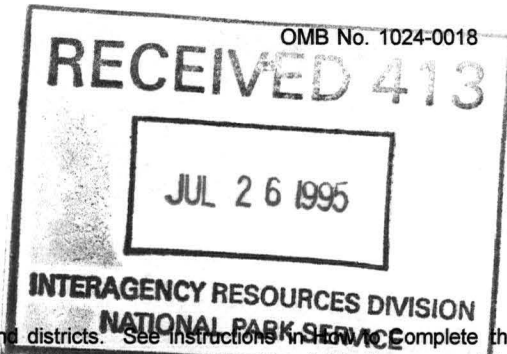


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in how to complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Blackstone Manufacturing Company Historic District

other names/site number New City or High Rocks

2. Location

street & number Butler, Canal, Church, County, Ives, Main, Mendon, Old Mendon, N/A not for publication
and School Streets

city or town Blackstone N/A vicinity

state Massachusetts code MA county Worcester code 027 zip code 01504

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Judith B. McDonough 7/13/95
Signature of certifying official/Title Judith B. McDonough, Executive Director Date
Massachusetts Historical Commission, State Historic Preservation Officer

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional Comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain): _____

Edson H. Beall 8-25-95
Signature of the Keeper Entered in the Date of Action
National Register

Blackstone Manufacturing Company Historic District
Name of Property

Worcester County, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
54	20	buildings
1		sites
7	1	structures
1		objects
63	21	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

- DOMESTIC: single and multiple dwelling
- COMMERCE/TRADE: department store, warehouse
- SOCIAL: meeting hall
- GOVERNMENT: fire station
- EDUCATION: school
- RELIGION: religious facility, church related
- RECREATION & CULTURE: marker/monument
- INDUSTRY: mill, warehouse

Current Functions

(Enter categories from instructions)

- DOMESTIC: single and multiple dwelling
- COMMERCE/TRADE: restaurant
- RECREATION & CULTURE: marker/monument
- outdoor recreation

7. Description

Architectural Classification

(Enter categories from instructions)

- MID 19TH CENTURY: Greek Revival
- LATE VICTORIAN: Italianate, Queen Anne
- EARLY 20TH CENTURY: Colonial Revival

Materials

(Enter categories from instructions)

- foundation STONE: granite, BRICK, CONCRETE
- walls WOOD: weatherboard, shingle, BRICK, STONE,
- roof ASPHALT, STONE: slate
- other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

- ARCHITECTURE
ARCHAEOLOGY - HISTORIC - NON-ABORIGINAL
COMMUNITY PLANNING AND DEVELOPMENT
INDUSTRY
TRANSPORTATION

Period of Significance

1809 - 1924

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Primary location of additional data:

- X State Historic Preservation Office
Other State agency
Federal agency
X Local government
University
X Other

Name of repository:

- Massachusetts Historical Commission
Blackstone Historical Commission
Rhode Island Historical Society

Blackstone Manufacturing Company Historic District
Name of Property

Worcester County, MA
County and State

10. Geographical Data

Acreage of Property approximately 30 acres

UTM References

(Place additional UTM references on a continuation sheet)

1. 19	289340	4654830	3. 19	289410	4654720
Zone	Easting	Northing	Zone	Easting	Northing
2. 19	289380	4654840	4. 19	289360	4654710
Zone	Easting	Northing	Zone	Easting	Northing

X See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

Gretchen G. Schuler, Preservation Consultant for the Blackstone Historical Commission
name/title with Betsy Friedberg, National Register Director, MHC

organization Massachusetts Historical Commission date June 1995

street & number 220 Morrissey Boulevard telephone (617) 727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

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

Property Owner

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

name multiple

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

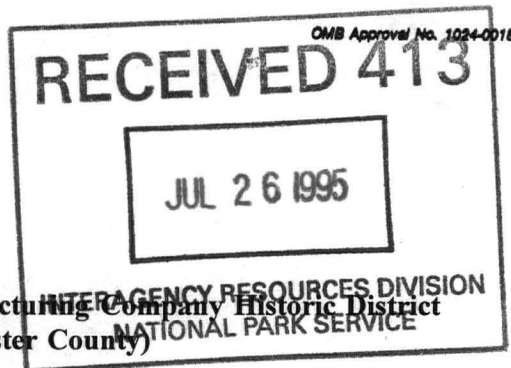
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Blackstone Manufacturing Company Historic District
Blackstone (Worcester County)
Massachusetts



7. DESCRIPTION

The Blackstone Manufacturing Company Historic District includes sixty-three contributing buildings, structures, sites and object that together comprise the residential, institutional, commercial and industrial nineteenth century holdings of the Blackstone Manufacturing Company. The district is situated in Blackstone Village, the southern most part of the ten and one-half square mile Town of Blackstone. Blackstone Village and the Blackstone Manufacturing Company are on the Blackstone River which was pivotal in the development of this and other nineteenth century industrial villages between Worcester, Massachusetts and Providence, Rhode Island.

The district is bound on the south by the Blackstone River and the State line and on the west by later twentieth century residential development. Northwest of the New City Bridge is Main Street and east of the bridge is an area displaying a change in development patterns north of the Common. On the east side the district is bordered by twentieth century commercial Blackstone the development of which was not directly related to the Blackstone Manufacturing Company. The area included in this district is consistent with Blackstone Manufacturing Company records and inventories as well as maps which clearly define properties constructed and/or owned by the Blackstone Manufacturing Company during the nineteenth century.

The district is divided visually, geographically and historically into two areas. The first was the core of the early Blackstone Manufacturing Company with the sites of mill buildings between the Blackstone River and Canal Street, Canal and Main Streets and the housing north of the mill sites on Main, Mendon, Church and Middle Streets, and the Common with institutional development.

The second area of the historic district is residential in nature and is confined to what was characterized by a woodsy rocky area referred to in early records as New City and later as High Rocks. It is south and west of Factory Pond and west of the Main Street bridge (once called the New City Bridge) crossing a branch of the Blackstone River and north of the Rhode Island border. The entire area, once owned by the Blackstone Manufacturing Company extended east to the Blackstone River and Rolling Dam and was divided into house lots by the Company in 1847. However, the Blackstone Manufacturing District includes only the five blocks of development on Butler, County, and Ives which were central to the Blackstone Manufacturing Company and nearly all properties constructed by 1866. With the exception of isolated examples the rest of the area was not developed until the twentieth century.

Throughout the district most properties are built at the road edge with minimal setback. Many of the tenements are sited with a gable end to the street and center entrances on the sides. Some of the single family dwellings have a slightly deeper setback than the multiple family tenements. District boundaries follow property boundaries including the large 11.89 acre site of the industrial buildings of the Blackstone Manufacturing Company which is bordered by the Blackstone River and one of its branches on the south and west, and by the railroad on the north and east. The only exception is the

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Section number 7 Page 2 **Blackstone Manufacturing Company Historic District
Blackstone (Worcester County)
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parcel, 24-34 Mendon Street which is squared off with a continuation of the rear lot lines of 20 and 22 Mendon Street. Nearly all parts of Blackstone directly related to and developed by the Blackstone Manufacturing Company are included in the district. The exceptions are two 1860s superintendents' houses on Mendon Street and the Blackstone Cemetery both located farther north on Mendon Street.

Another area of Blackstone Village, proposed for National Register listing is known as Farnum's Gate, an area associated with the development of a second substantial complex of mills east of the Blackstone Manufacturing Company owned by Welcome and Darius Farnum. It is a small twenty-four property district all of which are contributing but one. Also proposed for listing on the National Register are resources related to the Blackstone Canal, for which the nomination is prepared by Virginia Fitch of Public Archaeology Laboratory. The Canal Nomination, which incorporates all resources directly related to the Blackstone Canal in Massachusetts, includes some of the same resources as this nomination at the Blackstone Manufacturing Company site.

The Blackstone Manufacturing Company District, today, is marked by nineteenth and twentieth century industrialization and urbanization of closely situated housing, Main Street, the railroads which cut through the district, and modern conveniences such as sidewalks and telephone and electric wires. The only open space is the site of the mill buildings which were demolished in 1904, scattered vacant lots, and open area around the school and church on Mendon and School Streets. The mill site area has remained open with the exception of a swimming pool, a low concrete building constructed in the 1960s, and tennis courts. The bank of the Blackstone River is characterized by secondary growth, scrub trees, and some abutment walls of the former Bandwagon Bridge crossing. West of the Bandwagon Bridge crossing are remnants of a tailrace at the site of the 1840 mill building complex and a wide and deep power canal is visible in between the 1809 and 1840 mill building sites. The view from the Main Street Bridge looking south shows a widening of the Blackstone River spur which flows under the bridge and along the western boundary of the company site to rejoin with the main flow of the River. Projecting to the east from this spur towards the site of the mill buildings is the beginning of the headraces for the mills' power. At the end of the spur where it rejoins with the Blackstone River is a brick turbine engine house built in the 1970s replacing earlier housing first used when the Blackstone Manufacturing Company moved to the Rhode Island site in 1903. The State line cuts across the site north of this turbine housing which is not included in the district.

Residential buildings in the district range from two and one-half story tenements to one and one-half story Greek Revival single family dwellings. Most are of wood construction many of which have been covered with synthetic siding. There are six brick buildings all of which are residential and two stone buildings; a store and storehouse. The predominant style is Greek Revival with only minimal detail such as boxed cornices, returns, corner posts, and molded window surrounds.

(continued)

United States Department of the Interior
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Continuation SheetSection number 7 Page 3 Blackstone Manufacturing Company Historic District
Blackstone (Worcester County)
Massachusetts

Buildings and sites date from 1809 with most constructed by 1866. The only twentieth century construction is the Blackstone Inn of ca. 1920, the railroad bridges of 1903, 1908 and 1917 and five non-contributing buildings of the late 1900s. At least forty of the buildings were constructed by the Company with much of the work in the 1840s to 1860s done by local craftsmen Charles Aldrich and Allen Chase.

Modern intrusions besides sheds and garages include six residences of smaller scale than most buildings in the district and the low modern building and structures on the site of the Blackstone Manufacturing Company. The setbacks of the non-contributing residences, built outside the period of significance, is consistent with the rest of the district and the impact is minimal. Although built within the period of significance and retaining historical significance there are eleven buildings which have been listed as non-contributing due to their lack of integrity caused by modernization and removal of defining features such as fenestration, trim and original siding. Other buildings which retain defining features and fenestration patterns but are covered with synthetic siding are listed as contributing because they are important components of the historical development of the area and the architectural integrity could be restored.

The dates of the Blackstone Manufacturing Company buildings have been determined by correlating the information in the Company records at the Rhode Island Historical Society with map research. From the rental records one can tell when most buildings were put into service particularly if they have more than one dwelling unit, all of which are listed for the first time together. Building numbers as part of the Historic Names on the District Data Sheet are derived from the 1841 Cushing map (updated in 1850) of the holdings of the Blackstone Manufacturing Company. The numbers directly relate to the company records of buildings from the 1830s. A numbering system was used in company records from 1809. While there is no indication of a change in that system, the 1828 Phelps Map and the 1831 Metcalf map show buildings on Middle and Church which have high numbers on the 1841 map and no buildings on Mendon and the east end of Canal which have low numbers on the 1841 map. The lack of correlation between numbering and the 1828 Canal Map and the 1841 Cushing Map may indicate that buildings were moved for the 1828 canal construction or there was a change in numbering. Records from 1835 on show a direct correlation between the building numbers on the Cushing Map and those in the records. Further investigation of the Company records may provide more conclusive evidence about numbering of buildings from 1809.

According to the records all residential buildings in this development area were constructed by 1836, thus the ca. 1835 date has been given to buildings which do not appear on the 1828 Canal Map and do appear on the 1841 Cushing Map. Buildings constructed after 1850 have been identified by more thorough Blackstone Manufacturing Company records describing location, size and use of specific buildings. A description of the types of buildings in the district follows.

(continued)

United States Department of the Interior
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Continuation SheetBlackstone Manufacturing Company Historic District
Blackstone (Worcester County)
MassachusettsSection number 7 Page 4Multi-Family Company Built Housing

Using the identification described above there were fifteen tenements constructed by 1810 of which only three appear to be in the same location according to the map research. Displaying a tenement block plan which was used throughout the first couple of decades are 124-126 Canal Street (Map # 10/144), 128 Canal Street (Map # 10/143) and 8-10 Church Street (Map # 10/139, Photograph # 1). Each is built on a granite foundation and had wood clapboard siding, boxed cornices with returns and corner posts. According to later company records these three buildings were divided in half vertically so that each unit had two and one-half stories.

