

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME Worcester Multiple Resource Area
HISTORIC (Partial Inventory)
Historic Resources of Worcester (Partial Inventory: Historic and Architectural)
AND/OR COMMON
Same

2 LOCATION
STREET & NUMBER
CITY, TOWN Incorporated city limits of Worcester VICINITY OF Third
STATE Massachusetts CODE 025 COUNTY Worcester CODE 027
NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input checked="" type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
multiple resource	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY
NAME Multiple; see individual inventory forms
STREET & NUMBER
CITY, TOWN Worcester VICINITY OF STATE Massachusetts

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC. Worcester County Courthouse; Registry of Deeds
STREET & NUMBER 2 Main Street
CITY, TOWN Worcester STATE Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS
TITLE HABS-Salisbury House and Salisbury Mansion See continuation sheet for current
Inventory of the Historic Assets of the Commonwealth National Register properties
DATE 1977-1978
DEPOSITORY FOR SURVEY RECORDS Massachusetts Historical Commission
CITY, TOWN Boston STATE Massachusetts

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Boundaries for the Worcester Multiple Resource National Register Nomination are the incorporated city limits of Worcester, Massachusetts, an area of 38.49 square miles (24,634 acres) bounded by the towns of Shrewsbury, West Boylston, Holden, Paxton, Leicester, Millbury, Auburn, and Grafton, Massachusetts. Located in central Massachusetts, Worcester is nearly equidistant from Boston and Providence, Rhode Island, both of which have influenced the city's economic development.

Topographically, Worcester is marked by many hills, small streams and a few natural ponds. Elevations in the city range from 481 feet above sea level at City Hall to 625-777 feet above sea level on the hilltops surrounding the city's center. In general, elevations are lowest in the city's southeast corner where Union Hill (625') Packachoag Hill (693') and Sagatabscot Hill are the major features; elevations are highest in the north and west sections, particularly on Tatnuck Hill (1000'), Winter Hill (980') and Mount Ararat (Indian Hill 780'). Most of the small rivers and streams which drain the city flow southward and easterly into the Blackstone and French Rivers. While most streams were too small to support early mills, several provided important sources of water power, most notably the Mill Brook (which flowed through the center of the city, east of Main Street), the Middle River (which flows easterly from Webster Square) and the Kettle Brook (which flows southeasterly from the Leicester town line). Natural ponds exist in scattered locations throughout the city and range downward in size from Lake Quinsigamond which is four miles long and less than one-quarter mile wide. Some natural ponds, such as North Pond (Indian Lake) were originally much smaller but have been increased in size for water power sources during the nineteenth century. A number of mill ponds and reservoirs were created during the nineteenth century by damming the city's larger streams in the central and southwest sections of the city, of these Coes Reservoir and Curtis Pond remain, while others, such as Stillwater Pond have been drained and filled.

1684-1783

Except for an unsuccessful attempt to found a village (1674-1675) at the head of Lake Quinsigamond, the development of Worcester has been centered on Main Street between Lincoln Square and the Common. Restricted by a steep hill to the west and boggy lowland to the east the first permanent village (1713-1718) developed as an axial settlement only one lot deep on each side of Main Street. Until the opening of Mechanic Street in 1787 the village was without side streets, although portions of modern Front and Summer Streets existed as paths. In outlying sections of the city, roads leading to nearby towns came into use, establishing a pattern of transportation routes which remain in existence (see attached copy of 1795 Map of Worcester for road beds). Architecturally, little remains from this period; however, remaining structures and local histories indicate that center-chimney timber-frame houses were the most widespread building type, particularly in outlying areas where farmhouses were thought to have been protected by palisades. At the town's center a few specialized buildings existed such as a courthouse, meeting house and taverns. After ca. 1750, elements of high-style Georgian architecture began to appear but were largely restricted to the homes of local gentry.

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1784-1855

Both during the Federalist period and Worcester's first industrial boom (1829-1855), development of the community was focused on the existing village center where the surrounding hillsides both provided house sites and served to restrict residential development to those slopes which faced the town center.

In 1807, the Boston-Worcester Turnpike (Route 9) was opened from Lincoln Square. Between 1835 and 1848 five railroad lines were opened from Worcester to Boston, New York and other cities. Most of these lines passed through Washington Square where a station existed; more important the junction of three major lines south of the central business district near Southbridge and Jackson Streets encouraged the growth of a large factory district in this area during the late 1840's and 1850's. At the same time the existing industrial district near Thomas and Union Streets grew southward along the Blackstone Canal bed to Washington Square. Initially factory buildings were of wooden construction, however, after several fires during the 1830's, brick and stone came into common use.

Main Street, which had contained mostly houses prior to 1810, began to be developed with two and three-story brick and granite blocks in the Federalist style. After 1835, Greek Revival style commercial buildings began to be built, but were quickly overshadowed by a large number of four and five story Italianate style blocks built during the late 1840's and 1850's. As Main Street became increasingly commercial, sidestreets were opened for residential development, particularly during the building boom of the 1830's and 1840's. The most popular of these neighborhoods were on the hillside west of Main Street (Crown Hill, Lincoln Estate and Harvard Street) and on the hills east of Summer Street (Chandler and Belmont Hills). By far the largest number of houses built were wooden frame, side-hall plan structures with gabled facades, generally Greek Revival or Italianate in style. In various locations, but particularly in the vicinity of Elm, Chestnut and Harvard Streets, a large number of high-style Greek Revival houses were built in the 1830's and 1840's, most of which had hip roofs and two-story porticos; these were followed in the 1840's and 1850's by Italianate villas, both stucco-covered brick and wooden frame.

1856-1890

Its transportation network already established, Worcester after 1856 grew along the lines already created by the first industrial boom. Main Street between Lincoln Square and Madison Street became exclusively commercial; earlier row buildings and former

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houses were replaced by three to six-story blocks, most of which were built of brick, although several of the finest were faced with sandstone or granite. New buildings ranged in style from Second Empire to Victorian Gothic, with few Queen Anne style blocks.

Pre-1855 industrial districts continued to expand. In the center of the city factories were built further north along Grove and Prescott Streets, eastward along Franklin and Shrewsbury Streets and southward along Harding and Green Streets. Several water power sites along the Kettle Brook, Middle River and Blackstone River became major industrial complexes. In the beginning of this period some ornate Italianate and Second Empire style factories were built; however, after the 1870's, most industrial buildings tended to be of simple design and mill construction.

Residential expansion occurred in all central sections of the city, leaving a farming belt in the outlying areas. Older neighborhoods west of Main Street became more densely developed and were enlarged westward to Park Avenue by new subdivisions. East of Main Street, Belmont and Chandler Hills were fully developed on their west slopes only, leaving the east slopes mostly vacant. Main Street south of Madison Street grew rapidly as a fashionable new neighborhood. Working-class neighborhoods were developed along Cambridge and Millbury Streets, near the Blackstone and Middle Rivers. Domestic architecture of this period includes examples of all styles which were then nationally popular. The most widespread building type was the side-hall plan, frame house, which was adapted to Second Empire, Victorian Gothic and Queen Anne styles throughout the city. Particularly fine examples of high style, architect designed houses exist in the vicinity of Main Street south, and in the areas north of Elm Street and west of Main Street. Older neighborhoods east of Main Street (Belmont and Chandler Hills) contain some high style buildings from the 1850's-1870's; however, by the 1880's they began to be developed with three-decker apartment houses. While three-deckers and apartment houses did not yet constitute the largest portion of the city's housing stock, large concentrations of them were built in the vicinity of Main and Wellington Streets, Lincoln Square, between Pleasant and Elm Streets and near Millbury Street and Quinsigamond Avenue.

During this period several important local institutions built major buildings in a range of styles on prominent hilltop sites, many of which remain to the present as landmarks visible throughout the city. Of necessity, the construction of public buildings followed the growth of neighborhoods where new schools and firehouses would be needed.

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1890-1930

With few exceptions, this last period of growth established Worcester and its street plan as it exists today. Main Street, which was fully developed by the mid-1890's, was rebuilt in places with "skyscrapers" and large office buildings, most of which contained elements of classical architecture. Existing industrial districts remained important, often expanding by replacing older, smaller buildings. The Junction manufacturing district (near Southbridge and Jackson Streets) expanded southward along Beacon Street, while the manufacturing district near Washington Square continued a slow growth eastward along Franklin and East Worcester Streets. North of the city's center, along West Boylston Street, formerly minor manufacturing area grew rapidly as its leading firm (Norton Company) grew into the city's largest firm. Major industrial expansion also occurred in the vicinity of Webster Square along Cambridge Street and Webster Avenue where several new industrial complexes were built.

Residential development during this period was most widespread in the central and southern portions of the city, leaving the large tracts of undeveloped land near Worcester's western and northern city boundaries. Although a full range of styles from this period (Queen Anne, Colonial Revival, Arts and Crafts, etc.) is found throughout the city, the largest number of houses bear elements of Queen Anne design. The most widely built house type of the period was the three-decker apartment house. Whole new neighborhoods of three deckers were built on Union Hill, near Webster Square near Park Avenue and in the vicinity of Grafton and Plantation Streets. The largest expansion of single-family houses occurred on the city's west side (in the vicinity of Salisbury and Pleasant Streets, west of Park Avenue) and along Burncoat Street. Especially significant in these areas is the wide range of suburban architecture of the period and several exceptional period reproduction houses.

SURVEY METHODOLOGY

Carried out between March 1977 and March 1978, the survey on which this nomination is based is primarily architectural and historical in its focus. Due to a lack of specialized expertise and time, potential archaeological sites, engineering resources, public monuments, public parkland, and sites related to the city's ethnic history have not been surveyed. While the survey did include a large number of triple deckers, none have been included in this nomination due to their great number, physical similarity and lack of a comprehensive social/historical study to evaluate them on other than architectural terms. The survey was conducted by an architectural historian, employed as a consultant by the Worcester Heritage Preservation Society, an art historian/survey coordinator and by a volunteer staff under the consultant's supervision.

