial period and are associated with the principal manufacturing families. Certainly, the most elaborate house is the Greek Revival-style Edward Hall House (5 Central Street, 1831-54), with its colossal Doric portico. At the opposite end of the district is the Gifford-Pitts House (83 Central Street, 1831-54), a large house with two facades: a pedimented gable end facing the street and a more traditional five-bay center entrance façade facing the garden. It is also unusual in the district because of the string of ells and outbuildings connected to it at the rear. (PHOTOS 19 & 22) Examples of smaller scale dwellings built between 1831 and 1859 in the Greek Revival taste include the Hall House (67 Central Street), a small Classical cottage with large side ell; and the Wilson House (46 Central Street) and the Aldrich House (66 Central Street), both of which are two-story dwellings with their front gables enclosed as pediments. Some of these houses also appear on the side streets, such as the 1½ story, side-gable Capron House (25 West Street, 1831-54) with five-bay façade, center entry and bold corner pilasters; and an unnamed front-gable house with side ells at 20 West Street (1831-54). (photo #12) The reorientation of the façade of the house to the gable end to provide the appearance of a Greek portico was a significant change to occur in the architecture of the region. Frequently Gothic Revival features were incorporated into the Classical form and organization of the facades and roof lines. This is most pronounced in the White House (71 Central Street) and the Kidd House (64 Central Street) where steep rooflines and cross-gable dormers on the façades break up the otherwise rectilinear lines of the houses. The

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Gothic style is also echoed in the cross-gable and bay windows on the façade of the Benson House (60 Central Street).

Numerous churches were built on the south side of the river as the industrial community expanded. St. John's Episcopal Church (49 Central Street, 1850) (photo #13) was built for the mill owners and their peers. Industrialist Edward Hall was instrumental in the construction of the stone Gothic edifice, designed by renowned church architect Richard Upjohn. Further down the hill, a Reform Church was built in 1833 at 35 Central Street on the corner of Bow Street. A Presbyterian Church was built in 1838 on Prospect Street, then the upper leg of Bow Street. Both were places where the mill workers worshipped; neither of them remains. The two-story, brick Longfellow School (8 Central Street, 1850) was built at the northern end of Central Street, which was in the center of the most densely populated section of the town and within the working class community from which the town's students came. (photo # 2) In 1822, the Millville Hotel was opened on Central Street on the site of the present post office. William Wilson, who resided at 39 Central Street, was appointed postmaster in 1827 and apparently operated the post office from that location.

Railroad Era

The Providence and Worcester Railroad replaced the Blackstone Canal in 1849. It was laid through Millville on the north side of the Blackstone River. The Norfolk County Railroad was constructed two years earlier and it also followed the route of the canal. It ran south of the river through Millville and crossed Central Street below West Street. Its route resulted in the destruction of Pearl Street, and all but one of the small houses on this street were either demolished or moved to other locations in the town. The Lewis House (54 Central Street, 1831-47) remains in place although Pearl Street has been reduced to a simple right-of-way. A small, 1½ story cottage, it is a distinctive representative example of a single-family worker's dwelling that existed prior to the railroad. A wood frame station with board-and-batten siding was erected on the north side of the tracks at the crossing. An historic photograph is the only record of this building and its sign announcing "Millville Heights" as the stop. This line was later leased by the Boston, Hartford & Erie Railroad, which ran

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it for many years. The steam-powered Mansfield Scythe Factory was built north of the tracks and east of the depot in 1871. The building was converted to a woolen factory in 1877, and it burned in 1888. The BH&E and its successors, including the Grand Trunk Railroad, are all defunct and the right-of-way is now owned by the Commonwealth of Massachusetts and functions as a rail trail.

The railroad era reflects the maturation of industrial and community development in Millville, even though the local economy was experiencing a decline and depression was not far off. Architecture in the historic district represents this period as well. The hard, Classical lines of the Greek Revival taste were being softened by more organic and picturesque forms and ornament. The flat, orderly facades of older houses were textured and enlivened by bay windows, projecting cornices, and decorative embellishment. Examples of Gothic Revival design in the district appeared earliest and have already been described in reference to St. John's Episcopal Church and the Benson House. The Gothic taste continued to be expressed in cross gables added to the facades of existing houses and the transformation of gable ends from Greek pediments to pointed pinnacles. The Benson House (60 Central Street, 1831-54) and the White House (71 Central Street, 1831-54) are examples of the changes that occurred to existing houses.

The Kidd House (64 Central Street, 1870-87) was built in the Picturesque Gothic Style, and it is quite similar to the existing houses altered to the style since the traditional center-chimney, center-passage and front-gable side-entry plans and forms remained popular. The Italian Renaissance was an alternative taste that emphasized side-gable facades and bracketed cornices. The Cook-Aldrich House (70 Central Street, 1831-54) is an example of this design orientation, and the Gifford-Pitts House (83 Central Street, 1831-54) displays brackets on the raking edge of the gable end facing Central Street as well as a fully-developed Italianate façade on its south, garden elevation. (photo # 22) Smaller houses on the side streets, such as St. John's Parsonage (8 Quaker Street, 1857-70), the Pitts House (12 Quaker Street, ca.1870) and an unnamed house on 20 West Street (1831-57) were also decorated in a Picturesque fashion. The French Renaissance taste was a less popular design choice, but just about every 19th-century industrial community contains one or more examples. Millville is no exception with the large two-story Mann House (16 West Street, 1831-57) and the

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Sherman House (52 Central Street, 1857-70) as distinctive surviving examples with their characteristic mansard roofs. (photo #12) After 1850, nearly every new and existing building received some degree of Picturesque ornament that diminished the visual impact (and datedness) of the earlier Greek Revival taste, while retaining the traditional forms on which it was based.

Later Industrial Period

The Oriental Worsted Mills operated in the old scythe factory were a new industry introduced in Millville to counter the effects of an economic decline occurring in the wool manufacturing businesses in the town. The Lawrence Felting Company appeared in Millville at this time and purchased many of the remaining mills and water privileges on the river and began producing lining for rubber garments and footwear for the Woonsocket Rubber Company. Within a year the company erected a large new brick building on the north side of the Blackstone River. Soon it became the dominant enterprise in Millville, taking over most of the established manufacturing sites on the north and south side of the river and the island. In 1882, the Woonsocket Rubber Company built a new brick factory in Millville, and together the two related companies were the principal economic force in the village. Both companies had received generous tax abatements to lure them to the town from Rhode Island. Only one building survives from this extensive manufacturing complex, and it is outside of the district. Yet, within the district, there are archeological resources remaining on the portions of the Lawrence Felting Company's facilities along Central Street near the river, and numerous buildings survive in the district that were erected during the boom years of the rubber company.

The northern end of Central Street, on both sides of the river, developed as a commercial district during this period. New housing accommodating the increase in factory jobs was built in previously undeveloped areas on the south side of the Blackstone, notably Banigan City – A complex of company-owned worker housing located on an extension of Prospect Street east of the district – (this area is discontinuous to historic district and will be considered for nomination in a separate project) and Central Street evolved as a service area for this expanded population. A short stretch of stores was built on the north side of the river near the Longfellow School (8 Central Street, 1850, 1881), which was enlarged in this period. (photo # 2) New commercial

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Central Street HD
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buildings appeared on the south side of the river between the bridge and Prospect Street. The old Capron House was flanked by these buildings on the west side of Central Street; Willard Wilson built a new commercial building on his family's property on the east side. The defunct Reform Church at Bow Street was also converted into a store at this time. These new buildings were three- and four-story frame buildings with stores on the street level and apartment dwellings in the upper stories. They were conceptually related to the Three- and Four-Deckers being built in larger industrial towns at the time, such as Providence, Woonsocket and Worcester, but they were more separated and ornamental than the mass-produced norm in the cities. Many of these buildings have been lost to fires, but the few that remain are distinctive examples of this architecture as important landmarks to this era of Central Street's development.

The most intact example of this architecture is the Moran Block (44 Central Street, ca.1890), which retains its storefront and apartment entrance on the north side of the façade. (photo #10) Located on the corner of Central and West Streets, it displays two prominent clapboard-sided elevations. The front has pairs of oriel windows on the second and third stories above the storefront. A broad band of vertical siding between the second and third stories and a secondary store entrance relieves the massive side elevation. The roofline is embellished with a deep eave that is ornamented with scroll-sawn braces where it cantilevers over the front window bays. An historic photograph shows that the roofline was further detailed with a turned balustrade on the principal elevations. The Conlon Block (36 Central Street, ca.1890) and the Wilson Block (37 Central Street, ca.1890) are similar though less elaborate. Both have front gable roofs and store levels that are built into brick basements exposed due to their hillside location. The Conlon Block has an upper-story oriel like those in the Moran Block. A fourth building of this type survives in two-thirds of its original scale, the third floor having been destroyed by fire in the 1960s. The O'Gara Block (38 Central Street, ca.1890) also has a brick store level on the sloping street and oriel windows on the second floor. A side gable roof with dormers has been built in place of the third story, which has altered its appearance.

Charles H. Fletcher built a large store block south of the Longfellow School sometime between 1886 and 1898 and extended the commercial section of Central Street up towards Main Street where a parallel sequence

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Central Street HD
Millville (Worcester), MA

development had been occurring. The loss of this building to fire in the 1960s was a devastating loss to the community. Fletcher built a stone water tower behind the block to supply it and his other houses was revealed. Now without its ornamental conical roof, the Udor Tower (from a plaque in the tower; from the Greek word for water) has become a town symbol and a curiosity for visitors who often believe it to be an ancient relic. (photo #2) Fletcher moved his eccentric Stick Style house to a location behind the Tucker Duplex at 4 Central Street to make room for the commercial block. There it joined two other fanciful cottages he had designed and built. Fletcher Avenue was created to provide access to these buildings once the store block was completed. It also provided access to the Longfellow School. The Fletcher House (6 Fletcher Avenue, 1877-86) and the two Fletcher Cottages (15 & 17 Fletcher Avenue, 1877-96) are remarkable examples of original, exuberant architecture created by one of Millville's more prominent (and colorful) citizens during its heyday years. (photo # 24)

New houses were built towards the south end of Central Street during this prosperous time. Some new lots were created for this purpose as property owners subdivided large properties existing from Millville's more rural days. Some houses were built for the town's elite and some for its working class. As has been observed in even larger industrial towns, the line between economic and social classes is seldom a firm or fixed one. Still, following the pattern of earlier periods, more substantial houses were erected on larger Central Street lots and the more modest housing was concentrated along the side streets. On Central Street, these buildings assumed the large and complex forms of the Queen Anne Style with complicated roof and wall planes replete with dormers, bays, and porches. The Holt House (61 Central Street, 1887-98) is a tall, hipped-roof block with projecting gable bays, canted corners and a wrap-around porch. The Bowes House (72 Central Street, 1898-1902) has a rectangular hipped-roof mass with multiple projecting bays along its lateral walls, a large central gable dormer on the façade, and a wide front porch. The Bowes-Buckley House (80 Central Street, 1898-1909) has a large, two-story, side-facing gable roof punctuated with a high-roofed dormer and three-story corner tower. A third Bowes House (9 Quaker Street, 1898-1909) in the compound at the corner of Central and Quaker Streets is a more conventional square, two-story block with a hipped roof; it is distinguished with a huge wrap-around porch with Classical ornamentation. (photo # 20) It is very similar to

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**United States Department of the Interior
National Park Service****National Register of Historic Places
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its neighbor, the Mansfield House (84 Central Street, 1831-1854), which is slightly more elaborate with a rounded bay on its side elevation.

In 1863, Stephen Aldrich filed a survey of lots along a new street intersecting with the west side of Central Street just north of Quaker Street. The new street was named Chesley Street and about 12 lots were created for houses. By the time Richard's 1898 atlas of Worcester County was published, each of those lots supported a house. By some means of development as yet unknown, the houses were built to nearly identical specifications of scale and appearance. The houses that today survive on Chesley Street are 1½ story, front-gable, single-family worker cottages with full-width front porches and rear ells. Most now have acquired detached garages. One or two are set back at the rear of their lots, but the majority are located at the front edges of their lots and create a unified streetscape that is distinctive in the district (photos # 17 & 18). During this period, enough of the houses were inhabited by Swedish families to have the street remembered as an ethnic enclave. This community is further represented by the nearby existence of St. Mark's Lutheran Church (63 Central Street, 1892), which was built by the Swedes living in Millville. (photo #15)

The Woonsocket Rubber Company and its subsidiary, the Lawrence Felt Company, were absorbed into the U.S. Rubber Company, which was formed by the merger of a eight American rubber companies in 1893. There had been various labor disputes with the company during the previous decade, and shortly after the merger production had slowed to where more than 1200 Millville workers were idled. In spite of the economic instability, Millville separated from the Town of Blackstone and created its own town government in 1916. The independence was short lived. U.S. Rubber closed its plants down in 1929, and when it was granted substantial tax abatements for its vacated property, the town was forced into bankruptcy. From 1933 to 1945, Millville was under the supervision of the state Municipal Finance Commission. These bleak years have left their mark on the town and the historic district. The general economic decline and depression caused the failure of many business establishments in Millville. When the Municipal Finance Commission foreclosed on properties, the buildings were frequently demolished, usually due to the distressed condition they had reached by that point. As a result, a number of significant historic buildings, such as the Reformed Church

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Central Street HD
Millville (Worcester), MA

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(site, 35 Central Street, 1833), commercial buildings on Central Street at the river, factory buildings along the river, and worker houses on Bow Street were lost.