All of the tenement blocks on Church Street (Map # 10/125, 10/149, 10/136, 10/126, 10/135, 10/150, Photograph # 2) north of Main Street and 17-19 Mendon Street (Map # 10/134) (moved from the corner of Church and School Street when the railroad was laid) and 2-4 Middle Street (Map # 10/123) were built circa 1820 by which time there were twenty-three tenement blocks. All appear to have been divided into four units. They display a plan of six-bay facades with entrances in each of the end bays so that each unit is three bays wide on each floor with a side stairhall entry. The exception is 23-25 Church Street (Map # 10/150, Photograph # 2) which is similar to the best preserved Main Street blocks described below. Most of these ca. 1820 blocks have been substantially altered in some cases significantly compromising the architectural integrity.

Tenements at 1-3 Old Mendon Street (Map #08/56), 2-4 Old Mendon Street (Map #10/141), 5-7 Mendon Street (Map #08/55) built by 1836 have single center chimneys, gable ends to the street with paired entrances centered in the gable front street facade on the odd numbered side of the street, and end entrances on a six-bay facade at 2-4 Mendon Street (gable end faces Main Street). Each of these was divided into four units horizontally and vertically as is determined by the rental records which refer to the upper north quarter or the lower west quarter, etc.

Continuing in the same tenement block plan but divided only in half vertically so that each unit had two and one-half stories are 4-6 Church Street (Map #10/142, Photograph # 1) and 213-215, 217-219, 221-223, and 225-227 Main Street (Map #10/130, 10/129, 10/128, 10/127, Photograph # 3) all built between 1828 and 1836. The best preserved streetscape are those on Main Street west of Church Street. All four display four-bay gable ends facing Main Street with centered entrances on each of the two five-bay sides. Each has two interior chimneys, one for each dwelling unit built around the chimney. Unadorned corner posts, boxed cornices and returns are retained on these tenement blocks each of which was divided into two units one on the north side and one on the south side of the building. There are two windows in each gable peak indicating some half-story space in the attic, however, there are no dormers or trap monitors to indicate expanded use of this space.

(continued)

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Also built by 1836 are the tenement blocks on Canal Street which have a four-bay gable end facing the street, and five-bay center entrance facades on each side so that each entrance provides access to two units per side. The tenements at 112-114 and 116-118 Canal Street (Map # 8/58 and 8/57) each have two interior chimneys and that at 105 Canal Street (Map # 8/70) has a center chimney.

The final multi-family housing constructed in this core area of the Blackstone Manufacturing Company (after development had begun in New City) was the six-unit brick Overseers Block (1861, 24-34 Mendon Street, Map # 09/90, Photograph # 4). Although previously thought to have been built in the 1840s it does not appear on the Cushing Map updated in 1850 nor the 1854 Walling and there is an 1861 note in the Company records which mentions the "new brick block on Mendon Street" having six units although four are listed as occupied in May 1861 and the additional two in May 1864. This is consistent with the construction in which there are two units on the north end with more elaborate interior detail and a brick interior wall which clearly once was an exterior wall. The two and one-half story brick block with rusticated granite foundation has paired entry doors with central brick pilasters and flanking side lights. Windows have four-over-four lights set in wood frames with dressed granite lintels. There are six pediment dormers each with paired sash. Each dwelling unit has an entrance hall with heavy newel and bannister on stairs to second floor, two rooms front and back and an added kitchen in the rear ells added in the late 1800s. There are three rooms on the second floor and half finished garret space of one or two rooms in the half story above. Each unit has trim of molded door surrounds, chair rails, and a built in bookcase in the front room and a china cupboard in the dining room.

The area of New City-High Rocks, across Factory Pond west of the mills and east of the section of the Blackstone River with the Rolling Dam, was laid into house lots in 1847 including Duncan and Tripp Streets which are no longer extant and were south of the State line in Rhode Island. The first construction included four- and eight-unit tenement blocks on Butler, Ives, and Goddard Streets. The tenement at 9-11 Ives Street (ca. 1848, Map # 10/105, Photograph # 5), owned by former mill superintendent Matthias M. Nelson, was divided into eight units horizontally and vertically. The tenement block on a granite foundation retains plain wood trim with altered windows, however, evidence of the original six-over-six windows is found in the gable peak. There are two entrance doors centered on each side. The building is similar in construction details to earlier tenement blocks east on Main Street, however these later properties housed many more families. Built in 1853 is 16-18 Ives Street (Map # 10/92) which has the wide gable end fronting on the street and five-bay center entrance sides each with two dormers which are mentioned in the original construction notes. Some of the six-over-six sash remain. The other two tenement blocks on Ives Street were built in the 1860s, 13-15 Ives Street (Map # 10/104, Photograph # 5) to replace one of Nelson's tenements which had burned in 1854 and 12-14 Ives Street (Map # 10/94) which was divided into four units.

(continued)

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Continuation SheetSection number 7 Page 6 Blackstone Manufacturing Company Historic District
Blackstone (Worcester County)
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In the 1860s several brick blocks were built by the Blackstone Manufacturing Company in addition to the Overseers Block mentioned above. Contracts with Charles Aldrich for the woodwork and Kelly and Pierce for the brick work affirm the 1866 dates of construction for the long twelve unit brick block at 28-38 Butler Street (Map #10/104, Photograph # 6) and the three tenement block at 26 Butler Street (Map # 10/108, Photograph # 6) as well as several no longer extant brick and stone tenements on Duncan and Tripp Streets. The long brick block is larger than that on Mendon Street built in 1861. The Butler Street block has taller posts thus taller main facade walls allowing for a third tier of smaller windows on the main facade in place of the dormers found in the Overseers Block.

Each of the six entrance doors led to two units, one up and one down with the garret space split between the two units. In the rent records a note appears across the ledger (MSS9/Subgroup 1/Series D/Vol 671) stating "lower tenements have two back attic rooms also closet in attic entry". Presumably this attic space was additional sleeping space for each tenement.

The three-unit block on the corner of Butler and Ives is described in detail in the Company records as having two stories and an attic on the east end and one story and attic on the west end to accommodate for the slope of the land. The tenement has two chimneys at the ridge, a side hall entrance in the gable front facing Butler Street and granite sills and lintels enframing the wood framed sash. The front and rear stairhalls are articulated by the fenestration pattern.

On County Street there is a two-unit brick dwelling built in 1866 also. At 18-20 County Street (Map #10/73, Photograph # 7) is the four-bay gable roof two-unit dwelling with twin chimneys, centered entrance doors, paired front windows, and small square second-story windows.

The last known residential building constructed by the Blackstone Manufacturing Company in Blackstone was the Blackstone Inn (ca. 1920, Map #10/90) also known as the Duncan Inn at 8 Butler Street. It replaced wood tenements by 1923 and is included in the 1925 inventory of the company buildings. The long two and one-half story brick building has a five-bay central section with flanking symmetrical recessed ells. Some original fenestration displays nine-over-nine sash with segmental arched openings.

Single - Family Company Housing

Only a few dwellings in this district were built as single family residences. The two most prominent are the Parsonage (1836, 20 Mendon Street, Map # 09/88, Photograph # 8) and a similar style house at 22 Mendon Street sometimes referred to as the Headmasters House (1836, Map # 09/89, Photograph # 8) although never in the Company records. Both are well defined gable front Greek Revival dwellings with monumental columns supporting the projecting templar gable pediment. Each house is two and one-half stories with two-story side ells flanking the original gable block. Wood clapboards are retained on the Parsonage while the Headmaster's House has been covered with aluminum siding

(continued)

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Blackstone Manufacturing Company Historic District
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except for the flush board planking in the pediment and protected front wall under the projecting pediment which are wood.

On County Street there are two single family dwellings built by the Blackstone Manufacturing Company. The brick residences at 11 and 16 County Street (Map # 10/87 and 10/78, Photograph # 7) were built in 1866 when other brick buildings were erected in New City. Both are gable front Greek Revival dwellings with side hall entrance, paired first-story windows and two gable peak windows.

Non-Company Housing

Some residences were built by individuals who purchased land from the Blackstone Manufacturing Company. In several instances tenements were built and later sold back to the Company. An example is 12 Butler Street (ca. 1850, Map # 10/91) owned by S. W. Esting until 1866 and 4 County Street (ca. 1850, Map # 10/83A) owned by Aree Paine. One of the best preserved multi-family dwellings is at 2 Butler Street (ca. 1848, Map #10/77, Photograph # 9) which had the grocery store of B.N.& A.M.Paine in the first story and dwelling units above. Today the seven-bay, two and one-half story block retains its wood clapboard siding, the wide corner boards which carry the wide entablature with beaded and boxed cornice and the Greek Revival pilasters flanking the center entrance and supporting a projecting molded lintel.

Several single family residences are scattered on County and Ives Streets, most built in the mid 1800s. One of the only Greek Revival cottages in the Cape Cod tradition is found at 14 County Street (ca. 1850, Map # 10/79, Photograph # 7). The five-bay one and one-half story dwelling is constructed on a granite block foundation. Other modest single family dwellings are found at 9 and 24 County Street (ca. 1850, Map # 10/88 and 10/17) and 4 and 8 Ives Street (ca. 1850, Map # 10/98 and 10/96). Each displays a gable front side hall entrance plan with one and one-half stories and simple Greek Revival trim. They were built in the 1850s and 1860s.

A few houses were built at the turn of the century including 4 Butler Street (Map #10/82, Photograph # 9) which is a gable front center entrance dwelling with well detailed Queen Anne wrap porch built between 1898 and 1903. At 10 Ives Street (Map # 10/93) is a substantially altered dwelling with store front also built between 1898 and 1903. The domestic scale of this residential/commercial building is in keeping with the neighborhood.

Non-Residential Buildings

Nearly all of the non-residential buildings in this district were built by the Blackstone Manufacturing Company for the use of the mill workers. The Congregational Church (1836, School Street, Map # 10/131, Photograph # 10 and 11) is the earliest surviving example. Built in 1836 at the same time as the Greek Revival Parsonage and Headmaster's House, the church also displays the Greek Revival

(continued)

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Continuation Sheet**

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Blackstone (Worcester County)
Massachusetts**

style with its templar gable front supported by four Ionic columns. The meetinghouse has a square tower with spire.

The two extant stone buildings are representative of many stone properties constructed by the Blackstone Manufacturing Company. Built in 1843 is The Arcade Hall (Map # 10/137, Photograph # 12) at 214 Main Street. The three and one-half story gable roof structure displays random ashlar granite walls and a twelve bay facade facing Main Street. Once the building had a projecting two-story porch with doors up and down in bays 2, 5, 8 and 11. The porch no longer exists but the doors remain. The Arcade is built into the slope of the land so that it is only two and one-half stories at the rear.

The other extant stone building, the BMC Storehouse, (1844, Map # 10/112[a]) is on the mill parcel at the end of Old Mendon Street and bordered by Canal Street and the railroad. The long two and one-half story building has small window openings, segmental arched entrances and brick corbelling at the cornice. The rusticated granite block building has dressed granite quoins, lintels and sills. A string course of corbelling details the eaves and the round oculus window in the gable ends. The railroad embankment is within five feet of the building and is level with the second story making the first story doors non-functional. Clearly it was originally built to be served by the Blackstone Canal (1828-1848) which was replaced by the railroad in 1849.

Other Blackstone Manufacturing Company buildings included schools. In 1853 the New City School (Map # 10/110, Photograph # 11 and 13) was built at 9 Butler Street. In spite of alterations the large rectangular block form with hipped roof, cupola, and some Italianate ornamentation is retained. The most prominent feature is the wide raking and bracketed cornice and the boldly carved and cut brackets supporting the doorhood. The mixed vinyl and shingle siding detracts from the visual integrity of this building. In 1867 the BMC gave the town land to build The Blackstone High School (25 Mendon Road, Map # 10/1867, Photograph # 11 and 13), better known as the Grammar School for its later use, on the corner of Mendon and School Streets. The same early carpenters Charles Aldrich built the school under the guidance of a town building committee. The three and one-half story four-bay gable end Italianate building retains its heavily bracketed pediment and cornice, panelled pilasters, and heavy door lintels. Fenestration has been altered and some details such as bracketed lantern have been removed.

In 1895 the Town built a firehouse on land leased from the Blackstone Manufacturing Company. The Blackstone Fire House (200 Main Street, Map # 10/145) is a two-story hipped roof shingled building on a brick foundation. The wide roof overhang is ornamented with brackets and wide pilasters reminiscent of local Greek Revival architecture.

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The most significant landscape in the district is the site of the mill buildings south of Canal Street. The mill site (Map # 10/112) is the largest parcel in the district and includes nearly twelve acres at the edge of the Blackstone River as well as an adjoining one-acre parcel (Map # 10/115) once part of Blackstone Manufacturing Company. Today the site is characterized by open spaces of overgrown grass and a dirt road surface, the Stone Storehouse (1844, Map # 10/112[a]), a concrete modern building (ca. 1860, Map #10/112[b]), tennis courts and a swimming pool behind the modern building. The locations of the mill buildings, the road bed to the Band Wagon Bridge, and the head and tail races are visible. Evidence includes remnants of the raised road surface now grassed over, the abutment walls of the bridge, and the stone power canals all articulating the development of this site. As mentioned above, the 1844 stone warehouse remains at the northern most edge of the parcel immediately adjacent to and east of the Old Mendon Street entrance to the property. The parcel is bordered on the west by a branch or spur of the Blackstone River which is routed from the Rolling Dam north to Factory Pond and southeast to this site below which it rejoins with the Blackstone River. The northwest corner of this property is the site of the first 1809 mill building and one can visualize the path of the head race at this point, although remnants of drylaid stone are not seen. South of this is the 1979 hydroelectric dam (Map # 10/112[c]).