FHR-8-300A
(11/78)

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In order to make as complete an assessment as possible of Worcester's historic architecture, the consultant and local survey coordinator conducted a field survey, viewing every street in the city. Approximately 1,500 buildings were noted in the initial survey; after brief research, this number was reduced to approximately 1,200 buildings which were researched in greater detail, using historical materials listed in the Bibliography. Once all research had been completed, the information was edited by the consultant and submitted to the Massachusetts Historical Commission. All properties included in this nomination were identified in the survey; the major criteria employed in evaluating the survey have been architectural excellence and relationship to major historical themes and periods. This partial nomination does not include archeological sites, engineering resources, public monuments or parkland, triple deckers, or in general early twentieth century residential structures unless of outstanding architectural quality.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input checked="" type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input checked="" type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input checked="" type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input checked="" type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Modern Worcester occupies a portion of an eight-mile square territory which was set aside by the General Court in 1667 for future settlement. Located immediately north of the Connecticut Path (modern Route 20), the Quinsigamond territory was known to English settlers of the mid-seventeenth century, both as the mid-point between Boston and Springfield (being one-day's journey from each) and as the site of an unusually long, narrow body of water (Lake Quinsigamond). Although a committee for the settlement of Quinsigamond Plantation was appointed in 1669, it was not until 1673 that the necessary thirty families were committed to the venture. In the spring of 1674, part of the company arrived at the north end of Lake Quinsigamond, near modern Plantation and Lincoln Streets, where a village site had been selected for its proximity to already cleared land. Having built six or seven houses, settlers soon abandoned the village, fearing Indian attack during King Philip's War. On December 2, 1675 all buildings in the empty village were burned by a band of Indians.

Quinsigamond was not reoccupied until 1684 under the new name of Worcester. The new settlers, who included many of the first company, chose a new town site, in the vicinity of Lincoln Square, Main Street and the present Common. According to historical sources, the new village was one-half mile square, laid out around a citadel which was protected by a wooden palisade. House lots were contained within the half-mile square and were each approximately 100 feet square. In addition to house lots, settlers were allotted twenty-five acre farm lots. Sites were set aside north of Lincoln Square and elsewhere for saw and grist mills. At the order of the General Court, two rooms in the Citadel were kept to lodge travellers. Although this settlement existed long enough to become a stable farming village, renewed fear of Indian attack during Queen Anne's War led to the town's abandonment in 1702. There is no record of the settlement's destruction; however, historical sources imply that all buildings had deteriorated beyond use, with the possible exception of one house which stood until the mid-eighteenth century.

PERMANENT SETTLEMENT - 1713-1730

The end of Queen Anne's War and the nearly complete destruction of Indian power in eastern and central Massachusetts led to the resettlement of Worcester between 1713, when Jonas Rice returned alone with his family, and 1715-1718 when nearly 200 settlers arrived. While most of the new inhabitants came from coastal towns or had been living in coastal towns, particularly Cambridge and Watertown, a brief attempt to settle here was made by a group of Scotch-Irish immigrants, fleeing religious intolerance in Northern Ireland. Finding their Presbyterianism unwelcome in a Puritan community, many of the Scotch-Irish left Worcester in the 1730s and 1740s.

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The new village was located along Main Street between the Common and Lincoln Square; however, a plan less centralized than that of 1684 was used. Three block houses, possibly four, guarded the village and were strung out along the west side of Main Street; the village's main block house was located near Lincoln Square where it guarded mills on the Mill Brook and provided overnight lodging for travellers until a local inn could be built. By the mid 1720's, Worcester was firmly established as a self-governing, agricultural village, possessing a meeting house, animal pound and small jail (on the site of the present County Courthouse). Outside the village center, there existed scattered timber-frame farmhouses, some of which were thought to have been protected by wooden palisades until the 1730's, by which time central Massachusetts had become fully settled. During this period, Main Street, which had ended at the Common, was extended southward to Leicester, and the more important overland routes such as the Connecticut Path.

SHIRE TOWN 1731-1783

By 1730, central Massachusetts, which had been a part of Middlesex County, became sufficiently populous to require its own county government and court. Despite the greater size and wealth of towns such as Lancaster, Brookfield, Sutton and Mendon, Worcester was chosen in 1731 as the county seat, both for its centrality and, perhaps, due to lobbying carried on by local Judge William Jennison. With the opening session of the court in 1731, crowds were drawn to Worcester to transact business and to watch criminal punishment carried out publicly. Gradually, these gatherings took on the atmosphere of fairs, with spontaneous entertainments, such as horse-racing (which was eventually forbidden on Main Street). In addition to their social aspects, these gatherings probably contributed to the establishment of Worcester as a central market town long before local commerce could support full-time merchants.

A second effect of the court's arrival was the development of a local gentry. Drawn from the judges and lawyers associated with the court, this gentry became increasingly influential in local and state affairs, retaining its influence well into the nineteenth century, despite a split between loyalist and revolutionary families which occurred in the 1770's. Efforts to have the county split into two smaller counties and to have the county seat moved from Worcester continued until 1764-1766, when the last major efforts failed and Worcester secured permanent designation as shire town. Following this designation, local population increased from 1,478 in 1765 to 1,925 in 1776. Worcester's freedom from British attack and the presence of a court (re-opened under provincial authority in 1775) during the Revolution helped the town achieve a position as the most populous and influential town in the county.

During the Revolution, the then established gentry underwent a partial change in membership occasioned by the departure of loyalists and the arrival of new merchants and lawyers from Boston and other coastal Massachusetts towns. The new arrivals quickly became interdependent through business ties and by family marriages. The

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most influential of the new gentry was Stephen Salisbury I, who established a branch of his family's Boston-based dry goods store here in 1767. Salisbury soon enlarged his business to become the town's leading businessman, a position maintained by his descendants, Stephen Salisbury II and III, until the early twentieth century. In 1782, Salisbury was followed to Worcester by his brother-in-law, Daniel Waldo, Sr., a hardware merchant. In 1775, Levi Lincoln, Sr, a son-in-law of Daniel Waldo, established himself here as a lawyer, later becoming Lieutenant Governor of Massachusetts and Attorney General of the United States under Thomas Jefferson. A more controversial new citizen was Isaiah Thomas, Sr., who was forced by the onset of the Revolution in 1775 to move his printing presses from Boston to Worcester where he subsequently published the Massachusetts Spy. In most cases, the wealth and influence of the new arrivals was passed to namesake sons, notably, Stephen Salisbury II, Daniel Waldo, Jr., Levi Lincoln, Jr., and Isaish Thomas, Jr., who enlarged upon their fathers' successes. Together with their descendants, this new gentry remained the town's most influential group, even after the emergence of a wealth industrial class in the 1850's.

Prior to the Revolution few changes were made in local transportation. The country roads which were in use in the early eighteenth century remained major routes. Within the town, no side streets existed except for ways leading from Main Street to an occasional out-building. Although information is scant, it is likely that the major roads which connect Worcester to neighboring towns (Grafton Street, West Boylston Street, Holden Street, etc.) came into common use during this period, forming the major transportation routes around which later development occurred.

FEDERALIST WORCESTER 1784-1828

Having achieved stature as the region's largest town, Worcester continued to increase in importance as a commercial center throughout the Federalist period, drawing merchants away from neighboring country towns because of its central location and proximity to major roadways. At the same time the court-based gentry was enlarged by students who came to study law with the town's prominent lawyers. Many of these students remained in Worcester and established independent practices. Despite the town's continued regional importance, the first half of the Federalist period was one of slow recovery from the economic hardships of the Revolution. A census taken in 1784 showed that the population had declined from 1,925 in 1776 to 1,420; however, by 1790, it had grown back to 2,095 and continued to increase gradually to 2,577 in 1810. Efforts were made to manufacture some of the goods which had previously been imported from England, including paper (1795) and cloth (1790); although few of the town's eighteenth-century manufacturers remained in business for more than a few years.

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The developments on which later industrialization was based took form between 1806 and 1828. This was a period during which the Embargo Act of 1806 and subsequent federal legislation encouraged native manufacturing, population increased by 1,500 and major transportation improvements were made. As the states sought to improve their economies, stage service began between Boston, Worcester and Hartford, Connecticut in 1783, and was extended to New Haven and New York in 1784. Subsequent improvement in the service connected Worcester to Providence, Rhode Island; Portsmouth, New Hampshire; the Connecticut River Valley and other areas of New England. Concurrently, private turnpikes were built, such as the Boston-Worcester Turnpike (modern Route 9) which opened in 1807 and which remained a toll road in places as late as 1841. Although this road provided a direct route to Boston, it was laid out straight over steep hills which were avoided by earlier roads and proved to be a difficult route for the shipment of goods. In 1796, a canal between Providence, Rhode Island and Worcester was contemplated; nothing came of the venture until 1824, when construction began in Providence, and 1826, when excavations began in Worcester near modern Thomas Street. Opened in 1828, the Blackstone Canal doubled real estate values of property within six miles of its bed and created new opportunities for industrial expansion both as a power source and as a transportation corridor to Providence. In addition, the large influx of Irish laborers who worked on the canal, provided the city with labor which was later used in the construction of railroads.

At the same time that transportation was being improved, renewed interest in water power sites led to the redevelopment of old mill sites and the granting of new mill privileges on the town's many small streams. The greatest amount of industrial activity began to be centered on Thomas and Union Streets near the terminus of the Blackstone Canal and the Mill Brook (now buried in a culvert). While initial industrialization of this area was supported by water power, for which there were limited natural resources, the density of business soon began to require additional power sources, the first of which was a small steam engine brought here in 1825. It was not until the 1840's that steam power was widely used, allowing the great increase in manufacturing. Finally, in the early nineteenth century, products which would be the basis of Worcester's industrial development began to be produced, including wool and cotton cards, wire and industrial machinery.

