

**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**

historic F.M. Hoyt Shoe Company Factory

and/or common HOYT SHOE FACTORY (preferred)

**2. Location**

street & number 477 Silver Street & 170 Lincoln Street N/A not for publication

city, town Manchester, N/A vicinity of

state New Hampshire code 33 county Hillsborough code 011

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name (see continuation sheet 1-4-1)

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state \_\_\_\_\_

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Hillsborough County Courthouse  
Hillsborough County Registry of Deeds  
street & number 19 Temple Street

city, town Nashua, state New Hampshire 03060

**6. Representation in Existing Surveys**

title none has this property been determined eligible?  yes  no

date N/A  federal  state  county  local

depository for survey records N/A

city, town N/A state \_\_\_\_\_

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## 7. Description

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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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### Describe the present and original (if known) physical appearance

The F.M. Hoyt Shoe Company Factory is located on two parcels of land totaling three acres on the northwest and southwest corners of Lincoln and Silver Streets, approximately 1.5 miles from the city's commercial business district. The property is bounded by railroad tracks on the north and northwest; a two-story brick industrial building built ca. 1892 on the northeast; a four-story brick building now in residential use built in 1919 on the southeast<sup>1</sup>; early 20th century single-family houses to the south; and a similarly-scaled industrial building to the southwest.<sup>2</sup>

The property consists of two identically factory buildings which face each other across Silver Street. The northern building is the earlier, built in 1892; in the early 20th century, it was greatly enlarged by several additions built onto the north elevation. The southern building (Factory #2) was erected in 1895; it has several small additions on the south and north elevations.

Each of the original factory buildings measures 220x43 feet, has regularly-spaced fenestration consisting of 18/18 wooden double-hung sash set within arched masonry openings and resting on granite sills. Walls are flush brick. Slightly pitched roofs have a deep overhang with exposed rafters. The primary feature of the front of each building (south elevation on #1, north elevation on #2) is a five-story, 70 foot projecting tower, centrally positioned on the elevation. The lower four stories of each tower have arched bays; some contain 9/9 sash, and the remaining are blind. Above the fourth story granite beltcourse, the bays continue, terminating in flat tops below a row of arcaded corbeling. The towers peak in a steep hip roof clad with slate, punctured by a shed dormer on the north and south sides, and crowned with iron cresting.

Alterations to the original portion of Factory #1 include some blocked-up masonry openings on the first story of the south elevation and, in the tower, a later loading door which replaced an arched entrance, and a concrete dock in front. On the east elevation, a five-story metal elevator shaft projects onto the sidewalk.

Contemporaneous to Factory #1 is a one-story brick office annex, enlarged to four stories in 1912, with 2/2 sash (A). Its first story windows are blocked-in, and a recessed entrance was recently created at the northeast corner. Also part of the original factory is a two-story machine shop at the southwest corner (B). Again, first story windows are blocked-in, but remaining openings contain 18/18 sash. In 1901 the southern 70 feet of the northeast wing (C) was added, designed to match the original building. In 1912 the wing was extended another 150 feet to

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<sup>1</sup>The two-story industrial building, erected by the Kimball Carriage Company, was used by the Hoyt Company for approximately 20 years. It is not included in the nomination because its association with Hoyt was short and one of only many uses for the building. The four-story brick building at the southeast corner of Lincoln and Silver Streets was built by the Hoyt Company in 1919. Unfortunately, a 1980 renovation for apartment conversion was insensitively done, and its architectural integrity is lost. A large-scale addition to the building is under construction.

<sup>2</sup>This building, erected by a minor shoe company, had no association with the Hoyt company.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input 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 type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1892, 1895 **Builder/Architect** A.G. Stevens, architect

### Statement of Significance (in one paragraph)

The F.M. Hoyt Shoe Company possesses integrity of location, design, setting, materials, workmanship, feeling and association. The factory buildings are historically significant for their association with one of Manchester's major shoe industries. Architecturally, the buildings are distinguished for their design and as intact examples of the type and method of construction typical of late-nineteenth century industrial structures in New England and, particularly, shoe mills in Manchester. The property thus meets Criteria A and C of the National Register of Historic Places.