On an adjacent parcel, once part of the Blackstone Manufacturing Company mills land and just below the dam, is a power canal remnant (Map # 10/115[a], Photograph 14). The stone walls lining this power canal have been reinforced with concrete and the bed of the canal is now overgrown with vines and trees. There is a pipe at the end of this canal which drains to the tailrace at the River's edge. This tailrace (Map # 10/115[b], Photograph # 15) appears to be in the location of the tailraces for the 1840 mill complex built near the river edge and located between these two remnants.

The only planned open spaces in this district are the Common (Photograph # 11) surrounding the church and school and the small triangle known as Lincoln Square between Main, Butler, and County Streets which is the site of the 1919 World War I Monument (Map # 920, Photograph # 9). This latter greensward is edged by granite curbing and has some evergreens and a couple of deciduous trees with the large upright boulder monument with plaque commemorating the World War I Blackstone veterans.

Properties bordering the north side of Ives and south side of County between Butler and Washington Streets have extended open space behind which had been planned as Brown Street but was never built. Thus this wide expanse of open space was the site of many barns and sheds of which only a few remain. The open area on the east side of Butler slopes to the river and the site of the former mill buildings, however, most of this area is not included in the district due to the lack of identifiable resources on those parcels.

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The district is marked by two railroad lines which cut diagonally through and are elevated with abutment walls and bridges existing at the core of the district. At the mill site gate is the Old Mendon Street Bridge (1903, Map #914). It is a 29 foot deck plate girder bridge. Several bridges of the Norfolk County Railroad span roads in the district. The Caines Court New York and New England Railroad Bridge (1908, Map # 906) is a nineteen foot deck plate girder bridge and nearby is the Canal Street Norfolk County Railroad Bridge (1917, Map # 907), a 109 foot deck plate girder bridge. At Main Street only the New York and New England Rail Road Abutments (1917, Map # 913) survive. All of the railroad crossings replace bridges which were originally built in 1848 and 1850 and were of wood construction.

The oldest bridge site is the Bandwagon Bridge Site (Map # 904), mentioned above, where Old Mendon Street crossed the Blackstone River into Rhode Island. Here part of the abutments remain to remind us of that crossing which passed through the middle of the Blackstone Manufacturing Company mill buildings site and was the major crossing until the mid 1800s. Also the roadbed approaching this site is visible and in line with Old Mendon Street on which approaches the entrance of the site.

Archaeological Description

While no prehistoric sites are currently recorded in the district, or in the general area (within one mile), it is possible that sites are present. Prehistoric site concentrations have been identified elsewhere along the Blackstone River and its tributaries, both in Massachusetts and Rhode Island. In Blackstone, only one site is recorded for the entire town, probably the result of underreporting.

The physical characteristics of the district include well-drained level to moderately sloping terraces with ledge in close proximity to wetlands. These characteristics indicate favorable locational criteria for Native American subsistence and settlement activities. Wetlands in the district include the main channel of the Blackstone River and a Blackstone River branch channel that flows through the district and meets the main river channel at the southern end of the district. Given the above information and the size of the district (approximately 30 acres), it is probable that prehistoric sites are present; however, because of intense industrial and related residential development, the potential for significant prehistoric recoveries is low to moderate.

A high potential exists for the recovery of historic archaeological resources in the district. Structural remains and related features from the 18th and early 19th century farms that predated industrial development in the village are the earliest potential historic resources in the area. Most 19th and 20th century resources in the area are the direct result of the development of two textile companies: the Blackstone Manufacturing Company (BMC), which began in 1808, and the Darius Farnum Mills, which date to 1825. The latter mills are located outside the district and primarily influenced some residential growth in the area. The Blackstone Manufacturing Company was the major force behind most developments in the district. A portion of the Blackstone Canal, a regionally important

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transportation corridor, is also present in the district.

Historic archaeological resources are present throughout much of the proposed district and are discussed in this text. The major force, however, for including Criterion D in this nomination is the actual industrial facilities for the Blackstone Manufacturing Company and the Blackstone Canal. Unlike many other industrial areas throughout New England which were destroyed by fire, the mills at the Blackstone Manufacturing Company site were intentionally dismantled over a tax dispute. Rather than pay increased property taxes for mill buildings, the BMC moved across the river to Rhode Island in 1903 and demolished most BMC mill buildings in the district in 1904 to avoid paying taxes. Existing structures and stonework at the site of the mill buildings between Canal Street and the Blackstone River indicate that the demolition was not complete and that portions of one and possibly two mills remain intact beneath existing ground surfaces. Precise locational data for the mill buildings combined with filling, limited intrusions and visually identifiable stonework related to the mills makes a convincing argument for the survival of these resources and their integrity.

Structural remains from the BMC mill buildings and related power canals are the most important resource types between Canal Street and the Blackstone River. The first BMC mill constructed on the property was a cotton spring mill, also known as the Old Stone Mill, built in 1809. That mill was constructed on the northwest portion of the large .12-acre undeveloped parcel lying between Canal Street and the Blackstone River. The 1809 mill was one of the earliest mills built in the country, constructed only 10 years after Slater Mill in Pawtucket, Rhode Island. The mill was one of the earliest mills made of stone and 4 stories high. Structural remains may survive from this mill, particularly below ground floors and power canals which may have run under the mill. A wheel pit may also survive. Land surfaces in this area are nearly 30 feet above the level of the Blackstone River and approximately 10 feet above the Blackstone River branch.

The second BMC mill or New Mill and related structures were built in 1840-1841 roughly southeast of the old mill. Structural remains from several mill buildings associated with this mill may survive intact below several feet of fill in this area. New Mill was also constructed with stone quarried from nearby quarries. A complex network of power canals also likely survives beneath fills at the BMC site. The headrace for the 1809 mill, later also used as part of the 1828 Blackstone Canal, survives reinforced with concrete near the 1889 mill site. Power for the later 1841 mill or New Mill was also apparently diverted from this source, possibly from the tailrace of the earlier mill or the Canal. This New Mill also had two tailraces that returned water to the Blackstone River, one of which is visible today south of the New Mill site.

The fact that the mills were demolished and the mill sites filled has previously been given as support for the survival and integrity of portions of the mill sites. The locations of the surviving head and tail races also support this interpretation. First, visually identifiable survivals of the mill power canals survive; however, more important is the amount of fill over these resources and the drop in elevation between the surviving headrace/canal and tail race. A difference in elevation of approximately 30 feet

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exists between land surfaces at the point where water enters the headrace/canal and the point where it leaves the tailrace at the Blackstone River. Approximately 20 to 30 feet of fill exists over the tailrace, indicating substantial portions of the New Mill may survive. The only modern intrusions in the area include a 1960s concrete building, a tennis court, and a pool. These intrusions were built on fill and probably did not affect archaeological survivals of the mill, which likely lie several feet below the surface.

Several additional resource types also exist in this vicinity of the mill sites discussed above. Abutment walls from the ca. 1820 Bandwagon Bridge, which extended old Mendon Street across the Blackstone River to Rhode Island also survive on the BMC property. Construction features from the bridge abutments and the access road are also probably present as indicated by the existing raised road surface leading to the bridge locations. Additional mills and mill-related buildings are also reported in the vicinity of the 1809 mill; by 1811, however, unlike the resources discussed above, their locations are not well documented. These buildings included a saw and grist mill, dye house, machine shops, bleaching shops, barn, storehouse, and greenhouse, indicating the potential for a variety of structural remains and power-related facilities. Trash deposits should also exist in this area related to industrial activities at the mills. Waste material related to mill production as well as discarded machinery may have been dumped near the mill rather than incurring the added expense of transporting the material off the site. Few laws existed governing the disposal of industrial waste in the 19th century. This fact combined with the intense industrial use of the area indicates waste deposits should be present.

The only structure that survives from the BMC mill complex is the 1844 BMC storehouse, which lies at the northern border of the mill site property near Canal Street and the railroad bed. That structure was built in stone, possibly from the old bleachers, similar to the other BMC mill buildings. Construction features should exist from this building and the railroad embankment next to the mill. Trash deposits may also be present near the building related to its use as a storehouse. Prior to 1895, the stone warehouse or storehouse was also used as a type of fire station where BMC fire apparatus was stored. Archaeological survivals may also exist in the area from this activity.

Another important archaeological resource in the area is the Blackstone Canal, which passed just north of the BMC buildings and the extant stone storehouse. The canal was built in 1828 providing transportation for goods built in local mills. The canal's history was short-lived being replaced by the railroad in 1847 and closing in 1848. That same year, the canal was filled and Canal Street laid out over the canal. Archaeological features and possible structural remains from the canal prism, including the canal trench, tow path and embankment, should survive in filled areas under Canal Street. A portion of the Blackstone Canal is still visible along the Blackstone River Branch near the 1809 and 1841 mill sites. The headrace for the 1809 mill was apparently modified in this area and incorporated as part of the Blackstone Canal. Dry-laid stonework was reinforced with concrete in this area possibly when the nearby hydro dam and station were constructed. The presence of the BMC storehouse in this area also indicates that facilities for loading canal boats may also exist in this locale. Archaeological survivals should also exist for lock #20 in the vicinity of the Canal Street/Old Mendon

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Street intersection. Survivals of a bridge which spanned the canal may also exist at this location.

Beyond the locus of the actual mills, archaeological resources from residential construction and limited commercial activity may also survive. Potential remains from farmsteads that predate and possibly overlap with early industrial development have been discussed previously. The majority of most residential construction and potentially related archaeological survivals are the direct result of BMC construction for workers in the mills. Most housing was multifamily, although a few single-family houses were also built. BMC records indicate the presence of multifamily housing in the district in 1809, when 44 families were moved to the village to operate the mill. During the early years of BMC development, family workers were preferred for the work force; however, single workers were also present. BMC records from 1809 indicate many families who occupied tenements divided into halves, quarters, thirds, or sixths in turn rented rooms to single millworkers. Following the depression of 1837 and subsequent decrease in cloth production, a shift from family workers to more transient single workers was made. The number of boardinghouses increased in response to this shift.

Structural remains from earlier tenement buildings and occupational-related features (trash pits, privies, wells) can exist in the district locale surrounding the mills. Similar remains in the New City of the High Rocks area of the district date to the mid 19th century and later since development of New City was not planned until 1847.

Among 15 tenements constructed in the village by 1810, only three appear to be in the same location, indicating several have been moved or demolished. Middle Street, which enters the district at its southern end, was the site of several BMC tenements by 1817, none of which are extant today. Structural remains from the ca. 1835 tenement now at 17-19 Mendon Street may survive at its original site at the corner of Church and School Streets, where it was moved when the railroad was constructed in the mid 19th century.

In the New City locale, mid 19th century tenement remains may survive in the vicinity of 13-15 Ives Street where a tenement burned in 1854. In 1853 the BMC built six wood frame houses in the Butler/Ives Street locale, of which only the houses at 20 Butler Street and 16-18 Ives Street remain. Several company-owned brick and stone tenements, no longer extant, were also constructed on Duncan and Tripp Streets, some of which may be present archaeologically within the district. Two wooden tenements were also replaced by the Blackstone Inn at 8 Butler Street.

Limited commercial development was also present in the district, mainly in the New City locale. A wheelwright, blacksmith, tinsmith and at least one grocery store were clustered in the Main, Butler and Goddard Street area by the mid 1800s. Archaeological survivals from these activities may exist in the form of structural remains of buildings where the activities took place or from related trash deposits. Outbuildings, an underrepresented resource type in the district, may also be present throughout the district related to tenement structures and possible commercial activities.

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8. STATEMENT OF SIGNIFICANCE

The Blackstone Manufacturing Company Historic District is a nineteenth century industrial village comprised of company built housing and institutional buildings representative of a town which was shaped by the textile industry and specifically by the Blackstone Manufacturing Company. The district includes properties spanning the life of the Blackstone Manufacturing Company from 1809 through its sale to the Lonsdale Company in 1924. Intrusions in the form of new unrelated construction are few. Today the district provides a substantial amount of the local housing with commercial and institutional properties east of the district boundaries. The Blackstone Manufacturing Company retains integrity of location, design, setting, workmanship, feeling and association and fulfills Criteria A, C, and D of the National Register of Historic Places at the local level.