THE FIRST INDUSTRIAL BOOM 1829-1855

The arrival of the first barge from Providence on the Blackstone Canal in 1828 signalled the beginning of a boom which more than quintupled Worcester's population in 25 years, to 22,284 in 1855 and necessitated Worcester's re-organization as a city in 1848. Although the canal which closed in 1848 was not the financial success hoped for by its backers it proved to be the first in a series of transportation improvements which reinforced Worcester's position as a regional center. Principal among later transportation routes

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were the railroads whose efficiency were directly responsible for the decline of the canal. Financed heavily by local gentry, they provided rail connections to Boston (1835), Albany, New York (1839), New London, Connecticut (1840), Providence, Rhode Island (1847), and Nashua, New Hampshire (1848). This rapid expansion of rail service was crucial in Worcester's subsequent development as a major industrial center by greatly expanding the market for production. The influence of the existing gentry class was further strengthened by their financing of rental factories. Such factories allowed inventive mechanics such as Ichabod Washburn (wire manufacturer), Draper Ruggles (agricultural tools), and Samuel Flagg (machinists tools) flexible space within which to develop their inventions and processes without becoming burdened with capital investments.

With the expansion of population and industry, Worcester broke out of its former axial plan of settlement and began to develop more distinct districts, segregated by use. The industrial district east of Main Street which began to form in the Federalist period, became the city's major center of manufacturing. As steam power freed factories from water sites and railroads provided more convenient transport, a second factory district, the Junction, formed around Southbridge at the junction of several major railroad lines. Main Street between the Common and Lincoln Square was built up with 2 to 4 story brick commercial blocks which housed the city's many speciality merchants, new banks and organizations. Hillsides east and west of the town's center (Chandler, Crown, Belmont, and Court Hills) were subdivided for residential development. Especially influential on local taste was Elias Carter, a master-builder, carver and architect, who arrived in Worcester in 1829 and remained there until the 1840's. The town's first resident architect, Carter developed a distinctive Greek Revival manner, which was used extensively for the homes of the local gentry and merchant class and which remained popular after Carter's departure. After 1844, at least six other architects established practices in Worcester before 1855; of these Elbridge Boyden and Captain Edwin Lamb who was also a builder achieved the widest success, designing houses, factories and public buildings throughout the city and surrounding region. After 1855 an economic slump ended Worcester's initial industrial boom, a period which established street patterns of the center-city, as well as patterns of land use which remain today. Further, this period saw the rise of a class of mechanic-manufacturers, whose wealth and influence would overtake that of the older gentry during the subsequent half-century. Characteristically, this new industrial class valued mechanical ingenuity, practical education, and self-betterment; as their wealth increased they founded schools and organizations which promoted these values and which trained many of the city's later industrialists and engineers.

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CIVIL WAR AND SECOND INDUSTRIAL BOOM 1856-1890

The onset of the Civil War marked the beginning of Worcester's second industrial boom. Population growth, which had been slow between 1855 and 1860, suddenly increased to 30,058 in 1865 and to 41,105 in 1870. At the same time the value of real estate in the city doubled. Local histories report that by the end of 1861 the business depression of the late 1850's had been completely reversed by the demand for war supplies which included blankets, guns, carriages, and kerseys for uniforms. Demand for labor became high as factories were adapted to war-time production; as a result, the number of volunteer soldiers from Worcester became severely restricted. Industrial expansion continued in areas established earlier and came increasingly to be dominated by large owner-operated companies, which began to build their own factory complexes as they outgrew earlier rental space. Vacated rental space continued to be a breeding ground for new firms including a growing number which produced finished consumer goods. The commercial district became more densely developed as the regional demand grew. Residential development continued in neighborhoods established in the late 1840's, with the exception of Main Street South which rose quickly in popularity due to proximity of factories among the city's leading industrialists.

While the number of manufacturers and the volume of business both increased rapidly into the mid-1870's, the late 1870's and 1880's saw individual manufacturers in several important industries grow far beyond their competitors, thereby concentrating larger amounts of business in fewer hands. Although the city was already too large and too diverse to become a company-town, an emerging industrial elite came to have a greater influence over local business and institutions. The mechanics and workers who, in an earlier period, were drawn to Worcester from surrounding country towns, became less important in the city's work force as foreign immigration became more widespread. The existing Irish population increased; French Canadians began to settle in the city; and Swedish immigrants came in large numbers, encouraged by the Washburn and Moen Company which made use of their steel and iron-making skills. The large scale immigration and increasing social stratification brought about shifts in residential development patterns. Earlier neighborhoods east and south of the business district began to be more densely developed as middle and working-class districts while sections north and west of the center became more uniformly middle and upper-class. The constantly increasing population required the city government to build many architect designed school houses and fire-houses during this period which became familiar illustrations proclaiming the city's modernity and prosperity. Throughout the second industrial boom, local architects played an important role, designing all types of buildings from individual mansions, to tenement houses and factory additions. Of the twenty-three architects here before

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1890, the most active were Elbridge Boyden (Boyden and Son), Stephen Earle (a former student of Calvert Vaux and of Elbridge Beyden), James Fuller (Earler and Fuller, 1867-1876, Fuller and Delano, 1879-1901), Ward Delano (Fuller and Delano, 1879-1901), Amos P. Cutting (1867-1896), Albert Barker (Barker and Nourse, 1880-1905) Walter B. Nourse (in office of Amos Cutting pre-1880, Barker and Nourse 1880-1905) and John B. Woodworth (1877-1893).

CONSOLIDATION 1890-1918

The years between 1890 and the end of World War I mark Worcester's last period of industrial expansion, during which the city's population more than doubled from 84,655 to 187,492. More than ever before new population was drawn from foreign immigration. Existing Irish and Swedish populations were enlarged with more than 30,000 Swedes living there in 1917-1918. New immigrant groups included more than 20,000 Polish and Lithuanian refugees fleeing from political turmoil in 1917, Armenians fleeing political oppression under the Turkish government, and more than 20,000 French Canadians. The housing pressures created by constant immigration, as well as the initial poverty of many of the new arrivals brought about further division of the city's neighborhoods by social class. South, east and north of the central business districts, old neighborhoods were more densely redeveloped and entire hillsides were developed with wooden-frame three-deckers. Increasingly, areas west of the central business districts and north of Belmont were opened up to middle-class and upper-class suburban development, aided by a growing network of street railways. Nevertheless, development remained concentrated around the old central business district. Organizations came to have a greater importance in all aspects of life as the influence of individuals declined proportionately. Many of the city's industries such as the manufacturing of wire, looms, and envelopes were drawn into large conglomerates. Initially, the former owners of these businesses sat on the Boards of Trustees of the new conglomerate corporations retaining some control over their former businesses; however, control over most of these industries eventually passed out of Worcester to larger centers. At the same time, the scale of local commerce changed. In 1891, a largely inactive Board of Trade was reorganized to influence legislation affecting local businesses, to promote local products, to lobby for transportation improvements and to act in other matters of interest to local businesses; by 1913, the Board had been renamed the Chamber of Commerce and had 1,000 members. Corresponding changes are evident in the city's central business district where department stores gained over speciality merchants, major new commercial buildings were built by corporate effort and small row-buildings became fewer.

The same sense of corporate activity found in business, is also apparent in the many social clubs, societies, fraternal organizations and educational institutions, which were either founded or expanded at this time. The increased services required by a large city

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resulted in the growth of the city government as a major corporate body, one which became less accessible to individuals than town-meeting and the earlier small city government had been. The increased responsibilities and power of city government can be seen in the ornate city hall of 1897-1898 which replaced a much smaller Federalist period buildings and in the many architect-designed schools, fire-houses and other public buildings throughout the city. As in previous periods, local architects played an important role in all aspects of building, although a slight shift to outside architects for major commissions began in the early twentieth century. Many of the city's most active architects worked in partnerships among which the most important new designers were the following: Earle and Fisher (Clellan W. Fisher and Stephen Earle, 1892-1903), George Clemence (a former student of Stephen Earle, 1893-1924) and Frost, Briggs and Chamberlain (Howard Frost, Lucius Briggs and C.Leslie Chamberlain, 1900-1912). At least 61 architects were active during this period.

Toward the end of this period, World War I brought about the city's last industrial boom. As during the Civil War, the city's industries received many government orders and a shortage of labor developed, drawing in new workers and creating an housing shortage. In 1917-1918, Worcester's population reached a peak from which it immediately declined after the war and to which it did not return until 1925.

POST WORLD WAR I 1919-1930

In the last period before the Great Depression and subsequent shifting economic patterns brought about economic stagnation, Worcester experienced a slower rate of growth in all areas. Population which rose to 187,492 in 1917, declined to 179,754 in 1920 and recovered to 195,311 in 1930; it is likely that part of the slowed growth reflects the effect of new restrictive immigration quotas. Information regarding the economic development of this period is scant, although construction in the central business district seems to have slowed, perhaps reflecting the slowed growth of local commerce. Few new factory complexes were built and, industrial growth seems to have centered on the slight expansion of existing firms. Similarly local institutions (museums, schools and clubs) remained much as they had been before World War I, with the exception of the Higgins Armory Museum, a totally new organization.

Residential expansion of this period is less widespread than that of the preceding period. Districts which were developed generally correspond in scale and building type to older abutting neighborhoods. In general, much of the motive for new construction seems to have been provided by increased incomes among most social classes and a consequent desire for better housing particularly for simple-family houses. Areas which experienced the most growth were the city's west side (along Salisbury and Pleasant Streets and north of Salisbury Street) north of Belmont Hill (along Burncoat Street) and southeast of Union Hill. Architecturally, the most significant buildings of the period are the elaborate "period" buildings which drew on historical styles and often made use of antique materials. While a large number of local architects remained, more major commissions were given to Boston and New York architects than ever before.