### Architecture

The two Hoyt factory buildings are the most distinguished of Manchester's shoe factories, as well as being superb examples of late nineteenth century industrial architecture. When the first Hoyt Shoe Company building was constructed in 1892, it was the largest shoe factory in the State of New Hampshire<sup>1</sup>. Measuring 220x43 feet, the building was designed by Augustus G. Stevens (1829-1901), a prominent northern New England mill architect. For much of his life, Stevens was the architect/civil engineer for the Manchester Print Works in the Amoskeag millyard. At the time of his death, he had just completed designs for their new mill south of Granite Street, one of the largest single mill buildings in the country. In addition to his work for the Manchester mills, Stevens designed mill buildings throughout the city, as well as in Franklin (NH), Andover and Haverhill (Mass.). Stevens' father, Phineas Stevens, had been the millwright and wheelwright for the first Amoskeag Manufacturing Company buildings in the 1830s, and his brother George W. was the architect/civil engineer for the company in the mid-late nineteenth century.

In 1895 Hoyt expanded his production by constructing a second factory directly across the street from and of identical design to the first. Each building featured a centrally positioned, five-story projecting tower with recessed arched window bays, and a steep slate hip roof capped with cresting. The design of each building was similar to the other shoe factories of the period: four-story, flush brick walls, arched window openings with multi-pane sash, and nearly flat, overhanging roofs. Between 1901 and 1912, two long wings were added to the north wall of Factory #1, nearly tripling the floor space. Despite the twenty year time span between the original building and its wings, the design remained uniform.

# 9. Major Bibliographical References

(see continuation sheet 6-9/10-2)

# 10. Geographical Data

Acreeage of nominated property 3 acres

Quadrangle name Manchester South (NH)

Quadrangle scale 1:24000

### UTM References

A 

1	9	3	0	0	1	1	5	4	7	6	1	0	0	0
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 and justification

(see continuation sheet #6-9/10-2)

### List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

# 11. Form Prepared By

name/title Elizabeth Durfee Hengen

organization Preservation Consultant

date April 12, 1985

street & number 25 Ridge Road

telephone (603) 225-7977

city or town Concord,

state New Hampshire 03301

# 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

title New Hampshire State Historic Preservation Officer

date 9/25/85

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

for Alexander Byrum  
Keeper of the National Register

Included in the  
National Register

date 11-7-85

Attest:

Chief of Registration

date

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Owner of Property

477 Silver Street: Phyllis Sibulkin  
(Assessors' page 2720 NE 183rd Street  
356, lot #28) Miami Beach, Florida

170 Lincoln Street: Joseph R. Vachon  
(Assessors' page Gerald J. Gagnon  
312, lot #1) Walter K. Eriksen  
5 Pond View Place  
Tyngsboro, MA 01879

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7. Description (cont.)

its present length. Loading docks have been created from windows in two locations along the east elevation, as well as at the northeast corner in the rear of the wing. That same year, a second wing was added (D). Measuring 130 feet long, it was cantilevered onto an original one-story boiler room in the rear. Both wings are four stories high and forty feet wide, with a shallow-pitched roof and regularly-spaced 18/18 wooden, double-hung sash. Immediately following the extensions of the wings, the courtyard formed on the north side of the factory was covered to a height of ten feet by a roof pierced with six long skylights. Though removed sometime since 1954, vestiges of the enclosure remain near the north wall of the original building; the first story windows of the two wings remain blocked-up. Other structures associated with Factory #1 include a 110 foot yellow brick chimney with "Beacon Shoe" lettered on it and a one-story transformer house adjacent to the chimney.

Factory #2 was never enlarged to the extent as #1. Original to the building is a one-story brick boiler room (E) attached to the south elevation. In 1930 the boiler room was enlarged, and a two-story brick structure (F) and a one-story frame coal house (G) were added onto the rear. A detached one-story brick structure (H) was built in front of the factory that same year, just west of the tower. More recently, a two-story concrete addition was built onto the north elevation, just east of, and partially in front of, the tower (I), and a covered metal loading platform with a shaft leading to the third story was erected between the tower and "H". A small brick portico near the northeast corner of the front dates from the 1910s, and a detached one-story frame garage (J) was built behind the factory in the 1920s.