Blackstone was part of the 1667 Mendon grant and the establishment of the "Quinshapagne" Plantation by twenty-three men from Braintree and Weymouth. The first industrial activity in what became the South Parish of Mendon and later Blackstone is recorded as the small 1716 forge of John Richardson on the Mill River at Forge Pond. The first on-going industrial settlement was in 1753 when James Cargill established a grist mill on Mill River east of the Mendon Road, now Elm Street. This site was purchased by Seth Kelly, Sr. in 1759 from which date East Blackstone became a center of local activity. (East Blackstone Village Historic District National Register nomination).

The first meetinghouse in Mendon's South Parish was built at Chestnut Hill, today part of Millville, in 1769. School districts were established in 1799 with seven of the eleven in the South Parish. Settlement clusters are found at East Blackstone Village, at Five Corners, at Chestnut Hill which separated as the town of Millville in 1916, and at Blackstone Village.

The development of Blackstone Village is directly related to and driven by the development of two textile companies; the Blackstone Manufacturing Company begun in 1808 and Welcome and Darius Farnum's mills from 1825. The richness of the Blackstone River's water power was realized and thus began the role of Blackstone as an important industrial center in the Blackstone Valley. Prior to that the Village had been the site of several farms.

The Brown and Ives Manufacturing Company of Providence was the forerunner of the Blackstone Manufacturing Company with original investors from the parent company including Nicholas Brown and his son-in-law Thomas Poynton Ives and additional investors, Cyrus and Samuel Butler, and Seth Wheaton of Providence's trading house of Butler and Wheaton. In 1804 they purchased two hundred and sixty acres of land in Massachusetts and Rhode Island with the majority of acreage in Mendon later to become Blackstone. The extension of Old Mendon Street, the Bandwagon Bridge (Map # 904), was the main crossing of the Blackstone River between Blackstone and Rhode Island. This main route between the two states was a covered bridge by the mid-nineteenth century. The bridge was maintained by the Blackstone Manufacturing Company and was located on company property so that when destroyed in the 1938 hurricane it was not restored.

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Early development of the mill included a dam near the location of the present Rolling Dam, the Old Stone Mill on a water privilege formed by the damming of the Blackstone River, and several tenements for workers' housing by 1809. Construction began in July of 1808 according to Company records. The cotton spinning mill manufactured twist, filling, thread and yarn which supported cottage industries of hand loom weavers on local farms.

In the first two years of operations fifteen tenements of four units each were built near the Old Mill on what are now Canal Street, Church Street and Main Street. In 1811 additional buildings included a saw and grist mill, dye house, barn, storehouse, and greenhouse. By 1814 an additional seven tenements were added all of which were divided in half or in quarters. According to Blackstone Manufacturing Company records, the first tenement to be divided into sixths - with two units of one-third each and two of one-sixth each - was built on Middle Street in 1817. None of the Middle Street tenements remain today. In 1826 one tenement, a shoe shop and cooper shop were added and in 1827 the first mentioned brick house was built on Middle Street and split into thirds with one family renting two-thirds of the dwelling and the other one-third. Additional growth is noted from 1831 to 1836 with more tenements most split into quarters, an additional brick house, the meetinghouse, the Parsonage and adjacent Greek Revival house, now referred to as the Headmaster's House.

The old mill (1809) followed the English progenitors in its utilitarian format of the large rectangular block of four stories with a centered projecting pavilion and cupola centered on the ridge of the main block. Later photographs of Blackstone Manufacturing Company's Old Mill show four shallow wide dormers straddling the ridge in place of a clerestory monitor. This mill building had a regular fenestration pattern with the center of the main block consisting of six windows on each side of the projecting pavilion and flanking six-bay blocks on the same plane as the center block but having a distinction in stone work to break up the long expanse. The flanking six-bay blocks may have been added to the original mill although there is no record of major addition to the first mill. This mill was one of the earliest constructed only a decade after the Slater Mill which was of wood construction. The stone masonry walls were preferred for safety reasons and it is interesting to note that the Blackstone Manufacturing Company does not record any significant loss from fire. Stones for construction were quarried locally according to records. The mills are no longer extant due to actions of the Company in retaliation for tax disputes and a 1903 move to Rhode Island following by demolition of all mill buildings on the Massachusetts site in 1904.

Early mills in Rhode Island and Massachusetts were structured as "family style" businesses such as the smaller Slater Mill of Pawtucket, Rhode Island or by the Lowell or Waltham model of transient single workers with boarding houses for young single men or women. The Blackstone Manufacturing Company appears to have struck a balance between the two modes of operation and although the company and town relations were often strained the company contributed to community planning by providing for and controlling not only the working lives of the mill operatives and families but also the educational, commercial, residential, and religious segments.

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The early years of the Blackstone Manufacturing Company development were dominated by family workers who lived in the various tenements which were divided into half, quarter, third or sixth. Many of the families in turn rented rooms to single mill workers which is recorded in BMC documents from 1809. There were a couple of large boarding houses providing housing on a short term bases for transient workers. By the mid 1800s the few boarding houses were managed by Blackstone Manufacturing Company employees who built equity in their job by receiving furnishings from the Company which would belong to the managers after a certain period of time.

Once the first mill was finished in 1809 Blackstone Manufacturing Company records indicate that forty-four families moved to Blackstone to operate the mill. Thus the initial evolution of the Company was unrelated to local residents and clearly was driven by location and topography rather than local need for industry. The tenements were divided in half or in quarters in an horizontal fashion so that a family rented from the Blackstone Manufacturing Company an upper or lower half or the upper north quarter or lower west quarter depending on the orientation of the building.

In 1811 a Blackstone Manufacturing school district was added to Mendon's 1799 school districts. A building known as the Old Vestry was situated at the top of Church Street and served as a church and schoolhouse for the first two decades. The first organized religious group in Blackstone Village was the Freewill Baptist Society in 1822. The XIV District Schoolhouse (no longer extant) was used as a place of worship also until the Blackstone Manufacturing Company contracted with Charles Aldrich to construct the Greek Revival meetinghouse (the Congregational Church, School Street, Map #10/131) next to the XIV District School in 1836. This was the first of many civic and institutional buildings developed by the Blackstone Manufacturing Company for its workers and the town of Blackstone. The church was used by the Freewill Baptist Society until they built their own meetinghouse in 1841 on the corner of Main and Blackstone Streets. At that time the Congregational Church was formally organized with the Reverend Michael Burdett as the first minister. Also in 1836 the Parsonage (20 Mendon Street, Map # 09/88) and the adjacent dwelling sometimes referred to as the Headmaster's House (22 Mendon Street, Map #09/89) were built by the Blackstone Manufacturing Company.

Severe financial difficulties struck many mills in southeastern Massachusetts and Rhode Island following the depression of 1837 and by 1839 the Company informed mill superintendents and workers that there would be a decrease in production of cloth. With this turn in the economy came a shift in the type of workers employed by Blackstone Manufacturing so that in the 1840s there were more transient single workers than family workers. In fact in 1843 out of 518 total employees, only 191 lived locally with their families. Thus the boarding houses were increased to three with rules for the manager and for the boarding workers.

By the early 1840s the Blackstone Manufacturing Company entered a second building phase. In December of 1840 the BMC contracted with Allen Chase, Lewis Darling, and Thurber Wittell to build a new mill using stone from nearby ledge and from the BMC property. The mill was completed in 1841 and referred to as the New Mill. This complex was located on the same site southeast of the

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1809 Old Mill and had a head race which ran off the Blackstone River branch or spur between the two mill buildings and had two tailraces which fed back into the main river. Remnants of these two power canals, the headrace (Map #10/115[a]) and one tailrace (Map #10/115[b]) are visible today and confirm the mill complex layout. The 1879 Bird's Eye View of Blackstone Village shows a the large complex which was built from 1841 to 1856 including a six-story central block, flanking wings, three stair towers on the north face of the mill and three projecting ells on the south face at the River's edge. This same view shows a round gasometer located near the southeast edge of the parcel. No evidence of this remains.

Again in 1844 the Blackstone Manufacturing Company contracted with Chase and Darling to "erect a building of stone finish, like the walls of the New Mill" (MSS 9, Subgroup 1, Series A, Box 1, Folder #2 - August 1844). It was suggested that the stones of the old bleach house be used as it was within the staking of this new building. The dimensions indicate that this refers to the only remaining stone building (Map # 10/112[a]) on the mill site which clearly was built while the Canal still functioned due to the location of first story doors and the present proximity of the raised railroad within five feet of the north wall of this building.

Also built in the 1840s by the Blackstone Manufacturing Company was the Arcade Hall (1843, 214 Main Street, Map # 10/137). This was owned by the Company and leased to various merchants such as Booth and Brown in 1846 as a general store. The building was divided into 13 units and in the 1850s nine of these were leased to Edward W. Barrows who lived at 22 Mendon Street the house which is often referred to as the Headmaster's House. Barrows sold flour and grain and maintained a country store in the Arcade Hall according to New England Business Directories. Offices for lawyers were maintained in the building and the third floor had a meeting hall known as Arcade Hall used by the St. Jean de Baptiste Society, the Welcome Farnum Order of Foresters of America, and the Literary Society. Tradition states that the commercial businesses were frequented by those passing through town using the Canal until 1848 and the railroad thereafter.

The construction of the Canal and later the railroads were key in the development and success of the Blackstone Manufacturing Company. Although the idea of a canal linking Providence and Worcester was first discussed as early as 1796 it was not developed until the 1820s opening in 1828. There were nine locks in Blackstone, eight of which were within just over a mile and each costing \$4,600. The Blackstone Canal (see National Register Nomination - Fitch for Public Archaeology Laboratory - 1994) passed just north of the BMC mill buildings creating excellent transportation for moving the goods made in the local mills. When the Providence & Worcester Railroad was laid in 1847 use of the Canal declined rapidly and it was closed in 1848. In October of 1848 Canal Street was laid over the Canal with the railroad following a similar route and raised above Canal and street level through this part of Blackstone. In 1849 the Norfolk County Rail Road, later known as the Boston and New York Railroad, was laid and by 1850 there was a Blackstone Manufacturing Company station just below Canal Street and west of Old Mendon Street on the Providence & Worcester line. Early railroad bridges crossing Canal and Main Streets were of wood truss construction. In 1883 and 1884

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iron truss bridges replaced the wood bridges and most were again rebuilt in the 1900s by the Pennsylvania Steel Company (Mendon Street, 1903, Map # 914) and the American Bridge Company (Canal and Main Streets, 1917, Map # 907 and 913).

In 1847 the Blackstone Manufacturing Company filed a plan of company land west of the mills and east of the River laid into house lots. The new area, known as New City and later called High Rocks, was reached by Main Street over the New City Bridge crossing that part of the Blackstone River tributary on which the mills were built. New streets were named after the mill executives and original investors including Brown, Butler and Ives and heirs to early investors, Goddard and Duncan. Brown Street was never laid out or built upon and Duncan and Tripp were in Rhode Island and no longer exist. The first development of company housing in this area was four- and eight-unit wood tenements on Ives, Butler and Goddard Streets. Some lots were sold to individuals who built tenements or houses of which some were sold back to the Company. Throughout the 1800s and the early 1900s some of the domestic buildings had commercial enterprises on the first story. An example is Aree Paine's grocery store and second-story residential use at 2 Butler Street which is similar in style to the many Blackstone Manufacturing Company tenements.

The need for the new housing in New City is evident by the company records showing types of jobs and number of employees. The most extensive records are from 1855 which show who worked in each location, how much they were paid, and in some instances where they lived. Most jobs were done by men and women with the exception of work in the dressing room, mule room and mule spinning room, repair shop and farm which were all men. The weaving rooms were mixed with more women than men. The number of mill employees steadily rose in spite of some declines in production in the late 1830s and early 1860s. In 1843 there were 518 workers, in 1858 834 workers and by the late 1860s over 900 laborers.

In the tradition of other mill towns, the Blackstone Manufacturing Company continued to provide jobs, housing, and community services for its operatives. Most of the housing built was company owned. The Congregational Church and Arcade Hall, a commercial block, had been built by the Company. In 1853 the Blackstone Manufacturing Company contracted with Allen Chase to build a schoolhouse for \$5500. Full specifications are included in Company records. For this New City School (1854, 9 Butler Street, Map # 10/110) ninety-six desks and 120 chairs were ordered, one-half for the upper room and one-half for the lower room. The New City School, later called the Lincoln School, first a High School, became a Grammar School in 1867 when the BMC built the Blackstone High School (25 Mendon Street, Map #10/121) to replace the old schoolhouse (no longer extant) on the Common which became the Library. This 1867 Blackstone High School became the Grammar School in 1920 when a modern high school was built at 86 Main Street. Also in 1853 the BMC set aside four and one-half acres for the Blackstone Cemetery north of the district on Mendon Street, provided the Town fence it and adorn with walls, trees and shrubs.