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Commercial

With few exceptions, Worcester's commercial architecture is limited geographically to a narrow strip along Main Street between Lincoln Square and Madison Street. At present, commercial buildings extend no farther than one block west and two blocks east of Main Street. At the height of its development, ca.1900-1930, the commercial district extended farther eastward to Washington Square and was bounded on the northeast and south by areas of mixed commercial and industrial development. During the 1960's, urban renewal led to the demolition of nearly all commercial buildings east of Commercial Street, the Common and Salem Street. Virtually all of the structures remaining in the Central Business District pre-date 1930. The number of buildings in the district (approximately 62) were built prior to 1918, of these, thirty-three were built before 1890. Buildings included in this nomination have been selected to represent outstanding examples of the area's architectural styles, characteristic building types, and buildings which have historical associations with particular individuals and local firms; buildings which do not preserve major elements of their original designs have not been considered for nomination.

1674-1784

Throughout its history, Worcester's commerce has been centered around Main Street between Lincoln Square and the Common. During most of the eighteenth century, Main Street was the town's major residential area, with few buildings constructed exclusively for commercial use. By 1730, three tavern-inns existed in this area, initiating the presence of hotels which would be a prominent feature of Main Street until the early twentieth century. The fair days which accompanied sessions of court after 1731 doubtless brought commercial activity to Main Street, although merchants who participated probably came from surrounding towns or from more distant cities. With the arrival of Stephen Salisbury I in the 1760's and the later arrivals of Daniel Waldo and Isaiah Thomas around the time of the Revolution, Worcester began to develop a merchant class, dealing in imported West Indian goods, hardware, crockery and books. The Federalist style store house was built by Stephen Salisbury (102-0) remains as the city's earliest commercial buildings.

1785-1828

Along with the general increase in population and industrial activity during the Federalist period, Worcester experienced an increase in the number of merchants, and artisans, a large number of which were drawn here from neighboring country towns which were losing economic ground to Worcester. Brick row buildings were built at the north end of Main Street, at the beginning of this period, followed by gradual southerly development, with granite-front rows being built by the period's end. Now the oldest building in downtown Worcester, the Levi Lincoln Block is the only block of its period to retain many of its original interior and exterior features (116-CBD-11). -- DEMOLISHED, NOT LISTED
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1829-1855

Following the Federalist Period changes in industrial production, and a rapid increase in manufactured goods allowed local merchants to specialize in particular types of goods, resulting in greater diversity of commerce than had existed earlier. Although Worcester had been and would remain a central market-town for the region, the commercial importance of outlying towns waned in relation to the business generated by the city, itself. The generally prosperous years of 1845-1855 saw the construction of many major blocks, built almost exclusively in the Italianate style with cast-iron trim from local foundries. The greatest building activity of these ten years was focused on Main Street between Front and Exchange Streets. Owners of the new blocks included older merchants building on speculation and newly formed corporations, particularly banks. (See Flaggs Building in Form 116-CBD-23 and the Bank Block in Form 130-CBD-29.) Somewhat removed from the most intense center of development, small row buildings were built for grocers, grain dealers and other merchants whose business could not support the high land values at the city's commercial center. (See Colton's Block-Form 130-CBD-45 and the Babcock Block-Form 130-CBD-46.) Although originally located beyond the town center, these blocks would later be engulfed by commercial expansion.

1856-1890

At the beginning of this period, Main Street and the Common still retained a large number of houses, although some of the more fashionable mansions had already been moved away to Main Street south, and had been replaced by commercial blocks. Not foreseeing the incredible growth in population which would occur during the period, many land speculators subdivided estates, creating lots for row buildings on Main Street and house lots behind. Within thirty years of their construction, many of these initial row buildings were replaced by larger blocks and houses were replaced by row buildings. Such a pattern is visible in the Lower Pleasant Street District (Form 130-CBD-57), an area which now retains the downtown's only intact row of Victorian buildings. The steep hill west of Main Street and the industrial area east of Main Street seem to have confined commercial activity to Main Street along Front and Franklin Streets to Washington Square. Seeing the need for expansion, William Dexter bought land beyond the commercial district, south of the Common and constructed an opulent Second Empire style block (Form 130-CBD-44) to attract businessmen southward thereby improving the value of his land. Dexter further sought to create a separate identity for this area by naming it Franklin Square, and making it the southernmost terminus of Main Street. ^{NOT LISTED}
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While the influence of individual businessmen remained important in building of this period, one of the most architecturally important buildings was the Second Empire style block built for the State Mutual Life Assurance Company (116-CBD-13), one of several insurance companies which began to build corporate headquarters in the business district.

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1891-1930

During the city's last period of growth, corporate enterprise, which was felt in all other aspects of city life, became a major influence on the commercial district as small row buildings came to be replaced by much larger office buildings and "skyscrapers." The Board of Trade, formed in the 1870's, was reconstituted in 1891 to promote local business and to influence government actions affecting business; department store grew as small businesses declined in relative importance. The kinds of corporate organization that would dominate the twentieth century became apparent in the city's first supermarket, the Worcester Market of 1914 (130-CBD-50), which handled all aspects of food retailing, replacing many of the city's small suppliers. Buildings such as the city's first skyscraper, the new State Mutual Building (see Mechanis Hall District 116-CBD-23) and the Street Railway Car barn (116-CBD-1) occupied prominent sites and served as prestigious corporate symbols.

Other major buildings such as the Union Station (131-E) and the Bancroft Hotel (130-CBD-59), both opulent examples of Beaux Arts architecture, were actively promoted by the Board of Trade/Chamber of Commerce as appropriate symbols of the city's wealth.

PUBLIC INSTITUTIONS

Scattered throughout the city's neighborhoods, publicly-owned buildings consist primarily of school houses and firehouses. The largest number were built before 1900 and most are currently in use. Buildings in this category have been selected for their architectural quality, as representative examples of building types, and because of the central role they have played in the community's development due to their nature as public institutions.

Excepting the twice remodeled Courthouse of 1751 (in Form 88-A), Worcester retains no pre-1843 public buildings. The sites of the town's first meeting house (1719) on the Common and the county Courthouse (1730-31) near Lincoln Square created important termini within which the city's commercial district developed. Aside from a town meeting house, jail and courthouse, Worcester's earliest public buildings were schoolhouses, the first of which was built in 1738. In 1765 a second schoolhouse was built and in 1800, the city was divided into ten school districts each of which received a one-room, wooden-frame schoolhouse. Such schoolhouses continued to be the rule until the mid-1840's, when dramatic increases in population density (see industrial history) required larger school buildings. At the time of its incorporation as a city in 1848, Worcester contained twenty-six school houses, most of which were of the one-room type. Now the city's oldest school building, the Oxford Street School (in Form 130-0) was one of the first large brick schools. Following incorporation, the new city government began to commission architects to design new "model" school house such as the Ash Street School (143-D) designed by Elbridge Boyden. A constantly increasing population created a steady demand

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for new schools, many of which were designed by Elbridge Boyden. An especially fine example of local school architecture is Boyden's Cambridge Street Schoolhouse #1 of 1869, the plan of which is dominated by a large central pavilion and smaller end pavilions. This plan was employed by Boyden in his major college and private school buildings of the 1850's and 1860's. By the 1870's, many school houses were designed to be built in stages, as population increased (144A; Grafton Street School).

During the 1880's and 1890's, new school buildings appear to have been designed in pairs. Although the methods of architectural selection are not made clear in city reports, commissions were spread widely among local architects including George Clemace (179-A, 144-D and 117D), Barker and Nourse (130-I), J.W. Patston (166-D), William Forbush (128-B and 140-D) and others who provided the city with many architecturally distinguished schoolhouses.

Following the disasterous fires, which destroyed large sections of Boston and Chicago, the City government began to build firehouses, beginning with three in 1873 of which only the Pleasant Street Firehouse remains intact (129-C). As with public school buildings, firehouses' commissions seem to have been widely distributed among local architects. Although the building type is more restricted in plan by function requirements of garage space on the first story, living quarters and hose drying bell tower, firehouses were built in a variety of styles ranging from the Queen Anne of Fuller and Delano (141-LL) to Renaissance Revival designs by George Clemence (142-M) and more eclectic combinations of elements of several Victoria styles (163-E).

The expansion of city government and its role in daily life, led in 1913 to the construction of the city's first branch libraries (33-A, 165-A, 192-A). Financed by a gift from Andrew Carnegie, these buildings employ nearly identical floor plans, but were designed by different architects in varying styles. All remain in original condition. Other new public building types included park shelters (79-A) and observation towers (88-D), some of which were donated to the city by private citizens. Civic pride which was expressed in many of these buildings was also evident in the large Romanesque Revival Style armory built at Wheaton Square (in Form 102-W), in the construction of an elaborate new city hall (NR) in 1897-98 (130-CBD-37) and later, in ornate Renaissance Revival design of the Waldo Street Police Station in 1918 (116-CBD-27).

Hospitals have existed in the city since the establishment of a state mental hospital in the 1830's on Summer Street on land donated by the town to the Commonwealth. Subject to rapidly changing building requirements most of the city's Victorian hospitals have been altered beyond recognition, with the exception of the new State Mental Hospital of 1873-1876 (92-A-1). Perhaps Worcester's largest building, the hospital's main building was one of the state's major hospitals. It is one in which Victorian beliefs in the healthful values of a rural setting, proper ventilation and sunlight were influential considerations in the building's design.

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PRIVATE INSTITUTIONS

Worcester's privately owned institutions consist of secondary schools, colleges, museums, libraries and social organizations, most of which were founded in the nineteenth century. Although college and school campuses are located throughout the city, other institutions are clustered around the central business district with an especially large concentration located on Lincoln Square and Salisbury Street. Most institutional buildings date from the last half of nineteenth century. Nominated properties have been selected for their historical associations with the city's development and for the quality of their architectural design.