Few improvements were accomplished during this period. The present bridges spanning the Blackstone River, Canal and the Island were constructed in 1938. Its wide, concrete design served to obscure the connection between Central Street and the river and its industries. This bridge is now deteriorated and plans are underway to replace it. New construction in the historic district was limited to three Bungalow Style cottages built at 21, 25 & 33 Quaker Street in the 1920s, probably before the municipal bankruptcy in 1933 (photo # 21). With the exception of a number of devastating fires, few dramatic changes have occurred in the district since the end of its period of significance in 1953. Virtually all evidence of the extensive development of mills and factories has been leveled, and commercial buildings have generally changed to alternative uses; however, the residential areas of the historic district have survived essentially intact. Economic stasis in the town, though contributing to property neglect, deterioration, and the introduction of non-historic materials in the treatment of exterior finishes, has prevented wholesale redevelopment. In 1966, the town celebrated its fiftieth anniversary with public events and a small publication. This event marked the town's official recognition of historic preservation.

Archaeological Description

While no ancient Native American sites are recorded in the district, sites may be present. Two sites are located in the general area (within one mile) including one site (19-WR-102) Environmental characteristics of the district represent several locational criteria (slope, soil-drainage, proximity to wetlands) that are favorable indicators for many types of Native sites. The district includes several well drained, level to moderately sloping terraces, knolls and other landforms located within 1000 feet of the Blackstone River. All of Millville and most of its neighboring towns are part of the Blackstone River drainage that flows southerly to Narragansett Bay in Rhode Island.

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In spite of the high potential for the presence of ancient Native American resources in the district, the potential for locating significant Native resources is moderate. Intensive industrial and residential development preclude the survival of larger types of Native American resources such as base camp and village type sites. Impacts related to construction of mills, residences, railroads, canals, roadways, power-line corridors and other utilities would have had an adverse effect on most ancient Native American resources that may have been located in the district. Find spots, smaller type sites, fragmented portions of archaeological sites including deeply buried artifact concentrations and truncated features may survive within the district, however, it is doubtful larger, NR eligible sites survive. Most larger sites and many smaller sites that existed within or extended into the district have been essentially destroyed.

The presence of historic archaeological resources has been documented in the district and a high potential exists for locating additional potential resources. Documented historic archaeological sites include several contributing resources in the National Register listed Blackstone Canal Historic and Archaeological District that extends through the Central Street Historic District along the southern shoreline of the Blackstone River. Contributing resources in this area include several features south of the Blackstone River and east of Central Street associated with the Stone Mill Site (MLV-HA-2), an industrial complex active from ca. 1780 to 1970. No standing structures remain on the site, however, several foundations and raceways are reported. NR contributing features associated with the Stone Mill Site include an early 20th century concrete gate structure that controlled the flow of water into the canal, an overflow channel (ca. 1825) associated with the Collins Capron Mill Site that includes a possible turbine site and the remains of wooden gates at the canal end, the Central Street Stone Arched bridge (ca. 1880) over the canal, and a well-preserved section of the Blackstone Canal including dry laid stone lined banks (ca. 1828). The head race of the mill became the north end of a trenched section of the Blackstone Canal.

Recent archaeological reconnaissance and intensive surveys conducted for the Millville Bridges Project (Timelines 1999, 2001) have also located documentary and surface evidence for a complex milling history on the Island Site (MLV-HA-1) located in the Blackstone River beneath Central Street Bridge. Deed research has

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located evidence of three 18th century grist mills located on the island, beginning in 1732 and lasting in operation until ca. 1857. Primary research has also indicated that a woolen mill was in operation from ca. 1857 to ca. 1870, later than the ca. 1814 date previously known. Field survey of the island located masonry evidence of a flume, a filled-in keystone, and probable 19th century foundation remains. Limited field testing also located foundation rocks associated with one of the early grist mills and stratigraphic evidence associated with the razing of all structures after 1903.

Several historic archaeological sites have also been recorded in the district with less supportive documentary or field evidence than the sites listed above. The Scythe-Worsted Mill Site (MLV-HA-5) was occupied from 1871-88 in the area south of Hope Street and west of Central Street. The steam powered Mansfield Scythe Factory operated at this location from 1871-77. The company was then converted to worsted woolen manufacture by Booth and Kidd of the Oriental Worsted Company until it burned in 1888 and was not rebuilt or replaced. The Fletcher Site (MLV-HA-7) was occupied from approximately 1831-1898 in the area north of the Blackstone River, south of Fletcher Street and West of Central Street. The site was the location of the Charles H. Fletcher home and later his drug store. The Lawrence Felting Site (MLV-HA-3) was also occupied from ca. 1780 to ca. 1970 on the north bank of the Blackstone River, east of Central Street. This site represents an important component of the village's industrial history. Most of the site appears to lie outside the Central Street Historic District, however, some portions of the complex, possibly its water system may extend into the district.

Potential historic archaeological resources, usually identified in secondary sources may also exist in the Central Street Historic District. Residential, commercial, religious and industrial sites dating from the 18th through 20th centuries may exist along the entire Central Street corridor, outlying streets and along the Blackstone River. Structural evidence and occupational related features dating to the district's pre-industrial agricultural period may exist anywhere in the district, especially along the Central Street corridor. The Collins Capron House (ca. 1750) at 40 Central Street survives from this period. Homes were widely dispersed on small farmsteads during most of the 18th and early 19th century period. During the 19th and 20th centuries,

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several homes are reported to have been lost in the district, especially to fires. Unfortunately, potential residential sites from this period have also yet to be documented. All but one of the small houses that existed on Pearl Street were moved or demolished for construction of the Norfolk County Railroad after 1849. Multifamily homes are more common throughout the 19th and 20th century period. Commercial buildings, no longer extant, were reported to line the east side of the street in front of the Longfellow School (1850) at 8 Central Street.

Most potential 19th and 20th century historic archaeological sites in the district were created after 1929 when U. S. Rubber closed, Millville went bankrupt and the town came under the supervision of the Municipal Finance Commission (MFC). When the MFC foreclosed on properties, buildings were frequently demolished, usually due to neglect and the distressed condition they had reached. Potential sites that were demolished during this period include the Reform Church (1833), located at 35 Central Street, several commercial buildings at Commercial Street at the river, factory buildings along the river and worker houses on Bow Street. A large store block built sometime between 1885-1895 in front of the Longfellow School on Central Street was lost to fire in the 1960's. Other important 19th century buildings lost in the district include the Presbyterian Church (1838) on Prospect Street, the Millville Hotel (1822) on Central Street at the site of the present Post Office, and the Norfolk County Railroad Station (1847) on the upland portion of Central Street known as Millville Heights.

(end)

(MILLVILLE)

Name of Property

County and State

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.

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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
N/A
- ☐ recorded by Historic American Engineering
Record # N/A

Areas of Significance

(Enter categories from instructions)

ARCHITECTURECOMMUNITY PLANNING & DEVELOPMENTENGINEERINGINDUSTRYTRANSPORTATION**Period of Significance**1732 - 1953**Significant Dates**1732 18821814 19161849 1933**Significant Person**

(Complete if Criterion B is marked above)

N/A**Cultural Affiliation**N/A**Architect/Builder**Richard UpjohnCharles H. Fletcher**Primary location of additional data**

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

N/A

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STATEMENT OF SIGNIFICANCE

The Central Street Historic District is significant as an intact and distinctive architectural and archeological area in the Town of Millville, MA that represents the development of the industrial community from when the first grist mill was built there on the Blackstone River in the early 18th century to the era of the town's recovery from the closure of its mills in the mid-20th century. The history of Millville parallels that of many industrial towns in the Blackstone River Valley, which is generally acknowledged to be the cradle of mechanized textile manufacturing in America. The town center contains the location of one of the first mill sites on the Blackstone River, as the falls there were harnessed to power a grist mill operated by Samuel Thompson in 1732. The mill was built on a natural island at the falls and initiated further development and speculation in industry over the next two centuries. Out of this the village grew and prospered (or not) with the ebb and flow of industrialists' fortunes. One of the earliest woolen mills in the region was established in Millville by Esek Pitts in 1814. Numerous ventures followed as manufacturing facilities expanded along both banks of the river and crowded the small island. Gradually, these enterprises were consolidated into larger and larger entities, still producing woolen textiles, and Millville evolved into a company town. During this period, Central Street grew as a residential area on the south side of the river. Enclaves of multi-family worker housing were built up close to the river and the industries as the local elite erected large, stylish homes on the "heights" farther south. Typical of industrial villages, while social classes were clearly established, physical divisions in the community were less distinct. The historic district reflects the complex aspects of separation and interaction of elite and working classes in Millville. Although it was essentially a one-company town for most of its history, worker housing was built by local speculators rather than the companies themselves. This resulted in more diversity in the plan and architecture of the district and has left a remarkable catalog of working- and elite-class houses alike, especially for a town of Millville's size.

The Blackstone Valley was a transportation corridor as well as an industrial waterway. Significant features of the Blackstone Canal (1828-1849) and two railroads intersect with Central Street and are contained in the

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historic district. Expansion culminated in 1882 when the resident wool industry, the Lawrence Felt Company, merged with the Woonsocket Rubber Company, which was lured to open a huge plant in Millville by generous tax abatements. The Lawrence Felt Company supplied felt liners for the rubber footwear produced by the Woonsocket Rubber Company.

In the employment and economic boom that followed, a commercial zone developed on Central Street where it crossed the river, and new building types were introduced. In addition, elegant new houses and comfortable, single-family worker cottages appeared in the "heights" section of the district. Yet Millville's economy and social relationships were quite unstable. Strikes, shut-downs, cut-backs and lay-offs were a regular part of life, especially after 1893 when the Woonsocket Rubber and Lawrence Felting Companies joined six other national firms in creating the U.S. Rubber Company. It was second only to the B.F. Goodrich Company in production. Joseph Banigan, the president of Woonsocket Rubber Company, was the driving force behind the merger and took the helm of U.S. Rubber. Millville became a pawn in his global venture; more than 1200 employees were laid off in the period that followed. In spite of this troubled condition, Millville separated from the Town of Blackstone and organized its own town government in 1916. The rubber plant closed its doors in 1929, and after winning a huge settlement in an assessment reduction battle with the town, it left Millville's treasury in bankruptcy. The Commonwealth of Massachusetts created a Municipal Finance Commission to administer the assets of the town in 1933, and it remained in control until 1945. This era is represented in the district by the decline of the commercial sector and the demolition of foreclosed buildings ordered by the commission. In 1938, large concrete bridges were built across the river obscuring the historic industrial and transportation sites along the river and the island. The U.S. Rubber Company and the Lawrence Felt Company complexes were lost to fire. Millville has gradually recovered from the bleak years following the departure of its industry and has revived as a residential community for workers lining the Providence-Worcester corridor. The significance of its history can be discerned and interpreted through the industrial archeology, the surviving canal and railroad features, and the domestic and

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commercial architecture that relates the development of the community from the mid-18th century to the present.

BACKGROUND

SETTLEMENT OF THE SOUTH PARISH, TOWN OF MENDON

The earliest settlement of Europeans in Millville is associated with the granting of the large tract Mendon tract in 1667, but permanent occupation did not begin occurring there until 1700 or later. Inscriptions on early gravestones in a Millville cemetery indicate that family burials were occurring there in the early 18th century. This was also the time that town records document Samuel Thompson building a grist mill on the island in the Blackstone River that is now under the Central Street bridge. The industrial potential of the falls at Millville was recognized early, well before most other sites along the river. Thompson bargained with the Town of Mendon, of which Millville was then a part, to build a bridge from the island to the north side of the river if he agreed to maintain the bridge he had built to the south side. Thus, it is also documented that Central Street existed as a southerly route from the river. With the mill and crossing in place, the site attracted more industrial endeavors, and Millville became a processing center for agricultural for the region between Uxbridge and Blackstone, which was known as the South Parish of the Town of Mendon. The Blackstone River flowed completely through the South Parish, which distinguished it considerably from the northern section of the town.