The interior of the entire mill complex is open and functionally designed. A single row of square wooden posts supports each floor. Throughout, walls are exposed brick, floors are wooden plank, and ceilings are tongue and groove with exposed beams. The office space in Factory #1 is more elaborately finished, with paneled doors, molded window and door casings with corner blocks, and flat baseboard molding. The offices are reached by a turned staircase constructed of pine. Metal fire doors survive between the original building and later wings of Factory #1. Only one staircase remains in each building within the industrial space; they are simply designed, with a tongue and groove railing and chamfered newel post. With the exception of later paneling in the offices, the interior of the factory buildings is unaltered.

Note: This nomination contains two contributing structures and one non-contributing structure.

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The Hoyt Shoe Factory was built by the locally distinguished contractors Head & Dowst who built Manchester's other late nineteenth century brick shoe factories as well. In addition to mill construction, Head & Dowst built many of Manchester's public buildings, including the Highland, Straw, Beech Street, Wilson, Hallsville and Central High Schools. Other works of theirs included the original building for Saint Anselm's College, the courthouse in Laconia, and the Hillsborough County Almshouse and Prison in Goffstown. The firm's shoe factories were predictably similar: flushed brick walls, a slightly pitched roof with exposed rafters, multi-pane sash set between arched masonry heads and granite sills, and a five-story stair tower of varying design, but generally employing full-height recessed bays and a steep hip roof clad with slate. The Hoyt Factory's appearance, though faithful to the standard design, was particularly distinctive for its immense size and the twin building across the street.

Both the exterior and interior of the Hoyt factories survive today virtually unaltered. The buildings' relationship to the surrounding neighborhood and adjacent railroad tracks which served the mill is intact. The buildings continue to represent an era of Manchester's industrial history which is rapidly disappearing.

Industry

Until the mid-1880s, shoemaking in Manchester was a cottage industry, and textiles dominated the local economy. Though textiles remained the primary industry through the Depression, within the space of a decade, shoe manufacturing rose to prominence. By 1900 seven companies employed 2,000 people. Ten years later, with over 7,700 people working in the industry, the city claimed a national rank of fourth in shoe production; by mid-century, Manchester justly called itself "Shoe City". Following the collapse of the textile industry during the Depression, many of the shoe companies moved into the vacant mills in the Amoskeag millyard where only a small number remain today.

<sup>1</sup> Though both the McElwain and International Shoe Companies eventually superceded the Hoyt Company in size, their plants were scattered around the city, leaving the Hoyt complex the largest in Manchester.

2

According to the owner of Factory #2, that building was occupied for many years by the Silbulkin Shoe Company, makers of high style womens shoes.

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The first Hoyt factory building was erected in 1892 by the Queen City Land and Building Association headed by James F. Briggs, a Manchester lawyer and politically active citizen. In a combined effort with the Board of Trade and the City Council, Briggs wooed Francis M. Hoyt from Raymond to lease the new building and produce men's shoes. The city's enticement was ten years of tax exemption, illustrating its strong commitment to encourage diversification of Manchester's economic base, then controlled by the textile conglomerate, the Amoskeag Manufacturing Company.

Hoyt (1842-1903) was a New Hampshire native who had left the family farm in Danville to apprentice in the shoe industry in Haverhill, Massachusetts. After gaining experience in each department within the industry, Hoyt opened his own stitching room where he took in shoes under contract. By 1880 he was manufacturing slippers, but was burned out in Haverhill's disastrous fire of 1882. Hoyt relocated in Raymond, N.H. where he built a new shoe factory in 1884. That building, too, was destroyed by fire eight years later. Manchester's entry into shoe manufacturing a few years earlier, coupled with the city's strong promotional efforts, lured Hoyt to Manchester.

Hoyt's company, known as the F.M. Hoyt Company, immediately became the city's largest shoe manufacturer, a distinction it enjoyed for twenty years until the McElwain Shoe Company arrived. At the outset, four hundred people were employed by Hoyt, producing 2,400 pairs of McKay shoes daily. In three years, the company doubled its workforce by constructing a second factory across Silver Street. Hoyt initially sold his shoes wholesale, but in 1902 he commenced an innovative and successful program selling directly to retail stores through traveling salesmen. Two years later, the company switched from manufacturing McKay shoes, in which the shoes were stitched to the uppers, to Goodyear welt shoes. The company also expanded into the production of 'little gents' shoes, on the assumption that loyalty to a quality shoe could be nurtured at an early age. The brandname 'Beacon Shoes' was adopted, and an extensive advertising campaign undertaken.