Schools

A variety of private schools founded in the mid-nineteenth century strongly reflect the values of the city's mechanic-industrial class. The earliest of these schools was the Worcester County Manual Labor High School, now named Worcester Academy (155-I-1). Another institution with an even stronger bias toward "practical" education, was the Worcester Polytechnic Institute (102-L-3) founded jointly by the city's leading industrialists and merchants in 1865-1868. *NOT LISTED 3/5 - RETURNED TO STATE*

Other schools which are less directly related to the city's industrial development include the College of the Holy Cross which was founded by the city's first Catholic Church in 1843. One of the nation's oldest graduate schools, Clark University (152-B-1) was founded by Jonas Clark, who donated all of the school's pre-1900 buildings.

Associations

Of the many trade, labor and social associations which existed in Worcester after the mid-nineteenth century, few became sufficiently large to afford buildings, and most maintained rented offices in the commercial district. An important exception to this generality is the Worcester Mechanics' Association, which built the city's major public hall in 1857 (116-CBD-23). Unlike the Mechanics' Association, which supported a library, lecture series and other educational programs, the major associations of the late nineteenth and early twentieth century tended to be fraternal societies, such as the Internation Order of Odd Fellows (142-D) and the Masons (142-G). Made up of the descendants of pre-industrial settlers, these organizations flourished in the early twentieth century.

A variety of social services and neighborhood associations also developed in the late nineteenth century. Characteristic of these are the Greendale Improvement Society (NR) (33-B), the North Worcester Aid Society (42-C) and the Odd Fellows' Home (44-A).

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An important center of local institutional development is Lincoln Square and Salisbury Street (102-W). Beginning with the sale of land in this area to the Central Church in the mid-1880's, Stephen Salisbury donated and sold lots to most of the organizations now located in this district. At present, this contains major local examples of Romanesque Revival, Greek Revival and late Classical Revival styles of architecture.

Although less than fifty years old, the Higgins Armory Museum (44-B) is of unusual historical significance, for its unique architecture, its collection of artifacts and its associations with John Woodman Higgins' promotion of industrial design.

INDUSTRY

Although Worcester's present industrial districts appear in scattered locations, much of the apparent discontinuity results from recent demolitions rather than from erratic original siting. Prior to the mid-twentieth century, the largest number of the city's factories existed slightly east of the commercial district in an arc which roughly followed the course of the former Mill Brook and Blackstone Canal. Beginning at its north end with the Washburn and Moen North Works (89-U) on Grove Street, this arc extended southward along Union and Summer Streets to Washington Square from which it extends southward to Harding, Winter and Green Streets before terminating north of Kelley Square. Containing some of the city's earliest and most important factories, this area now contains fragmented remains, having been the location of urban renewal efforts and highway construction. A second industrial district exists south of Madison Street along the tracks of the Norwich, Worcester, and New York Central Railroad beds; this district extends southward along Beacon and Tainter Streets to Grand Street and along Southbridge Street to Armory Street. A secondary branch of this district extends southward on Quinsigamond Avenue to Cambridge Street. A third industrial district exists on West Boylston Street, in the vicinity of Brooks Street. Additional industrial districts exist southeast of Webster Square (on Cambridge and Webster Streets), on Park Avenue south of Pleasant Street, and south of Shrewsbury Street near the New York Central Railroad bed.

At present no reliable estimates are available for the number of factory buildings which remain; however, production statistics for 1913 note the presence of 448 separate manufacturing establishments, while later statistics for 1917, a boom year, note that more than 500 factories in Worcester produced \$100,000,000 worth of goods. Despite widespread demolitions, many factories built between 1890 and 1930 remain, particularly near West Boylston Street, Webster Square and Beacon and Tainter Streets. Of the total number of factories which remain, an extremely small number (less than fifty structures) pre-date 1890, many having been demolished in the early twentieth century to be replaced by larger buildings. Because of the limited number of these earlier factories, their architectural

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individuality, and their associations to the formation of local industry, they form the bulk of industrial buildings included in this nomination. Factories built between 1890 and 1930 have been considered for nomination when they form part of a cohesive industrial district; however, the large number that remain, their architectural uniformity and associations with the corporate stage of local industry make their historical significance less clear-cut at present than that of the earlier factories.

1674-1784 Pre-Industrial Period

Crossed by several small rivers, Worcester possessed mills from its earliest settlement. In the 1674-1675 settlement plan of Quinsigamond Plantation (unnamed) mill sites were set aside, although it is doubtful that any mills were completed prior to the abandonment of the village. At the outset, the second settlement (1684) designated three lots each for grist and saw mills, as well as six lots for fulling mills, to be developed as the need arose. The only known mill of this period was a saw and grist mill, set up by John Wing in 1684 on the Mill Brook (north of modern Lincoln Square near Concord Street). With the 1702 abandonment of the town this mill passed out of existence.

In the third and final settlement of Worcester (1713-1718) at least two saw mills were built on the Mill Brook, the first on the site of Wing's 1684 mill, the second just north of modern Kelley Square, on a site which retained its importance as a water-power site into the mid-nineteenth century. Aside from small-scale mills, Worcester began to produce potash for export to England after 1760. Made from wood ash, potash and pearl ash were important exports throughout the region, providing farmers with a source of cash to purchase imported goods and implements. Between 1760 and 1785 as many as five different locations were used for the manufacture of potash, of which Pleasant Street near Crown Hill was the best known, having been named Potash Hill.

1784-1828 Early Industrial Period

The conclusion of the Revolution left Worcester impoverished by heavy taxation to support the war and by the currency problems that followed the war. In addition, the town found itself without manufactured items it had previously imported from England for which no native replacements existed.

Attempts were made to manufacture paper in 1793 and cloth in 1789 although neither proved successful. After 1798, the introduction of several small-scale industries began the industrial development, upon which Worcester's later success was based. The most important of these industries were wool and cotton card-making (1798), industrial machinery and castings (1812), screw-making (1809) and stage and carriage

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manufacturing (1808), all of which contributed to the city's later development as a center for the manufacture of heavy industrial goods, machinery and metals. At the same time the controversial Embargo Act provided an additional stimulus to native manufacturers.

Industry of this period was located on newly granted mill privileges scattered throughout the town and, more densely, around the Mill Brook south of Lincoln Square and east of Main Street. Although factories throughout the town were heavily dependent upon water-power until 1840, steam power was introduced as early as 1825 by William Wheeler (castings) and gradually came to be used to supplement the town's limited water-power. While this initial period of industrialization established many of the products and patterns of the city's later business, no physical remains exist. Nearly all of the mills of this period were wooden construction and occupied sites which became increasingly important; thus the largest number of early mills burned or were demolished in the mid-nineteenth century to make way for larger buildings.

First Industrial Boom 1829-1855

With the completion of the Blackstone Canal and the advance of railroads, Worcester became connected to larger markets and began rapid expansion. An important element in this expansion was the construction of rental factories in which "mechanics" and entrepreneurs could rent space and power without becoming burdened by capital investments. Early factories of this type now demolished were the Court Mills (1829) built by Stephen Salisbury at Lincoln Square, the Merrifield Building (1835-1840), and the Red Mill (pre-1840) replaced by the Crompton Loom Works - (Form 143-C) all of which were initially water-powered. After 1840, the widespread use of steam engines and growing importance of the railroads led to the construction of new rental mills south of the town's center at the junction of three railroad (see the Junction Shop Form 142-B and the Lower Junction Shop Form 165-C). Built of stone chips covered with stucco, these two factories are the city's oldest extant and present a characteristic view of diversity of local industry in their early tenants. The Junction Shop (1851) alone, contained manufacturers of architectural cast-iron, wood working machinery, calico-printing machinery, apple-paring machines, calliopes, terpsichoreans, and bonnet machinery. The Lower Junction Shop (1854) built by a prominent abolitionist, was occupied at first by the gun factory of B.F. Joslyn and later by cloth manufacturers.

While few local firms were large enough to build their own factories, some rapidly growing firms such as that of Ichabod Washburn, required entirely new buildings which were provided by Stephen Salisbury II who began to build factories for specific tenants (see Washburn and Moen North Works - Form #89-U).

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Second and Third Industrial Booms 1856-1890, 1891-1912

After a business recession in the late 1850's, the Civil War brought Worcester industries back to full production and rapid expansion. Little factory space seems actually to have been built during the war; instead, existing space was adopted to wartime production, by manufacturers such as Lucius Pond (Form 117-E) who manufactured guns and by George Crompton (Form 143-C) who added the manufacture of gunstock-making tools to his loom factory. Following the war, prosperity continued in all industries leading to an increasing number of owner-built factories such as that built in 1866 for the Sargen Brothers' near the Junction (Form 142-C). Unlike the long, rectangular rental factories of the 1840's new factories tended to resemble the Sargent Brother's building, i.e. brick construction, two or three stories high, with a rectangular floor plan and a stair-tower/loading bay centered on the plan's narrow end. This plan proved especially popular among the textile firms which grew rapidly on old mill privileges, such as the Whittall Mill Complex (Form 177-D-1) and the Ashworth and Jones Factory (Form 173-B). Other industries which built large factories after the Civil War include the boot and shoe industry (Form 143-G) which made use of simple brick loft buildings, and the Washburn and Moen Manufacturing Company which built the city's most imposing factory facade at the company's North Works.

A variety of secondary industries, which either existed before the war, or which grew out of major industries after the War, also experienced a period of prosperity during the 1870's-1890's. Beginning production in the 1840's, musical instruments, particularly organs and organ reeds, became a booming industry in the 1860's with factories located in and around the Junction Shop (Form 142-B), May Street, Hammond Organ Reed Factory (Form 141-NN) and later, on Union Street Munroe Organ Reed Company (Form 117-A-1). At its height in the mid-1880's this industry employed more than 490 workers and had an annual production in excess of \$1,000,000; however, after 1890 it fell victim to changing fashions and declined rapidly, leaving the Hammond Organ Reed Company as the city's only major firm.