The Southwick family first settled of the westerly side of the South Parish, in what is now Millville, and the name remained prominent in the historic district into the 20th century. Other early families, notably the Bensons and Darlings, are identified more with Chestnut Hill on the north side of the river. Collins Capron established a farm just south of the river on the west side of the road leading from the mill. The two-story, center-chimney house he built there (40 Central Street, ca.1750) remains as the only landmark of the 18th-century era of the district's history. It is assumed that similar dwellings were spaced along Central Street, fronting deep farm lots typical of the region in that period. As farms multiplied across the rolling, loamy

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landscape south of the river and through the stony uplands on the north side, Capron built a second grist mill east of Thompson's mill and the bridge on the north side of the river. This enclave on the Blackstone emerged as the agrarian community's trading center. Meetinghouses were built farther north, towards the Mendon town center, but the attraction of the river could not be denied.

INDUSTRIAL DEVELOPMENT IN THE BLACKSTONE VALLEY, 1790-1845

Once English prohibitions on colonial manufactures evaporated following the Revolutionary War, enterprising industrialists in Massachusetts and Rhode Island quickly capitalized on the power potential of the Blackstone River. In 1790, Samuel Slater re-tooled an old fulling mill in Pawtucket, Rhode Island to spin cotton thread, and by all accounts, introduced the first mechanized system of textile production to America. His success led him to build a new factory in 1793, which today is at the core of the Slater Mill Historic Site in Pawtucket. It was not long after that textiles manufactured from wool, cotton and silk were being produced in small towns throughout the Blackstone Valley. Providence merchants were investing heavily in the industry, and their influence spread up into Massachusetts, all the way to the river's headwaters in Worcester.

Millville was no exception. A fulling mill was built on the island along side Thompson's grist mill during the last years of the 18th century. Alexander Wilson operated a saw mill and a blacksmith shop on the north side of the river, and began making axes and scythes in 1808. This industry grew to be a mainstay of Millville's economy in various locations and different ownerships after Wilson's death in 1842. The Wilson family settled on the road leading south from the bridge (39 Central Street), and they were active citizens in the town. Willard Wilson was the town's first postmaster. The post office was opened in his house in 1827. In 1814, Esak Pitts erected a small building near Capron's grist mill in this developing complex of industries on the north side of the river where he utilized water power for carding and spinning wool. This facility has been said to represent the first woolen mill on the Blackstone River, even though Pitts then took the thread to a shop on his farm where it was woven into cloth. Pitts continued the business until he died twenty years

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later, taking his son-in-law, Moses Buffum, into partnership in 1823. Collins Capron erected a new stone mill on the south side of the river, east of the bridge, in 1825. Several stories high, it contained what may have been the first mechanical looms in the town. It does not appear that cotton textiles were ever produced in Millville. By 1835, a satinet factory was built on the island and operated by Messrs Thayer and Fairbanks.¹ It was known as the Island Mill. Wool remained the sole raw material for manufacturing there until rubber was introduced in 1888.

The continued growth of industry in the Blackstone Valley relied on improving transportation between sources of supply and markets. In this region, Providence, Rhode Island was the port where raw cotton arrived and the commercial center where finished cotton and woolen goods were sold. The Blackstone River was not navigable, particularly after dams were constructed to power mills, and roads were poor. A plan to build a canal between Providence and Worcester, Massachusetts was first introduced in 1796. However, Boston merchants and state politicians rejected the idea of linking Worcester and other Commonwealth towns to Rhode Island. It was proposed to build a county road between Uxbridge and Blackstone, but the Town of Mendon opposed building it due to similar fears. Millville's Esek Pitts promoted it until it was finally undertaken in 1825. Pressure to build a canal persisted until the Blackstone Canal was opened in 1828. It paralleled the Blackstone River and connected the industrial towns in the valley from Worcester, Massachusetts to the Narragansett Bay. Industrialists in Providence, Rhode Island, led by Nicholas Brown, financed the construction of the waterway. Brown and Thomas P. Ives, another canal promoter, were partners in the Blackstone Manufacturing Company, indicating that one of the main premises of the waterway was to convey raw materials and finished goods more efficiently between Blackstone and Providence. Ironically, the canal closed twenty years later amid disputes over competing interests between the mills and the canal company over water supply. It was replaced by a railroad.

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¹ Satinet is an imitation satin. Satin is a weave in which warp threads interlace with filling thread to produce a smooth-faced fabric. (ref. Webster's Seventh New Collegiate Dictionary)

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The Blackstone Canal is an integral part of Millville's river corridor. Boats traveled on an open stretch of river south of the town before entering the canal on the south side of the river. In this section, boats were lifted by a lock over the falls and dam at the island. The canal passed under the Central Street bridge and boats re-entered the river again upstream. Connected as it was to two sections of the river, the canal formed a second, sizeable island downstream of the falls. It was on this island that Collins Capron's woolen mill became thus located, as well as other factories that would be constructed in the future. Surely, the canal contributed to the early years of Millville's industrial development and played a role in the siting of new buildings. It was an important link for the town with Providence, as well as the rest of the Blackstone Valley industries. Agriculture in the region also benefited from the canal. Manufacturing facilities in Millville and Blackstone created a strong demand for wool, and sheep-raising was a significant component of local farm production. Farmers also raised cattle and hogs and produced dairy products, fruits and vegetables for market, which was greatly expanded by the connection of the Blackstone Canal.

The 1831 map of the Town of Mendon illustrates the extent to which Millville had developed and that the community was, indeed, known by that name by that date. The course of the Blackstone Canal is indicated, as well as the two islands in the river. The smaller, natural island is situated upstream from the bridge. Central Street is shown in place from its intersection with the County Road (now Lincoln and Chestnut Streets) south to the town/state line. Quaker Street is shown forking off to the southwest, but no other intersecting street is depicted. It is likely, though that Bow Street existed at this time. Buildings associated with Esek Pits, Moses Buffum, and Alexander Wilson are identified on the north side of the river. A number of locations are delineated south of the river, including the residences of industrialists Collins Capron, Stephen R. Thayer, and Albert Fairbanks. Willard Wilson's house and post office are depicted and the farms of two Southwicks, one with a tan yard. Representations of documented industrial sites are absent from the map, suggesting that other features, such as tenements may have also been left off. In addition, the Millville Hotel (1822) is not identified; this may have been where many mill workers boarded. Two churches appeared south of the bridge shortly after the date of the map. The first church building erected in Millville

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was the Methodist Reformed Church, which was located on the east side of Central Street at Bow Street. Although demolished in 1938, photographs of this distinctive Federal Style building survive. It was elevated on a high brick basement out of which a store operated in the 1880s after the church moved out and that section of Central Street became a commercial area. In 1838, a Presbyterian meetinghouse was erected on the upper portion of Bow Street (now Prospect Street). It was later taken over by a Methodist Episcopal Church that had separated from the reformed church. This building burned in 1993. Early settlers in the South Parish were mostly Quakers who attended the South Uxbridge Meeting or Presbyterians who worshipped in the meetinghouse on Chestnut Hill. The new people attracted to the mills brought new religious ideas and institutions with them.

While independent tabulations regarding the production of these early manufactories in Millville do not exist, an 1837 report on the status of industry in the Town of Mendon provides some indication of the extent of industrialization along the Blackstone River. According to the report, there were eight cotton mills with 13,914 spindles, employing 207 males and 206 females, consuming 474,000 lbs. of cotton, and producing 3,003,000 yards of cloth at a value of \$251,410 (\$323,400 of capital invested); and four woolen mills with 12 sets of machinery, employing 71 males and 62 females; consuming 330,000 lbs. of wool, and producing 305,000 yards of cloth at a value of \$324,000 (\$113,000 of capital invested). Millville and Blackstone were the only manufacturing centers in the town. While cotton production was concentrated in Blackstone, a sizeable portion of the wool statistics came from Millville.

A FACTORY TOWN: CONSOLIDATION OF WOOL MANUFACTURE, 1845-1877

The scene changed dramatically in Millville in 1845 when Blackstone wool manufacturer Welcome Farnum took over the factories in town. Welcome Farnum was born in 1795 in Uxbridge. His father, Moses Farnum, a Quaker, owned a farmstead north of the Friends' Meeting House there. At age nineteen, he worked first at the Whitin Mill in Wrentham, Massachusetts, and then as an overseer at the Belfont Mill in Pawtuxet, Rhode Island. In 1822, he and his brother Darius rented space and water power in a Woonsocket Falls mill where

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they ran two sets of cards and looms. For five years they made high quality wool satinets at this location, making a profit of \$16,000 and effectively began Woonsocket's woolen industry. In 1825, the Farnum brothers purchased land and water rights and built a mill on the Blackstone River just north of Woonsocket in Massachusetts. Their wood-frame "Red Mill" went on to produce fine satinets renowned in the region. The mills expanded and company tenements formed the new village of Waterford, which later became Blackstone. The Farnums opened their "Green Mill" in 1828 and the red brick "Mammoth Mill" in 1836. Hard times followed the Panic of 1837. Darius Farnam died in 1840. Then in 1845, Welcome Farnum purchased the entire water privilege at Millville including all the industrial buildings, tenement houses and outbuildings on the sites. He raised the dam doubling the water power. Farnum renovated the existing Collins Capron Stone Mill on the south side of the river and built a new brick building east of it, in which he installed 15 sets of woolen machinery. He operated the other businesses as well, and became a millionaire.

His woolen business was the largest operation in sole ownership in the United States. It is also notable that Millville became a one-company town with Farnum consolidating the diverse industries along the river into a single enterprise. Yet this occurred at a time when Farnum was evidently growing disenchanted with manufacturing and withdrew his attention from the business, turning his sights to railroad building. The Providence and Worcester Railroad opened in 1849 servicing Millville as a regular stop. It was largely a Rhode Island enterprise; an extension of the Blackstone Canal Company organized by many of the same Providence capitalists who incorporated the Blackstone Manufacturing Co. and the canal. Chartered in 1844 and opened in 1847, it provided convenient and economical transport for towns and companies formerly served by the canal, and it didn't compromise water rights.

Welcome Farnum built a parallel line in the same year, which he named the Norfolk County Railroad. The Norfolk County line initially went east from Blackstone to Boston, then west to a terminus in Thompson, Connecticut, which was completed in 1855. Farnum's goal was to extend the railway to the Hudson and then to the Erie, Pennsylvania, coal fields. When this larger scheme failed to attract investors, Farnum bought

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controlling interest in the Providence and Worcester Railroad. He was voted president of the company and devoted increasing amounts of his time and fortune to that business. In 1855, the first coal-burning locomotive in America was introduced on the line, but by this time, Farnum's woolen business, strained by excessive expenditures in railroads, had failed. By 1857, Welcome Farnum was financially ruined. The Boston, Hartford & Erie Railroad acquired the Norfolk County Line in 1867, and ironically, Farnum's vision of linking New England with the Pennsylvania coal fields was later realized. Farnum, who died in 1874 at age 78, would have watched this happen. The BH&E went bankrupt in 1870, and the old Norfolk County Line became part of the Boston-New York "Air Line" under ownership of New York & New England Railroad. The New Haven Railroad acquired it in 1895.

In 1854, Farnum's interest in Millville's water privilege and mills was sold to Edward S. and Charles E. Hall, and the production of woolen satinet continued in Millville. By this time, the south side of the river had grown into the principal residential area of what had become a substantial mill town, with Central Street as the axis. Sizeable new homes built by the woolen mill's owners and management filled the wide spaces between earlier farmsteads, and an urban plan began to develop. Mill worker housing increased, as well, but while it remained concentrated along the river, new enclaves appeared along side streets paralleling the Norfolk County Railroad line. A late 19th-century photograph of the street contains a view of the railroad station (now demolished) with a sign announcing "Millville Heights," a further indication of the stylish, residential neighborhood it had become. Stylish dwellings with their gable fronts ornamented in the Greek Revival taste were built along Central Street beyond West Street, where the older Capron and Wilson houses still commanded the streetscape. Examples, such as the Wilson House (46 Central Street) and the Aldrich House (66 Central Street) are characteristic of the style having their gable ends enclosed with a full entablature to create a pediment and prominent trabeated doorways. The Gifford-Pitts House (83 Central Street) was designed in this way, although at an even grander scale. The epitome of Greek Revival-style domestic architecture in Millville was mill owner Edward S. Hall's house (5 Central Street) on the north side of the Blackstone. This large house has a five-bay façade with a colossal Doric porch. It left no question as to who was the economic leader in the community.