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The last significant housing construction occurred in 1865 and 1866 when the BMC developed several brick tenements most of which are extant, a couple of stone buildings, no longer extant, and one or two wood tenements. Full documentation of supplies purchased and descriptions of the buildings and the use of space are described in various parts of the Company documentation. Existing construction from this time period include what is called the Overseers Block (1861, 1864, 24-34 Mendon Street, Map #09/90) which had six units for mill operative managers with each unit of two and one-half stories. Twelve tenements for mill operatives were included in the brick building at 28-38 Butler Street (Map #10/104). The use of attic rooms split between the upper and lower tenant is described. And next to this twelve tenement block was the three-tenement block, 26 Butler Street (Map #10/108). One of the wood tenements (205-207 Main Street, Map #10/140) built in 1865 to replace a building opposite the Arcade was divided into four units with the two front attic rooms, front cellar and end wood houses belonging to the lower tenements.

The only late nineteenth construction on BMC land, which is extant, was the 1895 Firehouse (200 Main Street, Map #10/145). The Town appropriated \$3000 to construct the firehouse. Prior to this the fire apparatus had been housed in the extant stone warehouse at the Blackstone Manufacturing Company site.

At the turn of the century the Blackstone Manufacturing Company had a significant dispute with the town over its taxes. The sixty-one acres of village land with water privilege, tenement houses, mill buildings etc. was valued at \$745,000. The Company was able to get a better rate in Rhode Island so the company closed the Blackstone Village mill buildings and constructed in 1903 the enormous three-story brick building with two story additions only 1000 feet over the state line south of New City/High Rocks housing. Butler Street extended into the new mill site and the new building was an imposing view to all those living in High Rocks. In 1904 the BMC demolished all the mill buildings in Blackstone in order to avoid taxes. The new mill was furnished with modern equipment including automatic looms and turbine generators the housing for which were at the edge of the Blackstone River on the State line.

Prior to change in ownership the Blackstone Manufacturing Company built the Blackstone Inn (8 Butler Street, Map #10/90) also known as the Duncan Inn between 1920 and 1923. It replaced two wood tenements on the corner of Butler and County Streets and was evidence of business visitors needing temporary housing in town. This building has since been converted to a nursing home.

In 1924 the Blackstone Manufacturing Company was sold to the Lonsdale Company in an attempt by the Goddard Brothers to consolidate their manufacturing holdings controlled by Brown and Ives and by the Butler and Duncan families. This included the assets of the Blackstone Manufacturing Company, Hopedale Company, and the Berkeley Company. Thus the new Lonsdale Company started out with 54,360 spindles, 1,376 looms and only 479 workers. The increase in automated machinery had reduced the work force nearly by half. Thus ended the reign of the Blackstone Manufacturing Company.

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In 1944 Lonsdale sold to Textron, Incorporated which operated the Rhode Island mills until the mid 1950s. Most of the workers continued to be housed in former Blackstone Manufacturing Company housing, much of which was sold into private ownership. The Tupper Corporation purchased the mills in the 1950s and now the Rhode Island mill building is owned by Tupperware while the vacant Blackstone mill site is owned by the Blackstone Smithfield Corporation. The only remaining stone mill building and the Arcade are vacant and in declining condition. The Congregational Church presently is unused. And both the New City School and the High School (later known as the Grammar School) have been converted to housing. Other buildings continue to serve as multiple family housing in private ownership.

Archaeological Significance

The Blackstone Manufacturing Company Historic District fulfils Criterion D for its potential to yield significant information regarding human activity at this location.

Since patterns of prehistoric occupation in Blackstone are poorly understood, any surviving sites could be significant. Prehistoric sites in this area can contribute to a greater understanding of Native American settlement and subsistence within the Blackstone River drainage, particularly in a transitional zone between the coastal lowlands and Worcester Plateau uplands. Native American settlement in this area may focus on larger sites along the Blackstone River, possibly at the confluence of tributary rivers/streams or at fall lines, which includes the district area. These sites in turn may be related to larger sites and/or core areas along lower portions of the Blackstone River towards Narragansett Bay to the south or towards the lower reaches of the Charles or Neponset Rivers to the northeast. Prehistoric sites in this area may contain information which indicates the local and regional socio/political impact of native social groups in these drainages and possibly how these relationships changed through time. This data could test commonly held beliefs pertaining to riverine drainage settlement hypotheses.

Historic archaeological remains within the district have the potential to contribute strongly to the district's significance in a variety of ways. Numerous archaeological resources have been identified within the district visually, from documentary/cartographic resource and as potential resource types. In some areas the survival of archaeological resources and their integrity is questionable; however, in other areas, particularly at fill locations such as the BMC site and Blackstone Canal, the circumstances surrounding filling the closure of the resources and visually identifiable survivals indicates that extensive archaeological resources should survive intact with integrity. Extensive documentary resources covering a wide variety of Blackstone Village development enhance the value of archaeological resources in the village. Detailed records kept by the Blackstone Manufacturing Company (BMC) document most of the industrial, residential, and commercial developments in the village throughout the 19th and early 20th centuries up to the sale of the BMC to the Lonsdale Company in 1924. The volume of these records, their diversity, and the survival of industrial archaeological components of the village indicates that while much of the district's significance is

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known, much still remains to be thoroughly documented.

One topic that is severely lacking in documentation, and to which archaeological resources can contribute, is the early settlement of Blackstone Village prior to BMC development. Early settlement of the Blackstone Village locale was driven by the needs of local residents who occupied several farms in the area. Conversely, the growth of Blackstone Village as an industrial center was driven by location, topography and the development of two textile companies: the Blackstone Manufacturing Company in 1808 and Welcome and Darius Farnum's mills from 1825. Archaeological resources can document the factors behind this evolution in several ways. Further documentary research of deeds, probate records, and BMC records combined with archaeological survey and excavation can identify the locations of early farms and industries developed in response to local agricultural needs. Which farms, if any, were purchased by the BMC for industrial development? When were the grist and saw mills located near the 1809 Stone Mill developed and by whom? When and why were these early mills closed? What was the role of the BMC in their closure? Documentary and archaeological research combined can complement one another to answer or contribute to these questions.

Archaeological resources at the 1809 and 1841 mill sites can provide important data relating to the evolution of waterpower technology relative to mechanized textile mills. Further examination of BMC records and maps combined with archaeological testing in the vicinity of the mills can identify the layout of power canals at the site and their evolution from 1809, when the first BMC mill was constructed, through the 20th century, when the hydro station and dam were built. Archaeological resources and records may also exist for power canals pre-dating the 1809 mill, possibly associated with earlier grist and sawmills in the vicinity of the 1809 mill. The extent of modifications to existing power canals by later power canals and the Blackstone Canal can also be determined from archaeological resources. This information can play an important role in determining who or what was given preferential water rights and why disputes over water rights may have arisen. The transfer of waterpower from the canals to the mills is another area in which archaeological resources can contribute. The lower floors of the mills and power canals, including wheel pits, should characterize the areas in which archaeological resources survive. In some cases these resources have been documented. Archaeological testing complemented by documentary research can focus on areas where wheel pits should survive. This information would be extremely important in a study of the transfer of waterpower through the mill and, in the case of the 1809 mill, in the evolution of waterpower for textile mills in general.

One of the more important areas in which archaeological resources can contribute to the district is the extent to which the BMC influenced the social, cultural, and economic development of the village and its inhabitants. This analysis can also indicate the extent to which this influence was extended beyond the Blackstone Village to outlying smaller villages such as East Blackstone. Further examination of BMC records, census documents, and archaeological studies of tenement sites and occupational-related features (trash pits, privies, wells) can determine the extent to which the BMC selected individuals and social groups to work in its mills and occupy its housing. Families were the preferred work force

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during the mill's early years; however, single mill workers were also present at an early date. This pattern changed after the 1837 depression with a shift to a work force characterized by transient single workers.

Were single workers preferred over family workers for certain jobs? What were the conditions of life for single workers compared to family workers? How did the ratios of male to female single workers change over time? Did the construction of boardinghouses in the mid 19th century reflect a change in the single work force to the hiring of female workers? The study of BMC records, census tract information, and archaeological resources can contribute valuable information towards these questions. Archaeological survivals of early to mid 19th century tenement sites should survive in the district; these can contribute information on the lives of workers in the mills. BMC records document the fact that tenement houses were divided into several units to accommodate families who in turn presumably rented rooms to single workers. Detailed analysis of occupational-related features at tenement sites can contribute valuable information on the lives of factory workers and the relationship between single and family workers. Structural remains from tenement sites may also contain information that further defines the layout of these buildings as they relate to the housing of numerous social units. Ethnic studies can also be important in the analysis described above. Increases in immigration by different ethnic groups over time may have influenced changes in the village work force and its social/cultural institutions. Changes in ethnic groups in the village may have left survivals that can be recognized by archaeological remains. On the other hand, the extent of BMC influence may also be evident from archaeological resources by limiting the degree of change from one group to another.

Social, cultural, and economic development in the Blackstone Manufacturing Company Historic District can also be addressed through further definition of concepts such as self-sufficiency versus interdependence. These concepts can be used to investigate the relationship between the BMC and its workers and the relationship between the BMC and outlying village industries. Historical studies, focusing on BMC records supported by archaeological data, including structural remains and domestic/industrial occupational-related features, can document the extent to which the BMC sought to create a self-sufficient industrial community while at the same time promoting interdependence between the company and its workers. Archaeological data can document the degree of BMC involvement in educational, commercial, residential, and religious segments in the community and how they may have changed or been influenced by non-BMC groups. Studies focusing on the family versus single employment in the village workforce may identify specific reasons for this change. Was family employment combined with BMC-sponsored social and religious services part of a company plan for a self-contained or self-sufficient industrial community, while at the same time promoting economic interdependence between the workers and the company? Archaeological survivals of residential, commercial, and possibly institutional facilities of BMC versus non-BMC structures can be used to measure the extent of self-sufficiency within the overall community. The same resources combined with the analysis of occupational-related features at residences and commercial structures and BMC records can also be used to gauge the degree of interdependence between the company and its workers.

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Self-sufficiency versus interdependence is a topic that can also contribute information relating to the economic relationship between larger company-owned industrial villages such as Blackstone Village and smaller rural industrial villages such as East Blackstone. Company records and archaeological survivals from production areas, warehouses, and trash deposits at the mills can document the range of products manufactured and whether they were the start or finish of the industrial process. Manufactured goods at the 1809 old stone mill included threads and yarns that supported cottage industries of hand loom weavers on local farms. How long did this relationship persist? As smaller mills developed in rural industrial villages, were they also interdependent with larger mills at various stages in the industrial process? Archaeological study of survivals at the BMC mills and a comparative analysis with mills in smaller outlying rural villages can contribute information towards these questions.

Archaeological survivals related to the Blackstone Canal are another resource type that can contribute strongly towards an understanding of the district's significance. Numerous research questions could be addressed from the canal lock and prism (towpath, channel, embankment), which were buried shortly after the canal was closed. In a general sense archaeological resources from the area can contribute information on the evolution of canal transport systems and their importance for regional movement of industrial and agricultural cargoes. In the Blackstone Manufacturing Company Historic District, one research area that could be investigated includes the construction and engineering techniques used in canal construction. What were the general construction techniques that were used in construction along this portion of the canal? Was the lock in this area excavated into ledge? What precautions were taken to ensure waterproofing in the canal trench and lock? Do archaeological survivals of the canal prism and lock support the canal design as planned, or were as-built changes made? How does the design in this area of the canal compare with other canal segments in Massachusetts and Rhode Island? Archaeological excavations and soil boring in the area of the canal prism and lock can contribute data towards these questions. The relationship between the canal's use for transportation and waterpower can also be addressed from archaeological remains in the district. Most 18th and 19th century canals in the country started as transportation canals then changed to waterpower canals once their transportation function ended. The canal in this area may have actually had a reverse evolution. The 1828 transportation canal may have actually incorporated parts of an existing 1809 waterpower canal into its design. Once the canal closed, portions of it in this area returned to a waterpower function alone. Archaeological resources in this area can help determine what changes were made to the original power canal to incorporate its function as a transportation canal. Archaeological survivals of canal features may also survive which provide information indicating how the canal avoided interruption of industrial activities when water resources were needed for canal functions, including operation of lock #20. BMC records may also help in these studies.

In addition to the actual canal remains, archaeological resources in the district also have the potential to provide information on early 19th century bridge and road-building technology. Potential structural remains from the 1828 bridge that spanned the Blackstone Canal at the lock #20 site can provide additional structural details of canal-related bridges, while similar remains and archaeological features

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from abutments at the site of the Bandwagon Bridge can provide details relative to the technology of larger riverine highway bridges. Information pertaining to early 19th century road-building technology can also be gained from archaeological features related to the raised road surface remnants that approach the Bandwagon Bridge site.