Envelope making also became an important industry, based on the invention of an envelope making machine by Dr. Russell Howe of Worcester in 1853. Altered by subsequent users, this machine provided the basis for the success of many of the city's firms including those founded by G. Henry Whitcomb (house 102-S) and D. Wheeler Swift (house 103-L). Even with products such as barbed wire which was a large and profitable part of Washburn and Moen's business, small firms developed new processes and provided competition which eventually led to their purchase or merger with their larger competitors, such as occurred with the Worcester Barb Fence Company (117-A-2).

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Although organized more as a trade than as an industry, building construction and materials firms increased from 63 in 1865 to 110 in 1875. At the same time employment in such firms increased from 317 employees in 1865 (3.4% of the industrial work force) to 1,502 in 1885 (9% of the industrial work force). Prominent among these firms was that of the Norcross Borthers (Form 131-G), which both manufactured building materials and acted as contractor while other firms such as the Stephens' Brothers specialized in doors, windows and sash (Form 130-CBD-68) or in architectural ornament such as Rice and Griffin (in Form 142-C).

Throughout the Second Industrial Boom, local industry was dominated by individuals, often inventors or the founders of successful firms such as Lucius Knowles (house Form 141-J), Matthew J. Whittall (Form 177-D-1) and George Crompton (Form 143-C). Changes in corporate laws during the 1870's and 1880's as well as the large scale of several local industries led to the gradual incorporation and merging of firms, a trend which became widespread at the turn of the century. In 1898, three of the city's largest envelope makers merged with seven other firms, nationwide, to form the United States Envelope Company; Washburn and Moen Manufacturing Company which had been incorporated in 1868 just before the death of its founder was purchased by the American Steel and Wire Company (later U.S. Steel) in 1899; the Crompton Loom Works (incorporated in 1888 and the Knowles Loom Works (incorporated 1885) merged after the death of their founders to turn the Crompton and Knowles Loom Works in 1897.

While contradictions to this trend exist, large corporations became an increasingly important factor in the city's economy. In 1895, 1,415 firms produced \$41,082,611 worth of goods and employed 21,733 people; by 1913 employment had increased to 31,801 and the total value of goods produced had risen to \$89,707,793; however, the number of independent firms had declined to 448, less than the number of firms that existed here in 1865. Along with this consolidation went the gradual disappearance of inventor/mechanics from the city's industrial elite.

One notable example of the retention of independence and local control is the Norton Company. Originally a small pottery, the Norton Company was reorganized as a corporation by Milton Higgins in 1885. Higgins who had founded the Washburn Shops at Worcester Polytechnic Institute (102-L-1) became the prime mover in the firm's development into the world's largest manufacturer of grinding materials and abrasives. The personal influence of Higgins was passed on to his sons, Aldus (house Form 102-M) and John (museum Form 44-B) and into the firms paternalistic outlook which created Worcester's only planned industrial housing (32-E-1). Additional local industrialists who maintained personal control over large firms were Lyman Gordon (house Form 75-A) and Harry Goddard (house 89-B).

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Of the industrial properties included in this nomination several underwent extensive enlargement between 1890 and 1918. Under the direction of the Whittall family, the Whittall Mills were enlarged as late as the 1920's for increased carpet production (Form 177-D-1). The Washburn and Moen North Works under the ownership of the United State Steel Company underwent some expansion and the Haywood Shoe Factory (in Area From 143-G) was expanded several times for its original owner, the Haywood Shoe Company.

1919-1930

After World War I, Worcester's economy and population declined briefly, recovered and grew slowly until 1930, after which the city experienced a general levelling-off. No individual industrial buildings from this period have been considered for nomination at this time.

RELIGIOUS

In scattered locations throughout the city, Worcester contains more than 100 church buildings which pre-date World War I. Those located in outlying, suburban neighborhoods tend to be wooden construction and are owned by relatively small congregations which formed as neighborhoods grew and congregations abandoned older church locations. Toward the center of the city, particularly around Main Street between Lincoln Square and Webster Square there exist a large number of brick and stone churches, representing various Victorian architectural styles. Built for the city's older and wealthier congregations, these are of exceptionally high architectural quality. Included in this nomination are those which retain their original designs.

1674-1828

During much of the eighteenth century, Worcester's population was uniformly Puritan (congregational), with the town's meeting house serving the dual function of town hall and religious meeting hall. During the 1790's and early nineteenth century, the original congregation was divided into several new congregations. Entirely new congregations of Methodists, Baptists, and Unitarians were also founded. By 1836, six Protestant Meeting houses of Federalist and Greek Revival design existed along Main Street and the Common; of these six none remains.

1829-1855

With the arrival of Irish immigrants in 1820's, Worcester's Catholic population grew quickly, forming its own church in 1834. Because of the strong anti-Catholic and anti-Irish sentiments of the period, the new congregation initially had trouble purchasing

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a church site. With the help of some sympathetic natives, a lot on Temple Street was acquired. This lot is now occupied by St. John's Church of 1845 (131-K), Worcester's oldest church building and only remaining example of Greek Revival style church architecture. The increasing immigrant (mainly Irish) population of this period seems to have occupied the city's east side in the vicinity of Washington Square, where a depressed slum district known as Pine Meadow gradually developed. Reactions to the reported "misery" of this area brought about the establishment of the city's first Mission Church (131-C) through the efforts of Ichabod Washburn and the city's protestant ministers. A unique building, the Mission Chapel of 1854 was reportedly designed by Ichabod Washburn and bears elements of the "Norman Romanesque" style which was then being used in the construction of Emmanuel (Main Street) Baptist Church of 1853-1855 (142-E). Virtually unaltered, the Emmanuel Baptist Church marks the beginning local use of church plans instead of the more common meeting house plan which passed out of use in Worcester after the 1840's. With the use of church plans, local religious architecture quickly became far more ornate than it had previously been. In the case of Emmanuel Baptist Church, articles written at the time of its dedication questioned the propriety of the building's stained glass and expensive interior wood fittings.

1856-1918

Corresponding to the general increase in population which occurred in this period, churches of all denominations increased in number and in the sizes of their congregations. Differences in church organization between Catholic and Protestant congregations began to be reflected in church architecture. From the beginning, Catholic Churches were controlled by the diocese; new congregations were formed not by parishioners but by priests appointed by the bishop. Prior to the 1870's, local Catholic priests seem to have been given some discretion in choosing church architects. For example, they selected Elbridge Boyden to design the Cathedral Church of St. Paul in 1869 (130-M) and Fenwick Hall at the College of the Holy Cross (178-A-1). After 1872, nearly all architectural commissions from the Catholic Church went to P.W. Ford of Boston, of whom little is known. While Ford's initial works such as St. Peter's Church (152-C) appear to have been individually designed, later commissions are remarkably similar, particularly after 1900.

Perhaps the strongest influences on Worcester's Victorian Church architecture were Stephen Earle and the Norcross Brothers contractors. Beginning in the 1870's, Earle received more major church commissions than any other of the city's architects. While Earle's early work was in the Victorian Gothic style, his most distinctive buildings were built in the 1880's and 1890's, employing elements of Romanesque and Gothic Revival styles. Much of the architectural excellence of these churches is the product of the Norcross Brothers' famed ability with heavy masonry construction. The construction of

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the Central Congregational Church in the mid-1880's (in Form 102-W) provided Worcester with its first major Romanesque Revival church located on a prominent corner lot. In 1887, Earle designed an unusual brick and sandstone church for the Pilgrim Congregational Society (153-E), which was followed by the construction of St. Mark's Episcopal Church in 1888 (164-G) both in the vicinity of Main Street south. Built for a congregation of which the Norcrosses were members, St. Mark's has an unusual, nearly undecorated facade which suggests the influence of H.H. Richardson, particularly in its wide entry arch with rock-faced voussoirs. These designs strongly influenced other local architects, particularly Fuller and Delano; however, no examples of their designs remain intact. In the mid-1890's, Earle received three major commissions for the South Unitarian Church of 1894 (153-C), St. Matthew's Episcopal Church of 1894 (165-H) and the Union Congregational Church of 1895 (130-C). While the South Unitarian Church shares some of the severity of St. Mark's design, St. Matthew's contains elements of Gothic design and a mixture of granite and sandstone masonry. The last of the major Victorian Church's built near the city's center, the Union Congregational Church occupies a hillside site at the head of Pearl Street. The church's facade is derived heavily from the Cathedral of Notre Dame in Paris and is an outstanding example of late Gothic Revival architecture.

Because of their large numbers and architectural similarity churches post-dating 1900, particularly small neighborhood churches, have not been considered for nomination at this time.

RESIDENTIAL

With a current population that is approximately 20,000 less than its 1917 population, Worcester has a housing stock, concentrated at its core, which was mostly built prior to 1917. The largest number of buildings are free-standing frame houses, followed by "three decker" houses and brick apartment houses. The city's old inner neighborhoods are contained within an irregularly shaped area bounded roughly by Park Avenue, on the west, Salisbury, Belmont, Lincoln and Forestdale Streets on the north, Green Hill Park, Chandler Hill Park, and Interstate 290 on the east and the Middle River between I-290 and Park Avenue on the south. This area was almost completely developed prior to 1900 and contains a variety of building types.

Nominated districts within this area which retain their integrity and are representative of the period include the Oxford-Crown Historic District (130-0 NR 1849-88), and extension (130-P-1) the Elm Park Lincoln Estate Historic District (116-L-1847-1930), the May

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Street Historic District (141-A-1; 1867-96) and the Woodland Street Historic District (153-A; 1867-1910). Three later, more elaborate Victorian districts exist to the northwest of this core area. These are the Montvale Historic District (76-C; 1897-1920), the Hammond Heights Historic District (101-B; 1890-1918) and the Massachusetts Avenue Historic District (NR: 88-A; 1889-1906). One final area, the Indian Hill Historic District (32E-1-1916-19), is located far to the north and was constructed by the Norton Company to house their workers. Many other important houses which were either isolated originally or are now isolated because of recent demolition have been included as individual nominations.