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At mid-century, the nationalistic symbolism of the Greek Revival style had been mitigated by a more picturesque taste that revived earlier Gothic and Renaissance imagery. The popularity of this less pretentious and naturalistic architecture was, in part, a Romantic response to the impact of industrialization on life and the landscape. Thus, the presence of Gothic Revival-style elements in houses on Central Street, such as the Benson House (60 Central Street), the Kidd House (64 Central Street), and the White House (71 Central Street) enrich the architecture of the district. They are also telling indications of the broader social and design significance of Millville's elite houses. In the same way, the Italianate-style features of the Cook-Aldrich House (70 Central Street) and the Classical ornament elaborating the Greek Revival-style form and entablatures of the Gifford-Pitts House (83 Central Street) represent the effects of the revived interest in Renaissance decoration. To a lesser extent, the French Renaissance style was also popular, particularly its most distinctive characteristic: the mansard roof. The historic district contains two examples, the two-story, fully developed Mann House (16 West Street) and the simpler, one-story Sherman House (52 Central Street).

Worker housing also multiplied in this period. A certain amount of these dwellings were owned by the Halls as part of the mill property, but maps from the period following 1850, indicate that worker housing in the district was also owned by a number of other industrialists, businessmen and real estate speculators in Millville. The Southwick name appears earliest and most frequently on many properties on Bow, Prospect and West Streets. The Southwick family was one of the first property owners in the South Parish, and 100 years later, they were evidently developing and managing tenant housing. When the *Atlas of Worcester County* was published in 1870, Dr. H.D. Southwick was the principal individual identified with these real estate holdings. On later maps, the Southwick name diminishes in the district and other names, such as Kidd, Aldrich, Thayer, and Fletcher appear with some frequency. James Kidd was co-owner of the Oriental Worsted Mill in 1877; Emory P. Aldrich, Adam Thayer, and E.D. Thayer were three members of a partnership that took over the woolen mills following the Halls' bankruptcy in 1873; and Charles H. Fletcher was a store owner and real estate speculator.

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Most of the surviving worker housing in Millville are two-family dwellings, although those built for four and more families also exist. The oldest houses are 1½-story buildings with two living units arranged end-to-end. These houses are located predominately on Bow Street close to the site of the woolen mill. There are also duplex houses on Bow Street where the living units are arranged side-by-side, with the gable end oriented to the street. There is no uniformity in the type or siting of these houses as usually occurs in company-built housing, particularly later in the 19th century. This variety reinforces the evidence that the houses were planned by different builders at different times. There are two houses that appear to remain from the period of the Southwick ownership at 14 and 15 Bow Street. The first is a one-story building with two units end-to-end, each with a two windows and an entrance on the front elevation. This house is similar in appearance to other worker houses located at 6, 21 and 23 Bow Street. The second house is larger with two five-bay units connected at their ends. Based on the other examples, this building either contained four dwellings for workers or two larger homes for superintendents or other individuals ranked higher in the factory work hierarchy. The Bow Street houses are significant examples of early worker housing in Millville and are important contributing elements of the plan and architecture of the community that developed along Central Street in the 19th century.

Some larger multi-family dwellings were built in Millville in this early period, such as the two-story Harkness House (11 West Street), but as the century progressed, the trend was towards separating living units into detached single dwellings rather than consolidating them into tenements. The space that existed in otherwise rural Millville encouraged smaller-scaled, scattered worker housing, and even then, tenements were considered unhealthful and unpleasant. In a small town where classes were more likely to intermingle more frequently and agreeably, such distinctions in the physical and social scales of housing would have been undesirable. Side streets were laid out and the community developed in a more conventional rural pattern. Secondary housing areas grew in a more random manner on less valuable property peripheral to the principal axis of Central Street and the extent of the industrial village grew outward as more workers needed to be accommodated. Thus, new residential streets, such as West and Pearl Streets, had an unplanned appearance

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and a range of house types quite unlike Bow Street. Pearl Street was essentially obliterated when the Norfolk County Railroad was constructed. According to local lore, its plain, single-family dwellings were moved to other streets, although the lone remaining house (54 Central Street) now tucked behind Central Street provides an indication of the type. Similar houses were aligned on Chesley Street following the mapping of lots there by Stephen A. Aldrich in 1864. These small, front-gable houses on narrow lots are distinctive examples of affordable housing built on speculation by the town's moneyed class for the working class. Aldrich was an investor in the wool industry and had married into the Southwick family. Maps and deeds indicate that the house lots were distributed among the elite and houses were rented until later in the century.

The differentiation of house types in the historic district and the range of architectural styles appearing on Central Street houses built in this mid-19th century industrial period represents a maturing of the town in its economic and social organization. Other events occurred that reinforce this condition. St. John's Protestant Episcopal Church (49 Central Street) was organized on May 14, 1849. Typically the denomination favored by the elite classes of the mill community, this church was no exception. Edward S. Hall was instrumental in the formation of the parish and contributed more than half of the \$12,000 construction cost of the stone church, which included plans from noted church architect Richard Upjohn. The church was completed in 1850 and consecrated in 1854.

Millville's two school districts were consolidated in 1850, and a portion of the present Longfellow School (8 Central Street) was erected north of the river, opposite Edward S. Hall's imposing residence. It was named in honor of the poet Henry Wadsworth Longfellow, although accounts vary as to why. It has been reputed that Longfellow's popular poem "The Village Blacksmith" was inspired by Caleb Taft of Millville, although this relationship is not documented in any Longfellow sources. However, due to this association, the smithy attracted Henry Ford's attention, and the anvil and other equipment were removed and installed in the blacksmith shop at Greenfield Village at Ford's museum in Dearborn, Michigan. Records do show that the poet contributed books to the Blackstone Library, which to some is a more likely connection. Local mason Daniel Simmons is believed to have built the brick school building.

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MILLVILLE'S MODERN INDUSTRIAL PERIOD: WOOL TO RUBBER, 1877-1933

From the very beginning, Millville's industrial economy was always turbulent. There were periods of lay-offs, work stoppages, bankruptcies, and droughts that brought machinery to a halt, sometimes for months at a time. The unpredictable nature of the manufacturing business in Millville probably limited the extent to which the town expanded and prospered, although the histories of other Blackstone River Valley towns, even the larger ones, are not that dissimilar. After about 17 years of operation, Edward and Charles Hall's wool enterprise was seriously in debt. They had mortgaged the property to New York City department store magnate A.T. Stewart, and in 1871, he foreclosed. The mill shut down leaving many of Millville's citizens unemployed. A partnership was formed by Harrison Bliss, F.H. Dewey, Adam Thayer, E.D. Thayer, and Emory P. Aldrich, all of Worcester, that purchased the property and water privilege in 1872. The Island facility on the south side of the river was leased to James Smith who reopened the mill in June 1873 after 18 months of idleness. It produced wool cassimeres.² Power on north side leased to Joseph W. Preston who used it for production of shoddy and flocks.³ The old Capron grist mill was leased to Charles M. Childs. Immediately after the mills reopened, a serious drought had slowed the mills to three-quarter time by November 1873. To make matters worse, the old stone mill built by Collins Capron in 1825 (Millville's first textile mill) burned the following February. Three men lost their lives and the jobs of 250 workers went up in smoke. This tragedy was exacerbated by a general depression in the region. Low prices, reductions in the sale of products, and overstocked markets forced slowdowns throughout the Blackstone River Valley. In addition, a county commission deemed the dam Welcome Farnum built in 1845 was structurally unsound. Their judgment was confirmed when the dam broke in October 1875. The breach was quickly patched and disaster was averted; however, it was just one of many distressing events. The *Woonsocket Patriot* reported, "Millville seems to be an unfortunate village. Fires and failures, failures and fires, have marked its history for many years."⁴

² Cassimere is a smooth twilled usually wool fabric. Twill is a textile weave in which the filling threads pass over one and under two or more warp threads to give an appearance of diagonal lines. (ref. Webster's Seventh New Collegiate Dictionary)² Flock is woolen refuse used for stuffing furniture and mattresses. Shoddy is a fabric often of inferior quality manufactured wholly or partly from reclaimed wool. (ref. Webster's Seventh New Collegiate Dictionary)

³ Flock is woolen refuse used for stuffing furniture and mattresses. Shoddy is a fabric often of inferior quality manufactured wholly or partly from reclaimed wool. (ref. Webster's Seventh New Collegiate Dictionary)

⁴ Quoted in Joe Doherty, "A History of Blackstone: 1820-1900," in *Blackstone, Massachusetts: A Town History Through 1995*, Thomas J. Bik, ed. (Blackstone: Blackstone Historical Commission, 1995), p 66.

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During this period, the Mansfield Scythe Works and machine shops, which opened along the railroad tracks on the east side of Central Street in 1872, kept full hours. Otherwise, Millville was out of business. H.S. Mansfield's Scythe Works was described in the September 1874 issue of the *Boston Commercial Bulletin*. The establishment operated out of a new building 350 feet long and 30 feet wide and was powered by a 100 h.p. Corliss steam engine (which is why work there was unaffected by the drought). Connected to the factory was a machine shop for manufacturing steam engine and water wheel regulators, spindles, rings and other cotton machinery. The factory produced over 84,000 scythe blades and over 100,000 hay knives and corn knives per year. Mansfield employed 75 workers. These works had been relocated from Smithfield RI where the proprietor had been engaged in this work for 27 years continuing a business established by his grandfather. Mansfield built a large house and greenhouse at the southern end of Central Street (now 84 Central Street).

Realizing that the town's declining wool industry needed a boost, the Town of Blackstone, which was organized when the South Parish separated from the Town of Mendon in 1845, enticed businesses to relocate in Blackstone and Millville with tax incentives. Beginning in 1878, new companies would receive full tax abatement on all improvements for five years.⁵ This inducement was devised after the Island factory complex and water privilege was sold in 1877 to Joseph Banigan and Lyman A. Cook, partners in Woonsocket Rubber Co. A large new factory was constructed on the north side of the Blackstone River and equipped with eight pickers, thirty-eight single woolen cards, and five sets of double felt cards for the manufacture of felt for boot linings. The Lawrence Felting Co. supplied linings to the Woonsocket Rubber Co., one of the largest producers of rubber footwear in the United States. The opening of this mill quickly revived the economy of Millville. In the same year (1877), the Mansfield Scythe Works closed. It was replaced by the Oriental Worsted Mills, which produced cassimeres with four sets of machines. Co-owner James A. Kidd resided at 64 Central Street and served as a Blackstone selectman in 1879 and 1883. The

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Lawrence Felting Plant superintendent M.I. Bowes moved into a house on Central Street at the corner of Quaker Street, in the midst of other industrialists.

The lure of Blackstone's tax abatement program was too enticing for rubber king Joseph Banigan to ignore. In 1882, the Woonsocket Rubber Co. built a huge model facility east of the Lawrence felt plant. Banigan was an Irish immigrant from Providence, Rhode Island. In 1860, at age 21, he got a job working for a manufacturer of rubber bottle stoppers in Boston, where he was soon named manager when the business reorganized as the Goodyear India Rubber Bottle Stopper Company. Banigan returned to Rhode Island where he founded in 1866 the Woonsocket Rubber Company with two partners. Their initial products were the rubber parts for washing machine wringers. Shifting to rubber boots and footwear, the company boomed. Banigan quickly became the largest individual importer of rubber in the United States, and he made frequent trips to Brazil where he bought his raw materials.

Millville recouped its economic vitality with the appearance of the Lawrence Felt Co. and other smaller factory businesses in the late 1870s, but when the Woonsocket Rubber Co. plant opened in 1882, the town experienced prosperity it had never imagined possible. Scores of new houses were built for the new workers moving in to fill the demand for positions there. Banigan erected twenty new two-family houses on the south side of the river opposite the plant (discontiguous to the Central Street Historic District), and that area became known as "Banigan City." Similar houses, inspired by the modern plan and design of these dwellings began appearing in the vicinity of the factory on the north side of town, too. There were some significant changes on Central Street during this period as well. New construction took place at the lower end of the street that created a commercial area for the large community that had developed on the south side of the bridge. With the construction of the rubber plant, two residential zones had developed in Millville, one on the north side of the river and one on the south. Lots were created on the old Capron and Wilson properties and in the vicinity of the bridge, actually extending over to the north side of the bridge. The streetscape took on a new, less residential, appearance. Stores were incorporated into existing buildings: the old Reformed

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⁵ Doherty, p 70.

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Methodist Church, long since abandoned by its congregation, was converted to a store. New buildings, such as the Conlon, O'Gara, and Moran Blocks on the west side of the street were designed in the manner of the three-deckers becoming popular as working class dwellings in the larger Blackstone River Valley towns from Worcester to Providence. Stores were accommodated on the street level and housing units on the upper two floors. The Conlon Block (36 Central Street) is typical of early examples of the type with its front gable and simple decoration, while the Moran Block (44 Central Street) indicates the extent that ornamental design was incorporated to later embellish these box forms.