One additional comment should be stressed pertaining to the significance of archaeological remains in the Blackstone Manufacturing Company Historic District. The research value of known and potential resources is enhanced by a variety of factors, including the demolition and filling of the mill sites and limited intrusions in the mill areas. Of equal importance, however, is the fact that most resources in the district were built and owned by a single proprietor the Blackstone Manufacturing Company, throughout the entire 19th and early 20th centuries. The value of resources in the district is further enhanced by the fact that the BMC kept written company records for the district/village area throughout most if not all of the company history. Written records complement historic archaeological resources to provide a more comprehensive view of the past not achieved in other periods of archaeological study. In the Blackstone Manufacturing Company Historic District this complementary relationship is particularly important in studies of social organization, including the family, village community, labor force, and ethnic groups. To date, only limited study of BMC records has been made. Their potential applicability in the interpretation and prediction of archaeological resources remains enormous.

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10. GEOGRAPHICAL DATA

UTM References (cont.)

Point	Zone	Easting	Northing
E	19	289650	4654560
F	19	289510	4654490
G	19	289660	4654480
H	19	289350	4654340
I	19	289250	4654440
J	19	289200	4654480
K	19	289240	4654460
L	19	289180	4654330
M	19	289040	4654330
N	19	289020	4654370
O	19	289010	4654370
P	19	289010	4654400

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Q	19	289000	4654400
R	19	289950	4654550
S	19	289070	4654570
T	19	289070	4654600
U	19	289110	4654610
V	19	289240	4654580
W	19	289240	4654600
X	19	289280	4654610
Y	19	289270	4654760
Z	19	289340	4654790

Verbal Boundary Description

The Blackstone Manufacturing Company Historic District boundaries follow property lines for the most part and are included on Blackstone Assessors Plats 8, 9 and 10. The exception to property boundaries is the lot of 24-34 Mendon Street (Map #09/90). Beginning in the northwest corner of said lot the district boundary runs along the north boundary in an easterly direction for 270 feet where it turns south to connect with the rear/east property lines of 22 and 20 Mendon Street (Map #s 09/89 and 09/88). The district boundary then turns west and follows the southern property line of 20 Mendon Street crossing Mendon Street where the district boundary turns south following the west edge of the Mendon Street and the railroad right of way to Main Street crossing Main on the edge of the railroad and crossing Caines Court and Canal Streets whereupon the district boundary turns northwest following the southern edge of Canal Street. The boundary then follows the east and south lines of 105 Canal Street (Map #08/70) and crosses the Providence & Worcester Railroad to the property line of the Blackstone Manufacturing Company site (Map #10/112). The district boundary then follows the northeast property line in an southeasterly direction to the edge of the Blackstone River at which point it turns west following the river to the State line, then follows the State Line to the west line of Parcel #10/115 also a Blackstone Manufacturing Company site. The district boundary turns north and follows the west line of said parcel and the west line of the Canal Street site Map #10/112 to the southern line of 9 Butler Street (Map #10/110). The boundary then turns west along this southern edge of 9 Butler and crosses Butler, turns south to parallel the west edge of Butler to the State line at which point the district boundary turns west following the State Line to the western property line of 13-15 Ives Street where it turns north following this line to the north side of Ives Street. The district boundary then follows the southern and western line of 16-18 Ives Street (Map #10/92) and the north edge of 20 Ives Street which is not within the district boundaries out to Washington Street where it turns north and follows the east side of Washington Street to the north line of 24 County Street (Map #10/71). The district boundary then turns east and follows the rear lot lines of 24, 22, 18-20, 16, 14, and 10 County Street where it turns north to follow the western and northern lines of 2 Butler Street (Map #10/77). The district boundary then crosses Butler Street and Main Street to the north side of Main where the district boundary parallels Main Street crossing the bridge to the east side of Middle Street where it turns north to include the west and north lines of 2 Middle Street (Map #10/123) to join with the rear

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lot lines of Church Street properties. Here the district boundary turns north again and follows the rear lot lines of 17-17, 19-21, 23-25 Church Street crossing the end of School Street to follow the west and north lines of the Congregational Church property (Map # 10/131). The district boundary turns east along the north Church property lot crossing the end of Church Street and following the north line of the School lot (Map #10/121) crossing Mendon Street and turning north to join with the starting point at the northwest corner of 24-34 Mendon Street (Map #09/90).

See attached Blackstone assessor's plats #8, 9 & 10.

Boundary Justification

The district includes that area of Blackstone Village which is directly connected with the development of the Blackstone Manufacturing Company and which has extant resources to articulate that development. For the most part the southern boundary is the State Line and the Blackstone River. The western and northern boundaries in the New City area (west of the Blackstone River) divides contributing and related Blackstone Manufacturing Company resources and properties which are not directly related or undeveloped. The western and northern boundaries of the original BMC development and the Common as well as the eastern district boundary separate the district from non-contributing and unrelated resources. The district was not extended north on Mendon Street to include a large important superintendent's house and the Cemetery due to the number of intrusions in between those resources and the recommended district.

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1. 10-12, 6 Church Street, looking south, southeast.
2. 23-25, 19-21, 15-17 Church Street, looking south.
3. 217-219, 221-223, 225-227 Main Street, looking west, southwest.
4. 24-34 Mendon Street, Overseers Block, looking north.
5. 9-11, 13-15 Ives Street, looking south, southwest.
6. 26, 28-38 Butler Street, looking south.
7. County Streetscape from 10 on north side and 11 and south side, looking west.
8. 20, 22, 24-34 Mendon Street, Parsonage, Headmaster's House, Overseers Block, looking north, northeast.
9. 4 and 2 Butler Street and Lincoln Park, looking west.
10. School Street, Congregational Church, looking west, northwest.
11. School Street from Mendon Street, Blackstone High School (1867) and Congregational Church, looking west, northwest.
12. 214 Main Street, The Arcade, looking north, northeast.
13. 25 Mendon Street (1867 High School) and 22, 24-34 Mendon Street, looking east, northeast.
14. Off Canal Street, BMC Site, Power Canal, looking east.
15. Off Canal Street, BMC Site, Tailrace, looking west, southwest.

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**BLACKSTONE MANUFACTURING COMPANY HISTORIC DISTRICT
BLACKSTONE (WORCESTER COUNTY)
MASSACHUSETTS**

<u>ADDRESS</u>	<u>MHC #</u>	<u>MAP #</u>	<u>HISTORIC NAME</u>	<u>DATE</u>	<u>STYLE</u>	<u>STATUS</u>	<u>TYPE</u>
BUTLER STREET							
Butler & Main	D-920	920	World War II Mon	1919	Commemorative	C	O
2 Butler St.	D-164	10-77	A. Paine	ca. 1850	Greek Revival	C	B
4 Butler St.	D-163	10-82	unknown	1898-1903	Queen Anne	C	B
8 Butler St.	D-146	10-90	Blackstone Inn	ca. 1920	Federal Revival	C	B
9 Butler St.	D-145	10-110	New City School	1853-1854	Italianate (altered)	C	B
12 Butler St.	D-144	10-91	S. Esting	ca. 1850	Mill Housing	C	B
20 Butler St.	D-143	10-101	BMC Mill Tenement	1866	Mill Housing	C	B
26 Butler St.	D-142	10-108	BMC Mill Tenement	1866	Mill Housing	C	B
28-38 Butler St.	D-141	10-104	BMC Rowhouse	1866	Rowhouses	C	B
CANAL STREET							
Over Canal St.	907	907	Norfolk Co. RR Bridge	1917	Deck Plate Girder	C	St
Over Caines Ct.	906	906	NY&NE RR Bridge	1908	Deck Plate Girder	C	St
Canal St./Tupper		10/112	BMC Site	1809 et. seq.	Site of Mills	C	Si
Canal St./Tupper	B-12	10/112[a]	BMC Storehouse	1844	stone mill	C	B
Canal St./Tupper		10/112[b]	BMC Site	ca. 1965	low concrete	NC	B
Canal St./Tupper		10/112[c]	BMC Site	1979	hydro dam	NC	St
Off Canal - BMC	904	904	Band Wagon Bridge	ca. 1820	Bridge Remnant	C	St
Off Canal - BMC		10/115[a]	BMC Power Canal	ca. 1840	Stone trench	C	St
Off Canal - BMC		10/115[b]	BMC Tailrace	ca. 1840	Stone tailrace	C	St
105 Canal St.	B-13	8-70	BMC Tenement #2	ca. 1835	Mill Housing	C	B
barn			BMC	ca. 1850	none	C	B
garage				ca. 1950	none	NC	B
111 Canal St.		8-69	unknown	1937	Dutch Colonial	NC	B
112-114 Canal St.	B-14	8-58	BMC Tenement #3	ca. 1835	Mill Housing	C	B
116-118 Canal St.	B-15	8-57	BMC Tenement #4	ca. 1835	Mill Housing	C	B
converted barn				ca. 1950	none	NC	B
124-126 Canal St.	B-16	10-144	BMC Tenement #10	1810	GR Mill Housing	NC	B
128 Canal St.	B-17	10-143	BMC Tenement #11	1810	GR Mill Housing	C	B

**BLACKSTONE MANUFACTURING COMPANY HISTORIC DISTRICT
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ADDRESS	MHC #	MAP #	HISTORIC NAME	DATE	STYLE	STATUS	TYPE
CHURCH STREET							
4-6 Church St.	B-18	10-142	BMC Tenement #12	ca. 1835	Mill Housing	C	B
8-10 Church St.	B-19	10-139	BMC Tenement #13	1810	Mill Housing	C	B
11-13 Church St.	B-20	10-125	BMC Tenement #28	ca. 1835	Mill Housing	NC	B
15-17 Church St.	B-21	10-149	BMC Tenement #29	1836	Mill Housing	NC	B
16-18 Church St.	B-22	10-136	BMC Tenement #34	ca. 1820	Mill Housing	C	B
garage						NC	B
19-21 Church St.	B-23	10-126	BMC Tenement #30	ca. 1820	Mill Housing	C	B
22-24 Church St.	B-24	10-135	BMC Tenement #33	ca. 1820	Mill Housing	C	B
23-25 Church St.	B-25	10-150	BMC Tenement #31	ca. 1820	Mill Housing	C	B
COUNTY STREET							
4 County St.	D-162	10-83A	Washington Hunt	ca. 1850	GR altered	NC	B
6 County St.	D-161	10-83	unknown	ca. 1930	none	NC	B
7 County St.	D-147	10-89	unknown	ca. 1920	altered	NC	B
9 County St.	D-148	10-88	David Boyden	ca. 1850	Greek Revival	C	B
10 County St.	D-160	10-80	J. Wilson	ca. 1850	Greek Revival	C	B
11 County St.	D-149	10-87	BMC	1866	Greek Revival	C	B
14 County St.	D-159	10-79	J. Wilson	ca. 1850	Greek Revival	C	B
15 County St.	D-150	10-86	Robinson	ca. 1850	Greek Revival	C	B
16 County St.	D-158	10-78	BMC	1866	Greek Revival	C	B
17 County St.	D-151	10-85	M. Mulgrew	ca. 1850	Greek Revival	C	B
18-20 County St.	D-157	10-73	BMC	1866	Greek Revival	C	B
19 County St.	D-152	10-146	unknown	1939	Bungalow	NC	B
22 County St.	D-156	10-72	Aaron Burdon	ca. 1850	Greek Revival	C	B
24 County St.	D-155	10-71	H. Mann	ca. 1850	Greek Revival	C	B
25 County St.	D-153	10-84	S. Taylor	ca. 1850	altered	NC	B

**BLACKSTONE MANUFACTURING COMPANY HISTORIC DISTRICT
BLACKSTONE (WORCESTER COUNTY)
MASSACHUSETTS**

ADDRESS	MHC #	MAP #	HISTORIC NAME	DATE	STYLE	STATUS	TYPE
IVES STREET							
4 Ives St.	D-139	10-98	Monroe Remington	ca. 1850	Greek Revival	C	B
5 Ives St.	D-140	10-106	unknown	ca. 1860	Greek Revival	C	B
6 Ives St.	D-138	10-98	unknown	ca. 1920	none	NC	B
6R Ives St.		10-98[a]	unknown	ca. 1920	none	NC	B
8 Ives St.	D-137	10-96	S. Logee	ca. 1850	altered	C	B
barn				ca. 1900		NC	B
9-11 Ives St.	D-135	10-105	M. Nelson	ca. 1848	Greek Revival	C	B
10 Ives St.	D-136	10-93	unknown	1898-1903	GR altered	C	B
12-14 Ives St.	D-133	10-94	BMC Mill Tenement	1866	Greek Revival	C	B
13-15 Ives St.	D-134	10-104	M. Nelson	1865	Greek Revival	C	B
16-18 Ives St.	D-132	10-92	BMC Mill Tenement	1853	GR altered	NC	B
MAIN STREET							
Main at Mendon	B-913	913	NY&Ne RR Abutment	1917	Deck Plate Girder	C	St
199 Main St.		8-54	none	1986	none	NC	B
200 Main St.	B-31	10-145	Blackstone Fire House	1895	Italianate	C	B
205-207 Main St.	B-70	10-140	BMC Mill Tenement	1865	GR Mill Housing	C	B
206 Main St.	B-71	10-138	BMC Tenement #35	1836	Mill Housing	C	B
213-215 Main St.	B-72	10-130	BMC Tenement #14	ca. 1835	Mill Housing	C	B
214 Main St.	B-33	10-137	The Arcade	1843	Mill	C	B
217-219 Main St.	B-73	10-129	BMC Tenement #15	ca. 1835	GR Mill Housing	C	B
221-223 Main St.	B-74	10-128	BMC Tenement #16	ca. 1835	GR Mill Housing	C	B
222 Main St.		10-124	none	ca. 1960	ranch	NC	B
225-227 Main St.	B-74	10-127	BMC Tenement #17	ca. 1835	GR Mill Housing	C	B