Only buildings which serve as outstanding examples of particular architectural styles or as characteristic building types associated with important local persons and events have been nominated individually. Districts have been selected for their architectural quality and for their ability to demonstrate characteristic patterns of development.

1674-1784

Nineteenth century local historians reported that the early settlers lived in log huts and dug-out dwellings for a number of years after arrival. This tradition notwithstanding, it seems unlikely that early settlers lived in such crude structures, particularly as both the second and third settlement companies included at least three housewrights out of a total of 36 men in 1684, and at least thirteen in 1713-1717. Further, the early establishment of sawmills would have provided the most important materials for construction of timber-frame houses like those the settlers know in their native coastal towns. While most of the early houses were located along Main Street, none of these remain. However, some former farmhouses remain in scattered locations, such as the Benjamin Flagg House (132-A; 1717), the Chamberlain-Flagg House (74-A-1725) and the William McFarland House (63-B-1850). All of these display the regional taste for central chimney houses with symmetrical facades containing only three openings instead of the more popular five-opening facade found in other parts of the state. Another regional type, the distinguishing feature of which is a chimney passing through the center of a hip roof, is typified by the Smith-Thaxter-Merrifield House (24C; pre-1741). The social homogeneity of the original farming community is reflected in these largely undecorated houses; however, with the gradual emergence of a mercantile and court-based gentry, Georgian decorative details began to appear on the homes of the town's leading citizens such as the Oaks (NR-90C; 1774) and the Stephen Salisbury Mansion (NR-102-O; 1772).

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1784-1828

As with the Georgian houses that once stood along Main Street, Federalist domestic architecture achieved its most elaborate forms along Main Street between the Common and Lincoln Square. Almost completely obliterated, this style is now best represented by additions made to the Salisbury Mansion in 1818 (NR-102-0) and by the former Courthouse of 1751 which was converted to a dwelling in 1801-1803 (in Massachusetts Avenue District Form 88A). Simpler examples of the style may be seen in the Stearns Tavern (163-C; 1812) and the Chadwick Inn (66-D; 1797) both of which have symmetrical center entrance facades, twin interior chimneys and two-room deep floor plans.

1829-1855

With the population explosion that accompanied industrialization, new neighborhoods were laid out on the hillsides surrounding the Mill Brook and Main Street. The most ambitious of these new neighborhoods were the Oxford-Crown Hill District (Forms 130-0 and 130-P) and the area around Grant Square (Windsor and Catherine Streets) which were laid out into houselots around small parks. These parks were mostly eliminated during the initial sale of lots. Another popular neighborhood was developed by Levi Lincoln, Jr. who first subdivided the Sever Farm (Chestnut and Elm Streets) and later his own estate north of Elm Street (116-L). North of the Lincoln Estate, Harvard Street was laid out on Court Hill in the 1840's and quickly became built up with Greek Revival and Italianate houses and with some Gothic Revival cottages. East of Main Street, Chandler Hill (Earle, Elizabeth, Prospect, Mulberry, Laurel and other streets) began to be developed as small properties were opened up piecemeal. Near Main Street South (Ionic Avenue, Sycamore, Charlton and Beacon Streets) land formerly owned by Worcester Academy was auctioned off as houselots, although only limited development took place here before the early 1860's. Of these only the Oxford-Crown Hill District (130-0 and 130-P) and the Elm Park Lincoln Estate District (116-L) retain enough of their original fabric to be considered as districts.

These new neighborhoods were defined clearly by class and use, partly through the work of Elias Carter, a housewright and architect who gave architectural expression to growing class distinctions. Along Main Street by the Common and along Chestnut and Elm Streets, Carter designed a large number of two-story, hip-roofed Greek Revival style houses, most with two story porticos. Built at first for the city's gentry in the 1830's houses of this type rapidly became popular for wealthy merchants such as Levi Dowley (141-F; 1842) and manufacturers, such as Draper Ruggles (103-G; 1848) providing a plan and type which lingered on in local Italianate architecture such as the Horatio Tower House (130-D; 1850). To a lesser degree, temple-front houses, such as the Samuel Copeland House (116-B; 1847) and Arad Alexander House (143-J; 1845) enjoyed a brief popularity.

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More widespread and by far the most popular house-type of the period were the two-story, side-hall plan Greek Revival style houses with pedimented gables and other simple Greek Revival style trim. While the earliest known example of this type was designed as a temporary home for Governor Levi Lincoln (116-L-6; 1834) during the construction of his Elm Street mansion, most houses of this type appear to have been designed by builders. Houses such as the Charles Newton House (17-C; 1833-45) are characteristic of the type's earliest phase during which elements of Federalist architecture were retained in the house's narrow corner boards and moulded cornice. Characteristic houses of this type, built between 1845 and 1855, are the Tilley Raymond House (116-I; 1848), the Alexander Marsh House (116-L-37; 1850), the Joel Flagg House (103-M-2;) and the S.D. Newton House (142-A-2; 1849), all of which have corner pilasters, pedimented gables, entablature/cornices and Doric porches. Because houses of this type were built close to the city's center, where later high land values encouraged apartment house construction, they are now a rare building type even though as many as 1,000 may have been built. The city's major concentration of these houses exists in the Oxford-Crown District (130-0). Elsewhere scattered examples exist in the Oxford-Crown Extension District (130-P) and in the Lincoln Estate District (116-L). Outside of districts only twelve houses of this type remain substantially intact (excluding those already mentioned, these are discussed in Forms 4A, 116-E, 116-K, and 117-F).

Also popular at this time were Carpenter Gothic cottages, some designed by Elbridge Boyden of which none remain intact. The most well-preserved examples of the style are the Bentley-Jackson Cottage (103-M-1) and slightly later, Soho and Forest Hills Cottages (Forms 90-G-7 and 90-G-8; 1860)

Introduced in the early 1850's and remaining popular into the 1860's, Italianate architecture was once widespread throughout the city, but now remains only in a few examples. Of the many stucco-covered villas designed by Elbridge Boyden and built on hillside estates, none remain. Slightly less elaborate, wood frame villas remain on former rural sites such as Larchmont (191-A; 1858) and the Charles Miles House (90-G-2; 1850). The broader influence of Italianate architecture can be seen in the many side-hall plan houses bearing Italianate brackets and trim in the Oxford-Crown Hill District (Forms 130-0, 130-P). Other excellent examples of the style include the Henry Goulding Mansion (116-B; 1858) and the Isaac Davis House (116-L-13; 1870), both of which are formal designs produced by outside architects.

In keeping with a brief national taste for octagonal houses two such houses were built in Worcester, the Elias Crawford House (153-H; 1851) and the Barker House (119-A; 1855) the latter of which is built of stone chips and mortar in the manner of Orson Squire

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Fowler's gravel-wall construction.

Second Industrial Boom 1856-1890

To a large degree buildings of this period merely extended and filled in single family neighborhoods of free standing houses, which were laid out during the first industrial boom. The street pattern of the Lincoln Estate (116-L) was extended westward to Sever Street, while that of Main Street south was extended southward to Grand and Downing Streets. Neighborhoods on Chandler Hill and Grant Square were merely extended eastward and further up the hillsides. West of Park Avenue, subdivisions were created in anticipation of further expansion, although the bulk of these were not developed until the 1890's. Although little detailed information is available, low-lying portions of the city around Summer Street, Washington Square, Shrewsbury and East Worcester Streets seem to have developed into the city's first slum in the 1850's. The city's domestic architecture throughout this period followed national trends closely and was heavily influenced by the large number of native architects practicing here.

In the 1850's, Second Empire style architecture made its first appearance in the William Williams House (Lincoln Estate Form 116-L), the Borden-Pond House (17E-1856-58) and the James Schofield House (141-V; 1860) all of which share the same plan, symmetrical facade, concavely curved mansard roof and other decorative details many of which display the lingering influence of the Italianate style. Later high-style examples, such as the Jerome Marble House (116-G; 1867) and the Lucius Knowles House (141-J; 1870) retain the symmetry and curvilinear decoration of early designs. However, the largest number of Second Empire houses built during the 1870's make use of straight-sided mansards, asymmetrical plans and more geometric neo-Grec ornament, seen on the Goddard House (103-F; 1870). Simpler examples of this period, generally side-hall plan houses, are contained in the Woodland Street (Form 153A) and Oxford-Crown Districts (130-0, 130-P); in addition, what little row housing exists is built in this style (Castle Street Row 141-D-1; 1873). Also included for the high quality of its design is the Charles Allen House (116-L-14).

Co-existing with Second Empire style architecture, the local taste for the Victorian Gothic style began in the late 1860's with several mansions built along Main Street South. This style lasted, at least in decorative details into the 1890's.

Major examples of the style include the Franklin Wesson House (141-B-2; 1874) a two story brick house with a high tower and varied Gothic trim. Designed by Amos Cutting the Wesson House was published in a book of house plans and building details published during the 1870's. Containing many of the same elements, but less elaborately detailed,

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it the Addison Prentice House (103-J; 1877) which occupies a high hillside site near Grant Square. Throughout the city a number of extremely ornate, wooden-frame houses were built in this style. Of those that remain, the Charles Chamberlain House (129-A; 1876) and George Cobb House (116E-4; 1875) preserve exceptional porches, barge boards, aprons and window trim, all decorated with quatrefoils, trefoils, pointed arches, and other Gothic motifs. Containing many of the same decorative details as the preceding houses, the John Hastings Cottage (116-L-5; 1880) and the Merrill Double House (116-L-32; 1879) both have original concrete ("cast-stone") trim, which was probably produced by local manufacturers who had experimented with concrete since the early 1870's. Other examples of this style include in this nomination are the D. Wheeler Swift House (103-L; 1879) and the C.H.Fitch House (141-N;1878).