Although the number and architecture of working class dwellings on the side streets remained essentially unchanged in this late-19th century period, the town's renewed prosperity was well-expressed in the homes of the owners and managers on Central Street. New Queen Anne-style houses were built at 61, 72 and 80 Central Street. H.S. Mansfield's mansion at the south end of the district (84 Central Street) had been taken over by the Lawrence Felting Co. by 1896 and rebuilt in a Classical Revival design. A similar, though more modest version of the house was built on the same property facing Quaker Street for company management. Thus, Central Street itself developed a diversity of class and status with factory managers and professionals at the south end of the street mixing with grocers, saloon-keepers, boot-makers, cutters and other mill workers living at the north end of the street. Chesley Street had become an enclave of Swedish workers from the rubber factory at this time and St. Mark's Lutheran Church was built by them in 1892.

In 1888, the Longfellow School (8 Central Street) was enlarged. At this time, local entrepreneur Charles H. Fletcher owned most of the Central Street frontage east of the school as well as a store he operated at the intersection of Chestnut Hill Road and Lincoln Street and numerous rental properties on the north side of the river. Fletcher had moved to Millville from New Hampshire sometime before 1850, and he had been amassing property in the town, likely during the period of the town's depression. His self-designed home was located in front of the school. The eccentric Stick-Style building was matched by a pair of cottages he built at the rear of the lot along the Providence & Worcester Railroad right-of-way. Around 1886, Fletcher

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purchased the lot north of his, moved his house to the rear of this lot, and erected a large store block to capitalize on the growing commercial activity occurring on Central Street near the bridge. He also erected a stone water tower, in which he embedded a name block in which "UDOR" is carved, and it has been known as the Udor (the Latin spelling of the Greek word for water) Tower ever since. The store building burned in the 1960s leaving the tower as a prominent landmark and a local curiosity in front of the school. The Fletcher houses reflect the enthusiasm of at least one man for the vitality and prosperity of Millville in the period following the opening of the Woonsocket Rubber Company in the town.

This euphoria was short-lived, however. In February 1885, less than three years after the plant opened, workers were informed that they would receive pay reductions of 10 to 40 percent. Laborers immediately went on strike and formed a union. Strikers returned to work three weeks later after Banigan threatened to close the doors and walk away from Millville; at the same time the company fired as many as 40 union sympathizers. Upon learning this, all union rubber workers again left their benches and walked out. The company hired scabs, who were harassed and driven from town by strikers. The strike continued through the summer, but many workers had returned to work by October. The union had failed to win concessions. Resistance to management abated and the factory avoided more disruptive labor disputes. In 1893, the Woonsocket Rubber Co. consolidated with eight other domestic rubber manufacturers to form the U.S. Rubber Company, the second largest producer of rubber products after the B.F. Goodrich Company. Joseph Banigan led the merger and was elected the company's first president.

Representatives from Millville petitioned the Town of Blackstone in January 1916 to separate and establish their own government. Among the reasons for this action was that Millville had established its own separate social and religious centers, that its industrial economy was independent from the rest of Blackstone, and that Millville was not fairly represented in Blackstone town meetings. When the Blackstone selectmen voted to reduce spending, Millville felt that services were cut in their community. The town paid to connect Blackstone to the Woonsocket water system but would not allocate funds for improvements in Millville. The

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final straw was when the expense of laying sidewalks in Blackstone was expected to be borne by the entire town. The Massachusetts Legislature endorsed the petition, but the governor vetoed the initial legislation. The legislature was forced to override the governor's objection to support Millville's desire for autonomy. On May 21, 1916, a crowd of 10,000 persons paraded in celebration of Millville's creation.

The town's independence lasted barely more than a decade. The local factory economy slowed after the First World War, and the effects of the Depression were experienced early in the Blackstone River Valley. U.S. Rubber closed its Millville plant in 1929, which devastated the community. Adding insult to injury, the company applied to have its tax assessment lowered, since the factory was no longer in operation. The town realized that to lose its most significant taxpayer would create havoc with its finances. When denied by the Town of Millville, the company appealed to the Massachusetts Board of Taxes and won its case. The town was directed to reimburse the tax it had collected from the rubber company, which forced it into bankruptcy. A municipal finance commission was created by the Commonwealth to administer Millville's finances.

Important changes occurred along Central Street during the eleven years Millville was under the supervision of the municipal finance commission, but they were not entirely positive ones. New construction during the Depression was at a standstill in Millville. Although three new Bungalow-style cottages were built by residents on Quaker Street in the 1920s, people were abandoning buildings rather than constructing them. Unemployment was extremely high. Stores and businesses closed; vacancy rates increased. Many of these buildings were old and in some disrepair, such as the old Reformed Methodist Church on Central and Bow Streets that had been converted into a store in 1884 and from thence known as Smith Hall. The store was closed in 1931, and after foreclosure, the municipal finance corporation ordered it demolished. Thus, Millville's first church building was razed in 1937. Other commercial buildings in that area of Central Street, as well as elsewhere in the town, were razed under similar circumstances. However, the majority of the historic buildings along Central Street were spared this fate. In addition, a new concrete bridge was constructed spanning the river and island in 1938. This project was intended to remove an-obsolete

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transportation structure fundamental to restoring the town's economic health. In 1944, the state restored sole governing power back to the town government. With the coming end of the Second World War, the town's economy shifted further away from the traditional industrial base. Millville could no longer provide jobs for most of its residents, who were forced to find work in neighboring towns. Spurred by the increased demand for housing following the war, Millville, like scores of other industrial towns in the region, began the gradual but inevitable transition to a bedroom community. This condition has contributed to the preservation of the historic district from that period to the present. The distinctive 19th-century homes of the town's industrial and business elite, as well as the modest, affordable dwellings of the working class have continued to serve their functions and retain the historic plan and appearance of the community. The mills, factories, and railroad facilities have all burned or been demolished, but on the south side of the Blackstone River, the long history and significant moments of Millville are still discernable along Central Street.

Archaeological Significance

Several historic archaeological resources located in the Central Street Historic District fulfill Criterion D for their potential to yield important information in the settlement and industrial history of the Central Street Village and Town of Millville. The location, integrity and significance of those resources has been documented. Other historic archaeological resources in the district remain to be thoroughly documented. The latter resources potentially survive and have the potential to contribute strongly to the district's significance. Ancient Native American resources may survive in the district and may contribute information related to early patterns of land use in the area that focused on environmental resources, especially those associated with the Blackstone River. Native American resources might also contribute an example of the pre-colonial role that the Central Street area and Millville played within regional transportation and socio/economic systems.

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Since patterns of ancient Native American settlement in Millville are poorly understood, any surviving sites could be significant. Ancient Native sites in this area may contribute important information relating to Native American subsistence and settlement patterns within the Blackstone River drainage, particularly in the transitional zone between the coastal lowlands and Worcester Plateau uplands. Native settlement in this area may focus on larger sites along the Blackstone River, possibly at the confluence of tributary streams/rivers or at fall lines, which includes the district area. These sites may in turn be related to larger sites and/or core areas along lower portions of the Blackstone River towards Narragansett Bay to the south or towards the Charles or Neponset drainages to the northeast. Ancient Native American sites in the district locale may contain important information that helps to understand the seasonal, functional or social interrelationships between sites in these drainages. Potential Native sites in the district may also contain important information that indicates the local and regional socio/political impact of native social groups in these drainages and how these relationships changed through time. This information may help test commonly held beliefs pertaining to riverine drainage settlement hypotheses.

Historic archaeological resources in the district have the potential to contribute strongly to the district's significance in a variety of ways. Many resources, including those associated with the Stone Mill Site (MLV-HA-2) are already listed under criterion A, C, and D, as contributing parts of the Blackstone Canal Historic and Archaeological District (NRDIS 1995). Other resources remain to be fully documented. Numerous questions could be addressed from the diverse and in some instances largely intact archaeological remains in the district. Several topics seem appropriate including the relationship between the Central Street Village and larger industrial centers in Blackstone, the concept of village self-sufficiency versus interdependence and the relationships between agricultural and industrial growth. Many known, expected and potential historic archaeological resources in the district await precise documentation of their location, integrity and research potential. The locations of other archaeological resources, however, have been precisely identified and sufficient documentation exists to support their integrity and indicate their potential for research. Given this information, the district is significant under Criterion D, primarily for its associations with the Blackstone

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Canal and industrial structures located near the canal. The district is also significant under Criterion D for its associations with industrial resources on the Island Site (MLV-HA-1). Additional historical and archaeological research may also document Criterion D level significance for many of the district's residential, commercial, industrial and water - power related sites.

Archaeological survivals related to the Blackstone Canal can make important contributions towards an understanding of the district's significance. Numerous research questions could be addressed from the canal prism (towpath, canal trench, embankment), that survive in the vicinity of the Stone Mill Site (MLV-HA-2). In a general sense, archaeological resources in the area can contribute information on the evolution of canal transport systems and their importance for the regional movement of passengers, industrial and agricultural cargoes. In the Central Street Historic District, one research area that could be investigated includes the construction and engineering techniques used in canal construction. What were the general construction techniques that were used to construct this portion of the canal? What precautions were taken to ensure waterproofing in the canal trench? Do archaeological survivals of the canal prism support the canal design as planned, or were as built changes made? How does the planned and as built design in this area of the canal compare with other canal segments in Massachusetts and Rhode Island. Are there design and/or construction similarities between this portion of the Blackstone Canal and other canals in the region that preceded and followed the Blackstone Canal? Archaeological excavations and soil borings in the area of the canal prism can contribute data towards these questions. The canal remains in this area are also reported as well preserved indicating a high degree of integrity for archaeological resources in this area. The relationship between the canal's use for transportation and waterpower can also be addressed from archaeological remains in the district. Most 18th and 19th century canals in the country started as transportation canals then changed to waterpower canals once their transportation function ended. Portions of the Blackstone Canal in the district area may have actually had a reverse evolution. The 1828 transportation canal appears to incorporate the 18th or early 19th century headrace of the Collins Capron Woolen Mill, now known as the Stone Mill Site (MLV-HA-2) into its design. After the canal closed, portions of it in this area returned to a waterpower

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function alone. Archaeological resources in this area can help determine what changes were made to the original Collins Capron Mill head race to incorporate its function as a transportation canal. Archaeological survivals of canal features may also survive that contribute information indicating how the canal avoided interruption of industrial activities when water resources were needed for canal functions, including operation of nearby downstream locks. Any information relating to water supply may be especially important since disputes between local industrialists and the canal company eventually resulted in the canal suspending operation in 1849.

In addition to information from canal remains, archaeological resources in the district also have the potential to provide information on early 19th century bridge and road building technology. Potential structural remains from earlier bridge abutments where Central Street is carried over the canal on a stone arched bridge (ca. 1880; NR 1995), a contributing member of the Blackstone Canal Historic District, can contribute important architectural and structural details of canal related bridges. Potential structural evidence of bridge abutments dating to the 18th century and later may also exist at the Island Site (MLV-HA-1) where several successive bridges connected areas north and south of the Blackstone River via Central Street. Information relating to 18th and 19th century road- building technology can also be gained from archaeological features related to road surface remnants that approached the bridges connecting both sides of the Blackstone River at the Island.

One research topic that could be addressed in a town such as Millville is the social, cultural and economic relationship of life in a small village like Central Street to the town as a whole and other industrial villages like Blackstone. To what extent did Quakers, the largest social group in the early settlement of the South Parish of Mendon, play a major role in the Central Street settlement and other villages in the area? What was the relationship between agriculture, husbandry and early industrial growth? How did industry influence social growth in the village? To what extent was life in the Central Street village economically or socially self contained or self sufficient? Archaeological data from the district could be used to answer these

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questions in a variety of ways. The concept of economic self sufficiency could be addressed by examining patterns of domestic and industrial consumption in the community. To what extent were finished goods brought into the community and what was locally manufactured? Were certain materials allowed while others were not? Controlled sampling and excavation of occupational related features such as trash pits and privies in both industrial and domestic contexts could provide the data necessary for answering these questions. Controlled excavations and mapping can help identify the general layout of mill operations and the production sequences at each mill. These studies can identify the extent to which the manufacturing process was completed in the Central Street mills or shipped to other mills for completion. Another way to address the concept of self sufficiency vs. interdependence is to examine patterns of production. Did the community produce only what it needed or, did it consciously specialize based on the raw materials it could supply then provide particular products or services for exchange with those outside the community. While documentary evidence is obviously important, archaeological examination of the community's economic facilities, particularly the sites of early farms, mills, company stores, and potential storage facilities associated with the canal are also important.