The success of Hoyt's company was mirrored in its continued physical growth, clustered around the Lincoln/Silver Street intersection. The former Kimball Carriage Company building, which stood across Lincoln Street, was bought and connected to Factory #1 by a two-story elevated walkway. Factory #1 was expanded by several major additions to the north. With the erection of a new Administration Building in 1919, the company totaled some 239,000 square feet of space. It was the second largest shoe factory in Manchester and the third largest industry after the McElwain Shoe Company, the largest shoe company in New Hampshire, and the Amoskeag Manufacturing Company, the largest textile company in the world. At its height, the Hoyt Company produced 9,600 pairs of shoes per day, employed 1,400 workers and grossed over \$4 million in sales per year.



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Hoyt died suddenly at the age of 61 in 1903. The business passed to his son-in-law Hovey E. Slayton, who remained its president for several decades. Following World War I and the reintroduction of English imports, all of Manchester's shoe companies experienced a major slack in demand and production. The Manchester Shoe and Leather Continuation School opened, offering training programs in an attempt to improve the skills of the local labor market. The Hoyt Company responded to the crisis by closing its recently acquired Haverhill plant and consolidating operations in Manchester. Kidder, Peabody and Company was commissioned to analyze its operations; the recommendations followed included reorganizing the company's officers, modernizing the plant's equipment, expanding production to include women's shoes, and restructuring the workforce to allow more diversity in its tasks. Under its new president, Charles W. Tobey (later governor of New Hampshire) and treasurer/manager, John D. Murphy, the company enjoyed a brief recovery before the Depression struck.

Although the Hoyt Company survived the 1930s, it never regained its previous prosperity. Factory #1 was shared with several other shoe businesses, including the Evangeline Shoe Company which ultimately purchased the building and continued to produce shoes there until 1971. Factories #2 and #3 were occupied variously by box companies, bedding manufacturers, and by the McElwain Shoe Company.<sup>2</sup> The Administration Building was taken over by the federal government in 1929 for use as a WPA regional office and later as an armed forces induction center. The Hoyt Company's demise reflected the fate of shoe manufacturing in Manchester at large. Of the four major shoe factories surviving in 1955, today none remains in the city and only one is still in business. A few newer shoe companies have located in the city, but the industry remains in serious decline throughout New England.

#### Exploration/Settlement

The establishment of the Hoyt Shoe Company on Lincoln Street had a direct effect on the development of the surrounding area. Prior to its erection, the area was described in contemporary newspapers as "barren, covered only with scrub pine". To the north and east of the Hoyt building, in the vicinity of the Kimball Brothers Shoe Factory, the area was slowly developing. With the Hoyt Factory, soon followed by nearly a dozen additional shoe and related industries, Hallsville underwent a building boom. By 1900, hundreds of new houses had been constructed, and a horse car line had been laid along Valley Street.

The location of the non-textile industries in the city's outskirts was directly related to the dominating Amoskeag Manufacturing Company, who jealously protected the city's labor force. Amoskeag owned much of the land adjacent to the Merrimack River and inland, but refused to sell it to competing industries. By locating some distance from the city center, the new shoe companies were able to draw upon a labor pool settling in newly developing sections of the city.

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9. BIBLIOGRAPHY

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Granite State Monthly, Vol. 48, pp. 124-126 (1916)  
Industrial and Commercial Journal, Vol. 1, No. 3, July 1912 [NH State Library]  
New Hampshire Labor Review, Vol. 6, No. 1, December 1928 (Manchester Historical  
The Union, 8/15/03, 5/29/1916 [Manchester City Library] Association)  
Manchester City Directories (Manchester Historical Association)  
Sanborn Insurance Maps: 1892, 1915/1931, 1915/1954, 1929 [NH Historical Society]  
Manchester Atlas, 1896 (Manchester Historical Association)  
Manchester City Library: scrapbooks and clipping files

10. GEOGRAPHICAL DATA

Boundary Description: The nominated property includes two parcels of land,  
as outlined in red on the attached sketch map and described in Book  
3235, Pages 166-167 (Assessors' Map 312, Lot #1) and Book 924, Page 117  
(Assessors' Map 356, Lot #28) at the Hillsborough County of Deeds.