The construction of the Norcross Brothers Houses (141-B-3) in 1878-1879 marked the beginning of local Queen Anne Style architecture. Built during a 30 year period (1878-ca. 1908), the Queen Anne Style is one of the most widely represented architectural styles in Worcester. Likely to have been designed by the Norcross Brothers, themselves, the Norcross Houses were far in advance of local taste. Their effect on local architects is apparent in the large number of Queen Anne houses of 1880-1884 which are modelled on the plan of the Norcross Houses, particularly the Edward Stark House (141-O; 1883). Other houses of the first half of the 1880's exhibit characteristics of both the Queen Anne and Victorian Gothic styles, such as the Frederick Daniels House (90-D; 1885). Some of the city's better architects, particularly Stephen Earle, demonstrated an early ability to prepare lavish Queen Anne designs which included the music room added to the Lucius Knowles House (141-J; 1870) and the G. Henry Whitcomb House (102-S). In their plans for the Moody Shattuck House (141-E;1885) Fuller and Delano displayed a strong knowledge of English Queen Anne architecture particularly in the use of carved and moulded brick. After an initial period of experimentation, local architects seem to have favored wood frame construction, corner towers, and decorative shingling for subsequent designs in this style. Particularly large concentrations of Queen Anne houses exist on May Street (141-A) built up in the late 1880's and along Woodland Street (153-A) which had a number of Queen Anne houses added to larger lots in the 1890's. A particularly important concentration of high-style, architect-designed Queen Anne houses exists in the Lincoln Estate-Elm Park District (116-L). Both the Hammond Heights (101-B) and Montvale (76-C) Districts contain excellent examples of the style, dating from the turn of the century. Other Queen Anne style houses included in this nomination are discussed on Forms 103-H, 116-D, 116-L-10, 141-B-1, 141-K and 127-A.

Apartment Houses: 1856-1890

Beginning in the late 1870's apartment houses began to be built around Lincoln Square, Pleasant Street, Chandler Street and along Main Street south and particularly in the vicinity of Wellington Street. Severely reduced by recent deterioration and property

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abandonment. These areas nonetheless retain a number of representative examples. In the vicinity of Pleasant Street, early apartment houses tended to be owner occupied, often with offices on the first story such as the Victorian Gothic style Swan and Robinson Blocks (130-E). Areas further removed from the commercial center tended to be developed with purely residential apartment buildings. Early apartment developments of the 1880's contained many occupied buildings. Although by the 1890's development became mostly speculative. (See Wellington Street Form #141-T-2). Building such as the Brightsides designed by Fuller and Delano (141-Z; 1889) and the Bliss Building designed by Barker and Nourse (103-B; 1888) although both are uncharacteristically ornate. Local directories indicate that most of the early apartment houses were occupied by middle-class tenants and not by newly arrived immigrant/laborers. Also a large percentage of the units housed not only the tenants' families but also several unrelated boarders. After the late 1890's an increasing number of apartment houses were built, although with less architectural diversity than previous buildings. The most widespread building type of this period, and of the subsequent period to 1930 was the "three-decker," a three-story structure containing three apartments, generally of the same floor plan. While architects designed many three-deckers it is likely that they merely maintained several sets of plans from which a prospective builder or home owner could select. The low-cost of this type of housing along with a large amount of air and light made it an attractive form of working class housing, particularly for the city's immigrants. Large areas of three deckers were occupied by Jewish, Irish, Italian, and other immigrant groups for whom these were an affordable first house. Because the large number of extant triple-deckers are of nearly the same design and therefore cannot be evaluated on their architectural merits alone, none have been included in this nomination. We hope to be able to document their role in the city's economic and social development at a future date and amend this nomination when their significance is more fully understood.

1891-1930

With more than 5,700 dwellings built between 1898 and 1917 alone, the period of 1891-1917 saw a doubling of local population followed by a decrease in 1918-1919 and gradual increases during the 1920's. As areas in the southern and eastern sections of the city became built up with three-decker working-class housing particularly Union Hill, middle and upper class housing became limited to areas of Forestdale Road and to the West side where many farms and estates were subdivided to create Hammond Heights (101-B), Montvale (76-C) and Massachusetts Avenue Districts (88-A). The extension of street car lines throughout the city allowed more scattered development in the early twentieth century, although a few inner areas such as Lincoln Estate (116-L) retained their earlier popularity.

The lingering popularity of Queen Anne architecture in these areas did not prevent a stylistic explosion which saw local architects designing elaborate neo-Tudor houses (Forbes Houses 101-E; 1898) and Colonial Revival style houses (George Gabriel House 86-B; 1899) More eclectic styles became popular around 1900-1914; buildings bearing

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evidence of the Arts and Crafts movement, Prairie style and Bungalow style throughout the west side with especially fine examples in the Montvale, Hammond Heights, Massachusetts Avenue and Lincoln Estate Districts.

The housing shortage created by World War I, led to the construction of the city's only intact planned community, Indian Hill North Village (32-E-1). Unlike the city's many suburban developments, all aspects of the village were planned by architect/planner Grosvenor Atterbury and carried out by the Norton Company. Unlike commercial subdivisions, the North Village was built up of identical cottages which were later sold at cost to Norton Company employees. In addition, the company provided open space around the village to act as a buffer between it and other residential areas.

While much of the construction of the latter part of this period (1919-1930) is relatively uniform in design, several individual houses stand out as unusually lavish examples of the "period" revival houses which became popular during the 1920's. The earliest of these houses is the Knollwood Estate of 1912 (75-A; 1914), the design of which was inspired by French domestic architecture of the seventeenth century and eighteenth century. Even more characteristic of the taste for "period" houses are the Paul Morgan House (in Form 116-L) and the Aldus Higgins House of 1921 (102-M; 1921) both of which are based on Medieval English architecture and make use of antique building materials.

PRESERVATION ACTIVITIES

During the 1960's, the City of Worcester embarked upon an urban renewal program in the downtown area and the building of a highway which cut through the center of the city. A group of citizens became united in their concern that the bulldozer was moving too fast in this city. Thus, they formed the Worcester Heritage Society in 1969 for the purpose of preservation and restoration as well as to sharpen the awareness of our fellow citizens that much of our city was being needlessly destroyed.

Today with a membership of close to 1,000 people, the activities of the Heritage Society may be grouped into three broad categories; education, advocacy and preservation projects. The basis for all three is the recently completed survey of significant Worcester buildings and districts.

The Society attempts to broaden and enlighten its constituency through lectures, tours, courses, seminars and publications. Advocacy in the preservation of notable buildings takes an increasingly large share of its time and energy. National Register listing, the 1976 tax incentives, the 106 review process, and public opinion constitute our most effective tools in this effort. The most visible activity of the Heritage Society is our preservation project in the Oxford-Crown Historic District. With the aid of Block Grant monies and the establishment of a modest revolving fund, the Society has purchased, restored, and resold four houses, one of which was moved into the district. The Society also assists owners with grants for exterior restoration in return for a preservation restriction on the property.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Please see attachment (3 pages), also see individual inventory forms

10 GEOGRAPHICAL DATA

UTM NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY 37.16 sq. mi.

QUADRANGLE NAME Worcester North and South

QUADRANGLE SCALE 1:25000

UTM REFERENCES see individual inventory forms

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING	D	ZONE	EASTING	NORTHING
E	ZONE	EASTING	NORTHING	F	ZONE	EASTING	NORTHING
G	ZONE	EASTING	NORTHING	H	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The multiple resource area consists of the incorporated city limits of Worcester
 Please refer to the individual inventory forms and the city maps for more specific information

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Brian R. Pfeiffer, consultant to the Worcester Heritage Preservation Society
for Candace Jenkins, National Register Coordinator

ORGANIZATION	DATE
<u>Massachusetts Historical Commission</u>	<u>May 1979</u>
STREET & NUMBER	TELEPHONE
<u>294 Washington Street</u>	<u>(617) 727-8470</u>
CITY OR TOWN	STATE
<u>Boston</u>	<u>Massachusetts</u>

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE	DATE
<u>Peter R. Wasowski</u>	<u>8/21/79</u>
TITLE	DATE
<u>Executive Director, Mass. Historical Commission</u>	

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER	DATE
<u>Sally G. Walsh</u>	<u>3/5/80</u>
ATTEST	DATE
<u>W. F. Parker</u>	<u>3/5/80</u>
CHIEF OF REGISTRATION	

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United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received 5-3-84
date entered

Continuation sheet

Item number

Page 1 of 1

Multiple Resource Area
Thematic Group

dnr-11

Name Worcester Multiple Resource Area
State Worcester County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

- 1. Worcester Corset Company
Factory
Substantive Review
Keeper Bonnie Anderson 10-4-84
Attest _____
- 2. Malvern Road School
Substantive Review
Keeper Bonnie Anderson 10-4-84
Attest _____
- 3. Claremont Street Historic
District
Substantive Review
Keeper 75
Attest _____
- 4. Richmond, Willard, Apartment
Block
Entered in the National Register
Keeper Shelene Byers 11/7/85
Attest _____
- 5. Russell (The)
Entered in the National Register
Keeper Shelene Byers 11/7/85
Attest _____
- 6. Aurora Hotel
Substantive Review
Keeper Patrick Andrews 4/28/88
Attest Betty Sarge 4/28/88
- 7. Holy Name of Jesus Complex
Entered in the National Register
Keeper Shelene Byers 6/9/88
Attest _____
- 8. Vendome and the St. Ives
Substantive Review
Keeper Betty Sarge 02-09-85
Attest _____
- 9. Shaarai Torah Synagogue
Entered in the National Register
Keeper 5/14/90
Attest _____
- 10.
Keeper _____
Attest _____