Archaeological information can also address the topic of social self sufficiency vs. interdependence in the Millville social community. Further research combined with archaeological survey testing and mapping can document the extent to which social institutions in the town fulfilled the needs of the village inhabitants, or were lacking forcing the inhabitants to seek certain services beyond the village. The study of property records, residential structural remains and detailed analysis of the contents from occupational related features can contribute information on the social and class structure of the village community through time. This information can be used to identify the extent to which certain social groups (e.g. Quakers) characterized the community. It can also be used to identify the extent to which a class structure existed within specific group or, between groups. Village inhabitants may have been organized along lines of class structure with farm and mill owners/managers separate from mill and farm workers. Ethnic studies can also play an important role in the analysis of village social structure and its relationship to the larger town. Historical studies combined with the analysis of archaeological resources described above can document the extent to which 19th century

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Irish, French Canadian, English and eastern European immigration to the Blackstone Valley locale effected outlying villages such as Central Street. What role did 19th century immigrants play in village industrial growth? How did village growth in Central Street compare with other villages in the area? Was the mill owner/worker social and class structure reinforced or down played in the Central Street Village? Archaeological resources in the district may contribute significantly to these questions.

The relationship between agricultural and industrial growth can also be examined with archaeological resources from the district. Structural remains and occupational related features from 18th and early 19th century farmsteads in the district can document the importance of agricultural development as the first stage of industrial evolution in the village. The production of grains and wool were clearly an impetus for the location of three grist mills and a woolen mill in the district and its development as an early trading center during the 18th and early 19th century. The location of an axe/scythe factory in the village is another testament to the agrarian influence in the area. These resources can document the transition between agriculture and industries developed to service agricultural needs to more consumer and industry based manufacturing patterns.

How long did agriculture remain important to the village and its industrial needs? Were agricultural pursuits simply a temporary way of supporting an industrial work force until the mills were capable of supporting the village and town economically? Archaeological studies of farms and industries in the area can help to answer these questions.

One additional comment should be stressed concerning the significance of archaeological resources in the Central Street Historic District. The research value of known and potential resources is enhanced by a variety of factors, including the demolition and filling of mill sites and limited intrusions in many industrial areas of the district. Many mill sites in the district remain undeveloped after their demolition. The value of resources in the district is further enhanced by the fact that the Blackstone Canal Company records exist for many of

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the design, construction and operational activities associated with the canal. Written records compliment historic archaeological resources to provide a more comprehensive view of the past not achieved in other periods of archaeological study. Company records may also exist for many of the industrial operations present in the district from the 18th through 20th centuries. Court records should also exist for many of the litigations that resulted from disputes between the Blackstone Canal Company and mill owners over water rights in the river and canals. To date, only limited study of documentary resources associated with the Blackstone Canal and industries in the district has been made. Their potential applicability in the interpretation and prediction of archaeological resources remains enormous.

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(MILLVILLE)

Name of Property

County and State

10. Geographical DataAcreage of property approximately 50 acres**UTM References**

(Place additional UTM references on a continuation sheet.)

1	19	286400	4655800
	Zone	Easting	Northing
2	19	286420	4655580

3	19	286370	4655460
	Zone	Easting	Northing
4	19	286240	4655360

☒ See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title	<u>Neil Larson, preservation consultant with Betsy Friedberg, NR Director, MHC</u>		
organization	<u>Massachusetts Historical Commission</u>	date	<u>April 2003</u>
street & number	<u>220 Morrissey Blvd.</u>	telephone	<u>617-727-5128</u>
city or town	<u>Boston</u>	state	<u>MA</u> zip code <u>02125</u>

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**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.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name	<u>N/A</u>		
street & number	<u></u>	telephone	<u></u>
city or town	<u></u>	state	<u></u> zip code <u></u>

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Central Street HD
Millville, Worcester County, Massachusetts

Section number 10 Page 1

UTM References
(continued)

5.	19	286300	4655120
6.	19	285400	4655180
7.	19	285960	4655280
8.	19	285840	4655440
9.	19	286000	4655640
10.	19	286120	4655590
11.	19	286080	4655940

Verbal Boundary Description
(Describe the boundaries of the property)

The Central Street Historic District contains the distinctive residential, commercial, educational and religious architecture, as well as sites of industrial and transportation resources, that front on Central Street and on contiguous sections of intersecting streets. The district is bounded by the right-of-way of the Providence and Worcester Railroad at the north end of the district and extends to the southern end of pre-1952 residential development located south of the intersection with Quaker Street. On the eastern side of the district, the boundary is drawn to include "The Island" in the Blackstone River and properties fronting on Bow Street. Otherwise, that boundary generally follows the rear lot lines of properties fronting on Central Street. On the western side of the district the boundary is drawn to include contributing properties on Fletcher Avenue, West Street to a point east of Snow Street, Pearl Street, Chesley Street and Quaker Street. Refer to the attached boundary map for a more precise description.

Boundary Justification
(Explain why the boundaries were selected)

The boundaries were drawn to encompass the intact significant resources along Central Street that were associated with the town's industrial and social history. Central Street was one of the town's principal thoroughfares and developed as Millville's most diverse and distinctive residential area in the period of significance (1732-1952). Boundaries were determined based on the physical extent and historical context of this development. Contiguous contributing properties on intersecting street were included to the extent that their integrity and proximity allowed.

(end)

National Register of Historic Places Continuation Sheet

Central Street HD
Millville (Worcester), MA

Section number photo Page 1

PHOTOGRAPHS

Photographer: Neil Larson

Date: 2001

Negatives at Millville Historical Commission

1. Central Street looking N towards district boundary from Prospect Street
2. Longfellow School, 8 Central Street, and Udon Tower
3. Blackstone River west of Central Street
4. Blackstone River east of Central Street
5. Looking south on Central Street from Blackstone River bridge
6. 15 Bow Street, worker house
7. 21-23 Bow Street, worker houses
8. West side of Central Street, south of Prospect Street
9. Collins Capron House, ca. 1750, 40 Central Street
10. Moran Block, 44 Central Street
11. West Street, south side looking east
12. 16-20 West Street, looking east
13. St. John's Episcopal Church, 49 Central Street
14. Central Street, looking south from Bazeley Avenue
15. St. Mark's Lutheran Church, 63 Central Street
16. Central Street, west side at Chesley Street
17. Chesley Street, south side
18. 16 Chesley Street
19. Central Street, east side, south of Chesley Street
20. Bowes House, 9 Quaker Street
21. Quaker Street, south side, looking east from district boundary
22. Gifford-Pitts House, ca. 1850, 83 Central Street

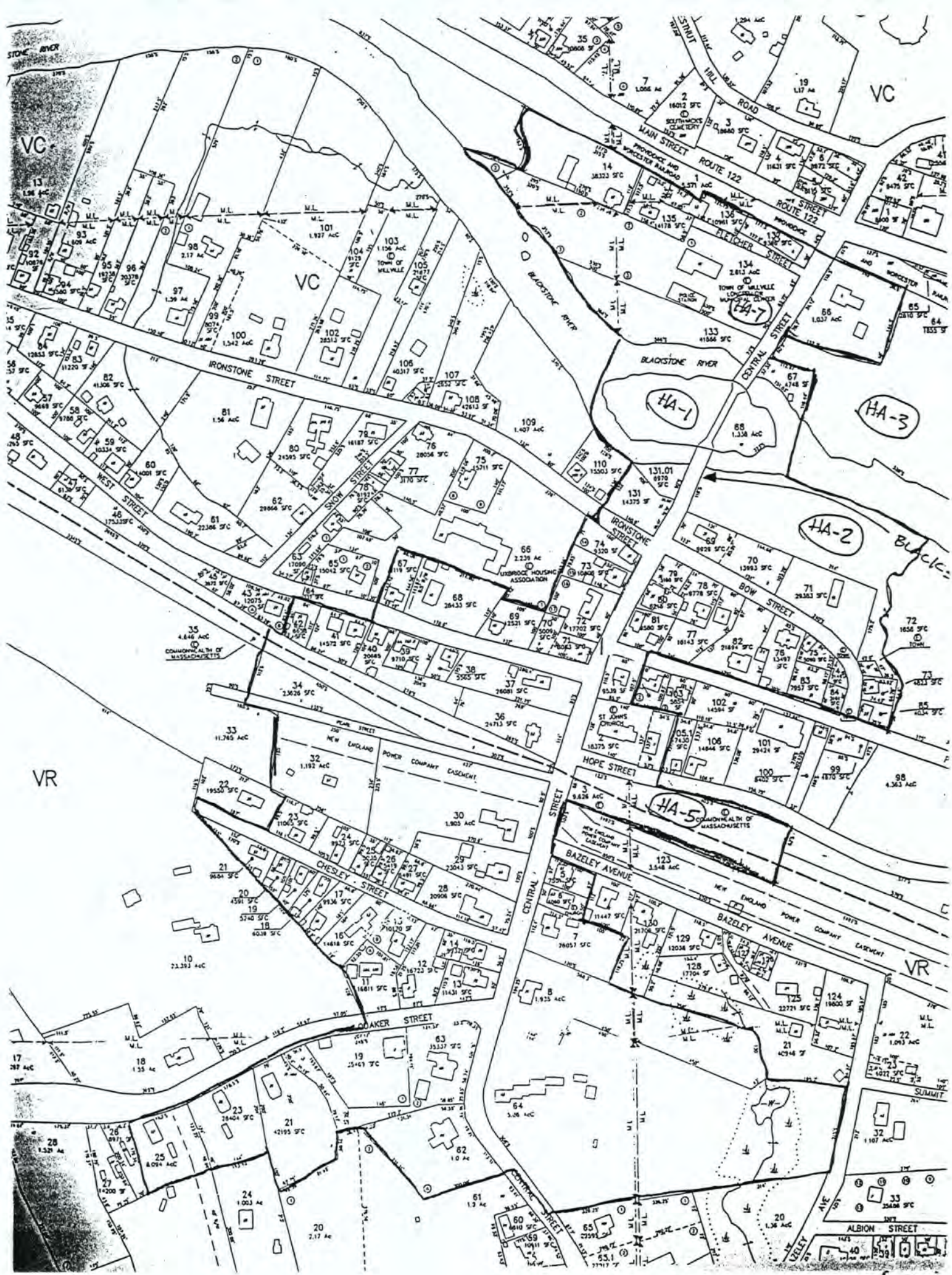
**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Central Street HD
Millville (Worcester), MA**

Section number photo Page 2

- 23. Central Street, looking north from boundary
- 24. Charles H. Fletcher House, 6 Fletcher Avenue



CENTRAL STREET HISTORIC DISTRICT
Town of Millville, Worcester County, Massachusetts

Page 1

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if known, otherwise building type)	DESCRIPTION (all buildings frame construction unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS contributing or non-contributing
123-078	A-160	6 Bow St.	Two-family house	1½ story, front gable roof, side elevation entrances; detached garage	c1900	Classical revival	Building Outbuilding	C C
123-077	A-161	8 Bow St.	Double house	1 story, gable roof, enclosed porch	1857-96	Greek Revival	Building	C
123-070	---	9 Bow St.	Vacant lot	House site	1831-57	Greek Revival	Site	C
123-076	A-162	14 Bow St.	Southwick Duplex II	1 story, gable roof	1831-57	Greek Revival	Building Outbuilding	C NC
123-071	A-76	15 Bow St.	Southwick Duplex I	1½ story, gable roof	1831-57	Greek Revival	Building	C
123-075	A-163	16 Bow St.	Kidd tenant house	1½ story, front gable, raised basement, side elevation entrance	1857-96	Greek Revival	Building	C
123-074	---	18 Bow St.	Vacant lot	House site, divided from 123-084	1831-57	N/A	Site	C
123-072	---	19 Bow St.	Vacant lot	House site	1857-96	N/A	Site	C
123-073	A-164	21 Bow St.	Manny House	1½ story, gable roof, double house	1831-57	Greek Revival	Building	C
123-085	A-165	23 Bow St.	Gallagher House	1 story, gable roof, center chimney	1831-57	Greek Revival	Building	C
123-137	C-97	4 Central St.	Tucker Duplex	2 story front gable roof; two-story porch across facade	1831-54	Greek Revival	Building	C
123-066	A-48	5 Central St.	Edaward S. Hall House	2 story, hipped roof, double house with colossal Doric portico; detached carriage barn	1831-54	Greek Revival	Building Outbuilding	C C
123-134	A-49 C-902 HA-7	8 Central St.	Longfellow School/ Town Hall; School Annex/Police Station; Udor Tower; Fletcher Store Site	2 story, hipped roof, brick block school building; 1 story, gable roof concrete block kindergarten annex; 2 story stone water tower; building site	1850, 1881; c1960; 1877-86	Italianate	Building Building Structure Site	C NC C C
123-067	HA-3	11 Central St.	Pumping station; Alexander Wilson Axe & Scythe Factory	1-story concrete block building; site of scythe mill and power canal for felting mill	1780- c1970	N/A	Building Site	C C

CENTRAL STREET HISTORIC DISTRICT
Town of Millville, Worcester County, Massachusetts