Boundary Justification: The nominated property includes the entire lot  
associated with Factory #1 and Factory #2 of the Hoyt Shoe Company.  
The Hoyt Administration Building, located at the southeast corner of  
Silver and Lincoln Streets, is excluded due to major architectural  
alterations in the last two years. The Kimball Carriage Company  
Building, located at the northeast corner of the same intersection,  
is excluded because its association with the Hoyt Company was short-  
lived.

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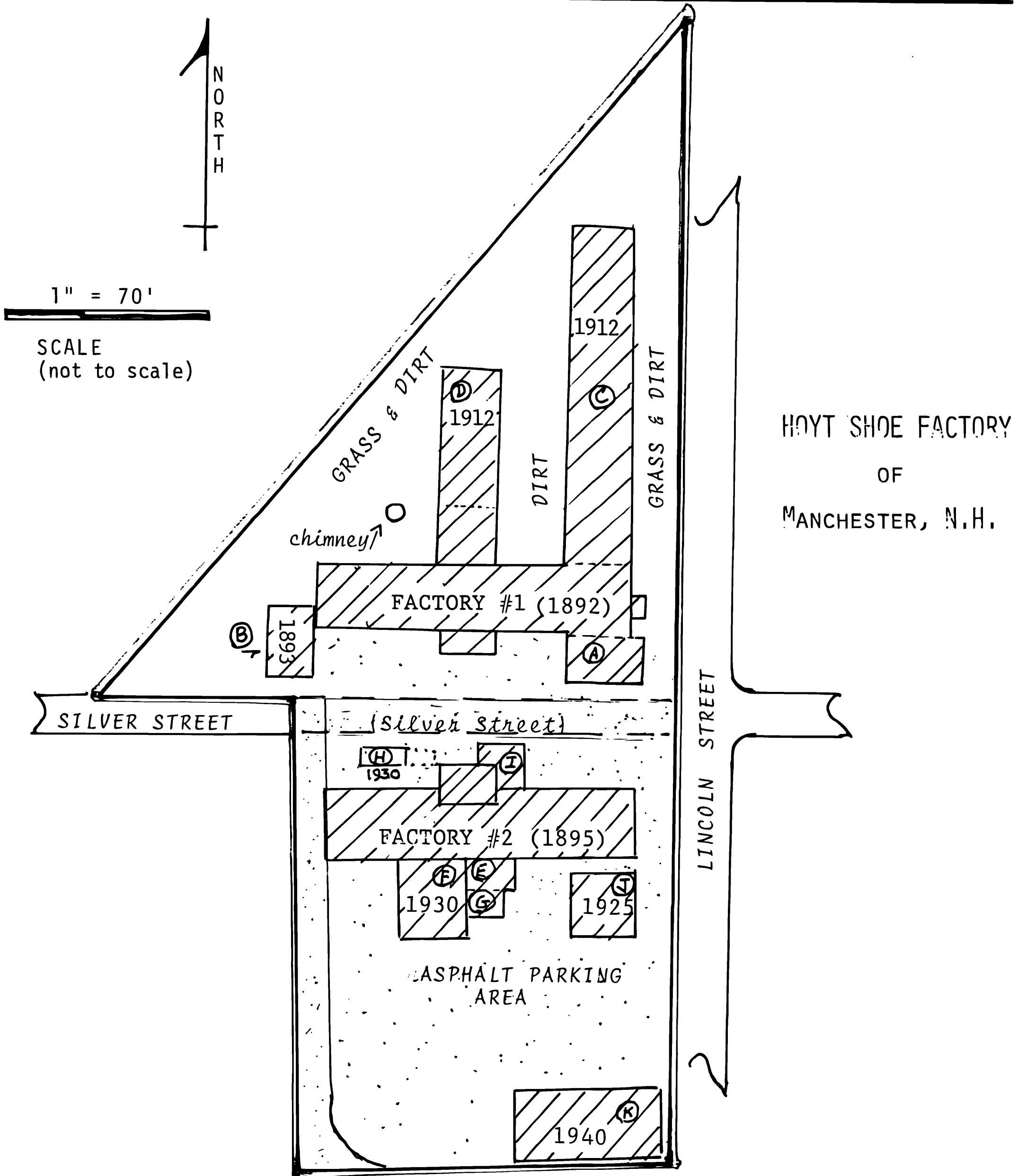
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This certifies that the appearance has not changed since the photographs were taken