**BLACKSTONE MANUFACTURING COMPANY HISTORIC DISTRICT
BLACKSTONE (WORCESTER COUNTY)
MASSACHUSETTS**

<u>ADDRESS</u>	<u>MHC #</u>	<u>MAP #</u>	<u>HISTORIC NAME</u>	<u>DATE</u>	<u>STYLE</u>	<u>STATUS</u>	<u>TYPE</u>
MENDON STREET							
17-19 Mendon St.	B-82	10-134	BMC Tenement #32	ca. 1835	Mill Housing	C	B
20 Mendon St.	B-83	09-88	BMC-Parsonage	1836	Greek Revival	C	B
22 Mendon St.	B-84	09-89	BMC House #39	1836	Greek Revival	C	B
24-34 Mendon St.	B-85	09-90	Overseers Block	1861	Greek Revival	C	B
25 Mendon St.	B-81	10-121	Blackstone High	1867	Italianate	C	B
MIDDLE STREET							
2-4 Middle St.	86	10-123	BMC Tenement #26	ca. 1820	Mill Housing	C	B
OLD MENDON STREET							
1-3 Old Mendon	B-92	08-56	BMC Tenement #7	ca. 1835	GR Mill Housing	C	B
2-4 Old Mendon	B-90	10-141	BMC Tenement #9	ca. 1835	Mill Housing	NC	B
5-7 Old Mendon	B-91	08-55	BMC Tenement #8	ca. 1835	Mill Housing	C	B
Over Old Mendon	B-914	914	P. & W. Railroad	1903	Deck Plate Girder	C	St
SCHOOL STREET							
School Street	B-98	10-131	Congregational Ch	1836	Greek Revival	C	B

TOTAL RESOURCES:

63 Contributing

21 Noncontributing

54 Contributing Buildings

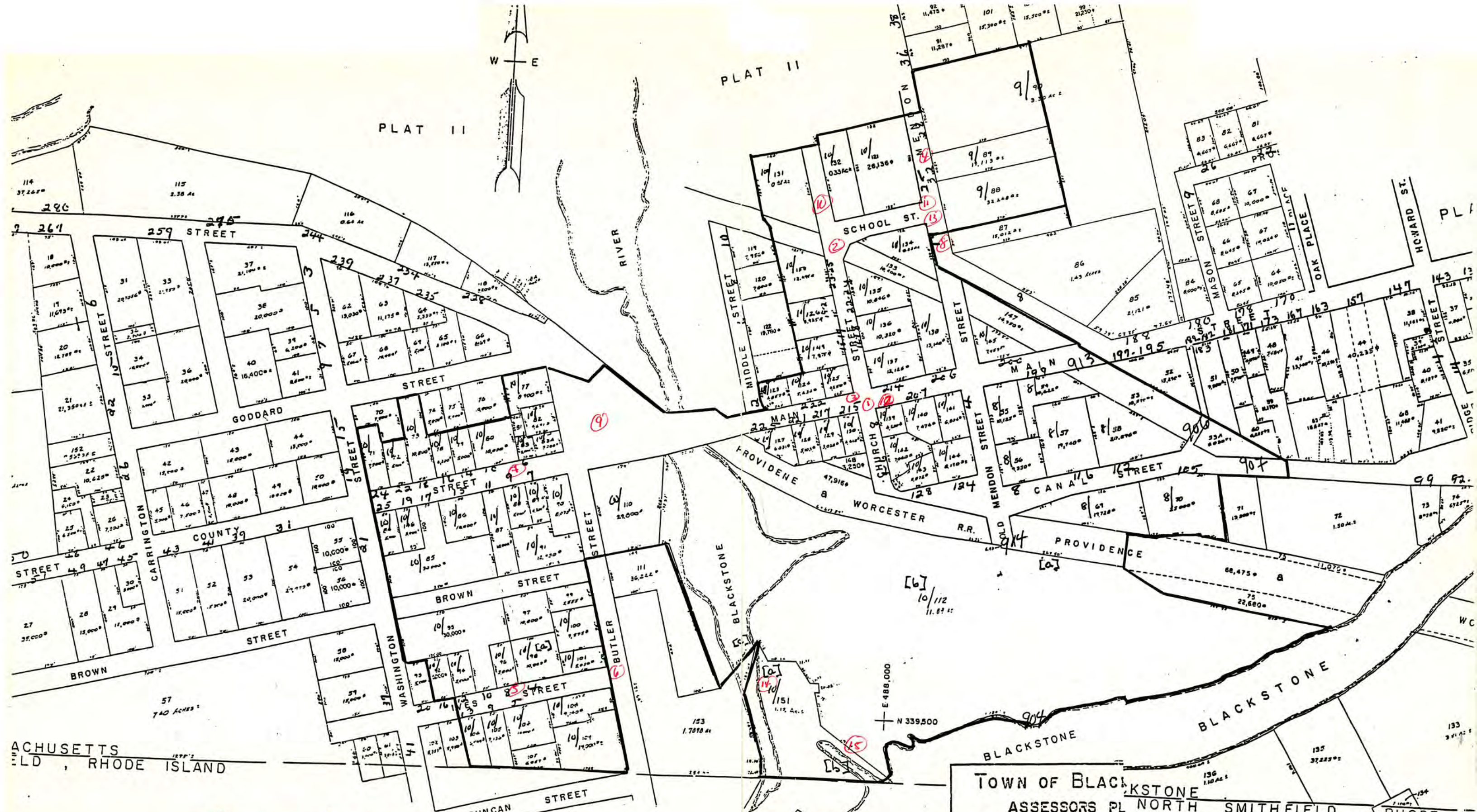
20 Noncontributing Buildings

1 Contributing Site

1 Noncontributing Structure

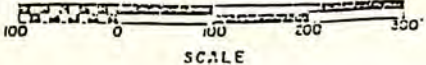
7 Contributing Structures

1 Contributing Object

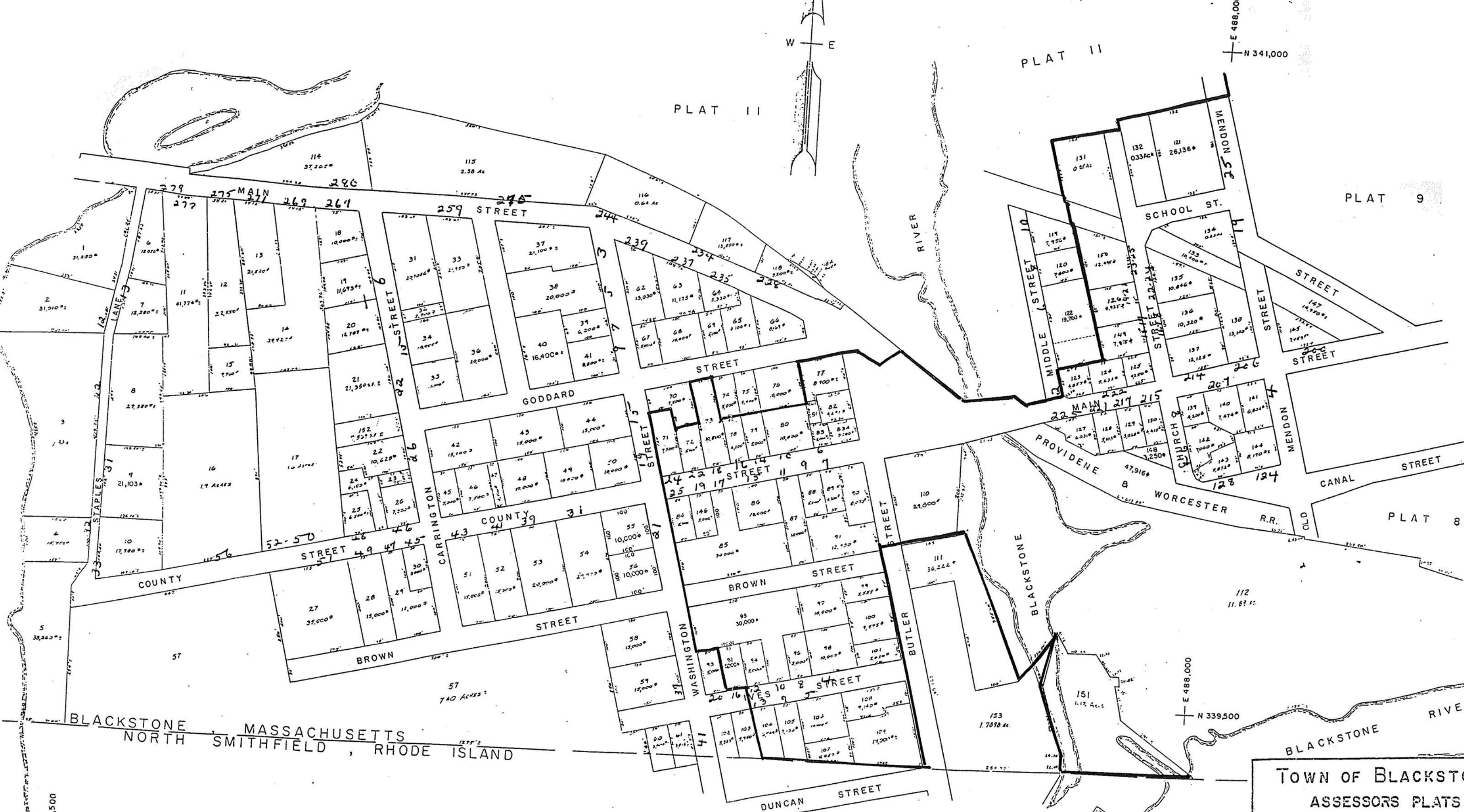


indicates location of photographer

BLACKSTONE, MA
 BLACKSTONE MANUFACTURING
 COMPANY HISTORIC DISTRICT



TOWN OF BLACKSTONE, MASSACHUSETTS
 ASSESSORS PL NORTH SMITHFIELD, RHODE ISLAND
 SCALE: 1 INCH EQUALS
 THIS PLAN IS NOT A LEGAL INSTRUMENT
 MARC N. NYBERG & ASSOC., II
 11 MAIN STREET
 SLATERSVILLE, RHODE ISLAND 02882
 PLATS # 10, 9, 8



E 485,500
N 339,000

E 488,000
N 341,000

E 488,000
N 339,500

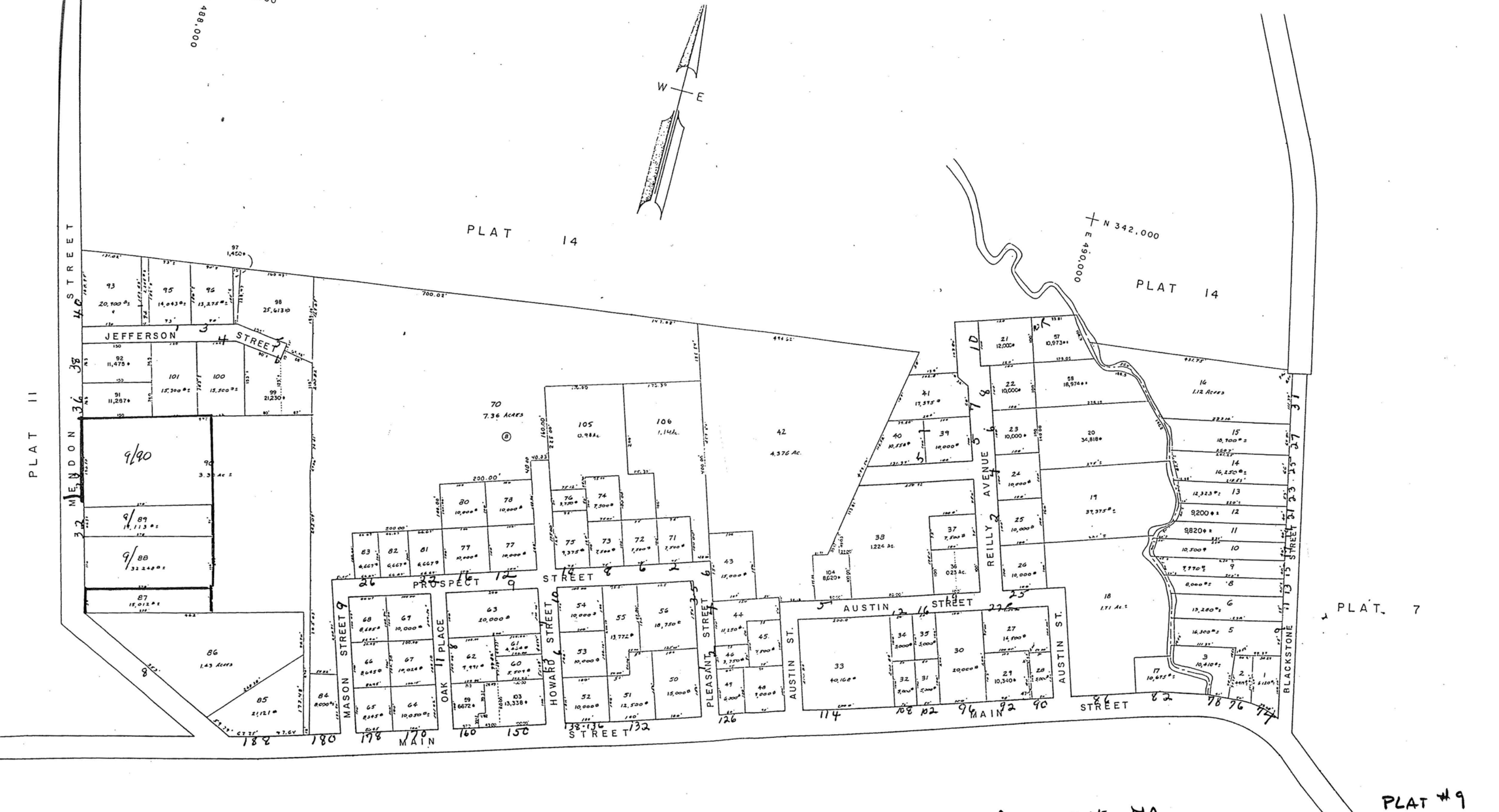
BLACKSTONE MASSACHUSETTS
NORTH SMITHFIELD, RHODE ISLAND