Page 2

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if known; otherwise building type)	DESCRIPTION (all buildings frame construction unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS contributing or non-contributing
123-133	HA-3	14 Central St.	Vacant land	Site of worker housing and entrance to power canal for felting mill	c1850	N/A	Site	C
123-068	HA-1	19 Central St.	The Island	Site of early mills	1732-1900	N/A	Site	C
	A-914	Central St.	Bridge	Steel beam bridge with concrete abutments and side rails, two spans with a central pier on island	1938	N/A	Structure	C
23-131.01	HA-2 (NR)	Central St.	Vacant land	Route of Blackstone Canal Part of Blackstone Canal in MA H.D.	1828	N/A	Site	NR
123-086	HA-2 (NR)	Central St.	Vacant land	Stone mill site; route of Blackstone Canal Part of Blackstone Canal in MA H.D.	c1780-1900, 1828	N/A	Site	NR
123-069	A-166	31 Central St.	Millville Post Office	1 story, front gable, concrete block	c1970	None	Building	NC
123-131	A-139 (NR)	32 Central St.	store	1 story, front gable, concrete block Part of Blackstone Canal in MA H.D.	c1970	None	Building Site	NC NR
123-079	---	35 Central St.	Vacant lot	Unpaved parking lot; site of Methodist Reformed Church (1833, razed 1937)	1937	N/A	Site	NC
124-074	A-167	36 Central St.	Conlon Block	3 story, front gable, street-level commercial, bay windows on 2 nd and 3 rd stories	1857-96	Gothic Revival	Building	C
123-080	A-168	37 Central St.	Wilson Block	2½ story, front gable roof; commercial on street level, side addition	1857-96	Greek Revival	Building	C
124-073	A-169	38 Central St.	O'Gara Block	2 story, gable roof, brick ground floor: basement commercial level of 3 story building; top floor removed after fire and gable roof added	1857-96; c1965	none	Building Outbuilding Outbuilding	C C C
123-081	A-170	39 Central St.	Wilson House	2 story with brick ground floor, gable roof with shed dormers; detached garage	c1830	Greek Revival	Building Outbuilding	C C
124-072	A-50	40 Central St.	Capron House	2-story, gable roof, center chimney house; detached two-car garage	c1750 c1913	Georgian	Building Outbuilding	C C
124-001	A-171	43 Central St.	Dean House	1 story, gable roof ranch	c1960	Ranch	Building	NC
124-071	A-51	44 Central St.	Moran Block	3 story, hipped roof apartment block with commercial space on street level	c1890	Victorian Eclectic	Building	C
124-037	A-52	46 Central St.	Wilson House	2 story, front gable, side passage, rear ell; detached garage	c1831	Greek Revival	Building Outbuilding	C C

CENTRAL STREET HISTORIC DISTRICT
Town of Millville, Worcester County, Massachusetts

Page 3

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if known; otherwise building type)	DESCRIPTION (all buildings frame construction unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS contributing or non-contributing
124-002	A-54	49 Central St.	St. John's Episcopal Church	Front gable rural church form, stone, belfry; parish house (see 7 Hope St.)	1850 c1925	Gothic Revival	Building	C
124-003	HA-5	53 Central St.	R.R. ROW & Station site; scythe factory site	Parking lot; rail trail head	c1850; 1871-88	N/A	Site	C
124-036	A-53	52 Central St.	Sherman House	1 story, mansard roof, side ell	1857-70	Second Empire	Building	C
124-032	A-172	54 Central St.	Lewis House	1½ story front gable, side ell; survivor from Pearl Street houses	1831-57	Greek Revival	Building Outbuilding	C C
124-030	A-55	60 Central St.	Benson House	2 story, gable roof, projecting gable entrance bay, rear ell	1831-54	Gothic Revival	Building	C
124-005	A-56	61 Central St.	Holt House	2 story, hipped roof, wrap-around porch	1887-98	Queen Anne	Building	C
124-006	A-58	63 Central St.	St. Mark's Lutheran Church	Front gable nave plan, steeple	1892	Gothic Revival	Building	C
124-029	A-57	64 Central St.	Kidd House	1 story gable roof cottage, central gable, rear ell	1870-87	Gothic Revival	Building	C
124-007	A-59	65 Central St.	Hall House	1 story, front gable roof, side ell; detached garage	1831-57	Greek Revival	Building Outbuilding	C C
124-028	A-60	66 Central St.	Aldrich House	2 story, front gable roof, side passage, rear ell	1831-54	Greek Revival	Building	C
124-014	A-61	70 Central St.	Cook-Aldrich House	2 story, gable roof, bay windows; detached garage	1831-54	Italianate	Building Outbuilding	C C
124-008	A-62	71 Central St.	White House	1½ story, gable roof, front gable dormer, side ell	1831-54	Gothic Revival	Building	C
124-013	A-63	72 Central St.	Bowes House	2 story, hipped roof, rear ell; detached garage	1898- 1902	Queen Anne	Building Outbuilding	C NC
125-063	A-64	80 Central St.	Bowes-Buckley House	2 story, large gable roof, irregularly-shaped, corner tower, rear ell; detached carriage barn	1898- 1909	Queen Anne	Building Outbuilding	C C
125-064	A-65	83 Central St.	Gifford-Pitts House	2 story, front gable roof, with connected ells and barn; two detached outbuildings	1831-54	Italianate	Building Outbuilding Outbuilding	C C C

CENTRAL STREET HISTORIC DISTRICT
Town of Millville, Worcester County, Massachusetts

Page 4

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if known, otherwise building type)	DESCRIPTION (all buildings frame construction unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS contributing or non-contributing
125-062	A-66	84 Central St.	Mansfield House	2 story, hipped roof, wrap-around porch	1831-54, c1900	Classical Revival	Building	C
124-015	A-173	11 Chesley St.	Rectory barn	2 story, gable roof, concrete block garage added	1857-70; c1960	none	Building	NC
124-027	A-174	12 Chesley St.	Saxe Cottage	1½ story, front gable roof, side ell	1863-96	Italianate	Building	C
124-016	A-175	13 Chesley St.	Grey Cottage	2 story, front gable roof, rear ells	1863-96	Greek Revival	Building	C
124-026	A-176	14 Chesley St.	Ferguson Cottage	1½ story, front gable roof	1863-96	Gothic Revival	Building	C
124-017	A-177	15 Chesley St.	Pitts Cottage	1½ story, front gable roof, front piazza; 2 sheds	1863-96	Greek Revival	Building Outbldg (2)	C C(2)
124-025	A-178	16 Chesley St.	King Cottage	1½ story, front gable roof; detached garage	1863-96	Gothic Revival	Building Outbuilding	C C
124-018	A-179	17 Chesley St.	Fanny Scott Cottage	1½ story, front gable roof; front piazza; detached garage	1863-96	Greek Revival	Building Outbuilding	C C
124-024	A-180	18 Chesley St.	Southwick Cottage I	1½ story, front gable roof; front piazza; detached garage	1863-96	Greek Revival	Building Outbuilding	C C
124-019	A-181	19 Chesley St.	G.O. Scott Cottage I	1½ story, front gable roof; front piazza; detached garage	1863-96	Greek Revival	Building Outbuilding	C C
124-023	A-182	20 Chesley St.	Southwick Cottage II	1½ story, front gable roof; detached garage	1863-96	Greek Revival	Building Outbuilding	C C
124-020	A-183	21 Chesley St.	G.O. Scott Cottage II	1½ story, front gable roof; front piazza; detached garage	1863-96	Greek Revival	Building Outbuilding	C C
124-021	A-184	23 Chesley St.	Richardson Cottage	1½ story, front gable roof, side ell; detached garage	1863-96	Greek Revival	Building Outbuilding	C C
123-136	C-98	6 Fletcher Av.	Fletcher House	2 story, hipped roof, wrap-around porch, rear ell	1877-86	Stick Style	Building	C
123-135	C-99	15 Fletcher Av.	Fletcher Cottage I	1½ story, hipped roof; detached garage	1877-96	Stick Style	Building Outbuilding	C C

CENTRAL STREET HISTORIC DISTRICT
Town of Millville, Worcester County, Massachusetts

Page 5

DISTRICT DATA LIST

Parcel Number	MHC No.	STREET ADDRESS	HISTORIC NAME (if known, otherwise building type)	DESCRIPTION (all buildings frame construction unless otherwise noted)	DATE	STYLE	RESOURCE TYPE	STATUS contributing or non-contributing
119-014	C-100	17 Fletcher Av.	Fletcher Cottage 2	2 story, hipped roof, battered sides, braced cornice; attached garage	1877-96	Stick Style	Building	C
124-002	A-185	7 Hope St.	St. John's Parish House	1-story, gable roof, long rectangular plan; same parcel as St. John's Church, 49 Central St.	c1980	N/A	Building	NC
123-105.1	A-186	9 Hope St.	J. Devine House	1½ story, front gable roof, hood over entry with consoles	1877-96	Greek Revival	Building	C
123-106	A-187	11 Hope St.	W. Hoard House	2½ story, front gable roof, side ell	1877-96	Greek Revival	Building	C
124-034	---	Pearl St.	Vacant lot	Undeveloped land along railroad	c1850	N/A	Site	C
123-082	A-188	11 Prospect St.	Stephen Thayer House	2 story, gable roof, rear ell; detached carriage barn	c1830	Greek Revival	Building Outbuilding	C C
123-083	---	21 Prospect St.	Vacant lot	House site	1831-57	N/A	Site	C
123-084	---	21a Prospect St.	Vacant lot	House site	1831-57	N/A	Site	C
124-012	A-85	8 Quaker St.	St. John's Episcopal Church Parsonage	2 story, front gable roof, bracketed cornice	1857-70	Italianate	Building	C
124-019	A-86	9 Quaker St.	Bowes House	2 story, hipped roof, wrap-around porch; detached garage	1898-1909	Colonial Revival	Building Outbuilding	C C
124-011	A-87	12 Quaker St.	Pitts House	2 story, front gable roof, side ell, bracketed cornice; detached garage	1870-87	Italianate	Building Outbuilding	C C
124-020	A-915	17 Quaker St.	Stone gate posts	Entrance to large interior property; only posts and road included in district	1831-57	N/A	Structure	C
125-021	A-88	21 Quaker St.	House	1 story, gable roof, recessed porch, dormer	c1920	Craftsman	Building	C
125-023	A-89	25 Quaker St.	House	1 story, front gable jerkin roof, front porch; detached garage	c1920	Craftsman	Building Outbuilding	C C
125-025	A-90	33 Quaker St.	House	1 story, hipped roof, recessed porch, dormers, exterior brick chimney; detached garage; pavilion; shed	c1920	Craftsman	Building Outbldgs (3)	C NC(3)

CENTRAL STREET HISTORIC DISTRICT
Town of Millville, Worcester County, Massachusetts

DISTRICT DATA LIST

[illegible]

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Central Street Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Worcester

DATE RECEIVED: 5/05/03 DATE OF PENDING LIST: 6/06/03
DATE OF 16TH DAY: 6/22/03 DATE OF 45TH DAY: 6/19/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000550

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: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/19/03 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001

Neg. at Millville Historical Comm.

Photo 1: Central Street looking north
towards district boundary from
Prospect Street.



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001

PHOTO 2: Longfellow School (8 Central St.)
and Udon Tower



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

PHOTO 3: View of Blackstone River west
of Central Street. Note island
on left side of view.



Central Street Historic District
Millville, Worcester Co., MA

Photo by Neil Larson, 2001

Neg. at Millville Historical Comm.

NOV. 2001 FRIL

NOV. 2001 FRIL

NOV. 2001 FRIL

PHOTO 4: View of Blackstone River east
of Central Street. Note island
on right and mill remains on left



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larsen, 2001
Neg. at Millville Historical Comm.

NOV. 2001 FRK

NOV. 2001 FRK

PHOTO 5: View looking south on Central
Street from bridges across
Blackstone River



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

PHOTO 6: Worker house, 15 Bow St.



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo 7: Workers houses, 21 + 23 Bow St.



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

FRIK

NOV. 2001 FRIK

NOV. 2001 FRIK

PHOTO 8: View of west side of Central
Street south of Prospect St.



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001

Neg. at Millville Historical Comm.

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

PHOTO 9: Collins Capron House, c1750
40 Central St.



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

PHOTO 10: Moran Block, 44 Central St.



Central Street Historic District
Millville, Worcester Co. MA

001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

PHOTO 11: West Street, south side
looking east



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001

NOV. 2001 FRK

NOV. 2001 FRK

NOV.

Neg. at Millville Historical Comm.

Photo 12: West Street, ^{north}~~south~~ side
looking east (nos. 16 + 20)



Central Street Historic District
Millville, Worcester Co. MA

NOV. 2001 FRK

NOV. 2001 FRK

NO

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

PHOTO 13: St. John's Episcopal Church
49 Central St.
Richard Upjohn, architect, 1850



Central Street Historic District
Millville, Worcester Co. MA

V. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

PHOTO 14: Central Street looking
south from Bazeley Avenue



Central Street Historic District
Millville, Worcester Co. MA

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001

Photo by Neil Larson, 2001
Neg. at Millville Historic Comm.