TOWN OF BLACKSTONE
ASSESSORS PLATS
SCALE 1 INCH EQUALS 100 FEET
THIS PLAN IS NOT A LEGAL DOCUMENT
MARC N. NYBERG & ASSOC., INC.
11 MAIN STREET
SLATERSVILLE, RHODE ISLAND 02876
PLAT #10

BLACKSTONE, MA
BLACKSTONE MANUFACTURING
COMPANY HISTORIC DISTRICT



1013



PLAT 14

PLAT 14

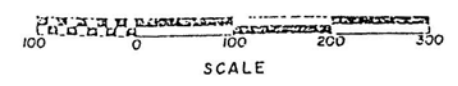
PLAT 7

PLAT #9

PLAT 8

BLACKSTONE, MA
 BLACKSTONE MANUFACTURING
 COMPANY HISTORIC
 DISTRICT

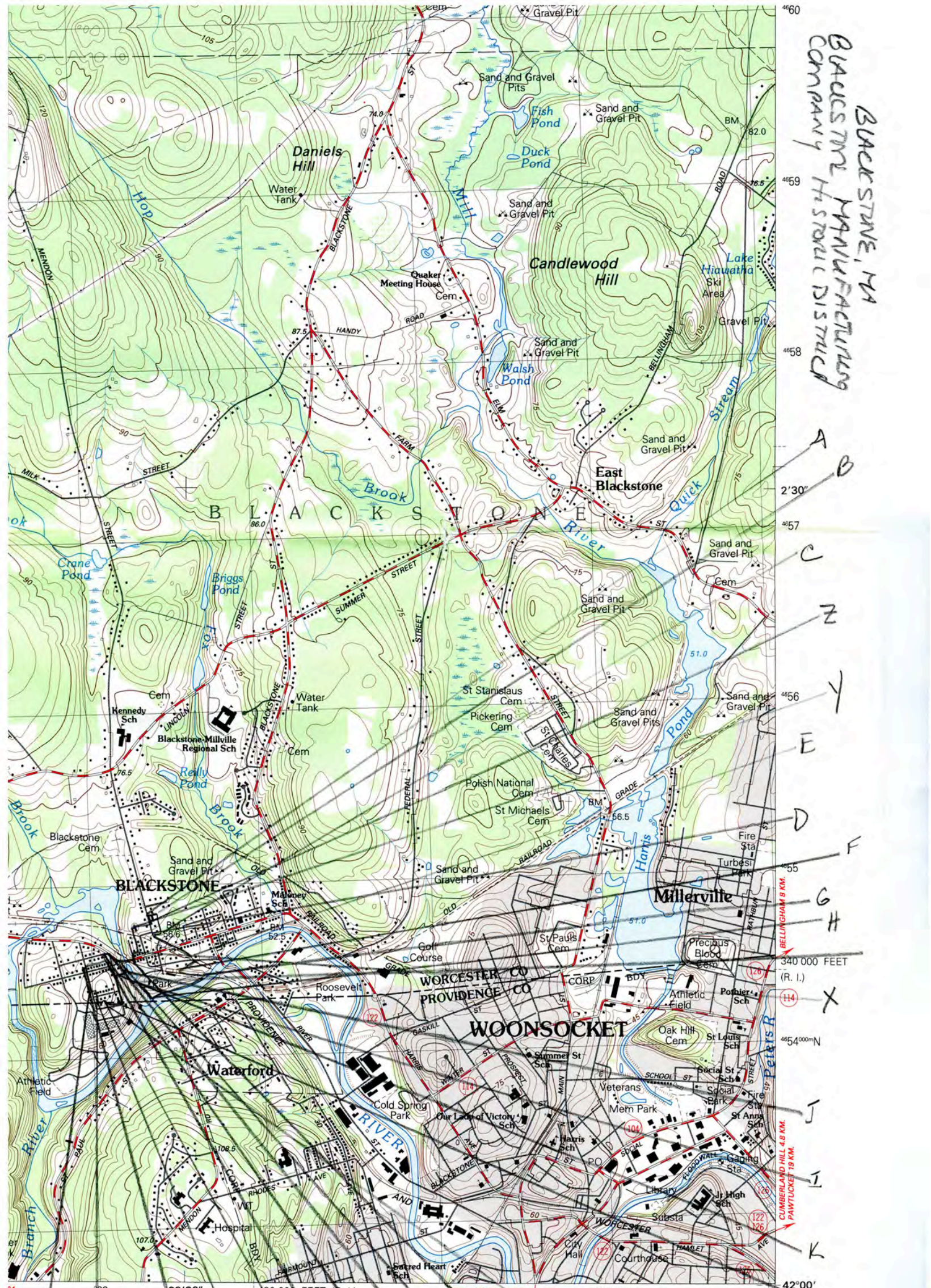
TOWN OF BLACKSTONE
 ASSESSORS PLATS
 SCALE : 1 INCH EQUALS 100 FEET
 THIS PLAN IS NOT A LEGAL DOCUMENT
 MARC N. NYBERG & ASSOC., INC.
 11 MAIN STREET
 SLATERSVILLE, RHODE ISLAND 02976



203

PLAT #9

BLACKSTONE, MA
BLACKSTONE MANUFACTURING
COMPANY HISTORICAL DISTRICT



5000 METERS
16 000 FEET
UXBRIDGE, MASS. - R. I.
42071-A5-TM-025
1982



1. 10-12, 6 Church Street, looking south, southeast. (Photograph: Gretchen Schuler, April 1994)



2. 23-25, 19-21, 15-17 Church Street, looking south. (Photograph: Gretchen Schuler, April 1994)



3. 217-219, 221-223, 225-227 Main Street, looking west, southwest. (Photograph: Gretchen Schuler, April 1994)



4. 24-34 Mendon Street, Overseers Block, looking north. (Photograph: Gretchen Schuler, April 1994)



5. 9-11, 13-15 Ives Street, looking south, southwest. (Photograph: Gretchen Schuler, April 1994)



6. 26, 28-38 Butler Street, looking south. (Photograph: Gretchen Schuler, April 1994)



7. County Streetscape from 10 on north side and 11 on south side, looking west. (Photograph: Gretchen Schuler, April 1994)



8. 20, 22, 24-34 Mendon Street, Parsonage, Headmaster's House, Overseers Block, looking north, northeast. (Photograph: Gretchen Schuler, April 1994)



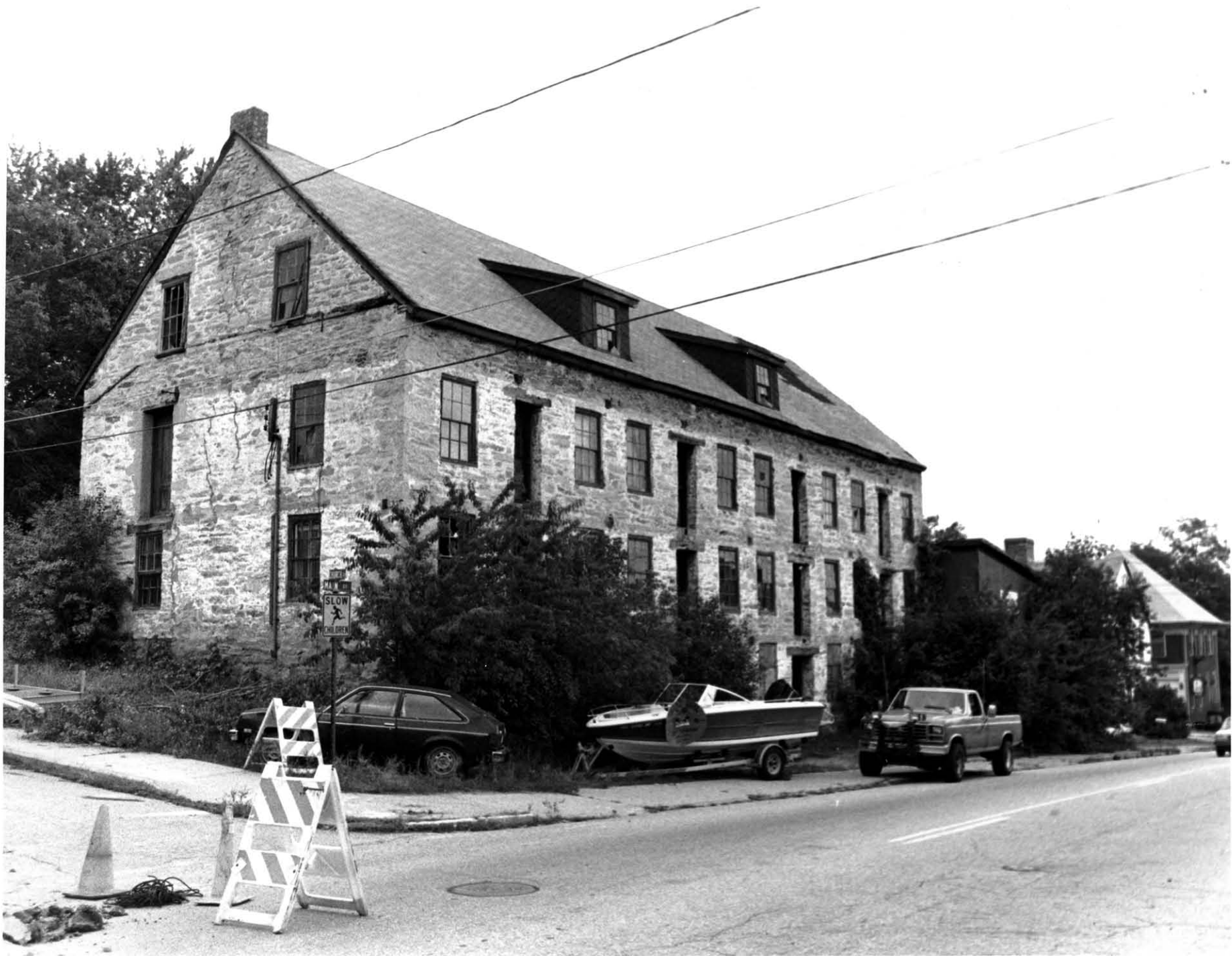
9. 4 and 2 Butler Street and Lincoln Park, looking west. (Photograph: Gretchen Schuler, April 1994)



10. School Street, Congregational Church, looking west, northwest. (Photograph: Gretchen Schuler, April 1994)



11. School Street from Mendon Street, Blackstone High School (1867) and Congregational Church, looking west, northwest.
(Photograph: Gretchen Schuler, April 1994)



12. 214 Main Street, The Arcade, looking north, northeast. (Photograph: Gretchen Schuler, April 1994)



13. 25 Mendon Street (1867 High School) and 22, 24-34 Mendon Street, looking east, northeast. (Photograph: Gretchen Schuler, April 1994)



14. Off Canal Street, BMC Site, Power Canal, looking east. (Photograph: Gretchen Schuler, April 1994)



15. Off Canal Street, BMC Site, Tailrace, looking west, southwest. (Photograph: Gretchen Schuler, April 1994)