PHOTO 15: St. Mark's Lutheran Church, 1892
63 Central Street



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larson, 2001

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Neg. at Millville Historical Comm.

Photo 16: Central Avenue, west side
at Chesley Street



Central Street Historic District
Millville, Worcester Co. MA

FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

PHOTO 17 : Chesley Street, south side



Central Street Historic District
Millville, Worcester Co. MA

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg at Millville Historical Comm.

PHOTO 18: 16 Chesley Street



Central Street Historic District
Millville, Worcester Co. MA

001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

Photo 19: Central Street, east side
South of Chesley Street



Central Street Historic District
Millville, Worcester Co. MA

OV. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

Photo 20: Bowes House, 9 Quaker St.



Central Street Historic District
Millville, Worcester Co. MA

1 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

Photo 21: Quaker Street, south side,
looking east from boundary



Central Street Historic District
Millville, Worcester Co. MA

2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

PHOTO 22: Gifford-Pitts House, c1850
83 Central Street



Central Street Historic District
Millville, Worcester Co. MA

NOV. 2001 FRK

NOV. 2001 FRK

NOV. 2001 FRK

Photo by Neil Larson, 2001
Neg. at Millville Historical Comm.

Photo 23: Central Street looking
north from boundary



Central Street Historic District
Millville, Worcester Co. MA

Photo by Neil Larsen, 2001

NOV. 2001 FRK

NOV. 2001 FRK

Neg. at Millville Historical Comm.

PHOTO 24: Charles H. Fletcher House
6 Fletcher Avenue

Uxbridge

MASS. - R. I.

1:25 000-scale metric
topographic map



7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



Produced by the United States Geological Survey
in cooperation with Massachusetts Department
of Public Works

Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey
Compiled by photogrammetric methods from aerial photographs
taken 1980. Field checked 1981. Map edited 1982
This area also covered by 7.5-minute, 1:24,000-scale
maps Uxbridge and Blackstone dated 1969

Projection and 1000-meter grid, zone 19: Universal
Transverse Mercator. 10,000-foot grid ticks based on
Massachusetts coordinate system, mainland zone,
and Rhode Island coordinate system. 1927 North
American Datum

To place on the predicted North American Datum 1983
move the projection lines 6 meters south and 40 meters
west as shown by dashed corner ticks
There may be private inholdings within the boundaries of
the National or State reservations shown on this map
CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTOUR ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
THIS MAP COMPLEES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet			1	2	3
1	3.2808					
2	6.5617					
3	9.8425					
4	13.1232					
5	16.4040					
6	19.6848					
7	22.9656					
8	26.2464					
9	29.5272					
10	32.8084					
To convert meters to feet multiply by 3.2808		UTM grid convergence (G) and 1982 magnetic declination (M) at center of map diagram is approximate		4	5	
To convert feet to meters multiply by 0.3048				6	7	8
				1 Worcester Street		
				2 Midway		
				3 Southfield		
				4 Webster		
				5 Franklin		
				6 Thompson (7.5)		
				7 Chaperain (7.5)		
				8 Georgetown (7.5)		
				9 Athleboro		

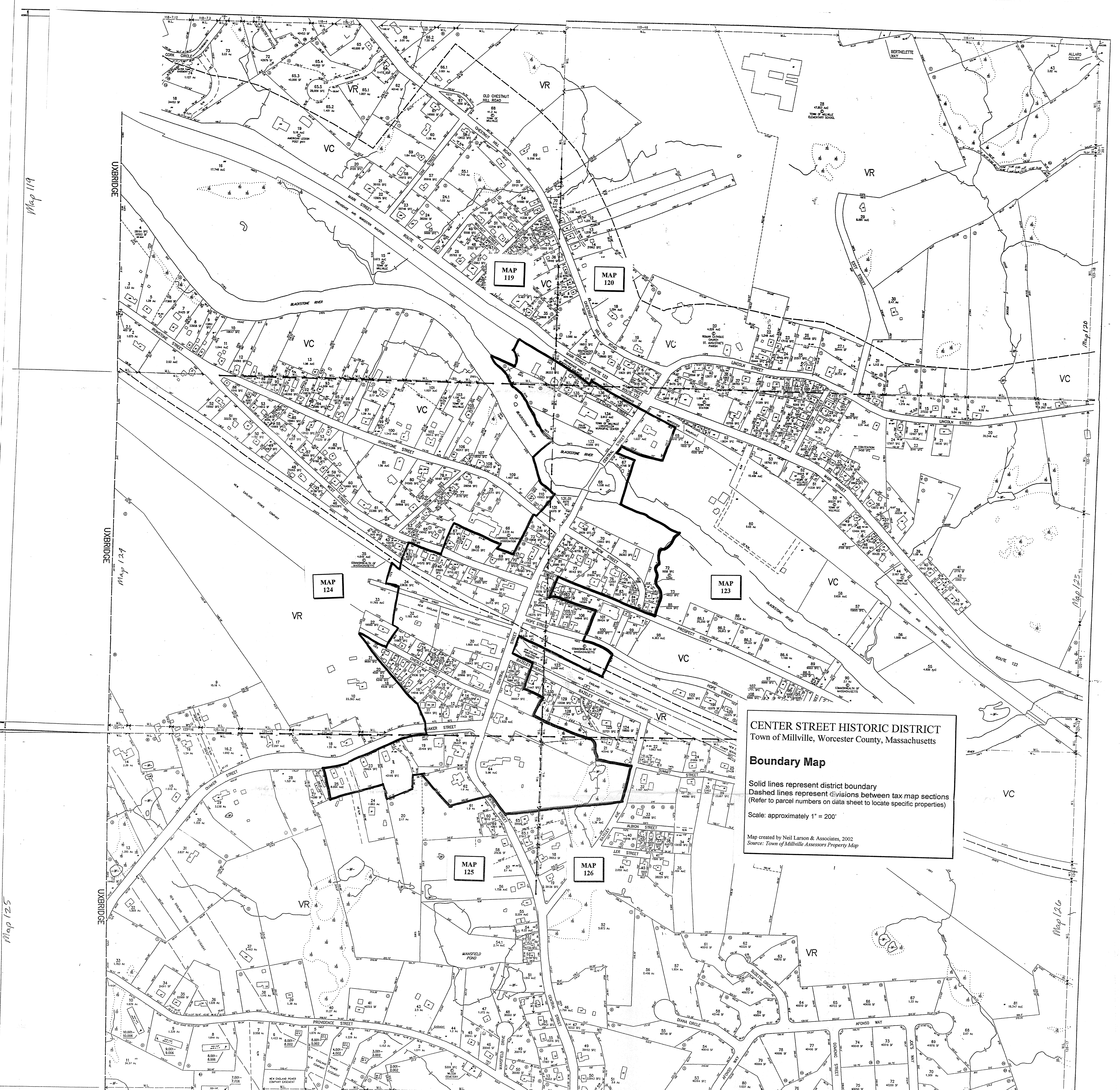


Topographic Map Symbols

Primary highway, hard surface	.....	.....
Secondary highway, hard surface	.....	.....
Light-duty road, hard or improved surface	.....	.....
Unimproved road; trail	.....	.....
Route marker: Interstate; U. S. State	.....	.....
Route marker: standard gage; narrow gage	.....	.....
Bridge: drawbridge	.....	.....
Footbridge; overpass; underpass	.....	.....
Build-up area: only selected landmark buildings shown	.....	.....
House; farm; church; school; large structure	.....	.....
Boundary	.....	.....
National, with monument	.....	.....
County, parish	.....	.....
Civil township, precinct, district	.....	.....
Incorporated city, village, town	.....	.....
National or State reservation; small park	.....	.....
Land grant with monument; land section corner	.....	.....
U. S. public lands survey: range, township, section	.....	.....
Range, township, section line: location approximate	.....	.....
Fence or field line	.....	.....
Power transmission line, located tower	.....	.....
Dam; dam with lock	.....	.....
Cemetery: grave	.....	.....
Campground; picnic area; U. S. location monument	.....	.....
Well; water well; spring	.....	.....
Mine shaft; prospect; adit or cave	.....	.....
Control: horizontal station; vertical station; spot elevation	.....	.....
Contours: index, intermediate; supplementary; depression	.....	.....
Distorted surface: strip mine, low, and	.....	.....
Bathymetric contours: index, intermediate	.....	.....
Perennial lake and stream; intermittent lake and stream	.....	.....
Rapids, large and small; falls, large and small	.....	.....
Submerged marsh; marsh, swamp	.....	.....
Land subject to controlled inundation; woodland	.....	.....
Scrub; mangrove	.....	.....
Orchard; vineyard	.....	.....

A pamphlet describing topographic maps is available on request





CENTER STREET HISTORIC DISTRICT
Town of Millville, Worcester County, Massachusetts

Boundary Map

Solid lines represent district boundary
Dashed lines represent divisions between tax map sections
(Refer to parcel numbers on data sheet to locate specific properties)

Scale: approximately 1" = 200'

Map created by Neil Larson & Associates, 2002
Source: Town of Millville Assessors Property Map

CENTRAL ST. AD
MILLVILLE, MA



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission



April 14, 2003

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
Mail Stop 2280, Suite 400
1849 C Street, NW
Washington, DC 20240

Dear Ms. Shull:

Enclosed please find the following nomination form:

Central Street HD, Millville (Worcester), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the properties included in the district were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Neil Larson, Consultant
Margaret Carroll, Millville Historical Commission
Diane McCutcheon, Millville Board of Selectmen
Brian Carroll, Hopedale Planning Board

Patrick Andrus

06/18/03 07:22 AM
EDT

To: betsy.friedberg@sec.state.ma.us
CC:
Subject: Central Streed HD

Betsy: the nomination for the Central Street Historic District in Millville lists Federal ownership and the inventory includes a Post Office, but we do not have a copy of the notification letter to the Federal Preservation Officer. Do you have a record of notifying the federal agency and if so. would you please fax me a copy at 202-371-2229.

Thanks,

Patrick

Patrick W. Andrus
Historian
National Register of Historic Places
Patrick_Andrus@nps.gov



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Fax Transmittal Memorandum

To: PATRICK ANDRUS

Fax #: 202 - 371 - 2229

From: PHIL BERGEN

Date: 6-18-03

Re: MILLVILLE, MA
CENTRAL ST. HD.

Pages, including cover sheet: 3

Comments:

COPY OF LTR. TO FPO RE: MILLVILLE POST OFFICE

If this communication has been received in error, please notify us immediately.

220 Morrissey Boulevard, Boston, Massachusetts 02125
Tel: (617) 727-8470 · Fax: (617) 727-5128 · Website: www.state.ma.us/sec/mhc

NR file



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

November 12, 2002

Ms. Tina Borghild Norwood
U.S. Postal Service
Federal Preservation Office
Facilities Headquarters
4301 Wilson Boulevard #300
Arlington, VA 22203-1861

Re: Millville, MA Post Office, 31 Central Street, Millville

Dear Ms. Norwood:

We are writing to inform you that the Federal property referenced above is located within the boundaries of the proposed Central Street Historic District, which will be considered by the Massachusetts Historical Commission for nomination to the National Register of Historic Places. The National Register of Historic Places is the Federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our nation's heritage.

Listing of the Central Street Historic District provides recognition of the community's historic importance and assures protective review of Federal projects that might adversely affect the character of the district. If the district is listed in the National Register, certain Federal investment tax credits for rehabilitation and other provisions may apply.

In Massachusetts, properties nominated to the National Register are automatically listed in the State Register of Historic Places. State Register properties owned by municipalities and nonprofit organizations may compete for state restoration grants.

You are invited to attend the meeting of the Massachusetts Historical Commission at which the nomination of the Central Street Historic District will be considered. The Commission will meet at 1:00 p.m. on Wednesday, December 11, 2002, at the Massachusetts State Archives, Dorchester, Massachusetts. The Commission meeting is a public meeting and all interested parties are encouraged to attend. If you have special needs and would like to attend the meeting, please contact the Commission and staff will make any arrangements that are necessary.

You are invited to attend a local meeting at which the nomination of the Central Street District will be discussed. The meeting will be held at the Longfellow Municipal Center, 8

Central Street, on Tuesday November 26, 2002, at 7 p.m. All interested parties are invited and encouraged to attend.

Attached please find notices that explain, in greater detail, the results of listing in the National Register and that describe the rights and procedures by which an owner may comment on or object to listing in the National Register.

A draft copy of the National Register nomination for the Central Street Historic District is available at the Millville Free Public Library. Should you have any questions about this nomination prior to the Massachusetts Historical Commission meeting, please contact me at this office.

Sincerely,

**Brona Simon
Deputy State Historic Preservation Officer
Massachusetts Historical Commission**

Enclosures: NR Criteria, Rights of Owners